Chart Coverage in Coast Pilot 5—Chapter 12
NOAA's Online Interactive Chart Catalog has complete chart coverage
http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
32°N
30°N
28°N
26°N
24°N
80°W
82°W
84°W
86°W
88°W
90°W
92°W
94°W
96°W
98°W
TEXAS
LOUISIANA
MISS.
ALABAMA
GEORGIA
FLORIDA
CUBA
MEXICO
GULF OF MEXICO
Houston
Galveston
New Orleans
Mobile
Tampa
Key West
11331
11322
11354
11350
11355
11372
11367
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11302

Intracoastal Waterway

(18)

Structures across the Gulf Intracoastal Waterway
Caloosahatchee River to Anclote River (Statute Mile 0 to 150)

Name•Description•Type	Mile	Waterway	Clearance (feet) Horizontal	Clearance (feet) Vertical*	Information
Overhead power cable	8.0	Pine Island Sound		95	
Boca Grande Causeway Bridge (swing)	34.3	Gasparilla Sound	81	9	**Note 2** — Bridge under construction
State Route 776 (bascule)	43.5	Lemon Bay	86	26	**Note 1** — Englewood to Manasota Key
Manasota Beach Highway Bridge (bascule)	49.9	Lemon Bay	90	26	**Note 1** — Manasota to Manasota Key
Overhead power cable	49.9	Lemon Bay		88	Manasota to Manasota Key
State Route 45 Bridge (bascule)	54.9	IWW landcut	90	25	**Note 1**
Venice Avenue Bridge (bascule)	56.6	Hatchett Creek	90	30	**Note 2**
Hatchett Creek (US-41) Bridge (bascule)	56.9	Hatchett Creek	100	30	**Note 2**
Albee Road (SR-789) Bridge (bascule)	59.3	Blackburn Bay	90	14	**Note 1**
Blackburn Point Road Bridge (swing)	63.0	Little Sarasota Bay	51	9	**Note 1**
Stickney Point (SR-72) Bridge (bascule)	68.6	Little Sarasota Bay	90	18	**Note 2**
Siesta Drive Bridge (bascule)	71.6	Roberts Bay	90	25	**Note 2**
Ringling Causeway Bridge (fixed)	73.6	Sarasota Bay	100	65	
Cortez (SR-684) Bridge (bascule)	87.2	Anna Maria Sound	90	22	**Note 2**
Anna Maria Island Bridge (bascule)	89.2	Anna Maria Sound	90	24	**Note 2**
Sunshine Skyway Bridge (fixed)	99.0	Tampa Bay	500	180	Main ship channel span
Sunshine Skyway Bridge (fixed)	110.5	Tampa Bay	91	65	Northern-most span near Maximo Point
Pinellas Bayway (bascule)	113.0	Main Channel	89	25 (center)	**Note 2** — Structure E, Bridge under construction
Pinellas Bayway (fixed)	114.0	Boca Ciega Bay	100	65	Structure C
Corey Causeway Bridge (bascule)	117.7	Boca Ciega Bay	90	23	**Note 2**
Treasure Island Causeway Bridge (bascule)	119.0	Boca Ciega Bay	100	21	**Note 2** — Bridgetender monitors VHF-FM channel 9; call sign WQZ-67 or KZU-970. Middle span of the causeway.
Welch Causeway Bridge (bascule)	122.8	Boca Ciega Bay	89	25	**Note 2**
78th Avenue (SR-694) Bridge (bascule)	126.0	The Narrows	90	20	**Note 1** — Bridgetender monitors VHF-FM channel 9; call sign WHV-751
State Route 688 Bridge (bascule) dual span	128.2	The Narrows	90	21	**Note 1**
Belleair Causeway (SR-686) Bridge (fixed)	131.8	Clearwater Harbor	100	75	
Clearwater Memorial Causeway Bridge (fixed)	135.9	Clearwater Harbor	315	74	
Dunedin Causeway Bridge (bascule)	141.9	St. Joseph's Sound	91	24	**Note 1** — Bridgetender monitors VHF-FM channel 9; call sign WHV-750

* Vertical clearance measured at Mean High Water
Note 1 – See **33 CFR 117.1** to **117.49**, chapter 2, for drawbridge regulations.
Note 2 – See **33 CFR 117.1** to **117.59** and **117.287**, chapter 2, for drawbridge regulations.

(1) This chapter describes the **Intracoastal Waterway**, a toll-free canal, from Caloosahatchee River, Florida, to Brownsville, Texas. The waterway is a protected route inside the west coast of Florida and behind the Gulf Coast. A 140-mile stretch between Anclote River and Carrabelle, Florida, is not protected and is described in chapter 5. 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.

(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.)

(4)

Mileage

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

(6) 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 conversion table, to aid in converting nautical miles to statute miles or vice versa, can be found at the end of chapter 1.

(7)

Channels

(8) 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—consult the U.S. Army Corps of Engineers for controlling depths. (See Appendix A for contact information.)

(9) 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.

(10)

Bridges and overhead cables

(11) Structures (bridges, overhead cables and pipelines) crossing only the Intracoastal Waterway are shown in tables within the chapter. These tables list structures within the following mileages: **Mile 0** to **150**, **Mile 376E** to **125E**, **Mile 35E** to **95W**, **Mile 95W** to **680W**, **Algiers Alternate Route**, **Atchafalaya River Route** and **MP Alternate Route**. Clearances of structures are given at mean high water. Drawbridge regulations, if applicable, are given in the tables and referenced back to chapter 2.

(12)

Cable ferries

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

(14) **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.**

(15)

Aids to navigation

(16) 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.)

(17)

ENC - US5FL42M
Chart - 11427

(19) 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.

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

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

(22) **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.

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

(24) **St. James City** is a small fishing and residential community on the south 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.

(25) 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 north end of Pine Island and connects with a road across Little Pine Island and Matlacha Pass to Fort Myers and Cape Coral.

(26) 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.

(27) **Captiva** is a village on **Captiva Island**, west of **Mile 12.1** about 3 miles north 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.

(28) At **Mile 13.7**, a privately dredged and marked channel, leads west from the waterway to a marina near the north end of Captiva Island. In 2015, 5 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.

(29) **Redfish Pass**, west of **Mile 14.5**, separating Captiva Island, and North Captiva Island is described in chapter 4. A marked channel on the east 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.

(30) **Captiva Pass**, west 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 south 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.

(31) 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.

(32) **Useppa Island**, near the north end of Pine Island Sound east of **Mile 21.5**, has a natural small-boat basin on its northwest 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.

(33) **Cayo Costa** is an island on the south side of the entrance to Charlotte Harbor. A state park is on the island. **Pelican Bay**, on the northeast 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 south-southeast from the north end of the island; the controlling depth is about 5 feet. A small circular basin at the north end of the bay affords excellent protection to small craft, but the entrance is reported almost filled in and is difficult to navigate.

(34) At **Mile 22.6**, a channel marked by daybeacons and a light leads east from the waterway, north of Useppa Island, and thence northeast to Charlotte Harbor in the vicinity of **Bokeelia Island**.

(35)

ENC - US5FL42M
Chart - 11427

(36) **Bokeelia** is a small settlement on **Bokeelia Island**, at the north end of Pine Island on the south 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 west 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 east of Back Bay.

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

(38) **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.

(39)

ENC - US5FL19M
Chart - 11425

(40)

Anchorages

(41) 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.

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

(43) **Boca Grande**, west 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.

(44) **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 north is possible through a partially privately marked channel.

(45) Harbor Drive Waterway leads west from Boca Grande Bayou near its south entrance.

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

(47) At **Mile 34.0,** a privately dredged channel leads northeast 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 south end of the highway bridge.

(48) The small-boat basin contains a marina and a seafood shipping plant. Berthing, electricity, gasoline, diesel fuel,

water, ice, marine supplies, a launching ramp and open and covered storage are available. A 70-ton lift for hull, engine and electronic repairs is available.

