BookletChart™

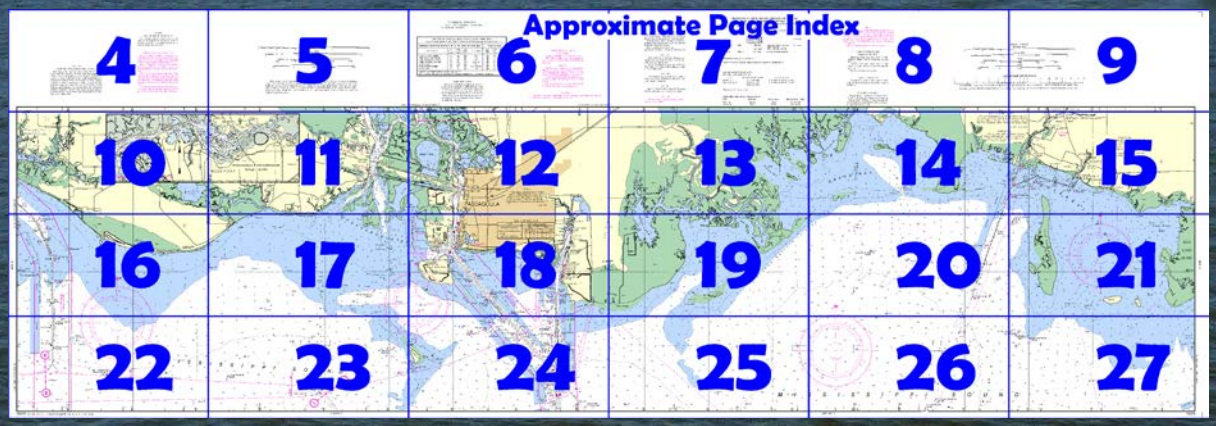
Intracoastal Waterway – Dauphin Island to Dog Keys Pass

NOAA Chart 11374

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

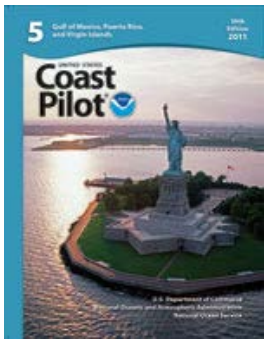
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11374



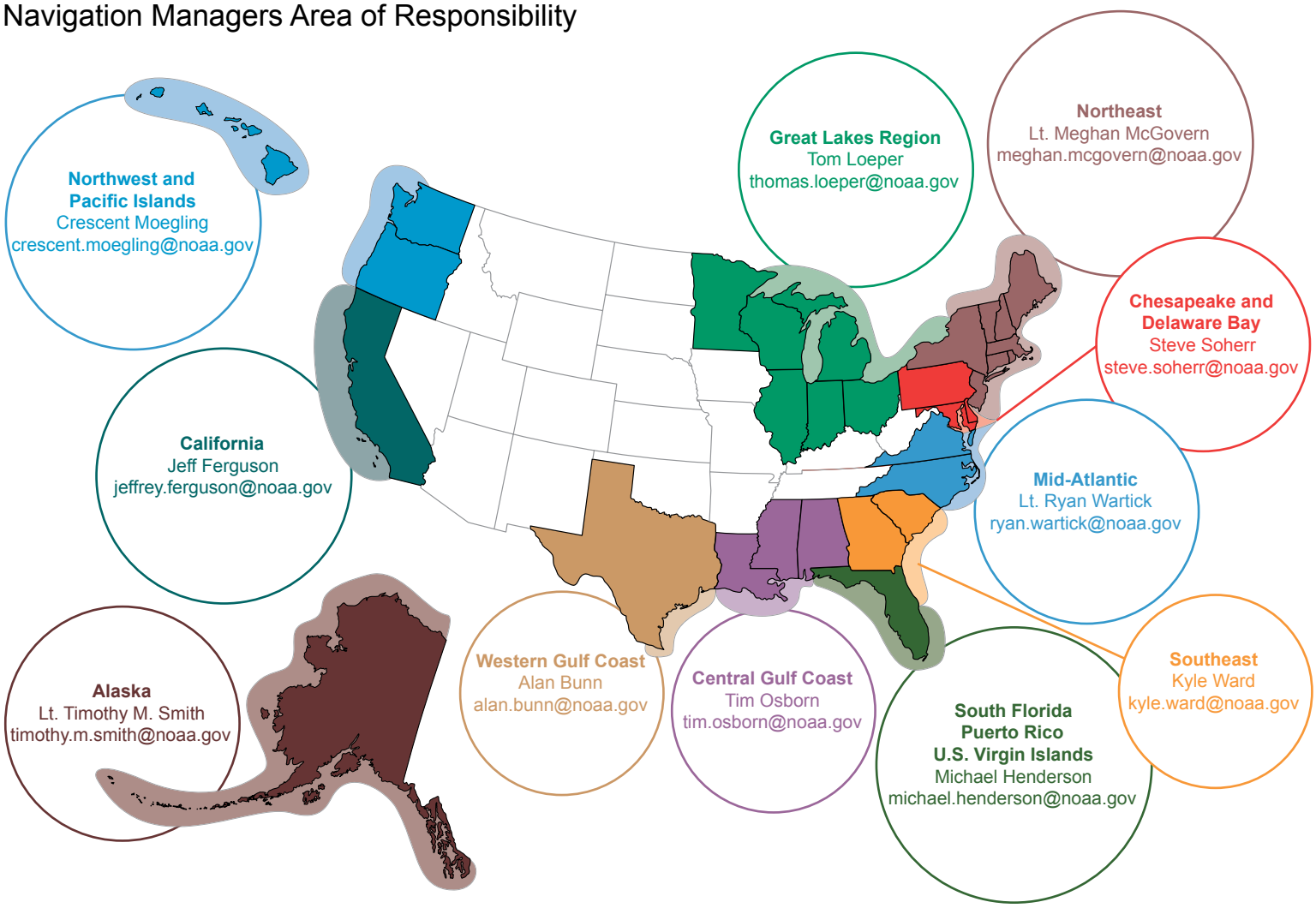
[Coast Pilot 5, Chapter 9 excerpts].
Mississippi Sound extends 70 miles W of Mobile Bay between a chain of narrow, low, sand islands and the mainland, providing a sheltered route for the Intracoastal Waterway. Natural depths of 12 to 18 feet are found throughout the sound, and a channel 12 feet deep has been dredged where necessary from Mobile Bay to New Orleans.
Ship, Horn, and Petit Bois Islands are part of **Gulf Islands National Seashore** and subject to the rules and regulations of the National Park Service. **Petit Bois Island National Wildlife Refuge** and **Horn Island National Wildlife Refuge** are within the National Seashore.

West Fowl River is joined to East Fowl River by a channel navigable by craft drawing 2 feet or less. The entrance to the river from Mississippi Sound is marked by private daybeacons from E of Cat Island to just below the highway bridge. A small marina on the E bank of the river 0.5 mile below the highway bridge can provide berths with water and electricity, gasoline, diesel fuel, ice, a launching ramp, marine supplies, and engine repairs.
Coden.–A channel leads from Bayou La Batre channel through Portersville Bay to the mouth of Bayou Coden, thence N to the Route 188 bridge 0.5 mile above the mouth of the bayou. A turning basin is on the W side of the channel 500 feet below the bridge. The depth in the channel was 4.9 feet (7.7 feet at midchannel) to the bridge; thence there was 9 feet in the basin. The channel is marked by lights and daybeacons. Route 188 bridge had a clearance of 15 feet.
A channel leads from deep water in Mississippi Sound through **Bayou La Batre** to a turning basin 0.5 mile below Route 188 bridge at **Bayou La Batre** thence to the bridge. The depths were 17.4 feet in the entrance channel to the mouth of the bayou; thence 15.6 feet (17.0 feet at midchannel) to the turning basin, thence 16.5 to 17.6 feet in the turning basin, thence 11.6 feet (12.9 feet at midchannel) to the highway bridge. The channel is marked by lights and daybeacons.
Shipping Safety Fairways.–Vessels should approach Horn Island Pass and Pascagoula Harbor through the prescribed Safety Fairways. (See **166.100 through 166.200**, chapter 2.)
The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 2.4 miles above the W end of Petit Bois Island, near Lighted Buoys 27 and 29. Situations resulting in collisions, groundings, and close quarters passings have been reported 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 the Intracoastal Waterway, particularly during periods of restricted visibility.
Anchorages.–Deep-draft vessels may anchor 1 to 2 miles S or SE of the sea buoy, weather permitting. Anchorage for vessels up to 15-foot draft is available in Mississippi Sound E of the channel.
Explosives anchorages are N and S of the W end of Petit Bois Island. (See **110.1 and 110.194b**, chapter 2, for limits and regulations.)
Caution.–Petit Bois Island and Horn Island are poor radar targets when approaching Pascagoula Harbor from seaward. Caution should be exercised when making landfall at night and during poor visibility.
Dangers.–Shoal water up to 30 feet extends about 2 miles SW of the W end of Petit Bois Island to about 0.25 mile SE of Horn Island Pass Channel Buoy 10 (30°11'45"N., 88°31'21"W.). Spoil banks are on the W side of Pascagoula Channel and on both sides of Bayou Casotte Channel. Vessels should not enter the channel before the pilot boards, especially light vessels during periods of strong winds and adverse weather.
In April 1992, a 30-foot shoal was reported 0.4 mile SSE of the entrance to Horn Island Pass Channel in about 30°09'29"N., 88°33'09"W.
Speed limit.–No oceangoing vessel shall proceed in excess of 5 m.p.h. in Pascagoula River or Bayou Casotte.
Overhead power cables 1.5 miles and 2.6 miles above the mouth of the river have clearances of 68 feet and 80 feet, respectively.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

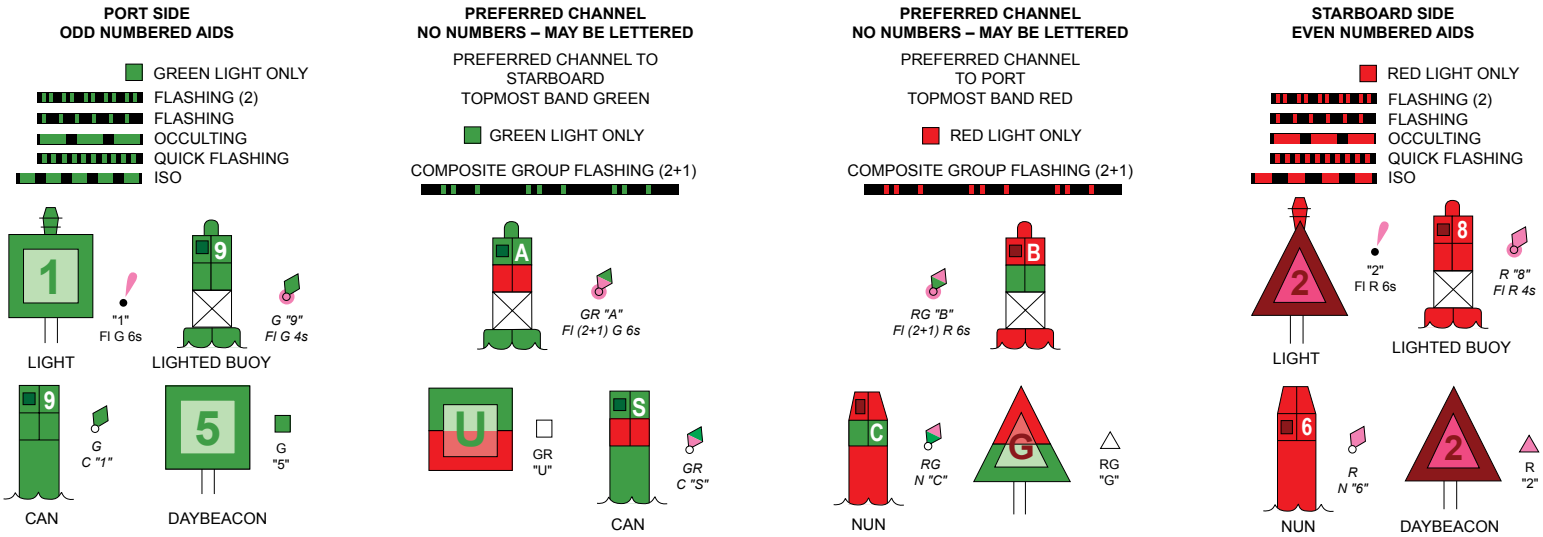


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

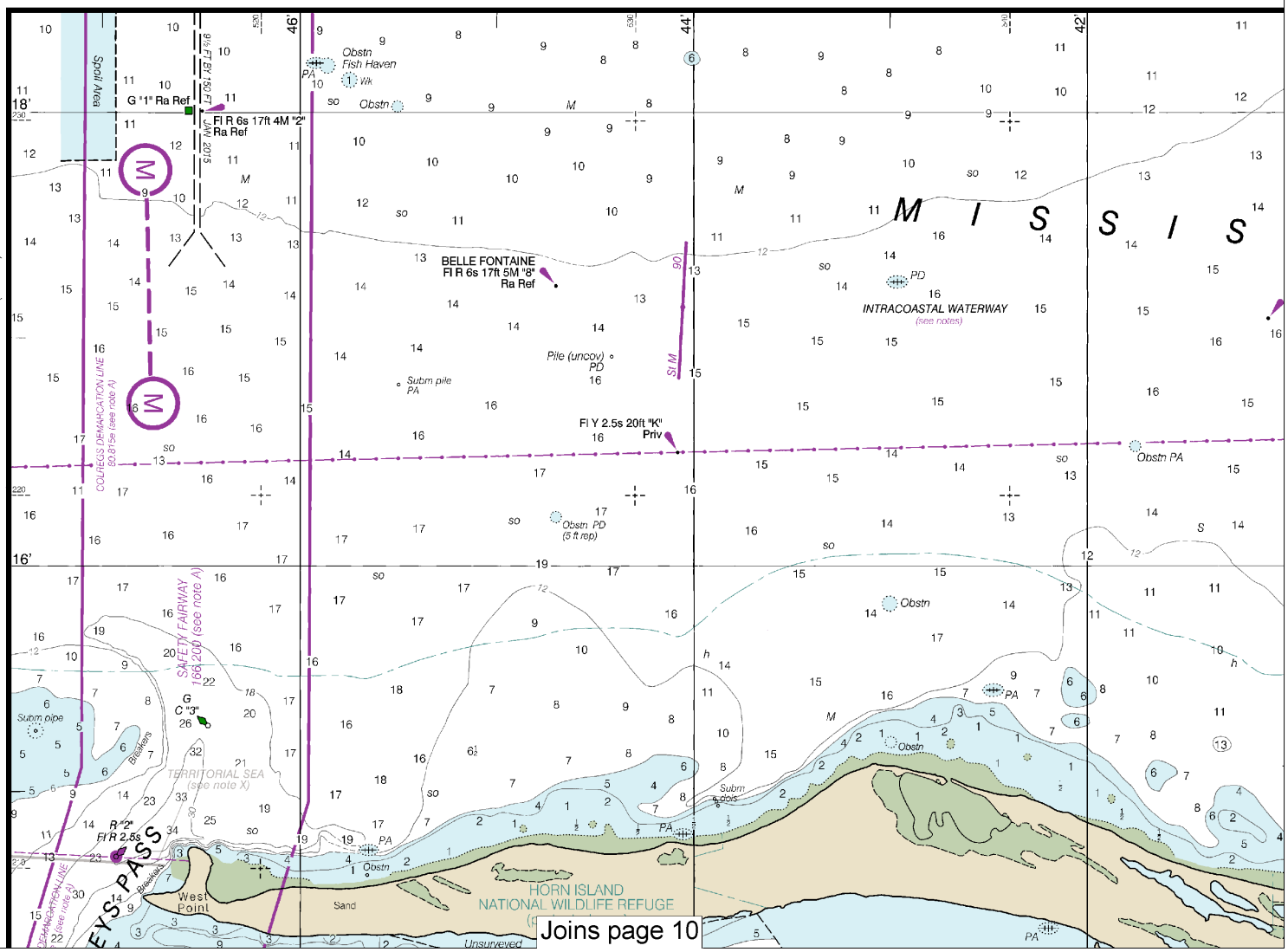
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
These volumes are available online at *http://www.navcen.uscg.gov*

PLA
NAME
Dauphin Island Bayou La Batre Pascagoula Point Horn Island
Dashes (- - -) located in datum c tide predictions, and tidal current

(Mar 2015)



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.

