



2026 LYBN Stop #3, Calcasieu River

Very important notes:

- The saltwater barrier and area around it is posted by La WLF for now. They will issue citations if you fish there. We are not sure the reason, but we will need to comply to avoid WLF violations. We appreciate their presence and help as always.
- There will be no less than 6 boats patrolling the river and areas south for law enforcement. No-wake zones matter and after last year, you need to take note of them in this document below. Teams were not obeying those zones so we will probably see enforcement of it this year.

Tournament waters are public waters of the Calcasieu River and areas with the boundary. (See Maps)

- Anglers can go below I-10 for tournament, BUT, not south of the Intercoastal or west of the west bank of the Sabine River.
- The Eastern boundary will be the Gulf Hwy 384. There will be no fishing in Texas waters, except the Texas bank of the main river.
- The area of the Visitor Center pond, the pond and canal leading to it off the Sabine, as well as other ponds in that area, are also off limits (see maps). No fishing within 200 yards of the host landing.

11" minimum fish length outside of the Sabine River

12" minimum fish length if you go into the Sabine River

- State Law
- Do not take an 11" fish into the Sabine river

We will start boat checks/ check in around 4:00am Saturday morning in the area shown on the attached maps.

Juniors.

- Blast off first.
- Due in before 2:00pm.

Juniors are all due in at 2:00PM

High School first flight due in at 3:00PM

As soon as you stop in the line to boat check and launch, start prepping your boat for inspection.
(Be careful and watch for oncoming traffic)

Don't wait until you get to officials to prep your boat. Please watch as boats move up so you can help us keep the line moving and have your boat ready, well before you reach the boat check area.

Anglers, this is your tournament, get out of the tow vehicle and prep the boat so your captain can pay attention to traffic and keep the vehicle moving.

Items to be completed are:

- Navigation lights in and turned on. You will not be allowed to fish if your lights aren't working.
- Live wells open for inspection.
- One PFD for each member of the team counting captain, out and on the deck, easily visible to tournament officials.
- Boat numbers needing to be checked for insurance papers will be posted to Facebook the week prior to the tournament.
- Double check to make sure that your plug is in while prepping.
- This will be a rolling boat check, captains in the truck, you will be checked in and handed your ribbon.
 - Anglers be in the boat, ready to launch as you pass the check station.
- After boat check, you must turn your headlights off when entering the launch area to avoid blinding those trying to back boats in and directing traffic.

You may motor from the other launches at a "reasonable" distance but use extreme caution navigating and go slowly. You will have to walk to the boat check station to check in.

If coming to the launch via water, It is your responsibility to get your boat checked, check in, and get your ribbon.