(49) At **Mile 34.1**, the trestle of an abandoned railroad bridge crosses Gasparilla Sound from Placida to the north end of Gasparilla Island. The opening at the north end of the trestle has a horizontal clearance of 90 feet, and the opening in the middle has a horizontal clearance of 40 feet. The opening at the south end has a horizontal clearance of 10 feet and vertical clearance of 5 feet. Boca Grande Causeway is just northwest and parallel to the abandoned railroad bridge. A swing bridge with a vertical clearance of 22 feet is at the north end. Fixed spans are at the middle, with a reported clearance of 26 feet at the center, and at the south end, with reported clearances of 40 feet (horizontal) and 16 feet (vertical). The bridgetender monitors VHF-FM channel 9. (See **33 CFR 117.1** through **117.59** and **117.287(a-1)**, chapter 2, for drawbridge regulations.) An overhead power cable on the northwest side of the causeway has a clearance of 35 feet at the middle span and 27 feet at the span near the south end.

(50) 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.

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

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

(53) At **Mile 37.4**, the waterway enters **The Cutoff**, a narrow shallow pass joining Placida Harbor with Lemon Bay. Small-craft facilities east 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.

(54) **Lemon Bay** is a shallow lagoon that extends 15 miles northwest 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.

(55) **Stump Pass**, near the south end of Lemon Bay southwest of **Mile 41.0**, is discussed in chapter 4.

(56) **Rock (Ainger) Creek** is about 2 miles north of Stump Pass on the east side of Lemon Bay northeast 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.

(57) **Englewood Beach** is on the west side of the bay just south of the bridge.

(58) **Redfish Cove** is on the east side of the bay at the north end of State Route 776 highway bridge.

(59) **Englewood** is on the east side of the bay about 1.5 miles north 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 and hull, engine and electronic repairs are available; lift to 50 tons.

(60) At **Mile 52.0,** about 300 yards southeast of the entrance to Alligator Creek, a small passenger ferry crosses Lemon Bay. The ferry monitors VHF-FM channel 16.

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

(62) A marina, on the west side of the landcut just north of the highway bridge, at **Mile 55.1**, has berths, electricity, gasoline, diesel fuel, ice, water, pump-out station and marine supplies. Hull, engine and electronic repairs can be made. In 2015, 8 feet was reported in the approach and alongside.

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

(64) 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 east of Venice Inlet. A water tank and several large apartment buildings are prominent approaching the U.S. Route 41 bridge over Hatchett Creek. The channel in Lyons Bay, Dona Bay and Roberts Bay are marked by private daybeacons. Reported drafts of about 2 to 5 feet could be taken to the landings at these towns.

(65)

Manatees

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

(67) Several marinas are at Venice Inlet and on Roberts, Dona and Lyons Bays.

(68) The waterway continues north 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.

(69)

Currents

(70) In Venice Inlet the average velocity is about 1 knot. At the bridge at the south end of Blackburn Bay, the current floods to the north and ebbs to the south with an average velocity of about 0.8 knot. At Blackburn Point Bridge at the south end of Little Sarasota Bay, the current floods south-southeast with an average velocity of 1.4 knots and ebbs north with an average velocity of 0.7

knot. One day's observation off the bridge at the north 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 north-northwest and average about 0.6 knot; the ebb current is weak. See the Tidal Current prediction service at *tidesandcurrents.noaa.gov* for specific information about times, directions, and velocities of the current at numerous locations throughout the area. Links to a user guide for this service can be found in chapter 1 of this book.

(71) A marina, at **Mile 59.3**, 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.

(72) At **Mile 63.0** are several small-craft facilities. Berths with electricity, gasoline, water, ice and storage are available. One boatyard has a 12-ton marine lift for boats up to 36 feet, where hull, engine and electronic repairs can be made.

(73) **Osprey** is a small settlement on the east side of Little Sarasota Bay. A marina is near the south end of Siesta Key just north 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.

(74) A marina is at the head of a long slip on the east 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 craft to 23 feet for storage and engine repairs.

(75) Two marinas, west of the bridge at **Mile 68.6**, can provide gasoline, water, ice, dry storage and marine supplies. Two fork lifts are available for hull, engine and electronic repairs.

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

(77) There is a marina at **City Island** at the northeast end of Lido Key, alongside the New Pass Channel, east of New Pass bridge, where berths, gasoline, water, ice and marine supplies are available. There are two forklifts and a traveling lift that can haul out craft to 56 feet for hull and engine repairs. The entrance to this marina is narrow and caution should be observed due to strong currents in the channel.

(78) **Sarasota**, on the east shore of Sarasota Bay at the south end, is a year-round community and winter resort. The Sarasota-Bradenton Airport is north 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.

(79) Sarasota has several marinas, boatyards and yacht basins. A large marina is in the bight just east of **Golden Gate Point**. At **Mile 73.3**, a dredged channel leads northeast from the waterway to a turning basin at the marina. In 2013, 12 feet was reported in the approach and 10 feet alongside in the turning basin.

(80)

Small-craft facilities

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

(82) **Hudson Bayou**, about 0.6 mile southeast 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.

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

(84) At **Mile 74.4**, a dredged channel leads east 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.

(85) **Whitaker Bayou**, about 0.5 mile north 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.

(86) At **Mile 78.1**, a marina basin is about 0.3 mile south 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 2014, 7 feet was reported in the approach.

(87) **Bowlees Creek** empties into Sarasota Bay northeast of **Mile 79.0.** A privately marked channel with a reported approach depth of 5 feet in 2014 leads to a few marinas. Berths with electricity, gasoline, water, ice, pump-out station, wet and dry 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 west of the highway bridge has a clearance of 27 feet.

(88) About 0.4 mile northwest 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 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 west of the channel entrance.

(89) **Buttonwood Harbor**, on Longboat Key in Sarasota Bay, is southwest of **Mile 79.9**. A natural channel marked by private daybeacons and a light leads to the harbor. The channel separates into a north and south channel about 0.5 mile into the main channel. The channel leading south is privately marked and leads to a small marina with dockage only. In 2014, a reported depth of 5 feet could be carried to Buttonwood Harbor with shoaling reported immediately south of the entrance continuing 0.3 mile along the southern edge of the channel; caution is advised.

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

(91) **Longbeach**, the north part of the town of Longboat Key on the south side of Longboat Pass, is a fishing and resort town. About 1.5 miles southeast of the pass, southwest of **Mile 83.7**, a privately marked channel with a reported depth of 4 feet in 2014 leads to a boat basin where gasoline, pump-out, water, ice and marine supplies are available. Hull, engine and electronic repairs can be made.

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

(93) A marina at **Mile 87.2**, at the west end of the bridge, can provide transient berths, electricity, gasoline, diesel fuel, pump-out station, dry storage, water, ice and marine supplies. Hull, engine and electronic repairs can be made with lifts to 77 tons. In 2015, the reported approach and alongside depth was 6 feet. **Cortez Coast Guard Station** is near the east end of the bridge. There are several fish wharves at the east end of the bridge at which party fishing boats moor. Several small-craft facilities are at Cortez.

(94) A marina on **Perico Island**, close north 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.

(95) **Anna Maria** is a small village at the north end of Anna Maria Island. Several marinas and boatyards are on Anna Maria Island north of the State Route 64 highway bridge.

(96)

ENCs - US5FL19M, US5FL11M, US5FL12M, US-4FL12M, US5FL09M, US5FL17M
Charts - 11425, 11415, 11416, 11411

(97) The waterway continues north through Anna Maria Sound and enters Tampa Bay at **Mile 92.0**. Anna Maria Sound is marked at its north end by **Anna Maria Sound Light 1** (27°32'03"N., 82°42'48"W.), 16 feet above the water and shown from a dolphin with a square green daymark.

(98)

ENCs - US5FL11M, US5FL12M, US4FL12M, US-5FL09M, US5FL17M
Charts - 11415, 11416, 11411

(99) The waterway continues across lower Tampa Bay to the main ship channel at **Mile 97.8,** thence northeast to **Mile 102.8,** thence north in the St. Petersburg Channel to **Mile 106.0,** thence west in the dredged channel, close south of Pinellas Peninsula and into Boca Ciega Bay at **Mile 110.8**.

(100) Small craft can also use the dredged **Sunshine Skyway Channel** that extends parallel with and about 600 yards west of the Sunshine Skyway bridge between **Mile 97.8** and **Mile 110.8**. The channel is marked by lights and daybeacons.

(101) **Boca Ciega Bay** extends 13 miles northwest 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.

(102) **Sunshine Skyway Park** is a state recreational area along the skyway east of the channel.

