

# BookletChart™

## Pascagoula Harbor Mississippi

NOAA Chart 11375

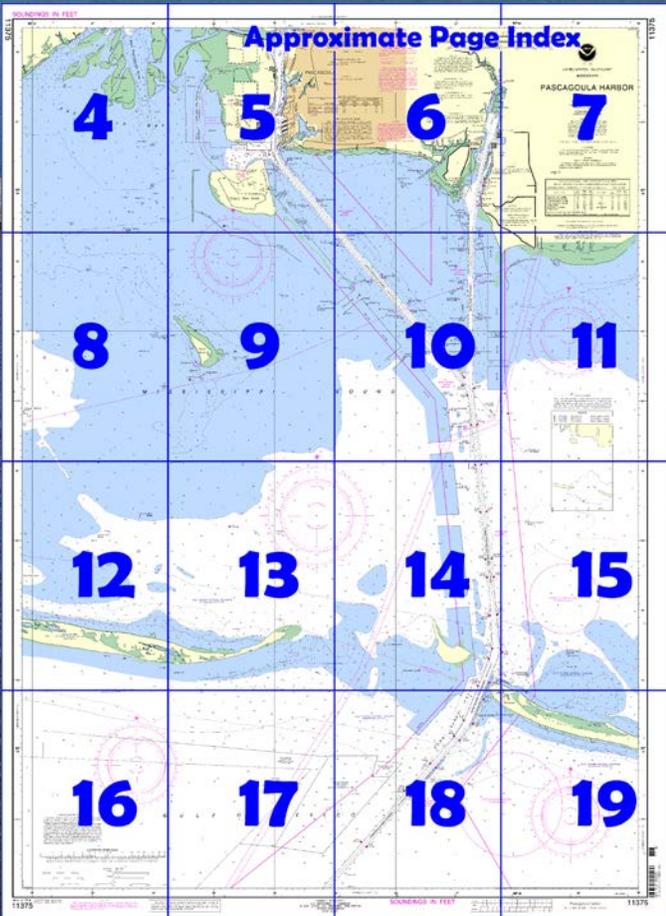


*A reduced-scale NOAA nautical chart for small boaters*

*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](http://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.

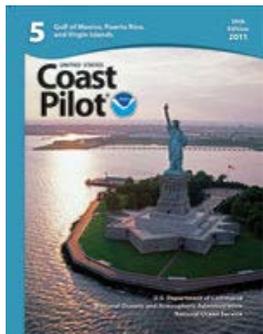
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11375>



#### [Coast Pilot 5, Chapter 9 excerpts]

**Pascagoula** is a city with many large industries in shipbuilding and ship repair, manufacture of paper products, textiles, containers, seafood packing and processing, oil refining, fertilizer and chemicals. A hospital is in the city.

**Prominent features.** The six refinery flares, E of Bayou Casotte, are prominent from offshore at night. At the north end of Bayou Casotte, a 140-foot gypsum pile is prominent. The cranes of the shipyard and the twin tanks in Pascagoula are prominent from the sound. The range light towers on the W end of Petit Bois Island, the cracking towers and

tanks at the oil refinery E of Bayou Casotte, and the towers, tanks, and elevators of the fertilizer plant on the E bank of Bayou Casotte are prominent.

**Channels.**—The deepwater entrance is through cuts in **Horn Island Pass Channel**, and in Mississippi Sound for 4 miles N of Petit Bois Island where the channel divides, **Pascagoula Channel** leading 4.5 miles NW to the **Singing River** then N 1.5 miles to a turning basin at the railroad bridge at Pascagoula, and **Bayou Casotte Channel** leading 4 miles N to the turning basin at the head of Bayou Casotte. A Federal project provides a depth of 40 feet in Horn Island Pass Channel and 42 feet in the sound and in Pascagoula and Bayou Casotte Channels to the 38-foot turning basins. The channel across the bar is marked by a **041°** lighted range and lighted buoys, and the other channels are marked by lighted ranges, lighted and unlighted buoys, lights, and a daybeacon. Some of the inner ranges are often obscured by cranes and floodlights. The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, 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.