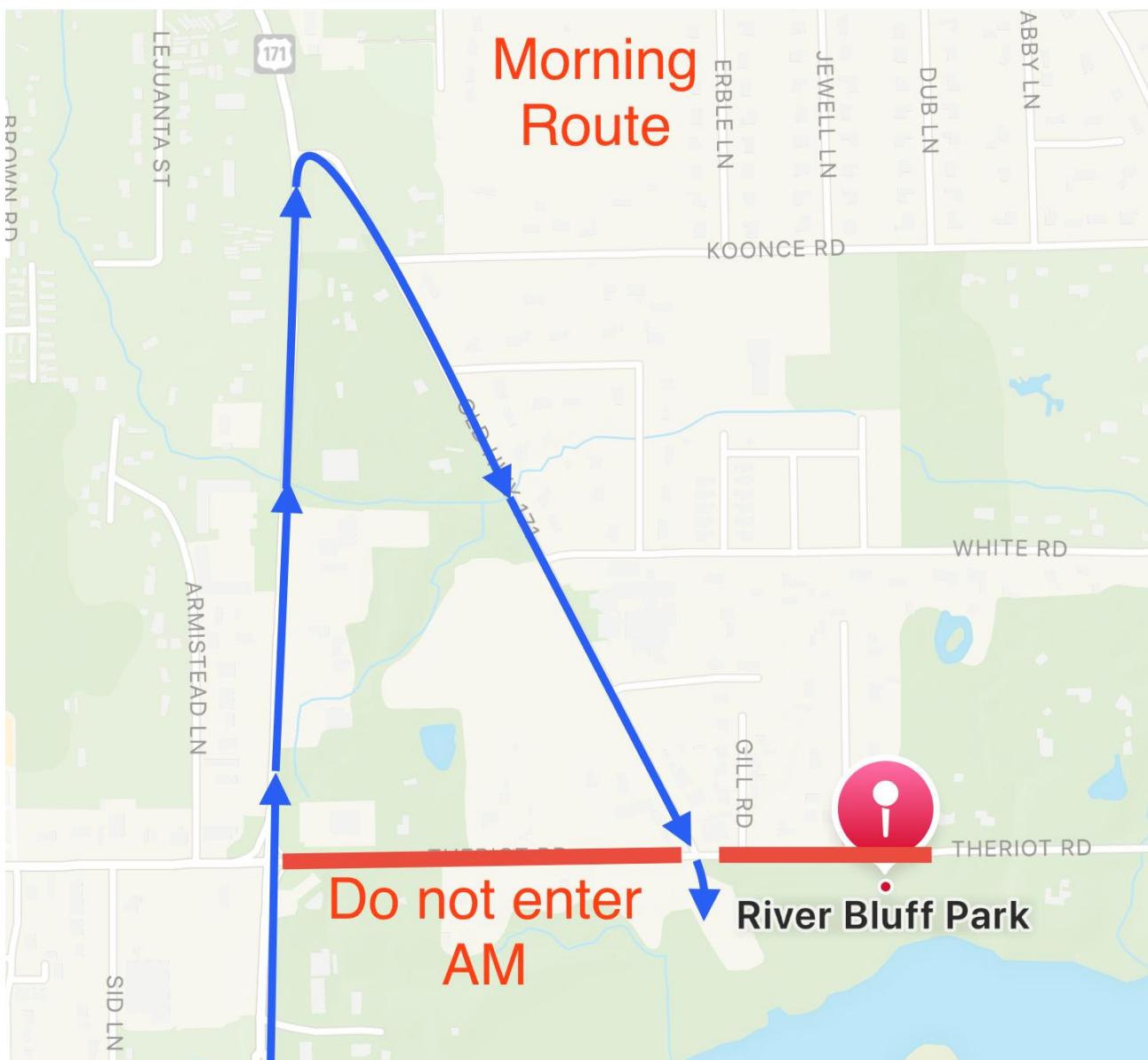
This will be a very crowded launch and parking area; we will have personnel there to direct traffic in the immediate launch area. **See maps for traffic flow, VERY IMPORTANT!!!**

After launching boats, drivers proceed immediately to the parking areas filling up the area closest to the launch area first. Please park as close to others as you can to avoid wasted spaces. If the lot at the launch fills, proceed to the overflow lot shown on the map. **We will have golf carts shuttling teams to the launch.**

See below for off limits and traffic flow maps



New Traffic Route, Pay attention!!!!





Do not park on the west side of the parking lot.

Please be considerate and avoid getting in a position that would impede traffic flow. You will cross a traffic flow area, make sure that you don't get trapped where your truck or boat is in the way.





If parking in the overflow lots, we ask that you please park as neatly and as close as you can to other trucks. We've had people take up space for 5 vehicles because they got there first, and it was easy to park that way. Please don't be that person.

Do not park your boat on the docks and hang out.

- Only use the docks for entering and exiting boats as well as getting boat checks. This is courtesy to those needing to get to their boats and we will monitor this. It's always a problem so please help us.
- Have anglers motor or use trolling motor to pull across the river away from launches to wait until the driver returns for pickup.
- This is of utmost importance at this launch!!! This only has two small docks, and you can't park to wait on a driver/captain to return.

Please don't park in this area on Friday. We will be setting up the weigh-in there



There will be someone checking boats in the afternoon with a chartreuse volunteer cap or vest on. **From a pontoon boat**. We will keep you advised. Please find them before your check in time. Late penalties will be assessed if late.

The first high school flight is due in at 3:00. If you have not checked in with officials on the pontoon by your check in time, you are late. Please turn your cards in to the yellow bucket located at the bump station area.

Please minimize the time that your fish are in your weigh bag. There is only a small amount of oxygen to sustain them in your bag. Keep your fish in your live well as long as possible. We have added more live tanks to help with fish care.

Once your boat is on the trailer...