(103) Tidal currents in Boca Ciega Bay seldom exceed 0.5 knot. See the Tidal Current prediction service at *tidesandcurrents.noaa.gov* for specific information about times, directions, and velocities of the current at numerous locations throughout the area. Links to a user guide for this service can be found in chapter 1 of this book.

(104) **Maximo Point**, opposite **Mile 110.5**, the southwest extremity of Pinellas Peninsula, is at the north 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.

(105) On Maximo Point, east of the skyway, there is a large prominent apartment hotel and motel that 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.

(106) **Cats Point Channel** extends north from the waterway at **Mile 110.8**, thence northwest along the landfill west of Cats Point, and thence across the upper part of Boca Ciega Bay, and rejoins the waterway at **Mile 115.7**. The channel is marked by lights and daybeacons.

(107) **Frenchman Creek** is on the east side of Boca Ciega Bay about 0.3 mile north 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.

(108) **Cats Point** is on the east side of Boca Ciega Bay, 1.1 miles north 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 north 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.

(109) **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 south 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.

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

(111) A marina on the southwest side of the bridge at **Mile 113.0** can provide gasoline, diesel fuel, pump-out, water, marine supplies, launching ramp and wet and dry storage. In 2011, 8 feet was reported alongside.

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

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

(114) **Clam Bayou** is on the east 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 west 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.

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

(116) The waterway continues north 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.

(117)

ENC - US5FL17M
Chart - 11411

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

(119) **Long Bayou**, an arm of Boca Ciega Bay opposite Johns Pass, extends in a north direction for about 3 miles to a dam that 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 north 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 east side of the bayou has electricity and water available. A marina north of the bridge on the west side of the bayou has gasoline, pump-out, electricity, water and ice available.

(120) **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**, principally a drainage ditch, connects Old Tampa Bay with Cross Bayou.

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

(122) At **Mile 122.8**, the shallow cove just east of the mainland end of the Welch Causeway Bridge 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 south 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 northeast 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.

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

(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 130.0**, the waterway enters Clearwater Harbor.

(126) **Clearwater Harbor** extends about 7 miles north 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.

(127) **Belleair**, **Mile 132.8**, 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.

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

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

(130) **Clearwater**, the county seat of Pinellas County on the east 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 north end of Clearwater Beach Island, a tall water tank near the middle of the island, a large hotel on the island on the north 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 southeast of the city. A Coast Guard air station is at the airport.

(131)

Currents

(132) The tidal current at Clearwater in the vicinity of the Clearwater Memorial Causeway is about 0.4 knots. See the Tidal Current prediction service at *tidesandcurrents.noaa.gov* for specific information about times, directions, and velocities of the current at numerous locations throughout the area. Links to a user guide for this service can be found in chapter 1 of this book.

(133) At **Mile 135.9**, Causeway Channel, marked by daybeacons, leads west from the waterway to a junction with a dredged channel thence to a turning basin at the west end of Clearwater Memorial Causeway. The dredged channel with which it junctions is the branch channel leading north 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 east side of Sand Key about 1 mile south of Clearwater Pass.

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

(136)

Small-craft facilities

(137) Other small-craft facilities in the Clearwater area are located at the part of Clearwater Beach Island, along the south side of the island north 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 and electronic repairs can be made. At Clearwater just east of **Mile 136.6**, a 60-ton mobile hoist can handle craft up to 70 feet.

(138) At **Mile 136.4**, a channel marked by daybeacons leads northwest to a junction with Mandalay Channel.

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

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

(141) The Dunedin Municipal Marina, east 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 north mole, and a boat club is on the south 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 (813–738–1909).

(142) A privately dredged channel leads into **Seven Mouth Creek**, to a basin on the northeast side of Caladesi Island west 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.**

(143) 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.

(144) **Hurricane Pass**, between **Caladesi Island** and **Honeymoon Island**, is discussed in chapter 5.

(145) **Minnow Creek** is on the east shore of St. Joseph Sound east of **Mile 142.3**. A privately dredged channel leads from the waterway to basins in **Smith Bayou** at the mouth of the creek. 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.

(146) At **Mile 143.4,** a dredged channel leads east 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.

(147) A **boiling spring** is close to shore just southeast of **Crystal Beach**, east of **Mile 144.4.** The boiling water is visible above the surrounding waters in calm weather.

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

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

(156)

Structures across the Intracoastal Waterway
Carrabelle, Florida to Mobile Bay (Statute Mile 376.2E to 125E)

Name•Description•Type	Mile	Waterway	Clearance (feet) Horizontal	Clearance (feet) Vertical*	Information
Overhead power cable	363.0E	St. George Sound		46	85 feet over the ICW channel
Bryant Patton Bridge (SR-300) Bridge (fixed)	361.4E	Apalachicola Bay	150	65	
John Gorrie Memorial Bridge (fixed)	351.4E	Apalachicola River	150	65	
Overhead power cable	351.4E	Apalachicola River		84	
Apalachicola and Northern Railroad Bridge (swing)	347.0E	Apalachicola River	119	11	**Note 1**
Overhead power cable	331.7E	Searcy Creek		95	
White City (SR-71) Bridge (fixed)	329.3E	Searcy Creek	200	65	
Overhead power cable	319.0E	Wetappo Creek		85	
State Route 386 Bridge (fixed)	315.4E	Wetappo Creek	150	65	
Dupont (SR-30/US-98) Bridge (fixed)	295.5E	East Bay	150	50	
Overhead power cable	293.7E	East Bay		85	
Hathaway (SR-30/US-98) Bridge (fixed)	284.8E	West Bay	287	65	
Overhead power cables	284.6E	West Bay		85	45-foot clearance outside the two lighted towers
Overhead power cables	272.9E	West Bay Creek		70	
State Route 79 Bridge (fixed)	271.8E	West Bay Creek	150	65	Dual span
Overhead power cable	269.2E	West Bay Creek		100	
Overhead power cable	254.8E	West Bay Creek		70	
Clyde B. Wells (US-331/SR-83) Bridge (fixed)	250.3E	Choctawhatchee Bay	150	66	
Mid-Bay (SR-293) Bridge (fixed)	234.2E	Choctawhatchee Bay	180	64	White Point to Moreno Point
Brooks Bridge (fixed)	223.0E	The Narrows	125	50	
Navarre Causeway Bridge (fixed)	207.0E	Santa Rosa Sound	125	50	
Pensacola Beach Bridge (fixed)	189.1E	Santa Rosa Sound	150	65	Dual spans
State Route 292 Bridge (fixed)	171.9E	Big Lagoon	150	73	
Foley Beach Express Highway Bridge (fixed)	158.7E	Portage Creek	250	73	
Overhead power cable	158.2E	Portage Creek		93	
State Route 59 Highway Bridge (fixed)	155.0E	Portage Creek	125	73	Dual spans
Overhead power cables	154.6E	Portage Creek		93	
Dauphin Island Bridge (fixed)	127.8E	Mississippi Sound	350	83	Vertical clearance is 93 feet for a mid-channel width of 125 feet
Overhead power cable	127.8E	Mississippi Sound		93	

* Vertical clearance measured at Mean High Water
Note 1 – See **33 CFR 117.1** to **117.59** and **117.258**, chapter 2, for drawbridge regulations.

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

(151)

Mileage

(152) 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).

(153) 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.

(154)

Channels

(155) 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. For detailed channel information and minimum depths as reported by the U.S. Army Corps of Engineers (USACE), use NOAA Electronic Navigational Charts. Surveys and channel condition

reports are available through a USACE hydrographic survey website listed in Appendix A.

(157)

Locks

(158) 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 **33 CFR 162.75**, **207.180**, and **207.187**, chapter 2, for regulations governing use, administration, and navigation of locks and floodgates.)

(159)

Cable ferries

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

(161) **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.**

(162)

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.)

(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 north and to the open waters of the Gulf, 3.3 miles to the south. (See chapter 6.)

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

(166)

Mile 351.4E to Mile 340.7E

(167) **Apalachicola**, Mile 351.4E, is on the west side of the entrance to **Apalachicola River**. The town has several small-craft facilities. (See chapter 6 for additional information about Apalachicola.)

(168) Two marinas are at the head of small bayous 0.8 and 0.6 mile southeast of the Apalachicola and Northern 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.