**Anchorage.**—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.

**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.

**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. **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    (504) 589-6225  
New Orleans, LA

# 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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

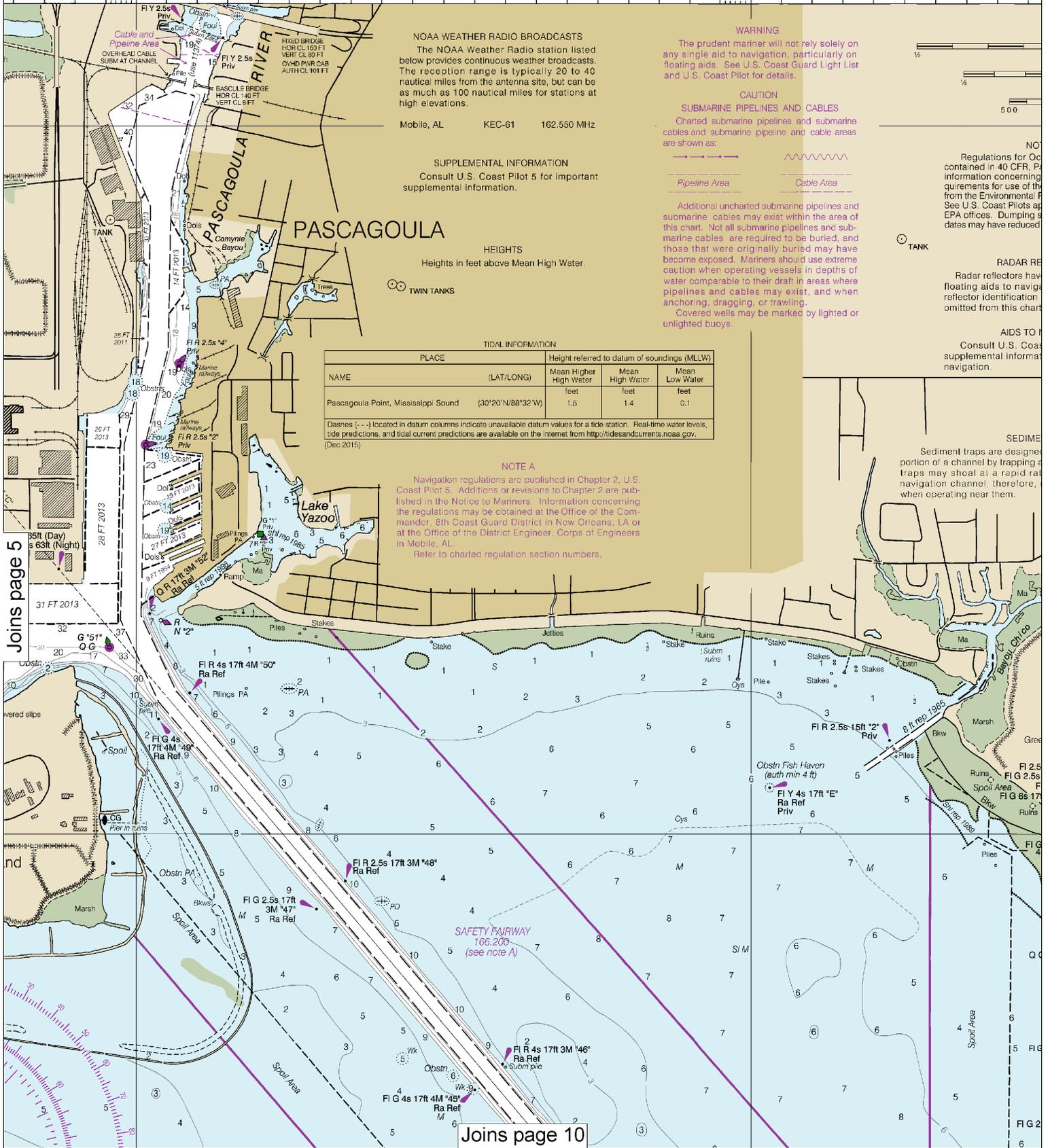


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>





34' CONTINUED ON CHART 11374 33' 32'