- Very important! Do not stop in the parking lot area to strap your boat unless you pull into a parking spot.**

- Hook the front hook and proceed to overflow if no spot is available. This has been the #1 issue at this launch!
- Please pull forward to the bag table to receive one of our bags.
- Retrieve your fish in the bag and proceed as quickly as possible to the bump station line. We will have golf carts transporting people back and forth, flag one down. If the cart only has one seat left, send one person with the fish.
- After weighing fish, proceed to the photo area for photos.
- After photos, take your fish in the mesh bag to the bump station live tanks to refresh them and wait for a golf cart shuttle, to return them to the water quickly. Please, quickly return the bags to the bag table at the top of the hill.
- Remember to take photos on the water and before the weigh in. No photos after leaving the photo area, please.

We ask that every captain and angler read and understand the rules document. Most of the many questions that we are asked have the answer coming directly off the rules. You need to keep a copy of the rules in the boat for reference.

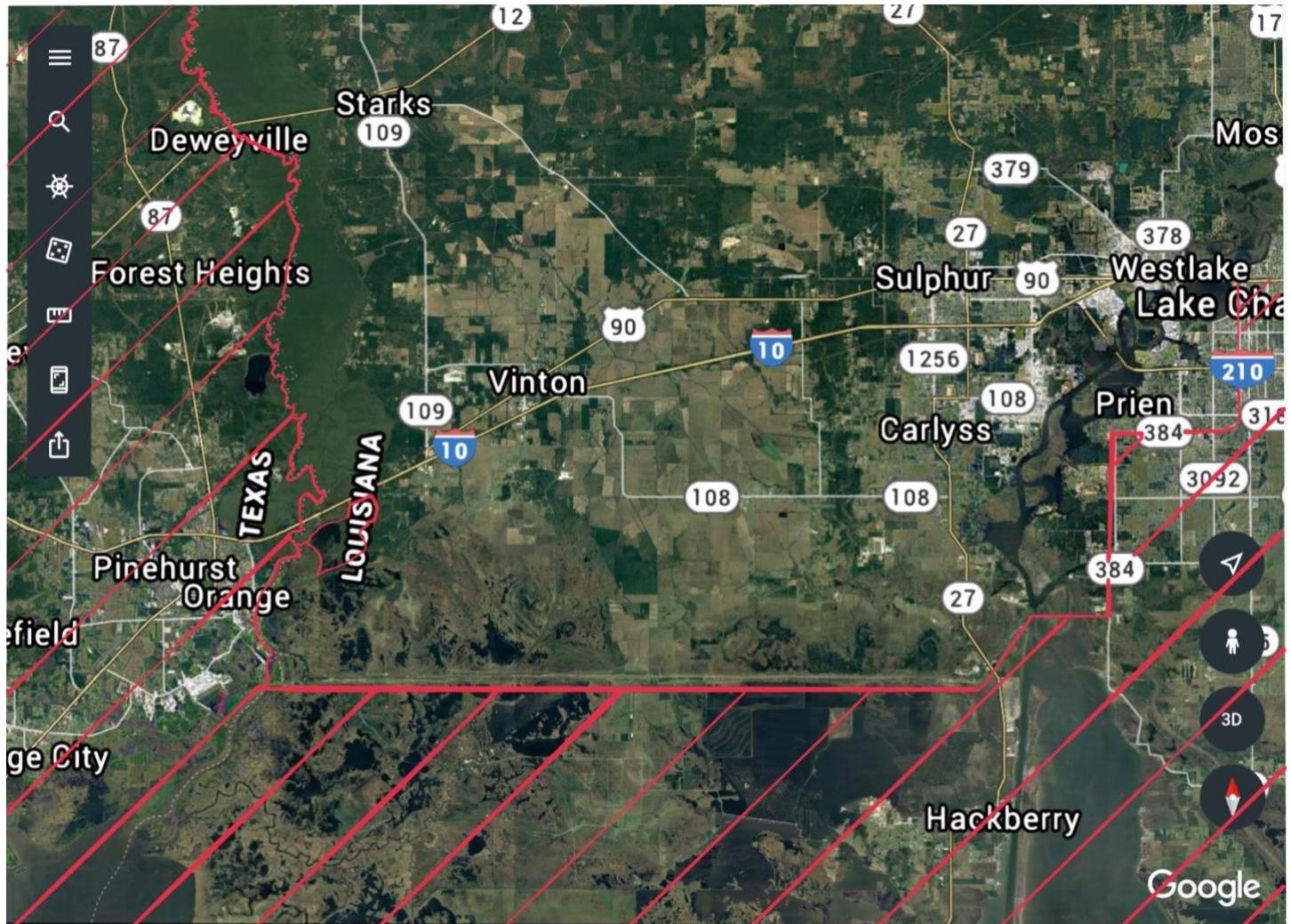
We have a multiple verification system for short fish. If it meets the requirement, it will be added to your bag. Remember, we are here to see young anglers catch and weigh their fish. We will do everything in our power to try to make it legal, but it must touch the silver area of our scale to make it.