PUBLIC BOAT

The United States Power S
(USCGAUX), national organiza
struction programs in commun
regarding these educational cou

USPS - Local Squadron Con
Road, Raleigh, NC 27607, 8

USCGAUX - COMMANDER
Federal Building, Suite 1126,
800-524-8835 or USCG Headq
Second Street, SW, Washingto

Sediment traps are design
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CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

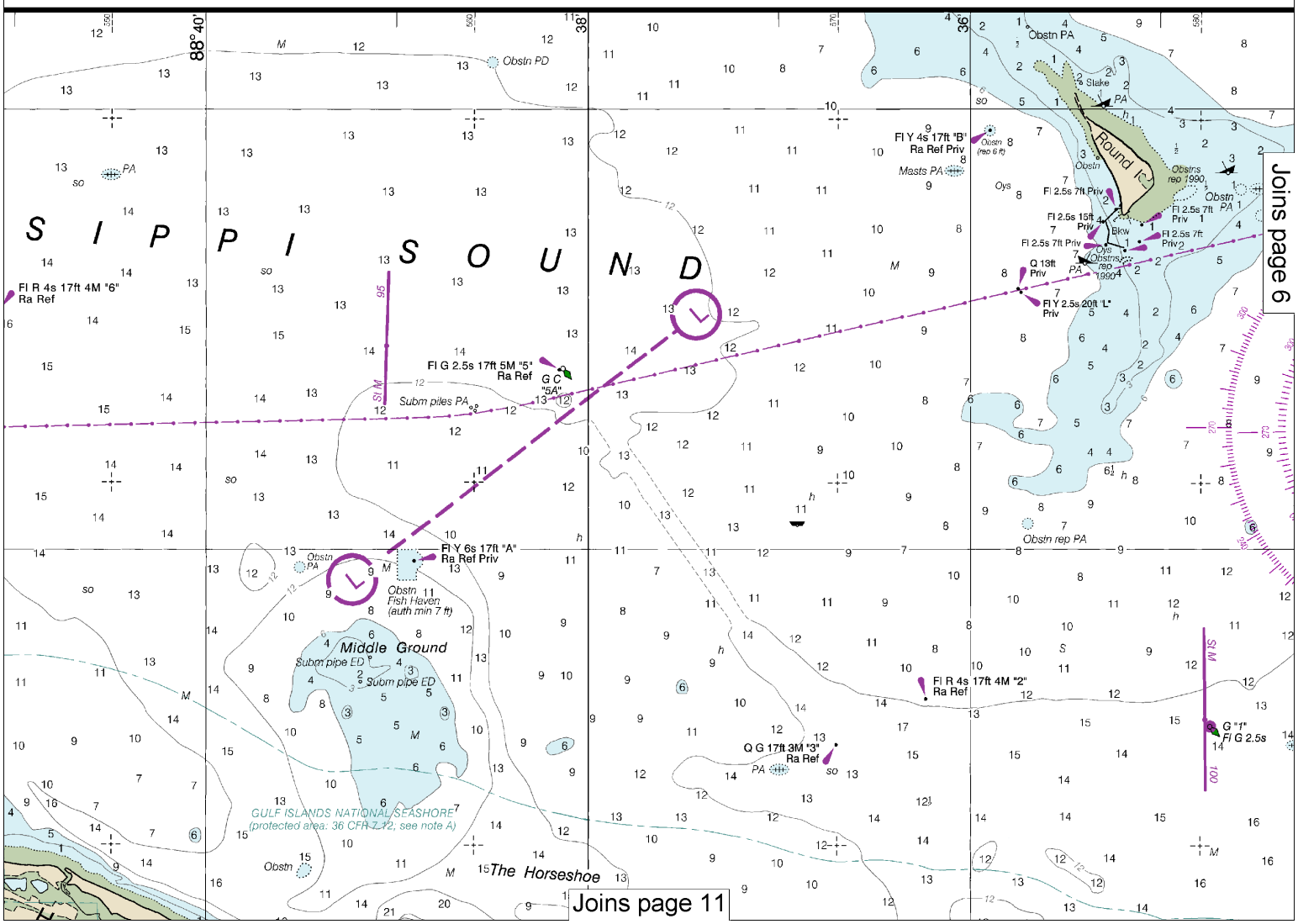
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

LACE	Height referred to datum of soundings (MLLW)		
(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
(30°15'N/88°05'W)	1.2	1.2	0.0
(30°22'N/88°16'W)	1.5	- - -	- - -
(30°20'N/88°32'W)	1.5	1.4	0.1
(30°14'N/88°40'W)	1.6	1.5	0.1

n columns ind cate unavailable datum values for a tide station. Real-time water levels, ent predictions are available on the Internet from http://tidesandcurrents.noaa.gov.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

Ⓟ Pump-out facilities

TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at http://tidesandcurrents.noaa.gov. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

NOTE B

The buoys in Petit Bois Pass are not charted due to continual shoaling which necessitates their frequent relocation. Mariners are advised to use local knowledge to safely transit Petit Bois Pass.

HURRICANES AND TROPICAL STORMS

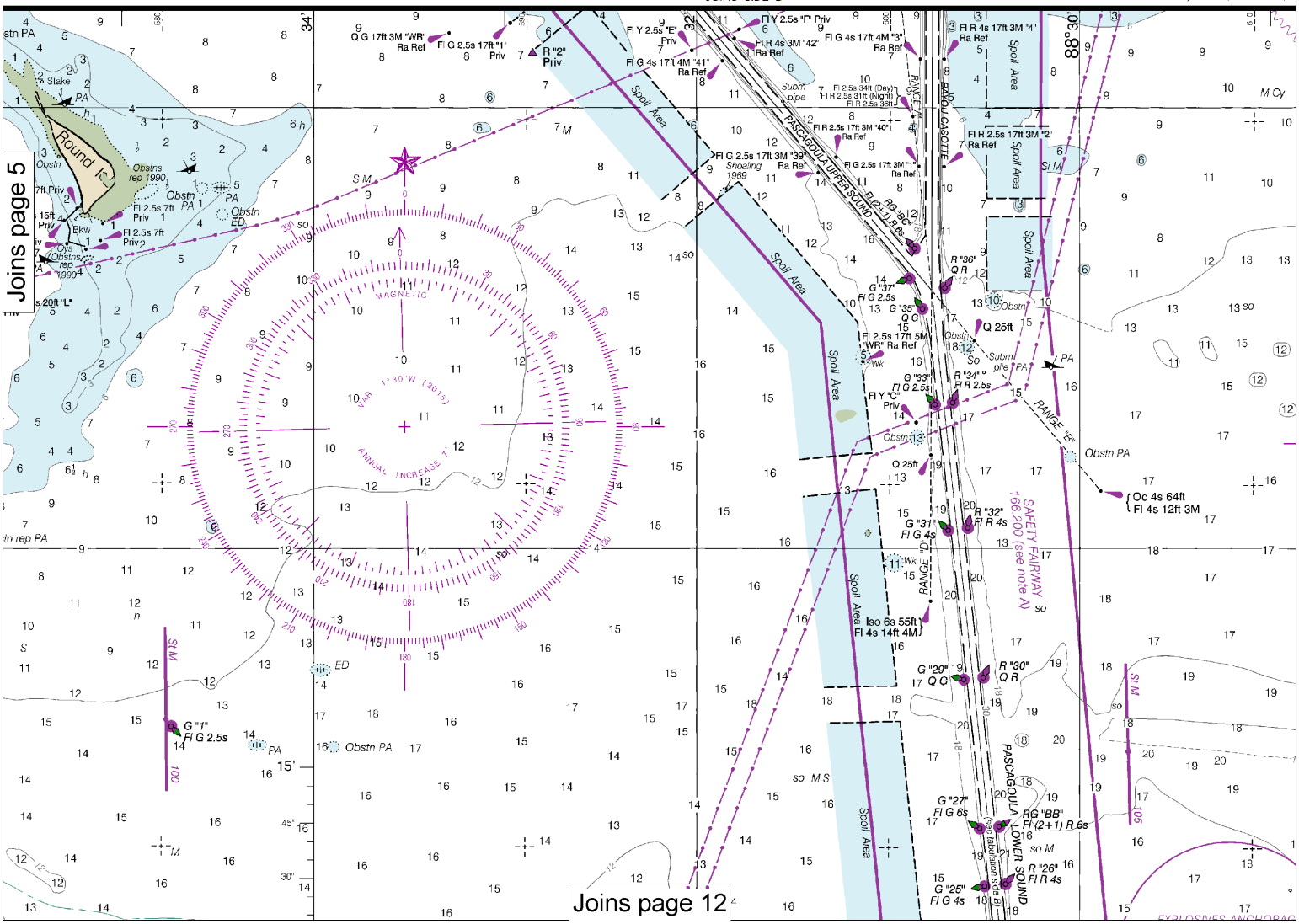
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

JOINS SIDE B

Formerly 874-SC, 1st Edition, 19



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.

PLANE COORDINATE GRID

(based on NAD 1927)

The Mississippi State Grid east zone is indicated by dashed ticks on this chart at 10,000 intervals thus:

The Alabama State Grid west zone is indicated by solid ticks on this chart at 10,000 foot intervals thus:
The last three digits are omitted.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

CAUTION

SUBMARINE PIPELINES AND CABLES

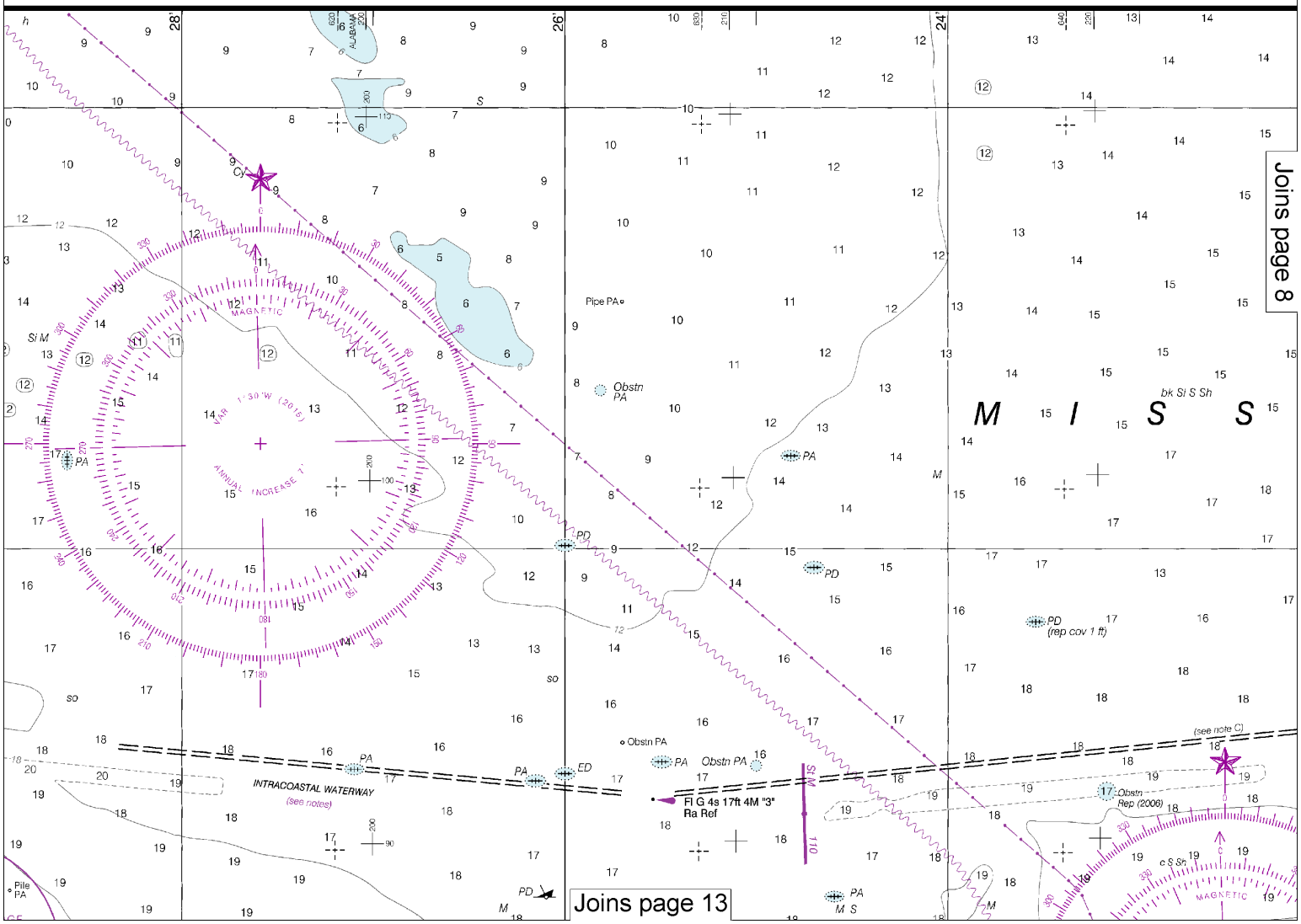
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

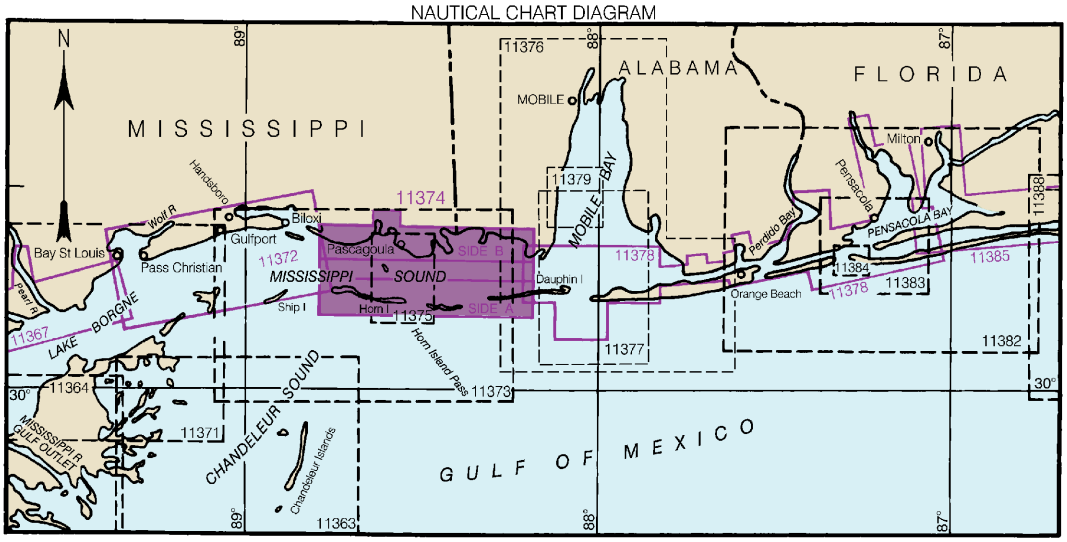
Covered wells may be marked by lighted or unlighted buoys.