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

(170)

Mile 335.3E to Mile 312.1E

(171) The waterway leaves Lake Wimico at **Mile 335.3E** through **Searcy Creek** and a long landcut. A submerged freshwater siphon is at **Mile 329.5E.**

(172) At **White City** (Mile 329.3E), transient berths, gasoline, electricity, water, limited supplies and a launching ramp are available on the north side of the White City Bridge.

(173) At **Mile 327.7E, Gulf County Canal** extends southwest 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. (For detailed channel information and minimum depths as reported by the U.S. Army Corps of Engineers (USACE), use NOAA Electronic Navigational Charts. Surveys and channel condition reports are available through a USACE hydrographic survey website listed in Appendix A.) Two overhead power cables, which cross the canal about 3.5 miles southwest 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 **Overstreet** (**Mile 315.4E**), gasoline in cans, water and groceries are available at a store near the west end of the State Route 386 Bridge; a launching ramp is just south of the bridge.

(175) North 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.

(176)

ENC - US5FL61M
Chart - 11390

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

(178) Several marinas are along the east and west side of Watson Bayou, and a municipal yacht basin is on the northwest side of the entrance to Massalina Bayou at **Mile 290.4E**. (See chapter 6 for additional information about Panama City.)

(179) 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 southeast side of the basin. The bayou is within a **restricted area**. (See **33 CFR 334.760**, chapter 2, for limits and regulations.)

(180) The waterway continues through St. Andrew Bay and its northwest arm, **West Bay**. On either end of the Hathaway Bridge are marinas that can provide gasoline and diesel fuel. A 60-ton mobile hoist and berths are available at the marinas on the east side of the bridge.

(181) **North Bay** extends in a northeast 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 south of the dam. Several bayous along North Bay afford anchorage for small craft.

(182) 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 east 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.

(183) **Fannin Bayou** is on the north side of North Bay opposite Lynn Haven. Channels marked by buoys and daybeacons lead through the bayou and its west, north and east arms. The town of **Southport** is at the head of the north arm.

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

(185) A state park is east of the south end of the bridge. Launching ramps are available in the park. Gasoline in cans and limited marine supplies are available in Lynn Haven.

(186) From West Bay the waterway enters **West Bay Creek**, at **Mile 273.0E**. A gasoline station is on the highway near the State Route 79 Bridge, and there are limited transient berths with water and electricity available at a fish pier on the southeast side of the bridge. A boat ramp is on the southeast side of the pier.

(187)

Mile 253.5E to Mile 222.2E

(188) From West Bay Creek, the waterway follows a long landcut and enters **Choctawhatchee Bay** at **Mile 253.5E**.

(189) The channel through the shallow east 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 south side.

(190) A marina is on the southeast side of the Mid-Bay Bridge, with a reported approach depth of 6 feet through a marked channel.

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

(192) The waterway leaves Choctawhatchee Bay at **Mile 223.4E** and proceeds west for 33 miles through **The Narrows** and **Santa Rosa Sound** to Pensacola Bay. The east part of the route is through a well-marked dredged channel; the west 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 **33 CFR 334.710** and **334.730**, chapter 2, for limits and regulations.)

(193) There are several small-craft facilities along The Narrows in the vicinity of and west of the Brooks Bridge. **Fort Walton Beach** on the north 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.)

(194)

ENCs - US4AL12M, US5AL12M
Chart - 11378

(195) Marinas on **Little Sabine Bay** at Pensacola Beach can provide gasoline, diesel fuel, pump-out, water, ice, marine supplies and transient berths. In 1999, 5 feet was reported in the channel leading from the waterway; the channel is marked by private daybeacons. For detailed channel information and minimum depths as reported by the U.S. Army Corps of Engineers (USACE), use NOAA Electronic Navigational Charts. Surveys and channel condition reports are available through a USACE hydrographic survey website listed in Appendix A. A yacht club close east of the north end of the Pensacola Beach Bridge has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage and a 15-ton forklift available.

(196) 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.

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

(198) From Pensacola Bay, the waterway passes through a landcut at **Mile 179.0E** into **Big Lagoon**. At the west end of the land cut, a channel marked by private daybeacons leads north to a marina inside Sherman Cove. A marina is on the north shore west 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.

(199) **Pensacola Coast Guard Station** is about 1 mile east of Pensacola Light.

(200) **Perdido Key** is a summer resort south of the State Route 292 Bridge. A marina is on the south bank of the waterway about 0.7 mile west 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.

(201) 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.)

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

(203) A marina is at a small-boat basin on the south 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 2012, 8 feet was reported alongside. **Roberts Bayou**, locally known as Pirates Cove, empties into the north side of Arnica Bay.

(204) At **Mile 162.8**, on the north 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 2012, 10 feet was available in the approach and alongside.

(205) From the west 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**.

(206) Just east of the Foley Beach Express Highway Bridge, on the south side of the waterway, is a marina with berths, gasoline, diesel fuel, electricity, water, ice, wet storage and pump-out. In 2012, 9 feet was reported in the approach and alongside.

(207) Near the State Route 59 Highway Bridge at **Mile 155.0E**, a marina can provide gasoline, diesel fuel, pump-out and water.

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

(209) 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.

(210) **Mobile Bay Channel** crosses the waterway at **Mile 133.6E**; **Mobile** is 25.2 miles north. 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.

(211) From Mobile Bay, the waterway goes through **Pass aux Herons** to the open water of Mississippi Sound. 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 southeast to east on an ebb tide, or when the wind is southwest to northwest 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.

(212)

ENCs - US5MS21M, US5MS11M, US4MS12M
Charts - 11374, 11372, 11373

(213) 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 west end of the sound.

(214) If bound for **Bayou La Batre**, depart the waterway at the light marking the west end of Pass aux Herons Channel, **Mile 119.1E**, and proceed on a north-northwest 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.)

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

(216) 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 north for 1.9 miles, thence northwest 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.)

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

(218) At **Mile 87.5E**, a dredged channel leads north and northwest for 9.4 miles to **Biloxi.** (See chapter 7.)

(219)

ENC - US5MS11M
Chart - 11372

(220) At **Mile 81.0E,** a light, 2.6 miles north of Ship Island, marks the waterway through Mississippi Sound. From the light a north by west course in depths of 15 to 10 feet for 4.7 miles leads to a marked channel that continues north and east for 3.2 miles to Biloxi. A northwest course

(225)

Structures across the Intracoastal Waterway
Rigolets-New Orleans Cut to Morgan City (Statute Mile 35E to 95W)