It is our suggestion to check your measure board against ours to make sure yours conforms to the "official" measurements. It will be available that morning at the trailer.

Captains are not allowed in the bump area to reduce congestion.

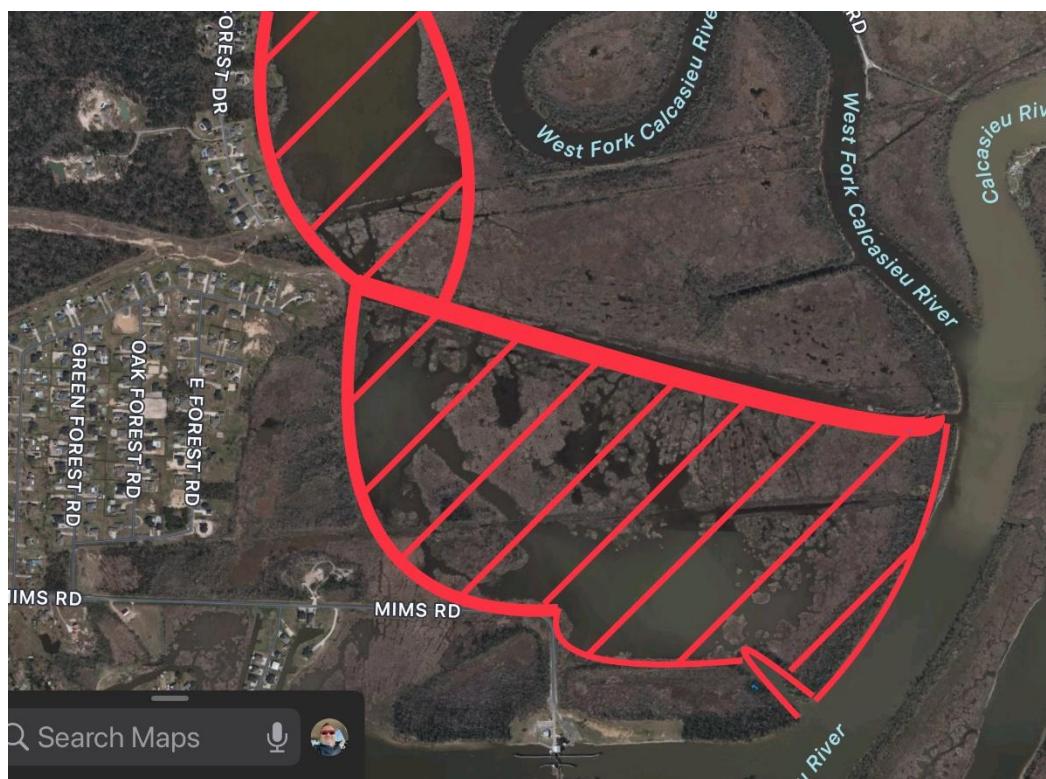
See below for Off-Limits areas



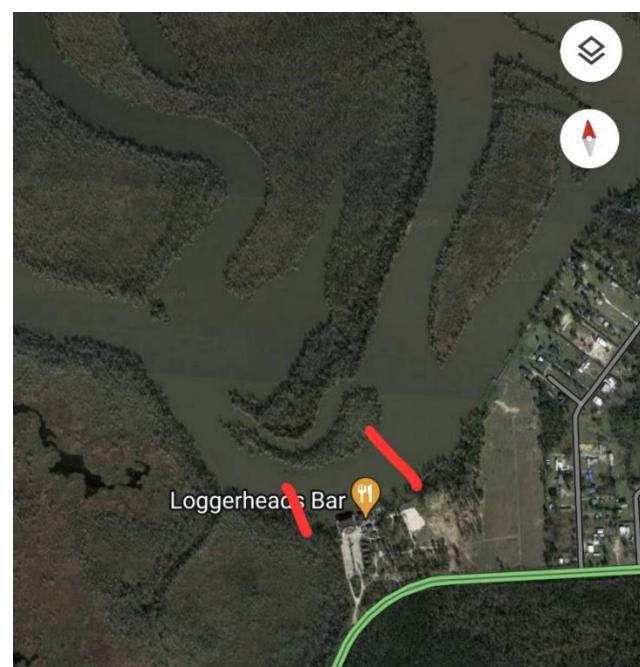
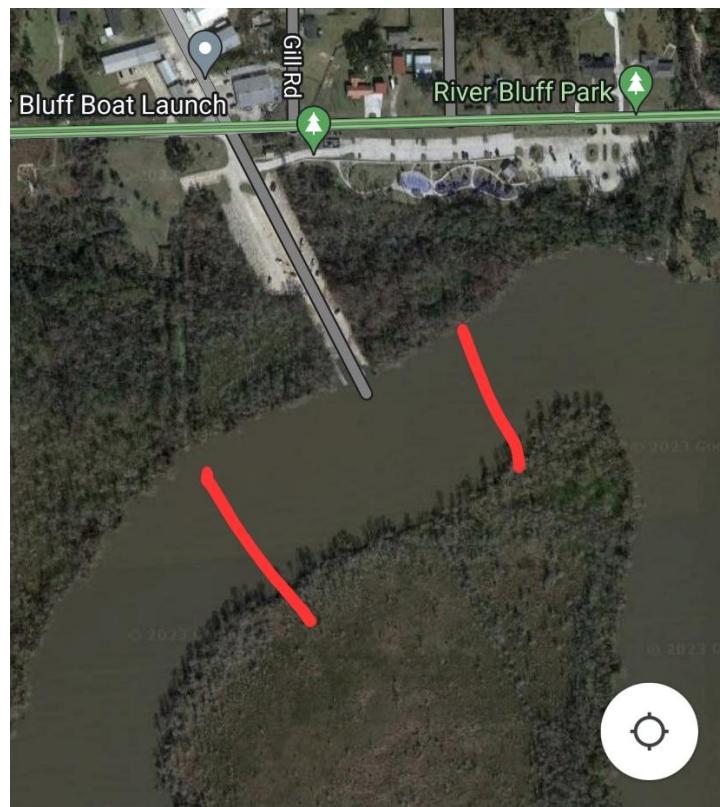