1966 KAPP 18



38th Ed., May 2015. Last Correction: 12/14/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 4816 (11/26/2016)

NAUTICAL CHART DIAGRAM



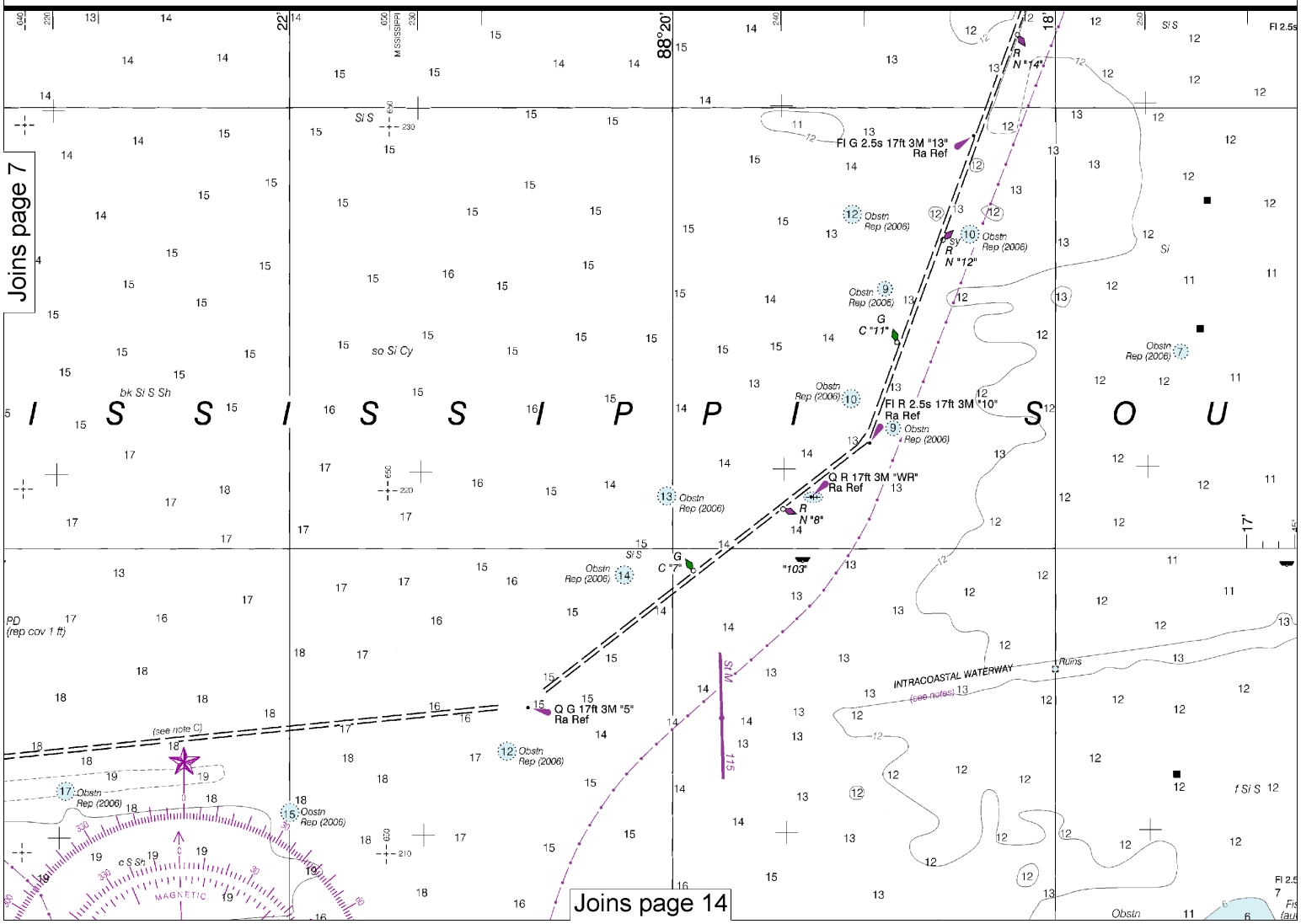
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

WARNING

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

JOINS SIDE B



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.

Mercator Projection at Scale 1:40,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AUTHORITIES

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

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.721" northward and 0.054" westward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11374

INTRACOASTAL WATERWAY

ALABAMA-MISSISSIPPI

DAUPHIN ISLAND TO DOG KEYS PASS

Chart 11374

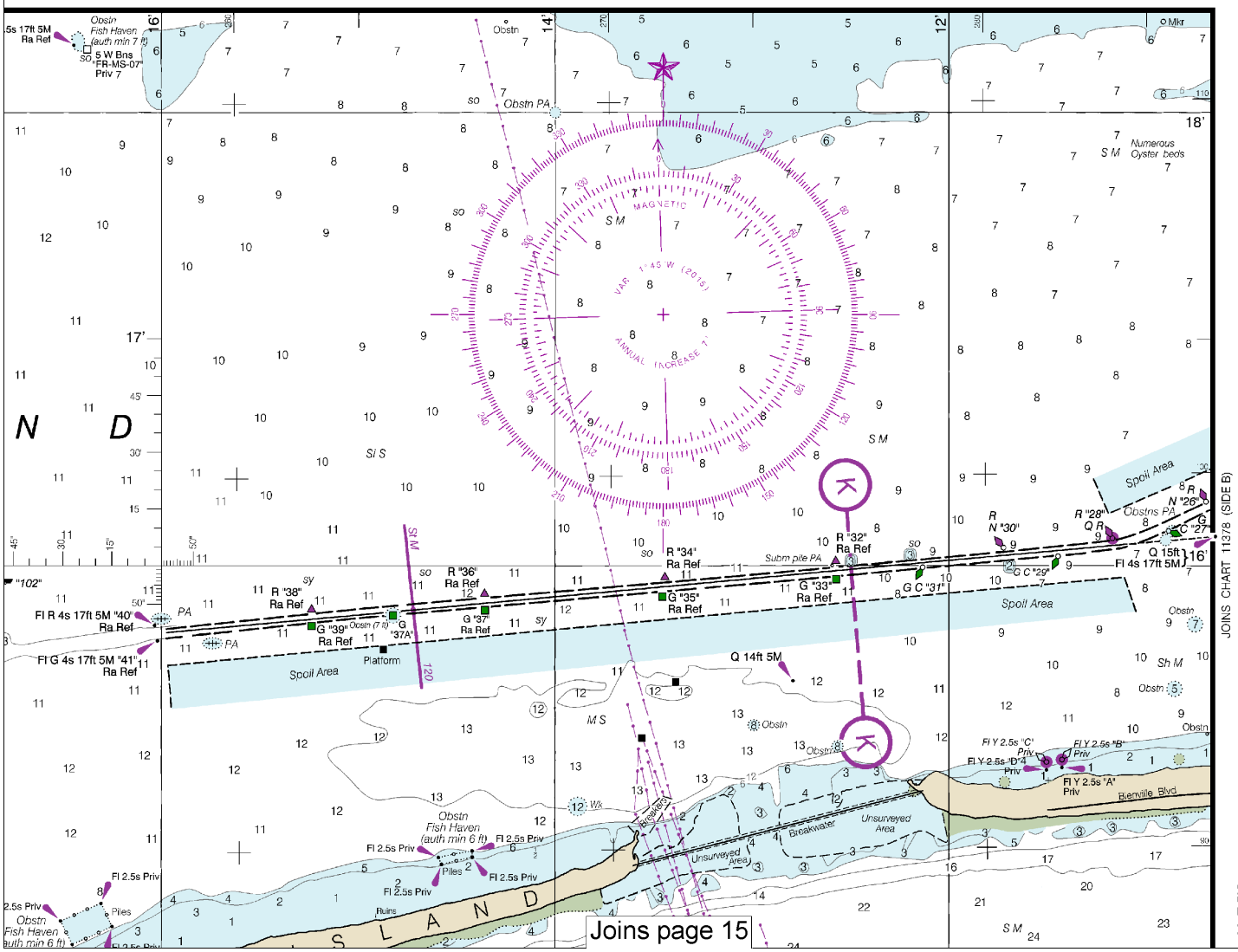
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

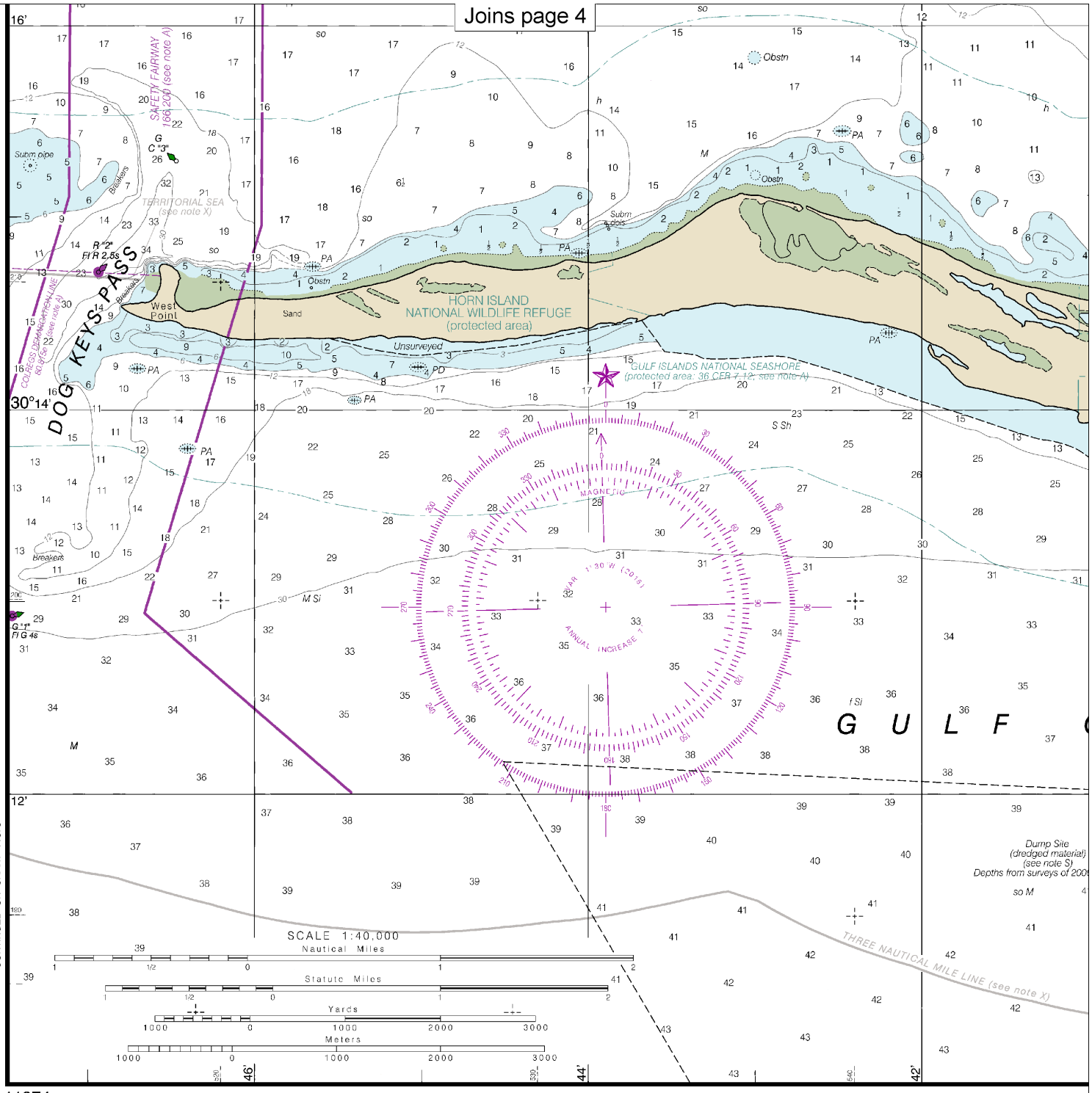
Heights in feet above Mean High Water.



Joins page 15

Joins page 4

SIDE A



CONTINUED ON CHART 11373

11374

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

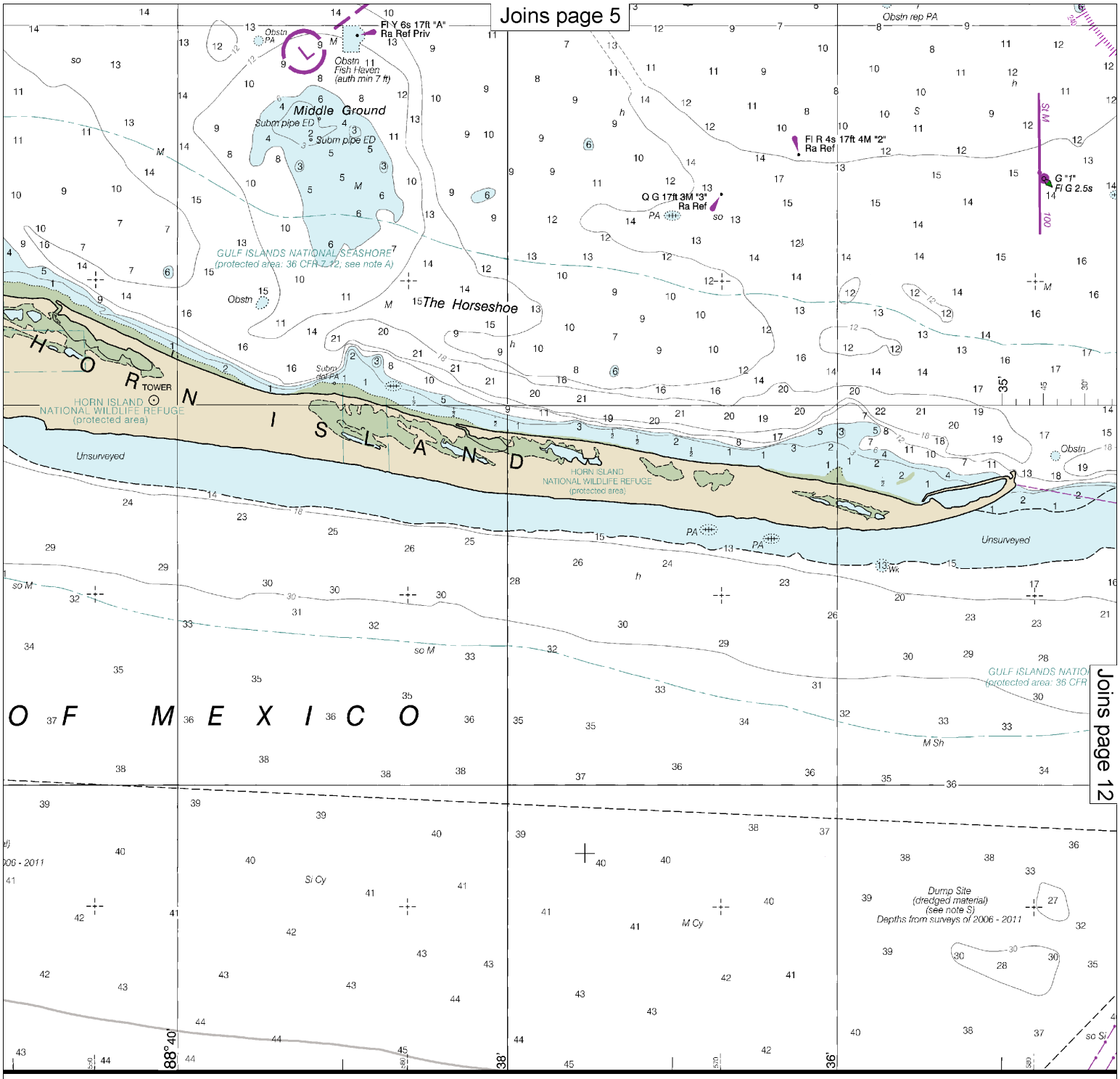
Joins page 16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