Name•Description•Type	Mile	Waterway Location	Clearance (feet) Horizontal	Clearance (feet) Vertical*	Information
Overhead power cable	13.5E	Mississippi River Gulf Outlet		170	
Paris Road (SR-47) Bridge (fixed)	13.0E	Mississippi River Gulf Outlet	500	137	See chapter 8, **Bridges**, for more information
Overhead power cable	8.2E	Mississippi River Gulf Outlet		170	
Overhead power cable	7.5E	Inner Harbor Navigation Canal		166	
Florida Avenue Bridge (vertical lift)	7.5E	Inner Harbor Navigation Canal	300	0 (down) 156 (up)	**Note 2** — Bridgetender monitors VHF-FM channel 16 and works channels 12 and 13; call sign WUG-409.
Judge Seeber (SR-39) Bridge (vertical lift)	6.7E	Inner Harbor Navigation Canal	302	40 (down) 156 (up)	**Note 2**
St. Claude Avenue (SR-46) Bridge (bascule)	6.2E	Inner Harbor Navigation Canal	70	0	**Note 2** — Bridgetender monitors VHF-FM channel 16 and works channel 13; call sign WG-401.
Crescent City Connection (I-90) Bridges (fixed)	2.7E	Mississippi River	750	150	Green lights mark the channel centerline and red lights mark the edges of the channel.
Highway and Railroad Bridges (bascule)	0.1W	Harvey Canal	75 65 (open)	7	**Note 1**
Overhead power cable	0.1W	Harvey Canal		90	
West Bank Expressway Bridges (fixed)	0.8W	Harvey Canal	300	95	
Overhead power cable	1.8W	Harvey Canal		135	
Lapalco Boulevard Bridge (bascule)	2.8W	Harvey Canal	150	45	**Note 3** — Bridgetender monitors VHF-FM channel 16 and works channel 13; call sign DTR-859.
Overhead power cable	4.1W	Harvey Canal		124	
Overhead power cable	10.1W	Bayou Barataria		99	
State Route 45 Bridge (fixed)	11.9W	Bayou Barataria	150	73	
Overhead power cable	23.0W	Intracoastal Waterway		191	
Overhead power cable	34.6W	Harvey Canal No. 2		110	
Overhead power cable	34.8W	Harvey Canal No. 2		90	
State Route 308 Bridge (fixed)	35.2W	Harvey Canal No. 2	150	73	
State Route 1 Bridge (vertical lift)	35.6W	Larose-Bourg Cutoff	125	35 (down) 73 (up)	**Note 1** — Bridgetender monitors VHF-FM channel 13; call sign KJA-544.
Overhead power cable	35.6W	Larose-Bourg Cutoff		90	
Overhead power cable	40.4W	Larose-Bourg Cutoff		100	
State Route 316 Bridge (pontoon)	49.8W	Larose-Bourg Cutoff	125		**Note 1** — Bridgetender monitors VHF-FM channel 13; call sign KTD-550.
Overhead power cable	49.9W	Larose-Bourg Cutoff		90	
Overhead power cable	53.9W	Intracoastal Waterway		90	
Prospect Street Bridge (fixed)	54.4W	Intracoastal Waterway	125	73	
Overhead power cable	54.7W	Intracoastal Waterway		90	
Overhead power cable	55.6W	Intracoastal Waterway		120	
Overhead power and telephone cables	55.7W	Intracoastal Waterway		88	
East Park Avenue Bridge (fixed)	57.6W	Intracoastal Waterway	125	73	
East Main Street (SR-24) Bridge (fixed)	57.7W	Intracoastal Waterway	125	73	
Overhead power cables	57.7W	Intracoastal Waterway		93	
Houma Railroad Bridge (vertical lift)	58.9W	Intracoastal Waterway	212	4 (down) 70 (up)	Bridge is being removed
Overhead power cable	58.9W	Intracoastal Waterway		90	
State Route 315 Bridge (bascule)	59.9W	Intracoastal Waterway	125	40	**Note 3** — Bridgetender monitors VHF-FM channel 13; call sign KTD-548.
Overhead power cable	90.8W	Bayou Boeuf		138	

* Vertical clearance measured at Mean High Water
Note 1 – See **33 CFR 117.1** to **117.49**, chapter 2, for drawbridge regulations.
Note 2 – See **33 CFR 117.1** to **117.59** and **117.458**, chapter 2, for drawbridge regulations.
Note 3 – See **33 CFR 117.1** to **117.59** and **117.451**, chapter 2, for drawbridge regulations.

from the light for 6.4 miles leads to a large yacht basin at **Beauvoir**.

(221) At **Mile 72.8E**, the waterway crosses the deep **Gulfport Channel** between Ship Island Pass and Gulfport. The channel to Gulfport extends northwest 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.)

(222) At **Mile 65.3E,** the waterway rounds a lighted buoy in Mississippi Sound and turns sharply to the southwest. If bound for **Pass Christian Harbor**, depart the lighted buoy on a west-northwest 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.)

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

(224)

ENCs - US6LA36M, US5LA36M
Chart - 11367

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

(227) From **Mile 40.6E**, the waterway continues west 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 west.

(228) From The Rigolets, the waterway route is southwest 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.

(229) At **Mile 15.0E, Michoud Canal** extends north 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.)

(230) **Michoud Slip**, the basin at the National Aeronautics and Space Administration George C. Marshall Space Flight Center is on the north side of the waterway at **Mile 13.5E**. This is the approximate turning point from the east-west reach to southeast reach of the deep **Mississippi River-Gulf Outlet Canal**(see chapter 8.)

(231) The Intracoastal Waterway, from **Mile 13.5E** at the junction with the Mississippi River-Gulf Outlet Canal west 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.)

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

(233) The waterway enters the deep **Inner Harbor Navigation Canal (Industrial Canal)** of New Orleans at **Mile 7.5E** and proceeds south through the canal to Mississippi River. (See chapter 8 for more complete information.)

(234) Repair yards on the east 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 and 58 feet wide and has 16 feet over the blocks. Cranes to 50 tons are available.

(235) **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.

(236) 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 **Harvey**, on the south side of the river. (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.)

(237) The waterway continues up Mississippi River and passes under two high fixed bridges at **Mile 2.7E**, where fixed green lights mark the channel centerline and the vertical clearance is 150 feet. At **Harvey**, the route leaves the river and proceeds south through **Harvey Canal No. 1**.

(238) **Harvey Lock**, at **Mile 0.0**, is 415 feet long and 75 feet wide and has 12 feet over the sills; the lockmaster continuously monitors VHF-FM channel 14. Two bascule bridges over the canal, just south of the lock, have a least vertical clearance of 7 feet. An overhead power cable at the bridges has a clearance of 90 feet. At **Mile 0.8W**, the West Bank Expressway has two fixed spans with clearances of 95 feet.

(239) 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.

(240) The waterway continues south and enters Bayou Barataria at **Mile 6.5W**.

(241) 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

(242)

Structures across Algiers Alternate Route
Mississippi River to Bayou Barataria (Statute Mile 0.0 to 8.9)

Name•Description•Type	Mile	Waterway Location	Clearance (feet) Horizontal	Clearance (feet) Vertical*	Information
Overhead power cable	AA 0.5	Algiers Alternate Route		126	
Overhead power cable	AA 1.0	Algiers Alternate Route		112	
State Route 407 Bridge (fixed)	AA 1.0	Algiers Alternate Route	250	100	
Overhead power cable	AA 3.5	Algiers Alternate Route		126	
Overhead power cables	AA 3.7	Algiers Alternate Route		120	
Missouri Pacific Railroad Bridge (vertical lift)	AA 3.7	Algiers Alternate Route	125	2 (down) 100 (up)	**Note 1**
State Route 23 Bridge (vertical lift)	AA 3.8	Algiers Alternate Route	125	40 (down) 100 (up)	**Note 2** — Bridgetender monitors VHF-FM channel 13; call sign WDT-572.
Overhead power cable	AA 8.4	Algiers Alternate Route		117	

* Vertical clearance measured at Mean High Water
Note 1 – See **33 CFR 117.1** to **117.49**, chapter 2, for drawbridge regulations.
Note 2 – See **33 CFR 117.1** to **117.59** and **117.451**, chapter 2, for drawbridge regulations.

route swings downriver, departs the river about 6 miles below Canal Street and continues southwest through a landcut with the same project dimensions as the basic route.

(243) 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.

(244) The alternate route enters Bayou Barataria and rejoins the basic route at **A.A. Mile 8.9**, which coincides with **Mile 6.5W**.

(245) From **Mile 6.5W**, the waterway continues south and west for several miles through **Bayou Barataria**. At **Mile 10.6W** is the town of **Crown Point**.

(246) 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 west to **Lake Salvador**, which has depths of 5 to 7 feet, and 0.4 mile east 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 west of the waterway has a clearance of 185 feet. A 20-mile chain of bayous and canals winds southeast from Lafitte to **Barataria Bay**. (See chapter 9 for bridges, overhead cables, and controlling depth.) **Lafitte** has several shipyards that can handle vessels up to 80 feet; gasoline, diesel fuel, water, ice and marine supplies are available.

(247) At **Mile 20.0W**, the waterway crosses **Bayou Perot**, which is another passage from the lakes on the southeast to Lake Salvador on the west. An overhead power cable crossing the mouth of the bayou has a clearance of 60 feet.

(248)

Mile 29.3W to Mile 87.2W

(249) 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 southwest in the canal to Larose.

(250) At **Mile 35.4W**, the waterway crosses **Bayou Lafourche**, which is described in chapter 9. On the northeast 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 east and west of the waterway at Larose. (See chapter 9 for operating details.)

(251) The waterway west from Larose is through the **Larose-Bourg Cutoff**.

(252) 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 south 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.** See Structures across the Intracoastal Waterway (Statute Mile 35E to 95W) for more information.

(253) The route swings sharply south and crosses an east-west reach of **Bayou Terrebonne** at **Mile 57.5W**; the bayou is described in chapter 9.

(254) In the southwest 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 that 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.

(255) **Houma Canal** branches west from the waterway immediately south of the Houma Railroad Bridge (Mile 58.9W) 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 **33 CFR 117.1** through **117.59** and **117.453**, chapter 2, for drawbridge regulations.)