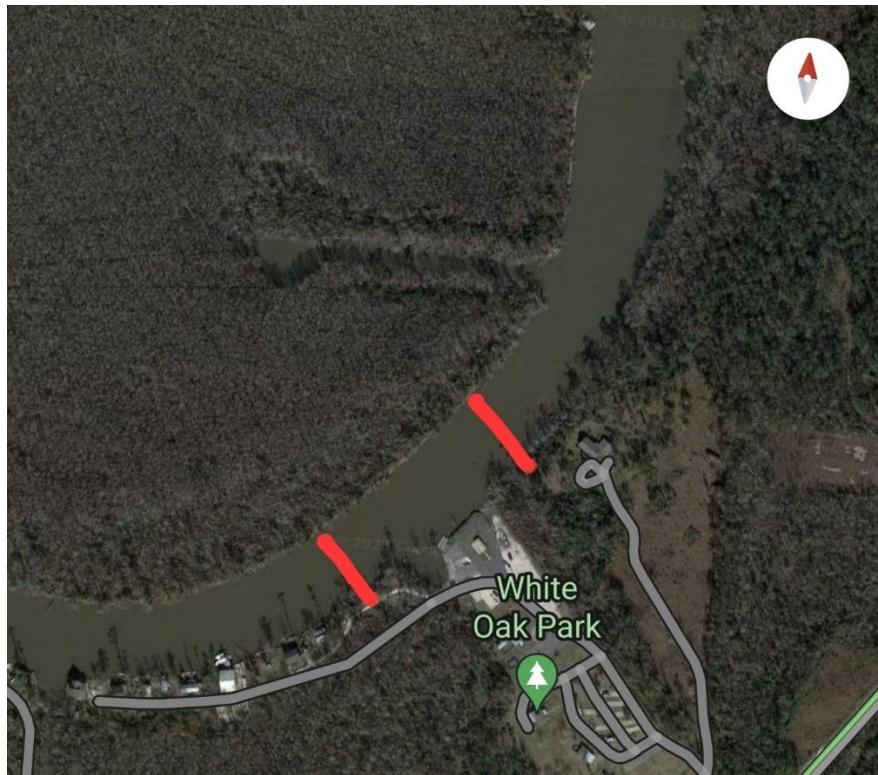
South, East, and West Off-Limits area

Additional Off-Limits area

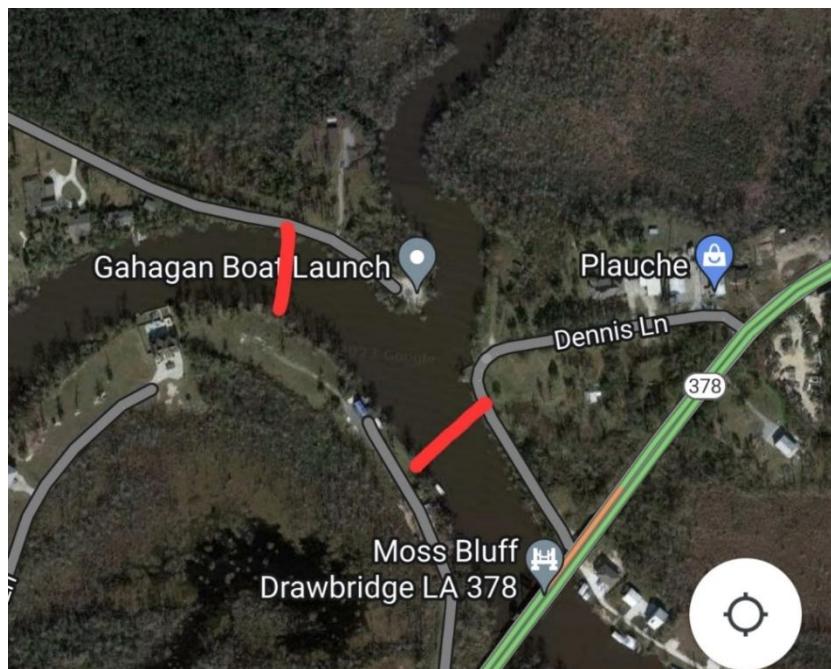


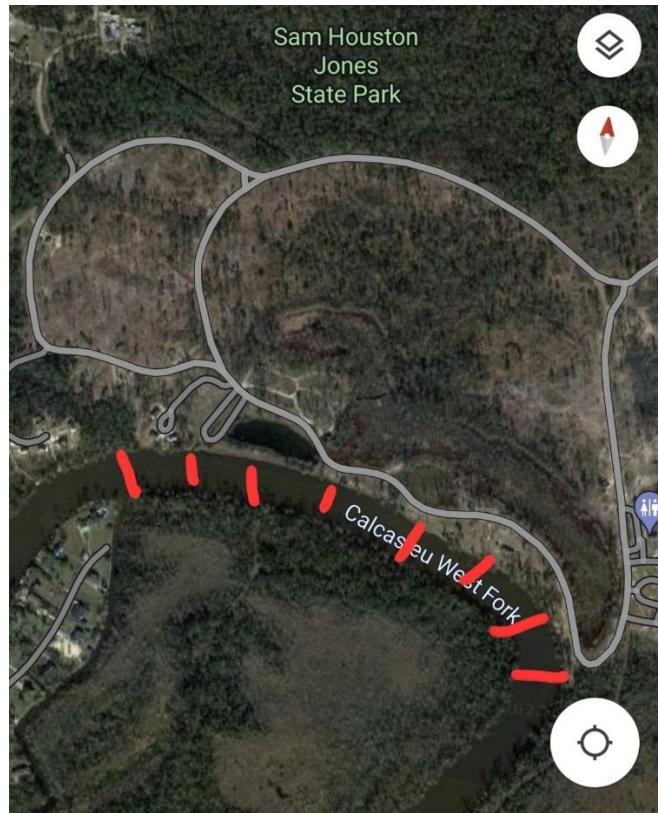
No Wake Zones





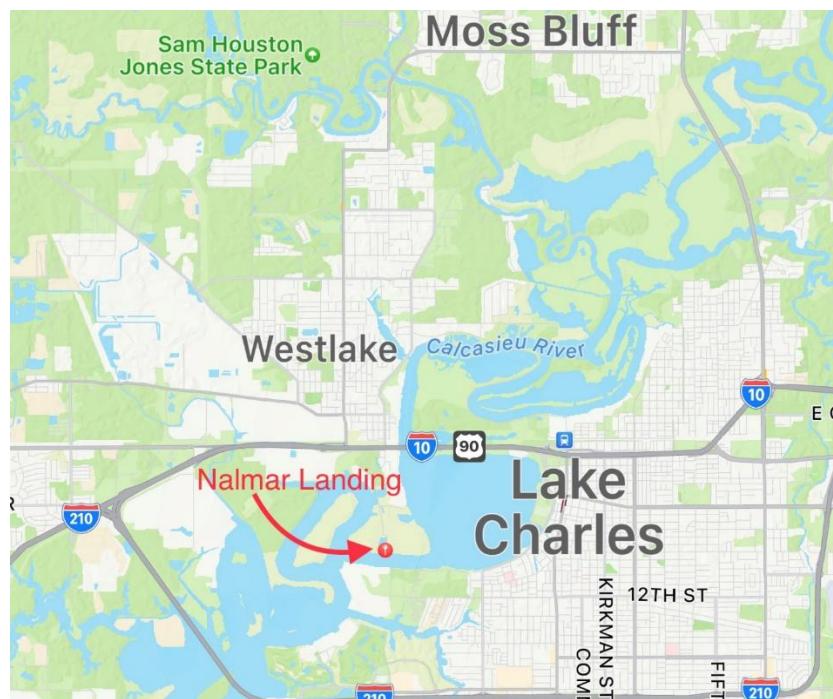
West Fork Calcasieu River





On Water Fuel

It is not legal to have fuel brought to you or carry extra fuel in the boat



- On-water fuel will be an issue for those traveling to the Sabine River.

- High Tides has closed so that was the only option near Orange.
- Nalmar Landing is only 10 miles from Moss Bluff and so if you can make it to the Sabine and back that far, you could top off, or top off on the way.
 - Remember that there may be lines being the only option.
- Be careful if making that run.

Calcasieu River Saltwater Barrier Recreational Vessels Locking Through

Boats can move from fresh to salt water through the Calcasieu River Saltwater Barrier.

Below is what you need to know to transit the lock safely. Moving from one side to the other, or "locking through," is a free service with facilities owned and operated by the U.S. Army Corps of Engineers. The process usually takes 4 to 5 minutes but may take longer when commercial traffic is near. Following the steps below will make the transition from one side to the other quick and easy.

- Stay in the navigation channel as marked by the signage. Be aware that some areas near locks can be dangerous. Always follow posted safety regulations. **DO NOT TRY TO PASS THROUGH THE SPILLWAY!**
- Use marine radio channel 14 to identify yourself to the lock operator and let him know your intentions. (If you have a marine vhf radio, not required) • Or pull the small-craft signal cord located near the security light closest to the concrete structure on the long approach walls.
- Once notified, the lock operator will adjust spillway gates to allow for safe passage if needed. He will then open the navigation gates to allow for passage.
- **Transit the lock at no-wake speed.** Passengers should remain seated, and everyone aboard should wear a personal floatation device during the entire process.
- Float in view of the operator until the gates are open. When the gates are fully open exit the lock. Exit at no-wake speed, and do not pass any other vessels as you transit the lock.
- The red/green signal lights are only used for commercial traffic.
- All commercial traffic takes priority in transiting the lock, once a towboat is lined up the lock operator will allow him to transit before any recreation vessel. Many of the towboats that transit our structure are carrying petroleum products, please give them as wide a berth as possible and no open flames.
- Read and obey signage in the area. The structure was built in an old cypress forest. There are stump areas on both sides of the structure between the navigation and spillway channels.
- Follow the instructions of the Lock Operator. He knows the conditions of the water levels on both sides, wind, and weather. He is there for the safe passage of all vessels through the structure.