SCALE

Joins page 17

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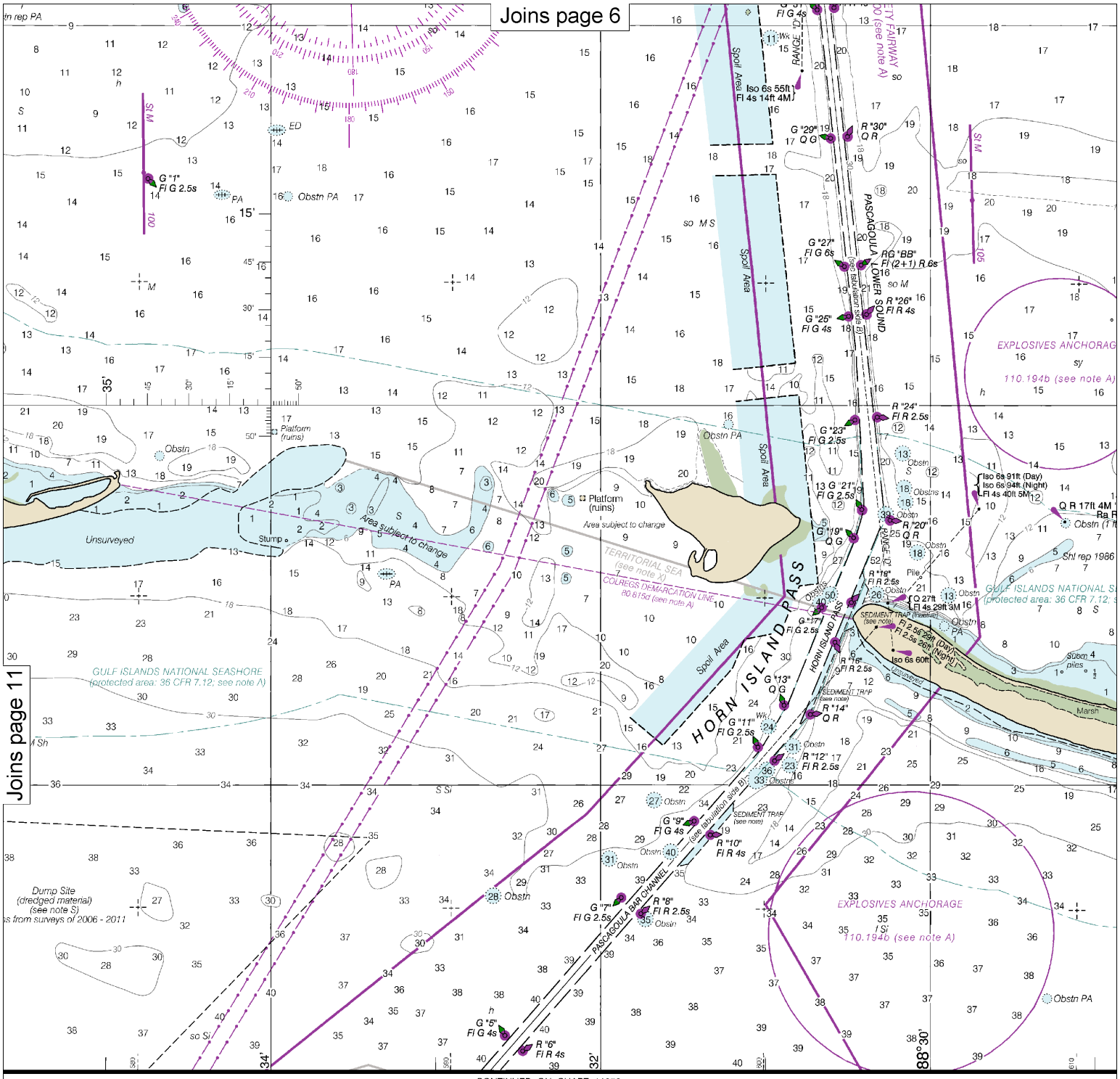
NAME OF CHANNEL
PASCAGOULA BAR CHANN HORN ISLAND PASS PASCAGOULA LOWER SOU



CONTINUED ON CHART 11373

HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2016 AND SURVEYS TO SEP 2016

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
PASCAGOULA BAR CHANNEL	43.9	44.0	35.9	5-16	450	6.28	44.0
HORN ISLAND PASS	40.8	44.0	42.6	5-16	600		
PASCAGOULA LOWER SOUND	36.4A	42.0	40.6B	5-16	350		

Joins page 18

CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

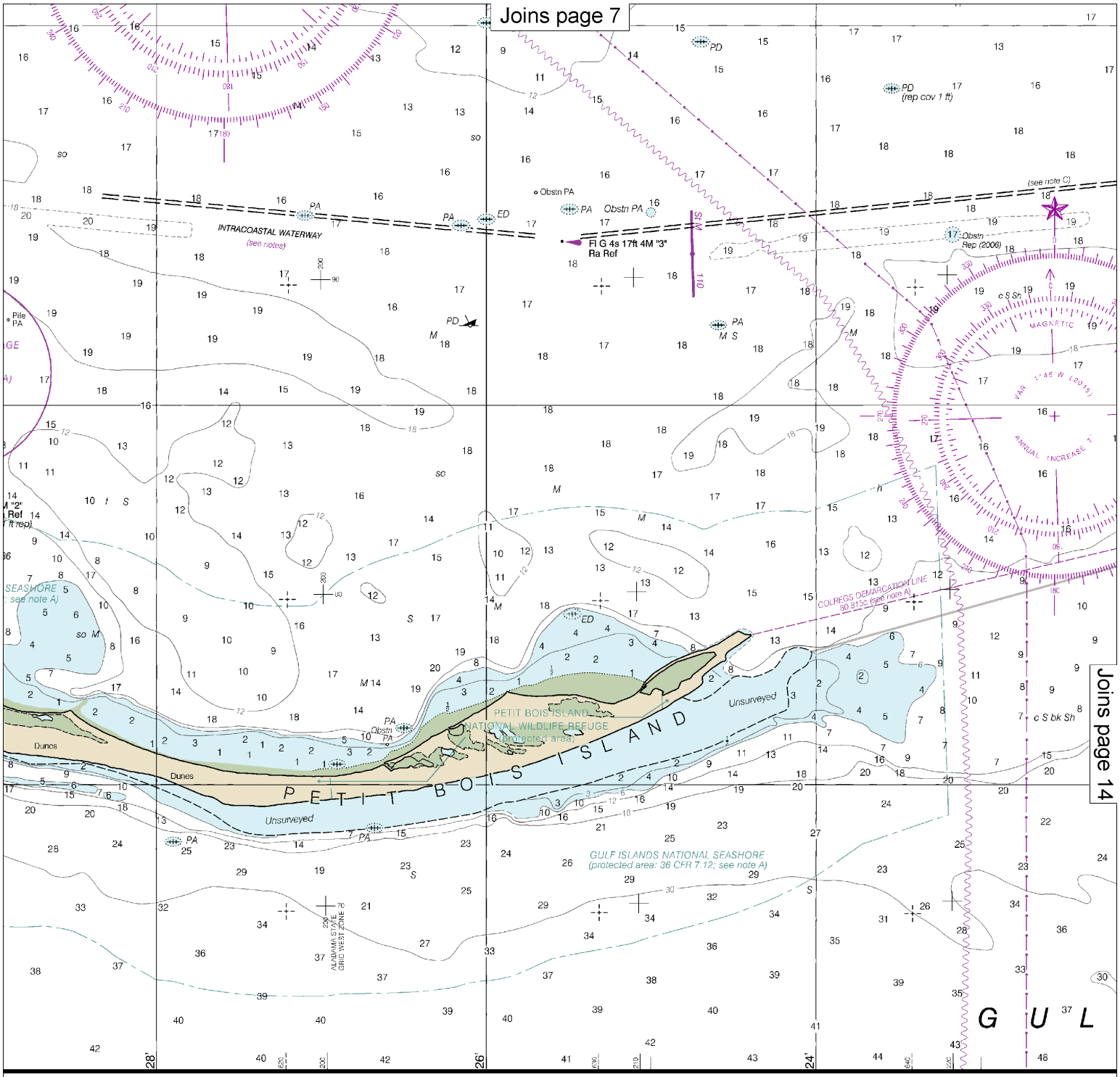
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 7



Joins page 14

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROADCASTS-CST	SPECIAL WARNINGS
Mobile, AL	WLO	2572 kHz 4397.7 kHz 8808.8 kHz	7:00 AM, NOON, 6:00 PM	On receipt
		(Ch 25) 161.85 MHz (Ch 26) 161.90 MHz (Ch 27) 161.95 MHz (Ch 28) 162.0 MHz		On receipt
LA	NMG	2670 kHz	4:35, 6:35, 10:35, 11:50 AM	*On receipt

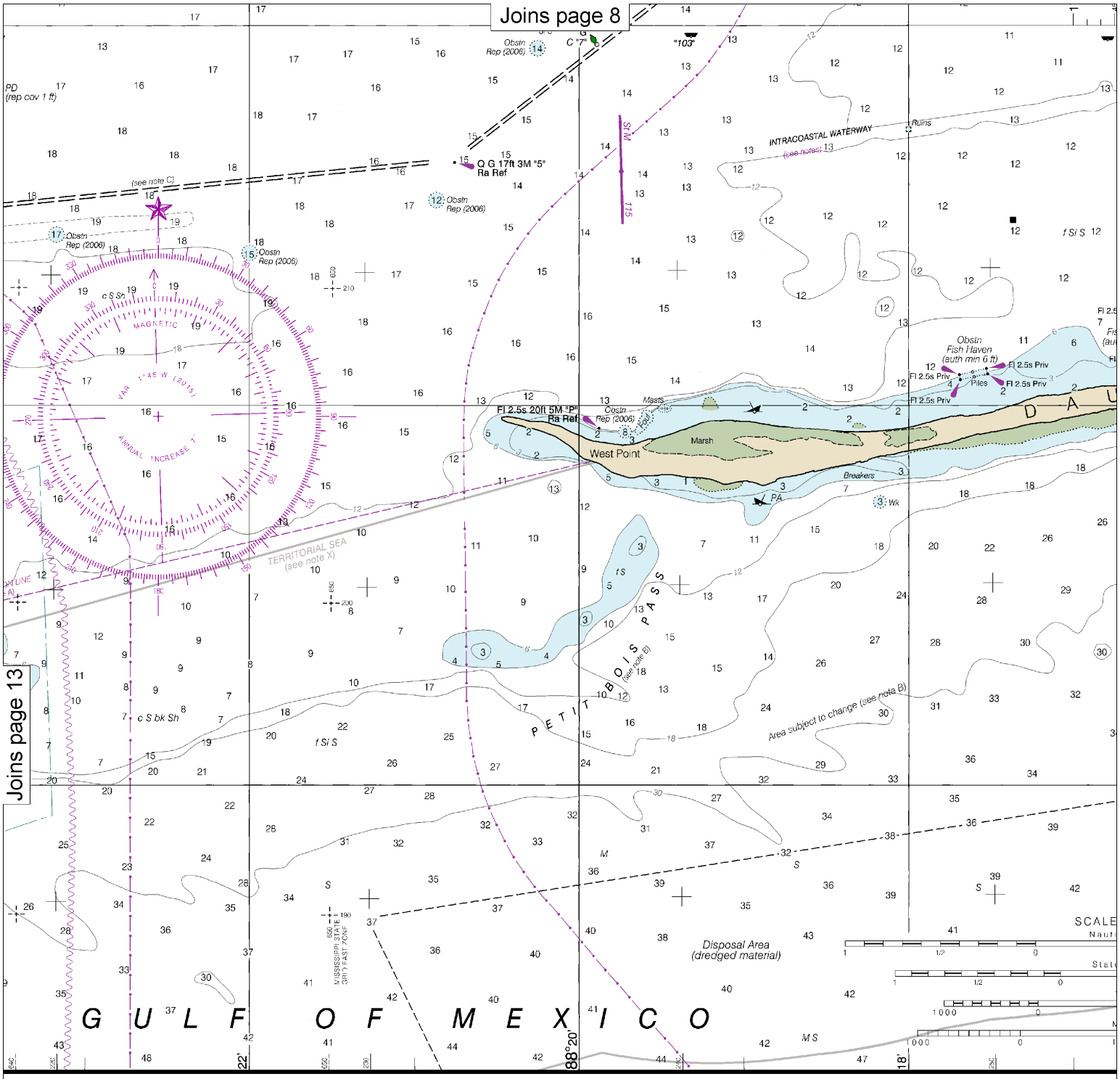
CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Joins page 19

Joins page 8



CONTINUED ON CHART 11373

AND WARNINGS
ONS

STS-CST	SPECIAL WARNINGS
N, 6:00 PM	On receipt
	On receipt
11:50 AM	*On receipt

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, in Mobile, AL.