(256) **Bayou Black** extends west from Houma Canal for about 24 miles to a junction with the Intracoastal Waterway at Mile 83.7W. Dams block the bayou close west and 4.0 miles west 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 west dam to **Gibson**, thence 4 feet to the turning basin about 2.6 miles southwest of Gibson; thence in 2010, the midchannel controlling depth was 10 feet from the turning basin to the west 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 **33 CFR 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.

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

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

(259) 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 north to join Bayou Cocodrie at **Mile 83.7W**.

(260) Bayou Cocodrie joins the north 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 north through Bayou Boeuf and other waterways for 43 miles to a junction with the latter-described Morgan City-Port Allen Alternate Route.

(261) 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 north 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 west side of Bayou at the highway bridge.

(262)

ENCs - US4LA20M, US4LA22M
Chart - 11354

(263) The Landside Route proceeds north through landcuts and through **Bayou Milhomme**. Continuing north, 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 **33 CFR 117.1** through **117.59**, and **117.424**, chapter 2, for drawbridge regulations.)

(264) 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 **33 CFR 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)**.

(265)

Pontoon bridges

(266) 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.**

(267)

ENCs - US5LA27M, US5LA23M
Chart - 11355

(268) Returning to the main Intracoastal Waterway, the route west and northwest from **Mile 87.2W** is through the west reach of Bayou Boeuf.

(269) **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.**

(270) **Bayou Boeuf Lock**, at **Mile 93.0W**, is 1,156 feet long (1,148 feet usable), 75 feet wide and 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.

(276)

Structures across the Intracoastal Waterway
Morgan City to Port Allen Alternate Route (Statute Mile 0.0MP to 64.2MP)

Name•Description•Type	Mile	Waterway Location	Clearance (feet)		Information
			Horizontal	Vertical*	
Southern Pacific Railroad Bridge (vertical lift)	0.3	Berwick Bay	320	4 (down) 73 (up)	**Note 1** — Bridgetender monitors VHF-FM channel 13; call sign KW-4440.
Interstate 90 Bridge (south)	0.5	Berwick Bay	525	73	**Note 2**
Interstate 90 Bridge (north)	0.6	Berwick Bay	583	50	**Note 2**
State Route 75 Bridge (pontoon)	38.4	Lower Grand River	125		**Notes 3 and 4** — Bridgetender monitors VHF-FM channel 13.
Overhead power cable	44.8	Port Allen Canal		99	
State Route 77 Route (swing)	47.1	Port Allen Canal	125	2	**Note 4**
Overhead power cable	48.3	Port Allen Canal		117	
Missouri Pacific Railroad Bridge (vertical lift)	56.0	Port Allen Canal	125	7 (down) 73 (up)	Bridgetender monitors VHF-FM channel 13; call sign KVY-656.
Overhead power cable	57.5	Port Allen Canal		92	
Overhead power cable	63.0	Port Allen Canal		90	
Missouri Pacific Railroad Bridge (vertical lift)	64.0	Port Allen Canal	84	14 (down) 73 (up)	Bridgetender monitors VHF-FM channel 13; call sign KVY-657.
State Route 1 Bridge (fixed)	64.1	Port Allen Canal	84	65	

Note 1 – The bridgetender of the railroad bridge is available on VHF-FM channels 13 and 16 for information regarding the lift span and marine traffic in the bridges vicinity.
Note 2 – Lights forming a lighted approach danger range are on the west abutment of the both Interstate 90 Bridges and are visible only to downbound vessels. The range marks the west boundary of the suggested downbound course for approaching the bridges. The range is not to be steered on; mariners should not rely solely on it to safely navigate through the bridge.
Note 3 – Pontoon 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 bridges. Do not attempt to pass through the bridges until they are fully opened and the cables are dropped to the bottom.
Note 4 – See **33 CFR 117.1** through **117.59** and **117.478**, chapter 2, for drawbridge regulations.

(271)

Cable ferry

(272) 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.**

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

(274) 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 north from the junction for about 2 miles. On the northeast 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.

(275)

ENCs - US4LA20M, US4LA22M
Chart - 11354

(277) **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 north 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.)

(278) **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.)**

(279) A lighted approach danger range is shown from the west abutment of the fixed bridges. The range is visible only to downbound vessels and is designed to mark the west 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.**

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

(281) 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 east then follows winding courses north through landcuts and bayous.

(282) **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.

(283) The Landside Route, described previously, comes in from the southeast and merges with the Morgan City-Port

(289)

Structures across the Gulf Intracoastal Waterway
Atchafalaya River Route (Statute Mile 0.0 AR to 115.7 AR)

Name•Description•Type	Mile	Waterway Location	Clearance (feet)		Information
			Horizontal	Vertical*	
Highway Bridge (vertical lift)	0.0 AR	Old River Navigation Canal	75	53 (up) 0 (down)	
Kansas City Southern Railroad Bridge (swing)	4.9 AR	Atchafalaya River	131	5	**Note 2**
Overhead power cable	4.9 AR	Atchafalaya River		58	
Highway fixed bridge	5.3 AR	Atchafalaya River	504	50	
Overhead pipelines (gas)	28.2 AR	Atchafalaya River		52	
Missouri Pacific Railroad Bridge (vertical lift)	29.5 AR	Atchafalaya River	160	53 (up) 3 (down)	**Note 1** — Bridgetender monitors VHF-FM channel 13; call sign KUF-701.
Overhead pipeline	39.9 AR	Atchafalaya River		60	Clearance is at the center
U.S. Route 190 Bridges (fixed)	40.5 AR	Atchafalaya River	475	58	
Missouri Pacific Railroad Bridge (swing)	41.5 AR	Atchafalaya River	129	6 (closed)	**Note 1** — Bridgetender monitors VHF-FM channel 13; call sign KUF-702.
Overhead power cable	42.0 AR	Atchafalaya River		81	
Overhead power cable	48.0 AR	Atchafalaya River		93	
Overhead power cable	58.0 AR	Atchafalaya Basin Main Channel		70	
Interstate 10 Highway Bridge (fixed)	58.1 AR	Atchafalaya Basin Main Channel	250	52	Atchafalaya Basin Bridge
Overhead pipeline	58.8 AR	Atchafalaya Basin Main Channel		58	
Overhead power cable	104.5 AR	Six Mile Lake		75	

* Vertical clearance measured at Mean High Water
Note 1 – See **33 CFR 117.1** to **117.49**, chapter 2, for drawbridge regulations.
Note 2 – See **33 CFR 117.1** to **117.59** and **117.423**, chapter 2, for drawbridge regulations.

Allen Route at **M.P. Mile 36.9 (L.R. Mile 49.2)** in Lower Grand River.

(284) The M.P. route continues north through landcuts and bayous. **Jack Miller Store** is on the east 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 east 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.

(285) **Bayou Plaquemine** branches east from **M.P. Mile 46.5** and leads for 6.6 miles to **Plaquemine**, which is on the west bank of the Mississippi River 98 miles above Canal Street, New Orleans. In 2000, the bayou had a controlling depth of 1 foot. **Plaquemine Lock**, formerlythe north terminus of the Morgan City-Port Allen Alternate Route, is permanently closed. State Route 3066 (spur) swing bridge at Indian Village with a clearance of 2 feet crosses the bayou about 0.6 mile east of its junction with Morgan City-Port Allen Alternate Route. (See **33 CFR 117.1** through **117.59** and **117.488**, chapter 2, for drawbridge regulations.) Three fixed bridges 0.2 mile west of the lock have a least clearance of 13 feet, thence about 1.6 miles west 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. It is advised that prior to navigating the bayou information concerning depths and local conditions be obtained from local authorities.

(286) From **M.P. Mile 46.5**, the Morgan City-Port Allen Alternate Route continues north through parts of Bayou Grosse Tete and through the landcuts of the **Port Allen Canal**. A shipyard on the east side of the canal just below the railroad bridge at **M.P. Mile 56.0**, has a 2,500-ton floating drydock capable of handling vessels for general repairs. Port Allen Canal turns northeast at **M.P. Mile 56.9**. The canal turns again at **M.P. Mile 62.5** and heads southeast to Port Allen Lock.

(287) **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 west side of the river 115 miles above Canal Street, New Orleans.

(288)

ENCs - US4LA20M, US4LA22M, US3LA02M
Charts - 11354, 11352

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

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

(305)

Structures across the Intracoastal Waterway
Morgan City, LA to Port Brownsville, TX (Statute Mile 95.0W to 680.0W)

Name•Description•Type	Mile	Waterway Location	Clearance (feet)		Information
			Horizontal	Vertical*	
Overhead power cable	96.5W	Lower Atchafalaya River		130	
Overhead power cable	113.0W	Intracoastal Waterway		94	
State Route 317 Bridge (fixed)	113.0W	Intracoastal Waterway	125	73	
Overhead power cable	134.0W	Intracoastal Waterway		90	
Louisa (SR-319) Bridge (bascule)	134.0W	Intracoastal Waterway	200	73	**Note 1** — The bridgetender monitors VHF-FM channel 13; call sign KDT-551.
State Route 82 Bridge (fixed)	170.3W	Isle Marrone Cutoff	250	73	
Overhead power cable	170.6W	Isle Marrone Cutoff		97	
Overhead power cable	184.4W	Intracoastal Waterway		93	
Overhead power cable	219.8W	Intracoastal Waterway		82	
State Route 27 Bridge (fixed)	219.8W	Intracoastal Waterway	250	73	
Overhead power cable	221.9W	Intracoastal Waterway		219	
Overhead power cable	231.5W	Intracoastal Waterway		90	
State Route 384 Bridge (pontoon)	231.5W	Intracoastal Waterway	125		**Note 3** — The bridgetender monitors VHF-FM channel 13; call sign KJA-560.
State Route 384 Bridge (pontoon)	238.0W	Intracoastal Waterway	125		**Note 3** — The bridgetender monitors VHF-FM channel 13; call sign WXY-918.
State Route 27 Bridge (vertical lift)	243.8W	Intracoastal Waterway	233	50 (down) 135 (up)	**Note 1** — The bridgetender monitors VHF-FM channel 13; call sign KTD-558.
Overhead power cable	243.9W	Intracoastal Waterway		139	
Overhead power cable	245.3W	Intracoastal Waterway		140	
Overhead power cable	254.2W	Intracoastal Waterway		93	
Overhead power cable	260.1W	Intracoastal Waterway		151	
Overhead power cable	267.8W	Sabine River		172	
Gulfgate (State Highway 82) Bridge (fixed)	286.3W	Sabine-Neches Canal	400	136	
West Port Arthur Bridge (fixed)	288.8W	Salt Bayou	210	73	
Overhead power cables	288.8W	Salt Bayou		125	
Overhead power cable	319.3W	Horseshoe Bend		83	
State Route 124 Bridge (fixed)	319.3W	Horseshoe Bend	175	73	
Overhead power cable	319.4W	Horseshoe Bend		110	
Overhead power cable	322.3W	Horseshoe Bend		93	
Galveston Railroad Bridge (vertical lift)	357.2W	Galveston Bay	300	8 (down) 73 (up)	The bridgetender monitors VHF-FM channel 16 and works 13; call sign KUF-652.
Overhead power cable	357.2W	Galveston Bay		99	
Interstate 45 Bridge (fixed)	357.3W	Galveston Bay	310	73	
State Route 332 Bridge (fixed)	393.8W	Intracoastal Waterway	125	73	
Overhead power cable	393.9W	Intracoastal Waterway		97	
Overhead telephone cable	394.8W	Intracoastal Waterway		74	
Texas Farm Road 1495 Bridge (fixed)	397.6W	Intracoastal Waterway	125	73	
Overhead power cable	397.6W	Intracoastal Waterway		100	
Overhead power cable	417.9W	Intracoastal Waterway		73	
Texas Farm Road 457 Bridge (pontoon)	418.0W	Intracoastal Waterway	140		**Notes 3 and 4** — The bridgetender monitors VHF-FM channel 16 and works 13; call sign KQU-644.
Overhead power cable	418.0W	Intracoastal Waterway		94	
Overhead power cables	440.7W	Intracoastal Waterway		71	
Texas Farm Road 2031 Bridge (fixed)	440.7W	Intracoastal Waterway	125	73	
Texas State Highway 361 Bridge (fixed)	533.1W	Redfish Bay	125	48	
Overhead power and telephone cables	533.1W	Redfish Bay		61	
Overhead power cable	550.9W	Laguna Madre		93	
Overhead power cable	552.7W	Laguna Madre		91	
John F. Kennedy Causeway Bridge (fixed)	552.7W	Laguna Madre	150	73	
Queen Isabella Causeway Bridge (fixed)	665.2W	Laguna Madre	275	73	

Structures across the Intracoastal Waterway
Morgan City, LA to Port Brownsville, TX (Statute Mile 95.0W to 680.0W)

Name•Description•Type	Mile	Waterway Location	Clearance (feet) Horizontal	Clearance (feet) Vertical*	Information
South Garcia Street Bridge (pontoon)	666.0W	Laguna Madre	149		**Notes 2 and 3** — The bridgetender monitors VHF-FM channel 12.
Overhead power cable	666.0W	Laguna Madre		94	

* Vertical clearance measured at Mean High Water
Note 1 – See **33 CFR 117.1** through **117.59** and **117.451**, chapter 2, for drawbridge regulations.
Note 2 – See **33 CFR 117.1** through **117.59** and **117.968**, chapter 2, for drawbridge regulations.
Note 3 – Pontoon 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 bridges. Do not attempt to pass through the bridges until they are fully opened and the cables are dropped to the bottom.
Note 4 – A hinged apron at the south end of the bridge can be opened to provide a 13-foot-wide small-boat channel.

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

(293) **Caution:** The outflow channel is not a navigation channel. A flashing amber light on the south 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 east bank as safety permits to avoid dangerous crosscurrents and from being drawn into the structure.

(294) The Old River control structure is within a **safety zone**. (See **33 CFR 165.1** through **165.7**, **165.20** through **165.25**, and **165.802**, chapter 2, for limits and regulations.)

(295) **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 west 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) and 75 feet wide, with 11 feet over the sill.

(296) **Atchafalaya River Route**flows south 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.

(297) **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.

(298) In 1982, hazardous currents were reported in the vicinity and just north of the Missouri Pacific Railroad Bridge (**A.R. Mile 29.5**).

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

(300) A shipyard just south of the Missouri Pacific Railroad Bridge (**A.R. Mile 41.5**) has a marine railway that can haul out craft to 65 feet for complete repairs.

(301) 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 south of the highway bridge has a vertical lift with a clearance of 4 feet down and 73 feet up.

(302)

ENCs - US5LA27M, US5LA23M
Chart - 11355

(303) Returning to Morgan City and the basic route, the Intracoastal Waterway continues southwest in Lower Atchafalaya River. The waterway departs Lower Atchafalaya River at **Mile 98.2W** and proceeds west 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 west through a landcut that crosses several other bayous. The bayou sides of most crossings may have remains of hyacinth booms.

(304)

ENCs - US4LA13M, US5LA13M
Chart - 11350

(306) 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 south.

(307) The settlement of **North Bend** is at **Mile 113.0W** on the north side of the waterway.

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

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

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

(311) **Charenton Drainage and Navigation 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 south of the junction with Bayou Teche.

(312)

Cable ferry

(313) 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 east and west 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.**

(314) The **Port of West Saint Mary**, on the north 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.

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

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

(317) Between **Miles 159.0W** and **160.2W,** the waterway passes through a cut in Vermilion River. At **Mile 159.0W,** Vermilion River Cutoff leads southeast 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 north bank well before entering the river until past the junction.

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

(319) **Intracoastal City**, on the north 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.

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

(321) **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.

(322)

Mile 170.3W to Mile 241.2W

(323) An oil company slip and wharves are about 0.3 mile east of the State Route 82 Bridge (**Mile 170.3**).

(324) 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.**

(325) 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.

(326) The waterway crosses **Mermentau River** between **Miles 201.6W** and **202.5W** and continues west in a landcut. The Mermentau River is navigable for more than 32 miles north of the crossing. South of the waterway, the river leads through Grand Lake to the Gulf. (See chapter 9 for more complete information.)

(327) **Bayou Lacassine** crosses the waterway at **Mile 205.1W.** North 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 south of Hayes, has a swing span with a clearance of 5 feet. (See **33 CFR 117.1**

through **117.59** and **117.461**, chapter 2, for drawbridge regulations.) South of the waterway, Bayou Lacassine flows through **Mud Lake** into Grand Lake.