Refer to charted regulation sectio

Joins page 20

Joins page 13

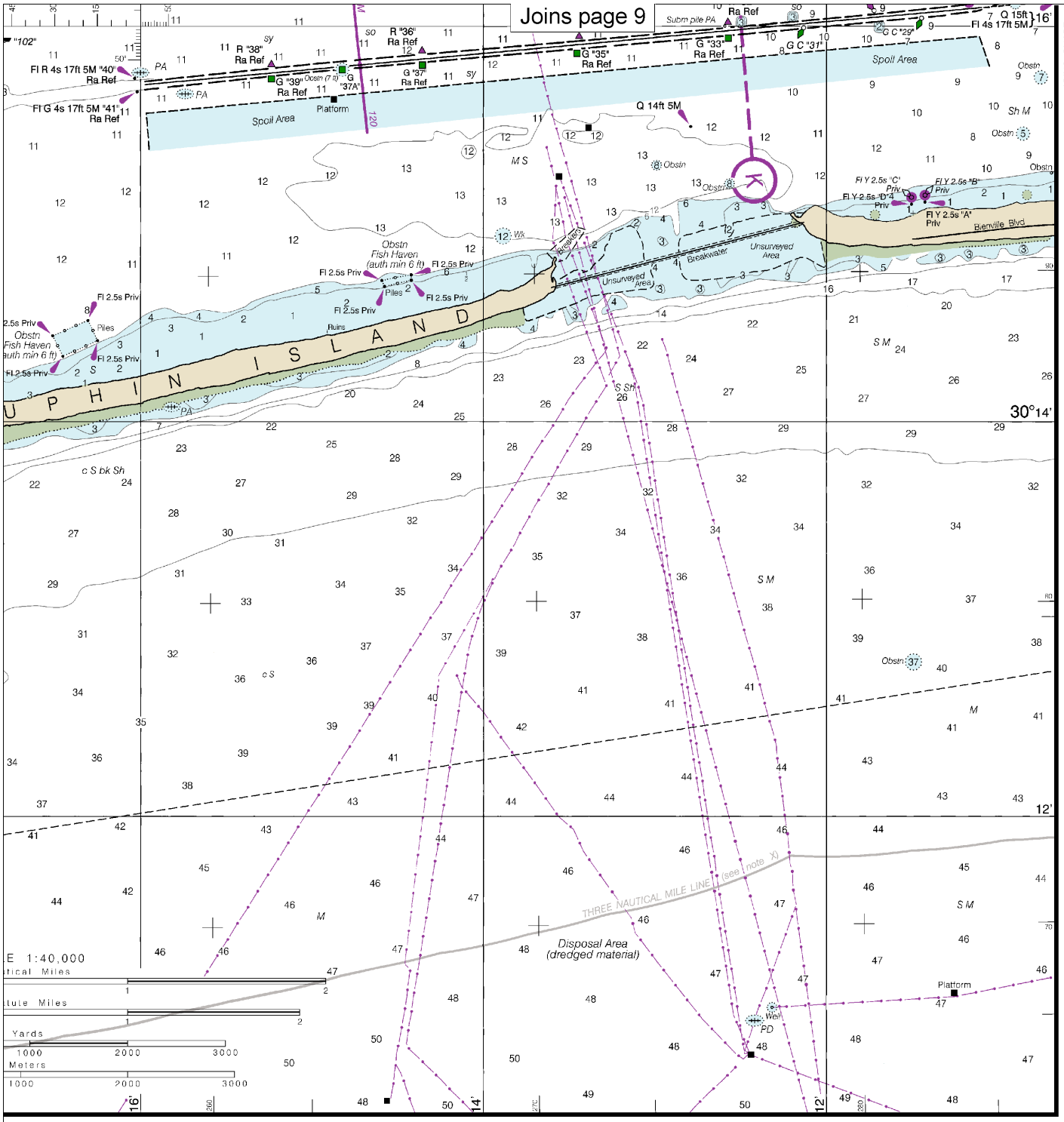
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 9



11374

Joins page 21

Joins page 10

11374

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The 'Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

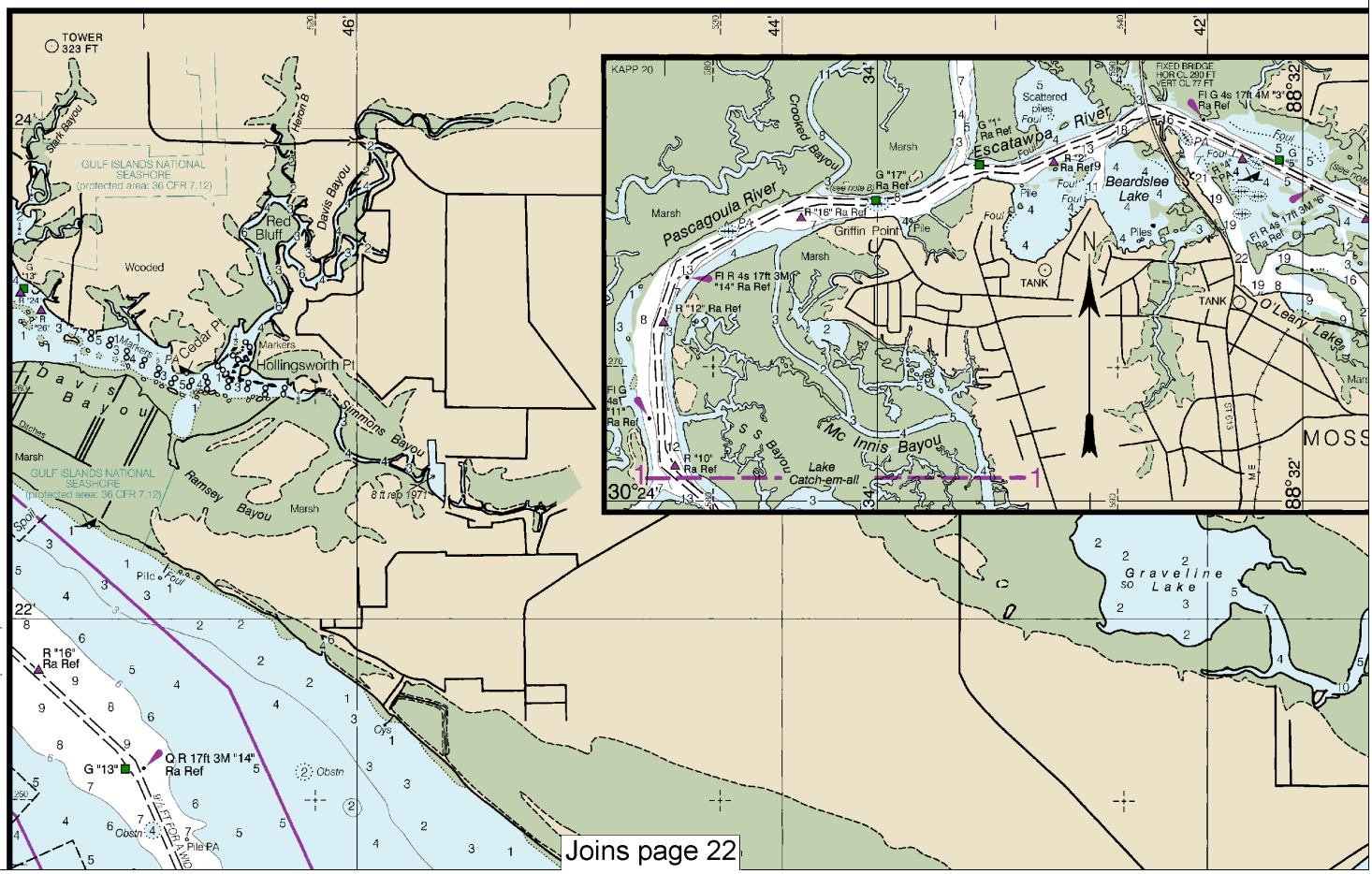
INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.



Joins page 22

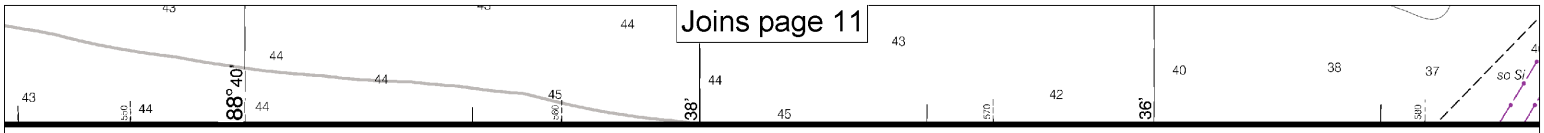
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

Joins page 11



SCALE 1:40,000

Nautical Miles

Statute Miles

Yards

Meters

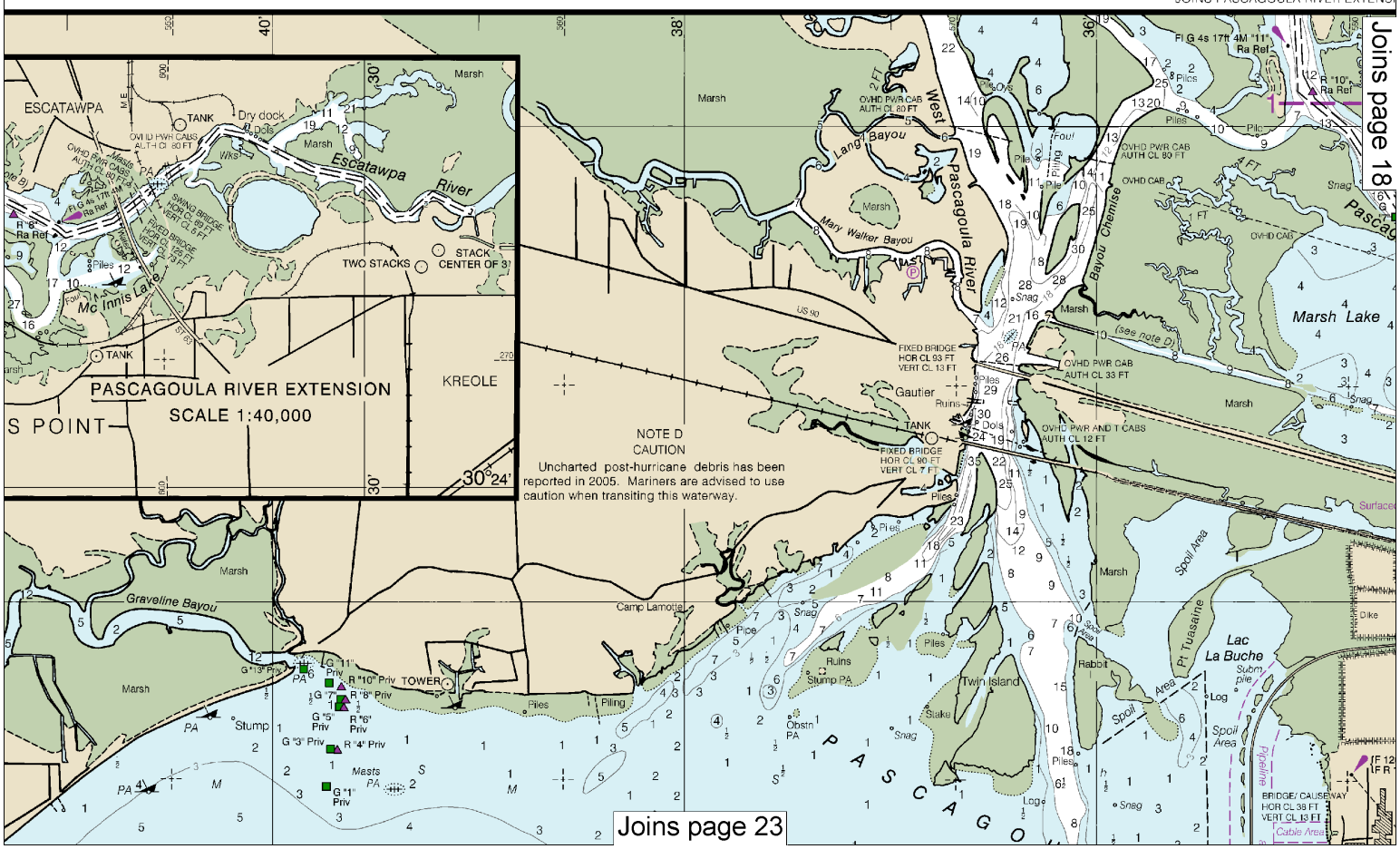
HORIZONTAL DATUM

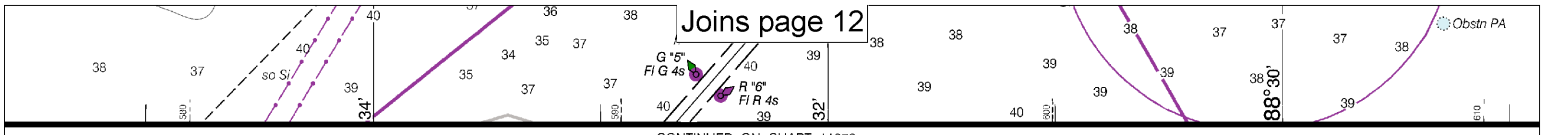
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.721" northward and 0.054" westward to agree with this chart.

HORN IS TABULATED FROM SU
CONTROLLING DEPTHS FR
NAME OF CHANNEL
PASCAGOULA BAR CHANNE
HORN ISLAND PASS
PASCAGOULA LOWER SOU
PASCAGOULA UPPER SOU
PASCAGOULA RIVER
BAYOU CASOTTE

A. SHOALING TO 38.3 FT IN B
B. SHOALING TO 39.3 FT IN B
C. SHOALING TO 21.8 FT WIT
D. SHOALING TO 23.0 FT WIT
E. SHOALING TO 23.7 FT WIT
F. PASCAGOULA RIVER PROJ
G. SHOALING TO 39.8 FT AT F
NOTE - CONSULT THE CORPS

JOINS PASCAGOULA RIVER EXTENSI





CONTINUED ON CHART 11373

HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2016 AND SURVEYS TO SEP 2016

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
PASCAGOULA BAR CHANNEL	43.9	44.0	35.9	5-16	450	6.28	44.0
HORN ISLAND PASS	40.8	44.0	42.6	5-16	600	1.4	44.0
PASCAGOULA LOWER SOUND	38.4A	42.0	40.6B	5-16	350	4.3	42.0
PASCAGOULA UPPER SOUND	32.3	34.4	32.0	7-16	350	4.63	38.0
PASCAGOULA RIVER	36.3C	38.0D	36.8E	8-16	350F	2.021	38.0
BAYOU CASOTTE	39.2	42.0G	35.6	9-16	350	4.57	42.0

A. SHOALING TO 38.3 FT IN BEND WIDENING AREA.
B. SHOALING TO 39.3 FT IN BEND WIDENING AREA.
C. SHOALING TO 21.8 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
D. SHOALING TO 23.0 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
E. SHOALING TO 23.7 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
F. PASCAGOULA RIVER PROJECT WIDTH VARIES AT NORTH END OF TERMINAL C TO CSX RAILROAD.
G. SHOALING TO 39.8 FT AT FAR NORTH END OF PROJECT.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

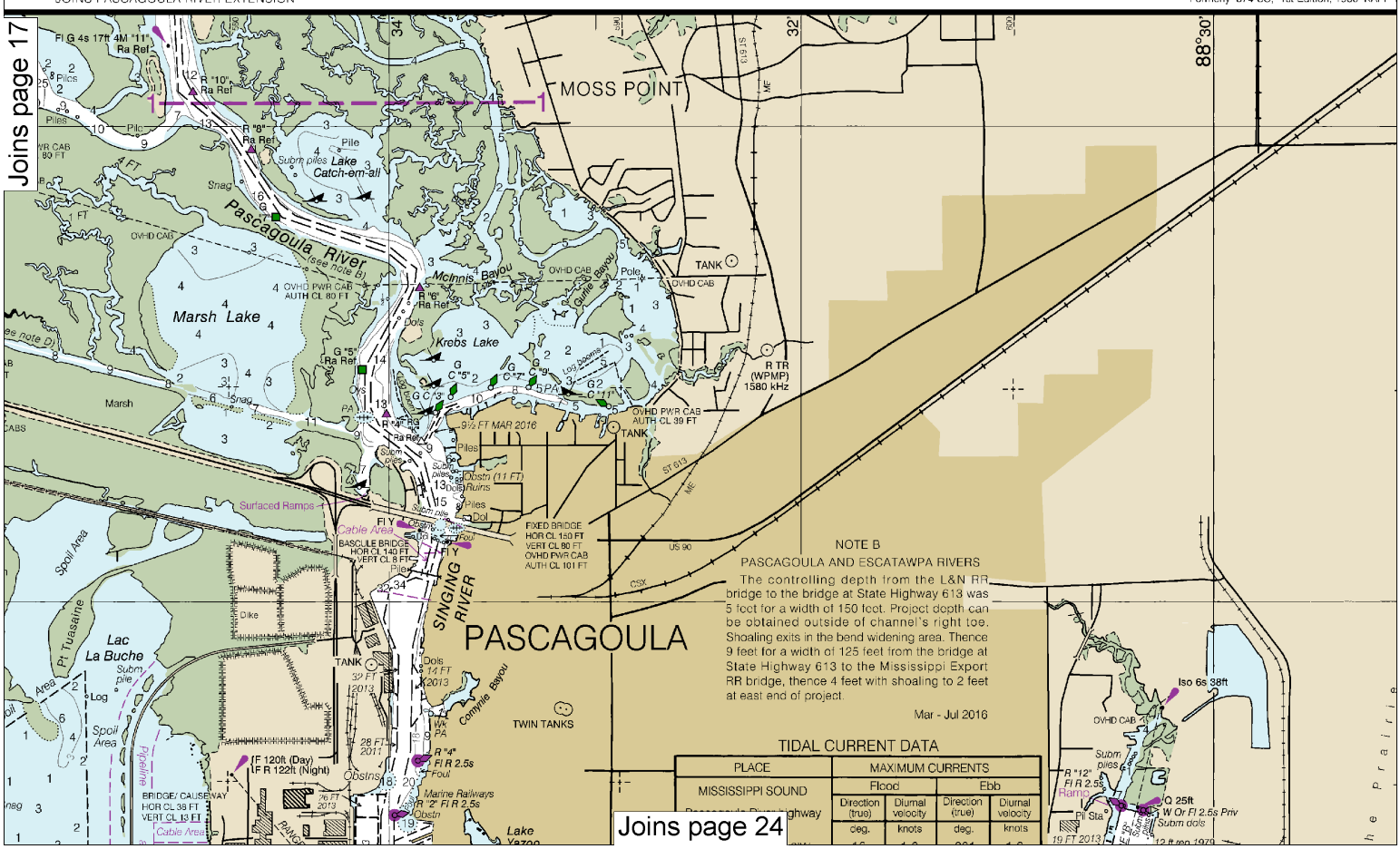
Distances

Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——•——
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Ⓟ Pump-out facilities

JOINS PASCAGOULA RIVER EXTENSION

Formerly 874-SC, 1st Edition, 1966 KAPP 1



NOTE B
PASCAGOULA AND ESCATAWPA RIVERS
The controlling depth from the L&N RR bridge to the bridge at State Highway 613 was 5 feet for a width of 150 feet. Project depth can be obtained outside of channel's right toe. Shoaling exits in the bend widening area. Thence 9 feet for a width of 125 feet from the bridge at State Highway 613 to the Mississippi Export RR bridge, thence 4 feet with shoaling to 2 feet at east end of project.

Mar - Jul 2016

TIDAL CURRENT DATA

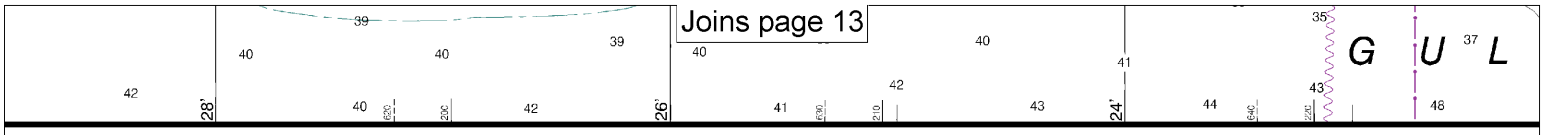
PLACE	MAXIMUM CURRENTS			
	Flood		Ebb	
	Direction (true)	Diurnal velocity	Direction (true)	Diurnal velocity
	deg.	knots	deg.	knots
MISSISSIPPI SOUND				

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROADCASTS-CST	SPECIAL WARNINGS
Mobile, AL	WLO	2572 kHz 4397.7 kHz 8808.8 kHz	7:00 AM, NOON, 6:00 PM	On receipt
		(Ch 25) 161.85 MHz (Ch 26) 161.90 MHz (Ch 27) 161.95 MHz (Ch 28) 162.0 MHz		On receipt
New Orleans, LA	NMG	2670 kHz	4:35, 6:35, 10:35, 11:50 AM 4:35, 11:50 PM	*On receipt
		157.1 MHz	4:50, 10:50 AM, 4:50 PM	
Grand Isle, LA	NMG-15	157.1 MHz	4:35 AM, 10:35 AM, 4:35 PM	

*Preceded by announcement on 2182 kHz

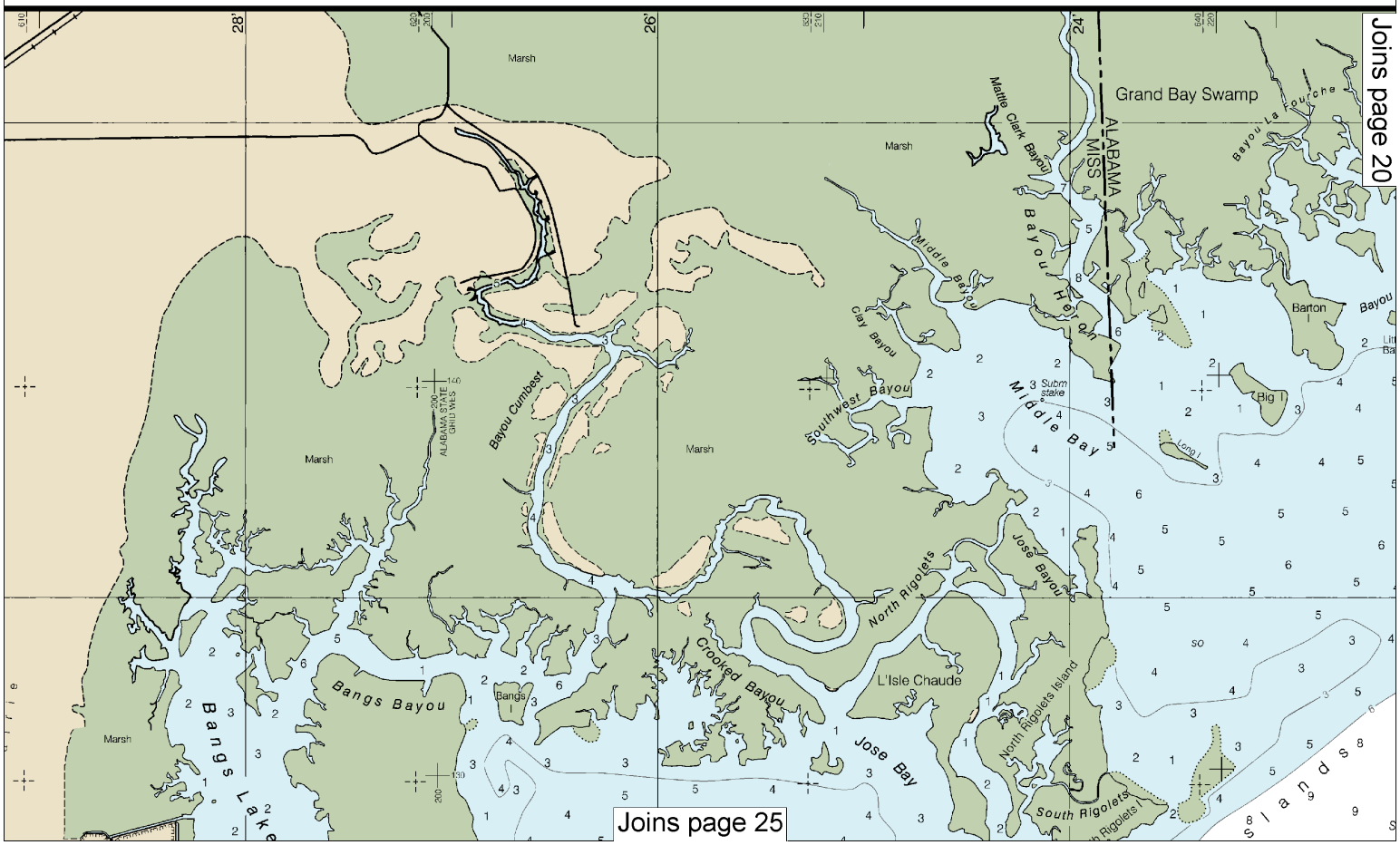
Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

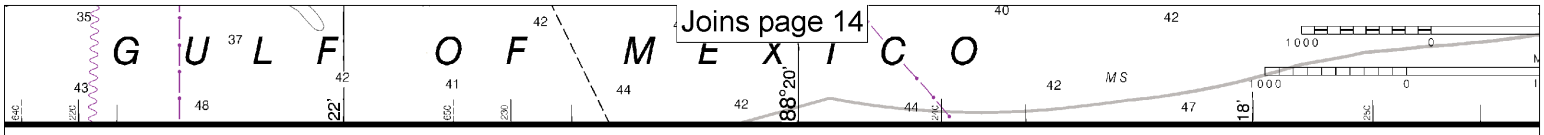
CITY	TELEPHONE NUMBERS	OFFICE HOURS
Mobile, AL	(251) 633-6443	8:00 AM-5:00 PM (Mon.-Fri.)
New Orleans, LA	(504) 522-7330	8:00 AM-4:00 PM (Mon.-Fri.)
	*(504) 465-9215	

*Recording (24 hours daily)

P 19



Joins page 14



CONTINUED ON CHART 11373

AND WARNINGS
ONS
STS-CST SPECIAL WARNINGS

N, 6:00 PM On receipt

On receipt

,11:50 AM *On receipt

4:50 PM
AM, 4:35 PM

) VHF

HOURS
PM (Mon.-Fri.)
PM (Mon.-Fri.)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

PLANE COORDINATE GRID

(based on NAD 1927)

Mississippi State Grid, east zone is indicated by dashed ticks at 10,000- foot intervals thus: −+−

Alabama State Grid west zone is indicated by solid ticks at 10,000- foot intervals thus: ┼

The last three digits are omitted.

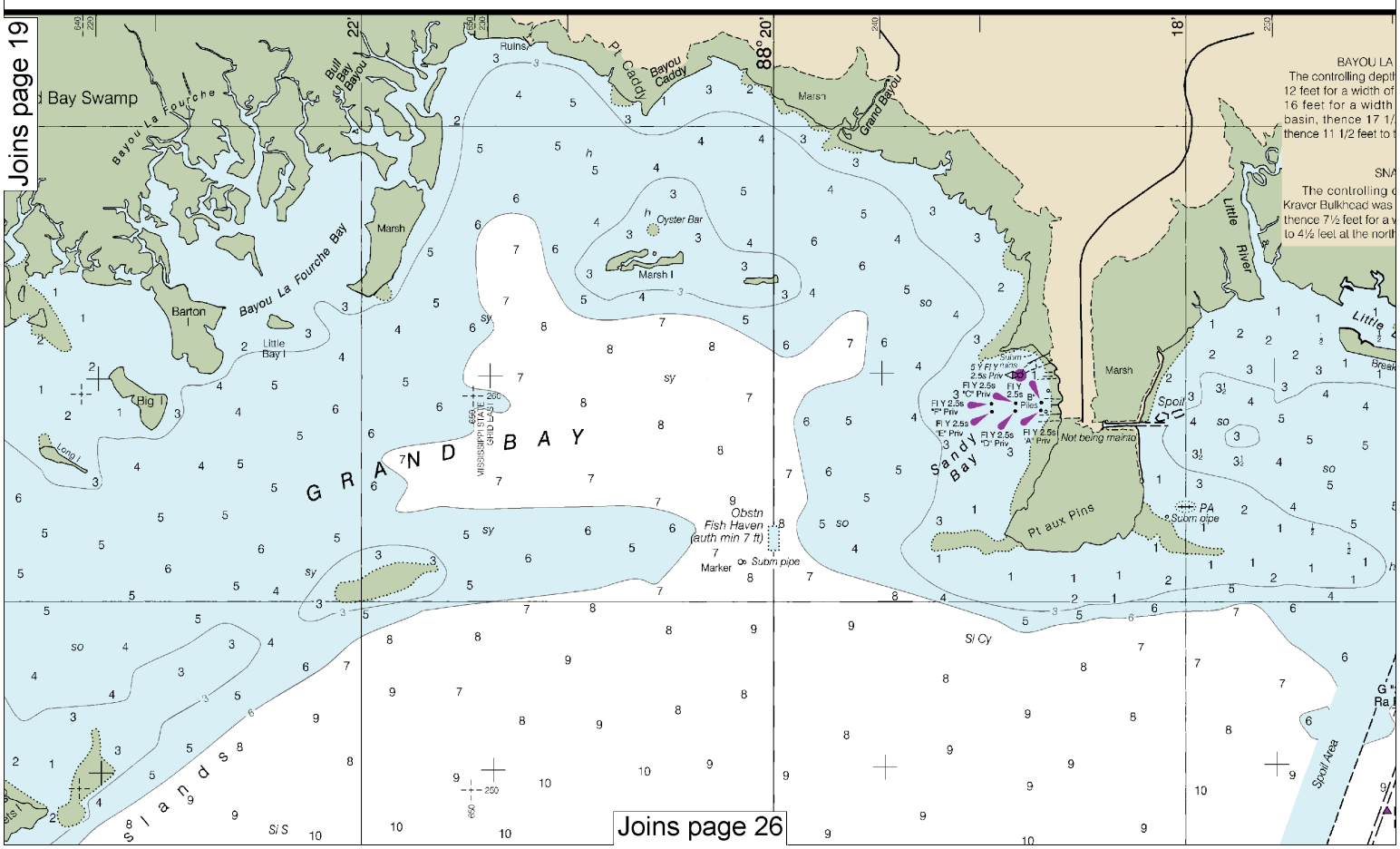
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Joins page 19



Joins page 26

Note: Chart grid lines are aligned with true north.