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

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

(330) **Calcasieu Lock**, **Mile 238.2W**, is 1,206 feet long (1,194 feet usable), 75 feet wide and 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 east.

(331) The waterway enters **Calcasieu River** at **Mile 239.2W** and continues north 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 west side of the Calcasieu Landing on the west side of the Calcasieu River just north 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.)

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

(333) **Lake Charles**, 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.)

(334)

ENC - US5TX61M
Chart - 11331

(335) 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.

(336) **Bayou Choupique** is part of the waterway between **Miles 241.8W** and **242.4W.** The 12-foot deep exit leads to Calcasieu Channel while the west exit passes through marshland for many miles. The controlling depth in the west 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 east of the bridge has a clearance of 62 feet.

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

(338) A **cable ferry** crosses the waterway at **Mile 254.1**. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(339) **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 north of waterway, thence 5½ feet about 0.5 mile below the bridge, about 7.3 miles north of the junction with the waterway. An overhead power cable with a clearance of 58 feet crosses the canal just north of the junction. The canal connects with **Black Bayou** south of the waterway.

(340) At **Mile 264.8W,** the waterway enters **Sabine River** and continues around the south 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.

(341) **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.)

(342) 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.

(343) **Adams Bayou**, at **Mile 266.8W,** and **Cow Bayou**, at **Mile 269.5W,** both on the north side of the waterway, are described in chapter 10.

(344) 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.)

(345) **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.)

(346) **Taylor Bayou** extends 1.6 miles north 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.

(347) The upper reaches of Taylor Bayou can be reached through **Taylor Bayou Outfall Canal** at **Mile 290.3W,** which leads north from the waterway to a junction with Taylor Bayou about 2.6 miles above the waterway. Taylor Bayou has depths of about 4 feet for about 29 miles above its junction with the outfall canal. Overhead power cables with a least clearance of 100 feet cross the outfall canal about 1.8 miles above the junction with the Intracoastal Waterway. A swing bridge with a clearance

of 11 feet crosses the outfall canal about 2.5 miles above the junction with the Intracoastal Waterway.

(348) 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 **33 CFR 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.

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

(350) A small-boat basin on the south 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.

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

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

(353) An oil loading terminal is in a slip on the north side of the waterway just east of the State Route 124 Bridge (**Mile 319.3W**). **High Island**, on the highway 1.5 miles south 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.**

(354) The waterway passes through two marked cuts in the southeast 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.

(355) An oil-loading terminal is at **Mile 333.2W** on the southeast side of the waterway. The waterway continues southwest 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 southeast 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.

(356)

ENCs - US5TX58M, US4TX58M, US5TX53M, US5TX61M, US5TX51M
Charts - 11326, 11324, 11331, 11322

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

(358) The waterway leaves the Bolivar cut and enters **Galveston Bay** at **Mile 349.3W.** The direct route bypasses Galveston and proceeds southwest 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 westbound tows avoid meeting eastbound tows between Bolivar Peninsula Buoy 15 and Buoy 20 due to strong currents and shoaling at the entrance to Bolivar.

(359) The port of **Houston** is 43 miles to the northwest. (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.

(360) 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.

(361) 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 west-northwest. (See chapter 10 for more complete information.)

(362) There is a dry storage marina on the end of the Texas City Dike, about 0.6 mile northwest 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.

(363) The basic route of the waterway continues southwest through dredged cuts to the bridges that separate Galveston Bay from West Bay. The waterway cuts through the northwest 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.

(364) An alternate route of the waterway at **Mile 349.3W** swings south in **Bolivar Roads** then southwest in Galveston Channel. The port of Galveston at **Mile 353.5W** is on the south 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 **33 CFR 117.1** through **117.59** and **117.66**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 13. An overhead power cable close east of the bridge has a clearance of 85 feet. The alternate route leaves the port's deep water at the bridge and proceeds west in dredged cuts to rejoin the waterway at **Mile 356.4W.**

(365) West of the bridges, a marked channel leads southeast 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.)

(366)

ENC - US5TX51M
Chart - 11322

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

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

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

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

(371) **Oyster Creek**, emptying into the waterway at **Mile 392.2W,** about 2.5 miles northeast 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.

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

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

(374) 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.)

(375) 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 **33 CFR 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.)

(376) 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 and 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.)

(377) 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.)

(378)

Mile 420.5W to Mile 470.9W

(379) The waterway continues in a landcut from the north side of Cedar Lakes to **Mile 420.5W** where it follows a cut along the north 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 east winds will create a difference in water level between

East Matagorda Bay and Matagorda Bay, thus causing strong west currents in the waterway.

(380) Ice and limited berths are available at a small marina just west of the pontoon bridge (**Mile 418.0W**). Depths of about 2 feet were reported alongside the facility in 1982.

(381) 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.

(382) **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.

(383) There is an abandoned boat basin and bulkhead at **Gulf** on the north side of the waterway at **Mile 435.7W.** A channel opposite Gulf leads south 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.

(384) An oil-loading terminal is on the north side of the waterway at **Mile 438.6W.** A harbor on the north 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.

(385) **Matagorda**, a small fishing and oystering fleet base, is on the north 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.

(386) The **Colorado River By-Pass Channel**, at **Mile 440.8** leads southwest for 0.5 mile and joins the Colorado River.

(387) **Colorado River Locks**, at **Miles 441.1W** and **441.8W,** are 1,200 feet long and 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 **33 CFR 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.)

(388) 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.

(389) **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. 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 east side of the river has fish camps where gasoline, diesel fuel, water, ice, launching ramps, marine supplies and berths with electricity are available.

(390) A dredged channel leads north from the Intracoastal Waterway for 13.5 miles to a turning basin at the Port of Bay City Barge Terminal. 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.

(391) 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.

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

(393) On the east side of the river, a small-craft facility, just north 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 north 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.

(394) **Port of Bay City Barge Terminal Wharf**, in a basin on the east 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.

(395) **Bay City,** the county seat of Matagorda County, is about 7 miles north of the terminal. It is a center for cattle, cotton, rice, petroleum, natural gas, sulfur and petrochemicals. Four Class I railroads and an interstate bus line serve the city. Two main state highways pass through the city. Bay City has an inflatable dam in the river that is inflated during the growing season to impound water for irrigation purposes.

(396) 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. A marked channel leads northward to Tres Palacios Bay at Mile **465.1W**. (See chapter 11 for more complete information.) Mariners should use extreme caution when crossing the area near Matagorda Ship Channel (**Mile 470.9W**) due to strong currents.

(397) Emergency moorings have been established on the south side of the landcut south 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.

(398) 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.

(399)

Mile 478.5W to Mile 485.2W

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

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

(402) 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.)

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

(404)

Mile 491.8W to Mile 500.0W

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

(406) 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 north side of the waterway at the east end of the landcut. With a prevailing south 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 south side.

(407)

Mile 511.1W to Mile 535.3W

(408) 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 northwest 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.)

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

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

(411) 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.

(412) **Cove Harbor**, **Mile 525.6W**, is a commercial basin off the waterway about 2.5 miles south 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.

(413) **Palm Harbor**, **Mile 527.5W**, is a yacht basin in a dredged slip 0.3 mile long off the waterway about 1.5 miles south-southwest 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.

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

(415)

Small-craft facilities

(416) Several small-craft facilities are at the town. (See chapter 11 for additional information about the town of Aransas Pass.)

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

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

(419)

ENC - US5TX24M
Chart - 11308

(420) 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.

(421) **Corpus Christi**, 11 miles west 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.

(422) From the junction with Corpus Christi Channel **(Mile 539.5W),** the waterway continues south 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 south direction in depths of 12 feet to Laguna Madre. The channel is marked by lights and daybeacons.

(423) 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.

(424)

Small-craft facilities

(425) Several small-craft facilities are in the area.

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

(427)

ENC - US5TX24M
Chart - 11308

(428) **Baffin Bay**, extending west 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 west up Baffin Bay for about 14 miles to a small-craft facility at Riviera Beach on the north 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.

(429) 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.

(430)

ENC - US5TX13M
Chart - 11303

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

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

(433)

ENC - US5TX12M
Chart - 11302

(434) At the south 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.)

(435) **Port Isabel**, **Mile 666.4W**, has several small-craft facilities. (See chapter 11 for additional information about Port Isabel.)

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

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