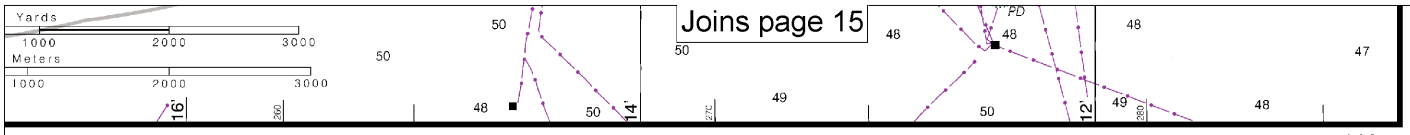
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



11374

SCALE 1:40,000

Nautical Miles 0 1 2

Statute Miles 0 1 2

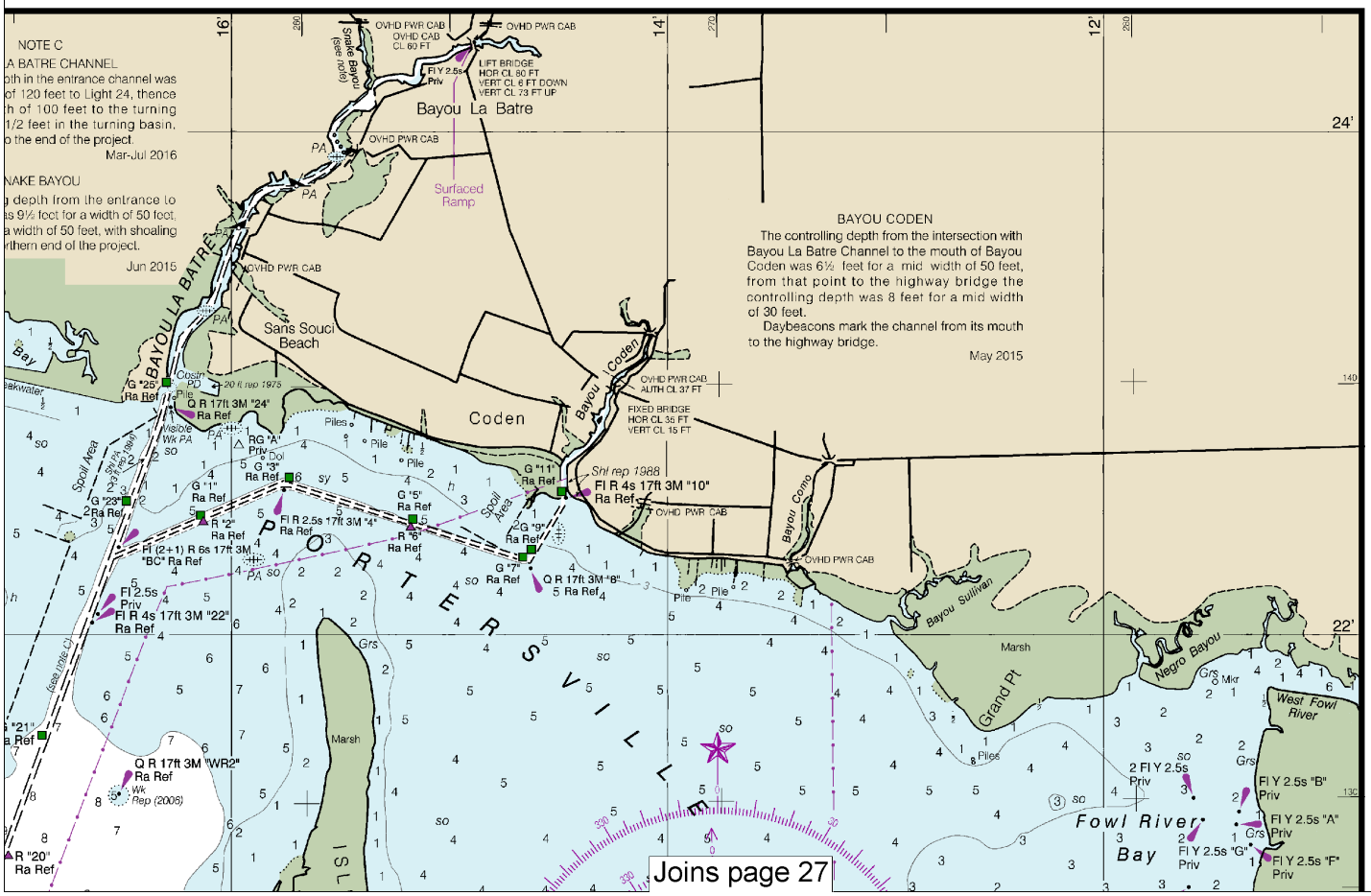
Yards 0 1000 2000 3000

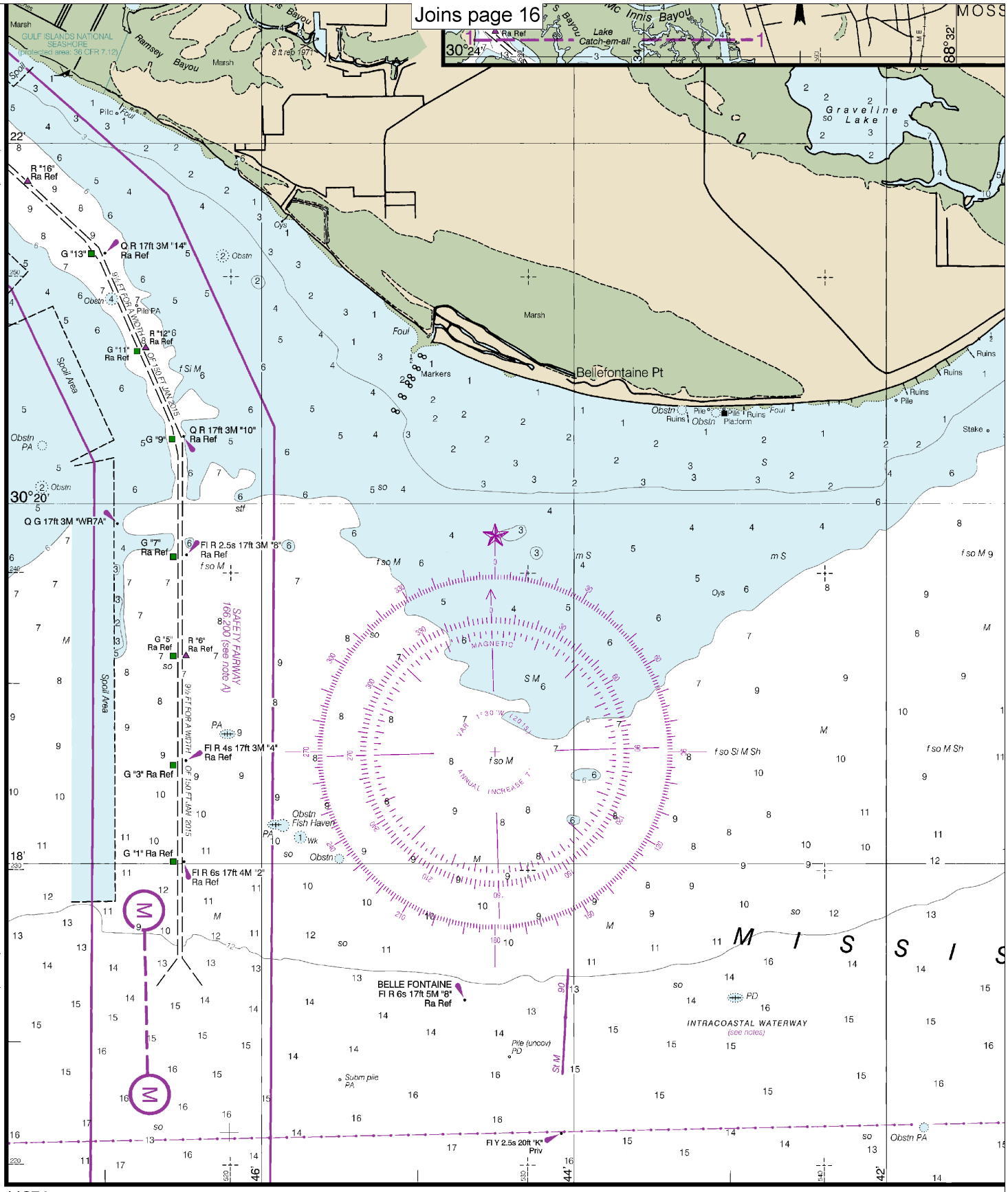
Meters 0 1000 2000 3000

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mobile, AL	KEC-61	162.550 MHz
Gulfport, MS	KIH-21	162.400 MHz





11374

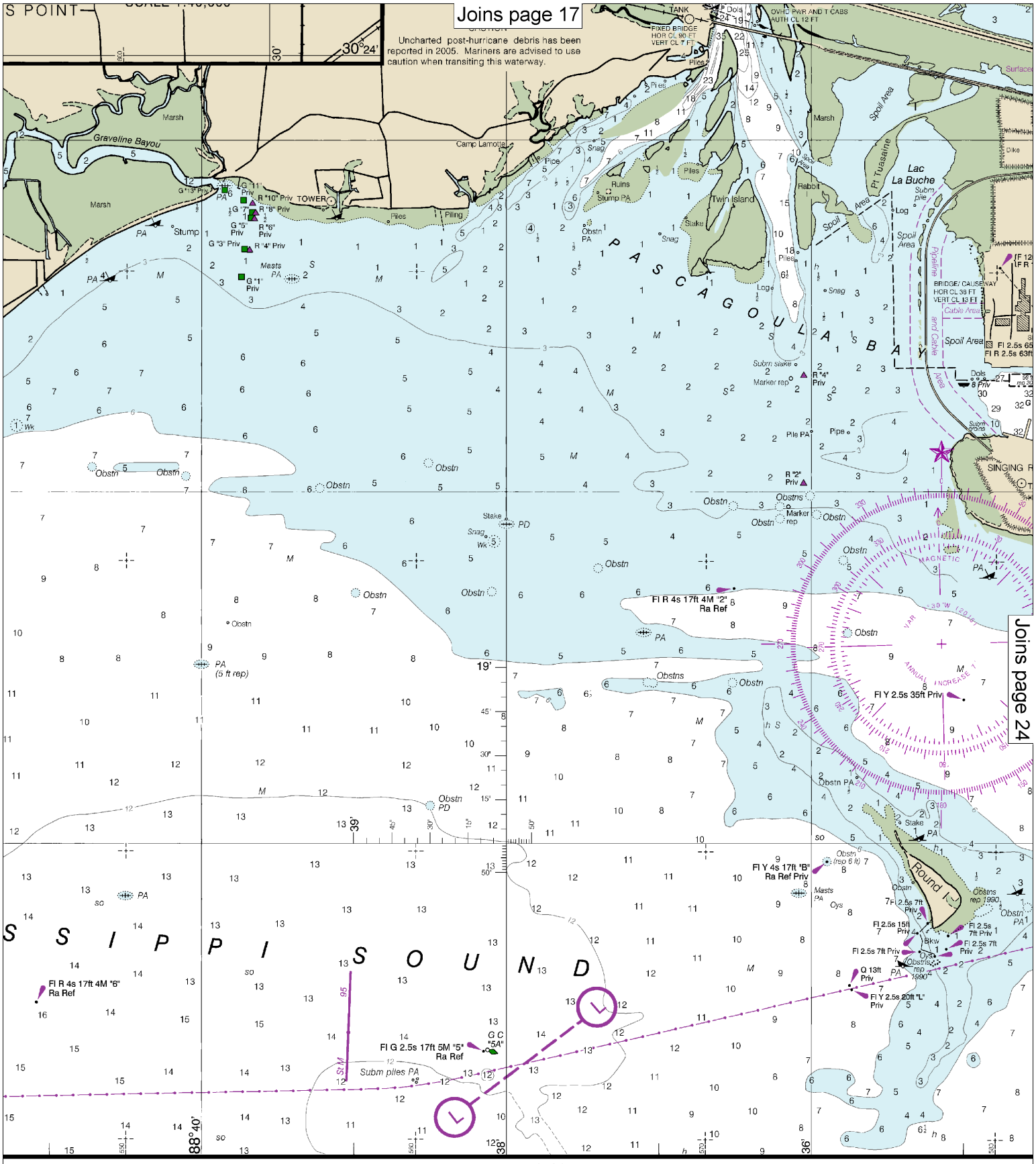
38th Ed., May 2015. Last Correction: 12/14/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 4816 (11/26/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 17
Uncharted post-hurricane debris has been reported in 2005. Mariners are advised to use caution when transiting this waterway.
Joins page 24
S POINT
30°24'
Graveline Bayou
Marsh
Camp Lamotte
TOWER
Piles
Piling
Stump
Ruins
Twin Island
Rabbit
Spoil Area
Pt Tuasaine
Lac La Buche
Pipeline and Cable Area
Cable Area
BRIDGE/ CAUSEWAY HOR CL 38 FT VERT CL 13 FT
FIXED BRIDGE HOR CL 90 FT VERT CL 7 FT
OVHD PWR AND T CABS AUTH CL 12 FT
TANK
Dols
Surfaced
Dike
PASCAGOULA BAY
SINGING R
Obstn
Obstns
Marker rep
Stake
Snag
Wk
PA (5 ft rep)
Fl R 4s 17ft 4M "2" Ra Ref
Fl Y 2.5s 35ft Priv
Fl Y 4s 17ft "B" Ra Ref Priv
Fl 2.5s 7ft Priv
Fl 2.5s 15ft Priv
Fl 2.5s 7ft Priv
Q 13ft Priv
Fl Y 2.5s 20ft "L" Priv
Round I
Fl R 4s 17ft 4M "6" Ra Ref
Fl G 2.5s 17ft 5M "5" Ra Ref
Subm piles PA
G C "5A"
SSIPPI SOUND
19'
39'
88°40'
38'
36'
JOINS SIDE A

Joins page 18

Joins page 23

NOTE B

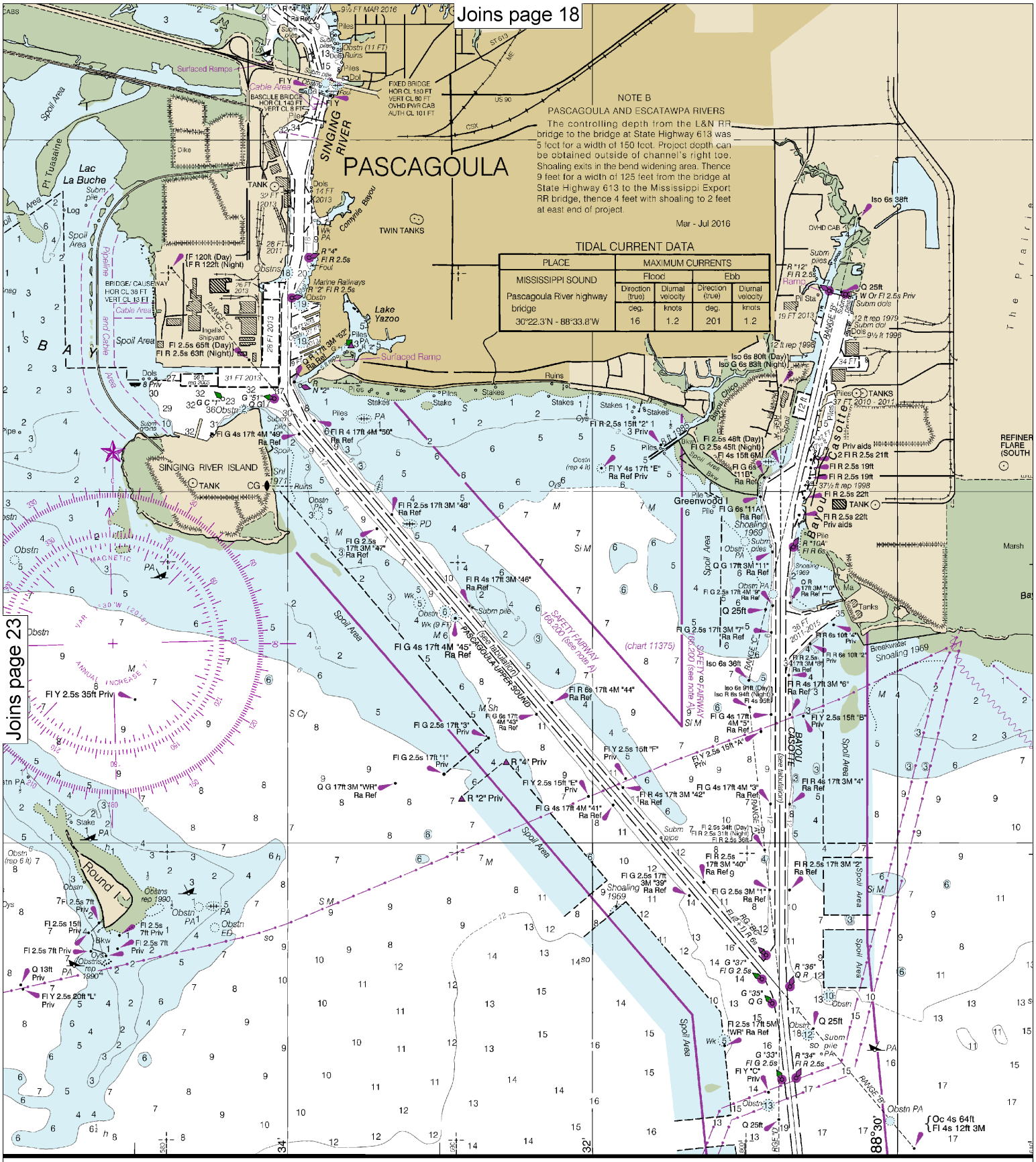
PASCAGOULA AND ESCATAWPA RIVERS

The controlling depth from the L&N RR bridge to the bridge at State Highway 613 was 5 feet for a width of 150 feet. Project depth can be obtained outside of channel's right toe. Shoaling exits in the bend widening area. Thence 9 feet for a width of 125 feet from the bridge at State Highway 613 to the Mississippi Export RR bridge, thence 4 feet with shoaling to 2 feet at east end of project.

Mar - Jul 2016

TIDAL CURRENT DATA

PLACE	MAXIMUM CURRENTS			
	Flood		Ebb	
	Direction (true)	Diurnal velocity	Direction (true)	Diurnal velocity
MISSISSIPPI SOUND Pascagoula River highway bridge 30°22.3'N - 88°33.8'W	deg.	knots	deg.	knots
	16	1.2	201	1.2



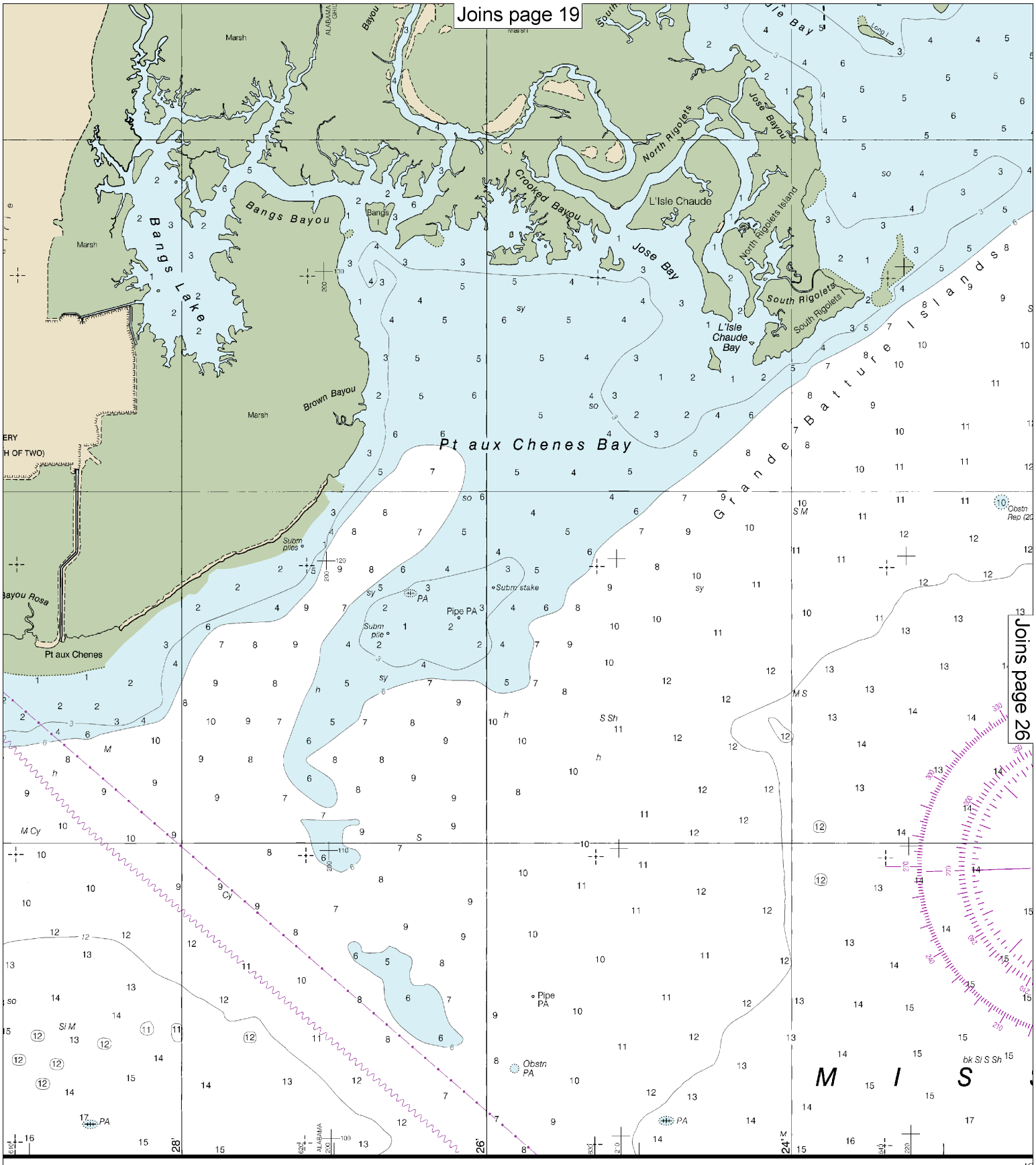
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

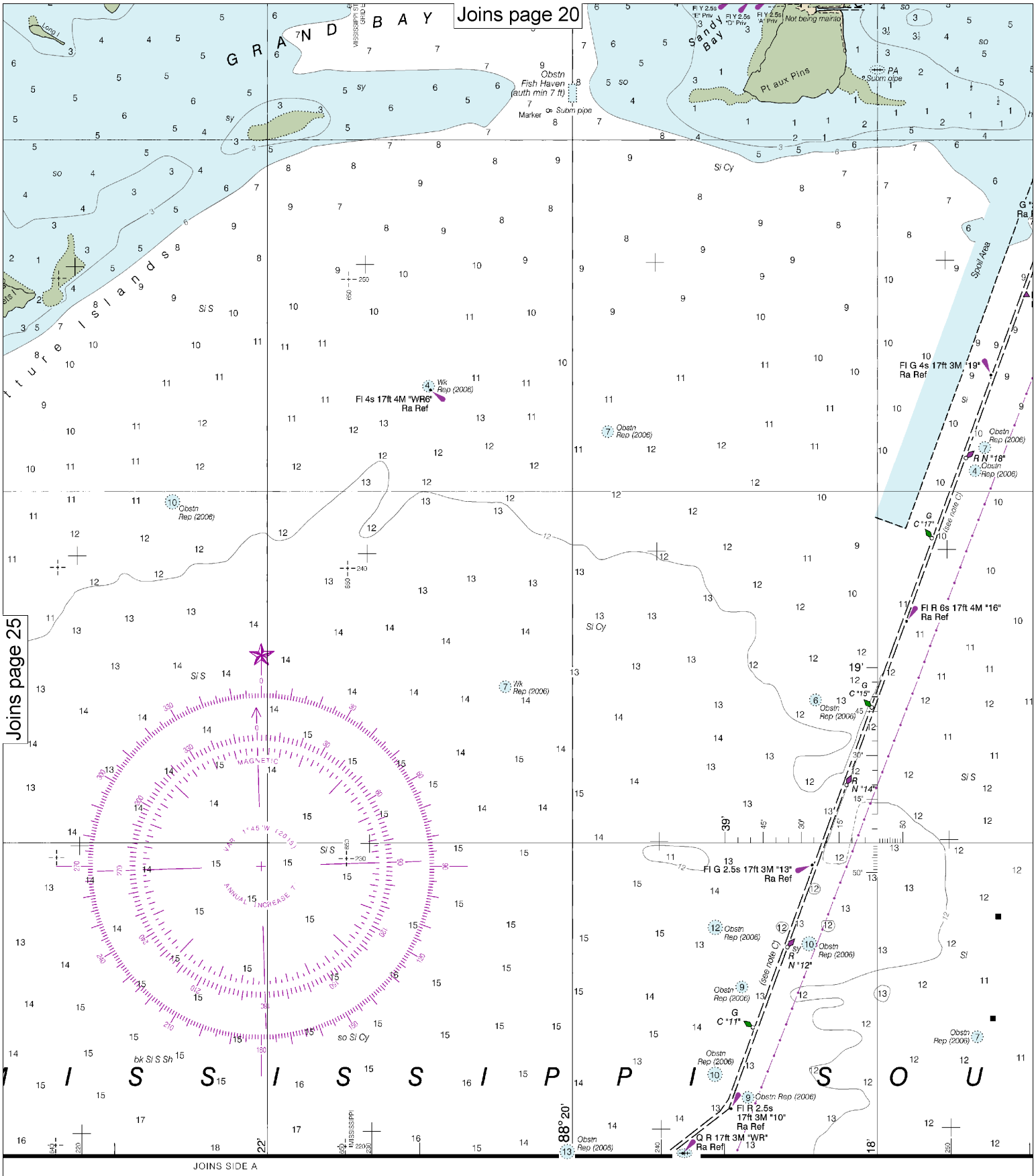
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 19



Joins page 26



Note: Chart grid lines are aligned with true north.

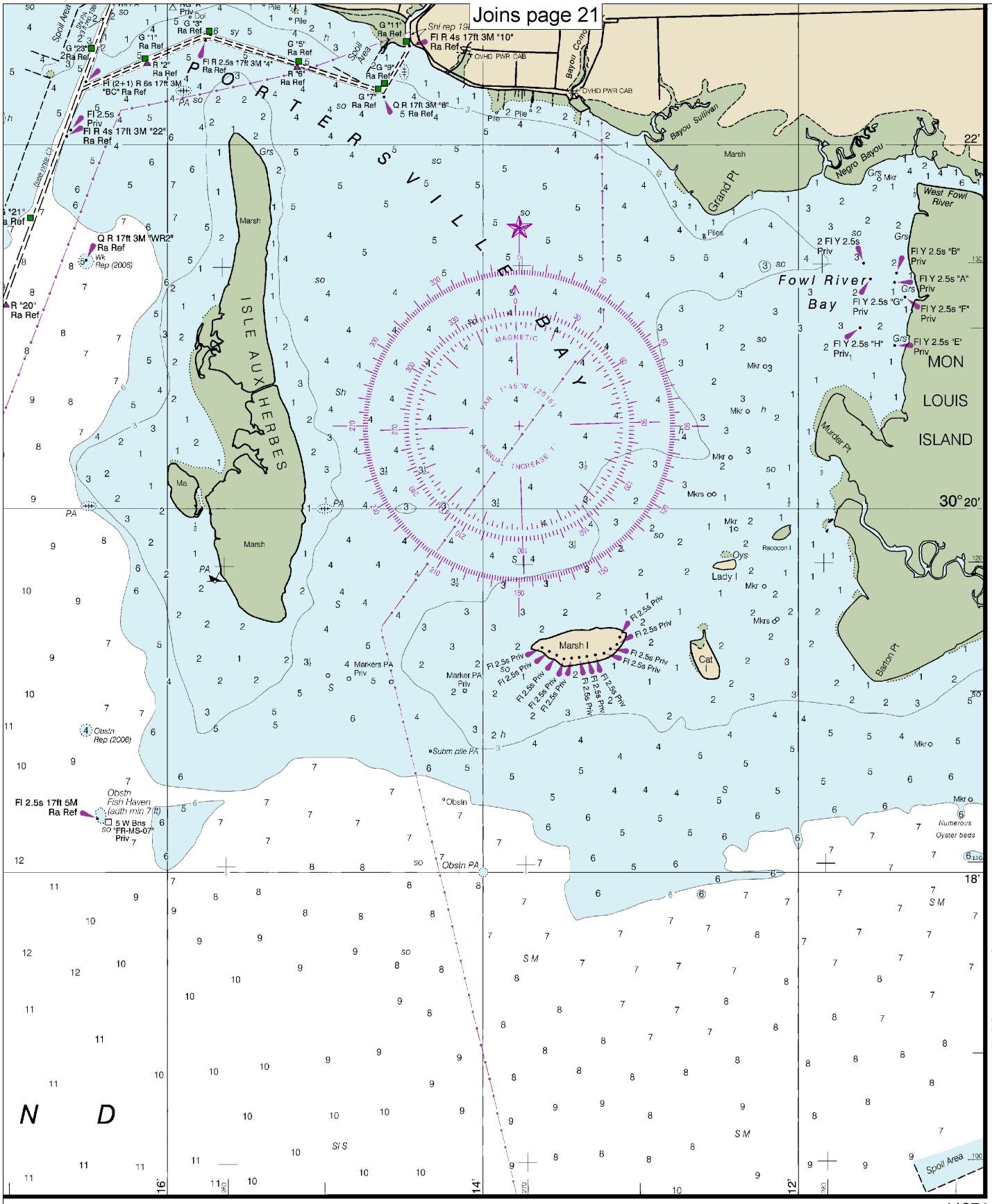
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 21
PORTERSVILLE BAY
ISLE AUX HERBES
MON LOUIS ISLAND
Fowl River Bay
Bayou Sullivan
Grand Pt
Negro Bayou
West Fowl River
Murder Pt
Barton Pt
Marsh I
Cat I
Lady I
Racoon I
Spoil Area
Numerous Oyster beds
Obstn Fish Haven (auth min 7 ft)
Obstn Rep (2006)
Wk Rep (2006)
Fl R 4s 17ft 3M "10" Ra Ref
Fl R 4s 17ft 3M "22" Ra Ref
Q R 17ft 3M "WR2" Ra Ref
Fl 2.5s 17ft 5M Ra Ref
5 W Bns "FR-MS-07" Priv
Fl Y 2.5s "B" Priv
Fl Y 2.5s "A" Priv
Fl Y 2.5s "G" Priv
Fl Y 2.5s "F" Priv
Fl Y 2.5s "H" Priv
Fl Y 2.5s "E" Priv
Fl 2.5s Priv
Markers PA Priv
Marker PA Priv
Obstn PA
Subm pile PA
Marsh
Pile
Grs
Mkr
Mkrs
Oys
22'
30° 20'
18'
16'
14'
12'
11374
SIDE B
JOINS CHART 11378 (SIDE B)

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

Note on Printing

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey — The Nation's Chartmaker