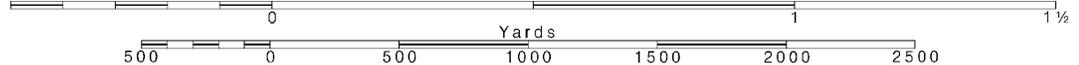


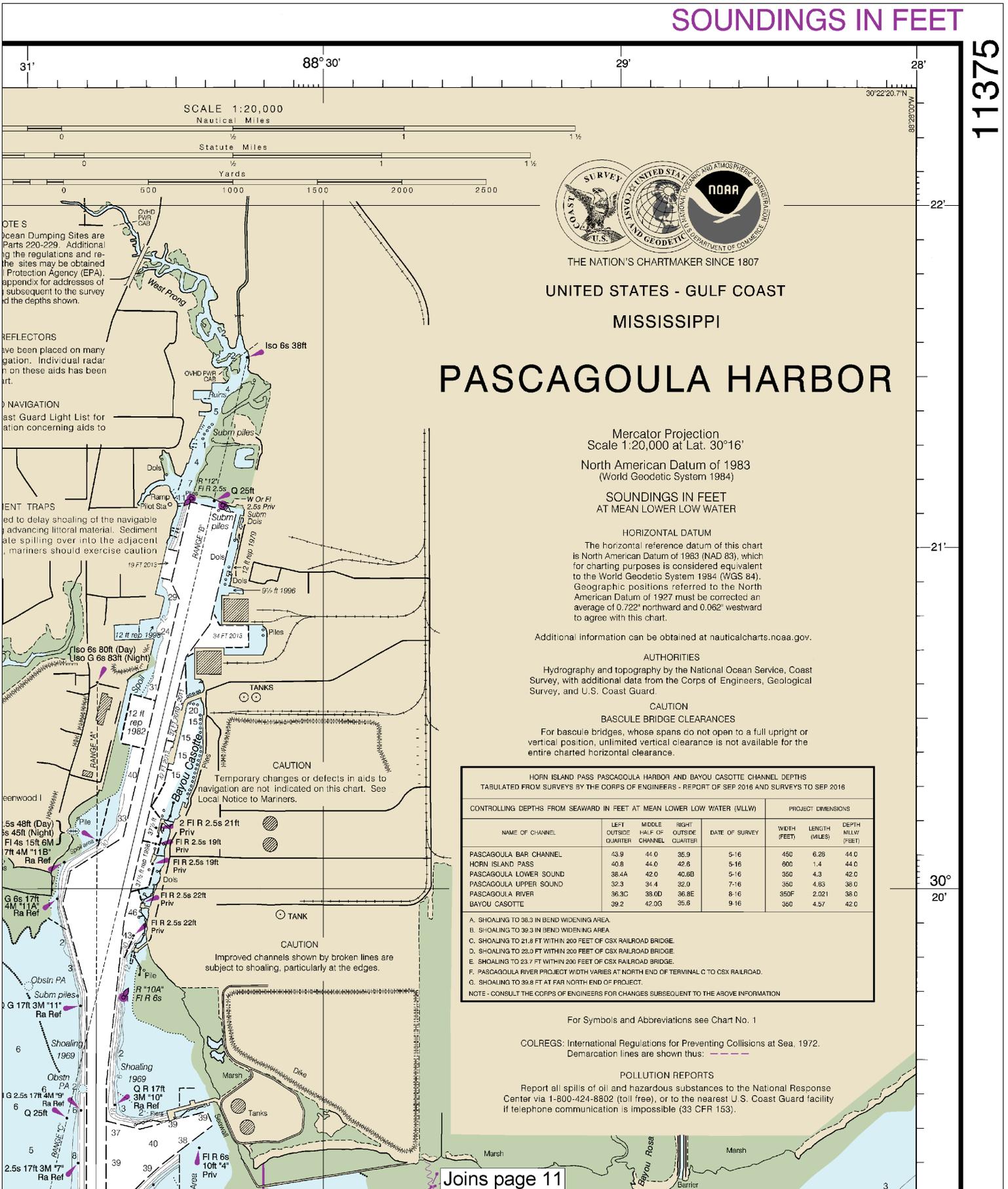
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000 Nautical Miles

See Note on page 5.





UNITED STATES - GULF COAST  
MISSISSIPPI

# PASCAGOULA HARBOR

Mercator Projection  
Scale 1:20,000 at Lat. 30°16'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

**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 0.722' northward and 0.062' westward to agree with this chart.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**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.

**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.

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

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FSEET)
PASCAGOULA BAR CHANNEL	43.9	44.0	35.9	5-16	450	6.25	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	4.83	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	360	4.57	42.0

A. SHOALING TO 38.3 IN BEND WIDENING AREA.  
B. SHOALING TO 39.3 IN BEND WIDENING AREA.  
C. SHOALING TO 21.6 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.  
D. SHOALING TO 29.0 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

For Symbols and Abbreviations see Chart No. 1

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

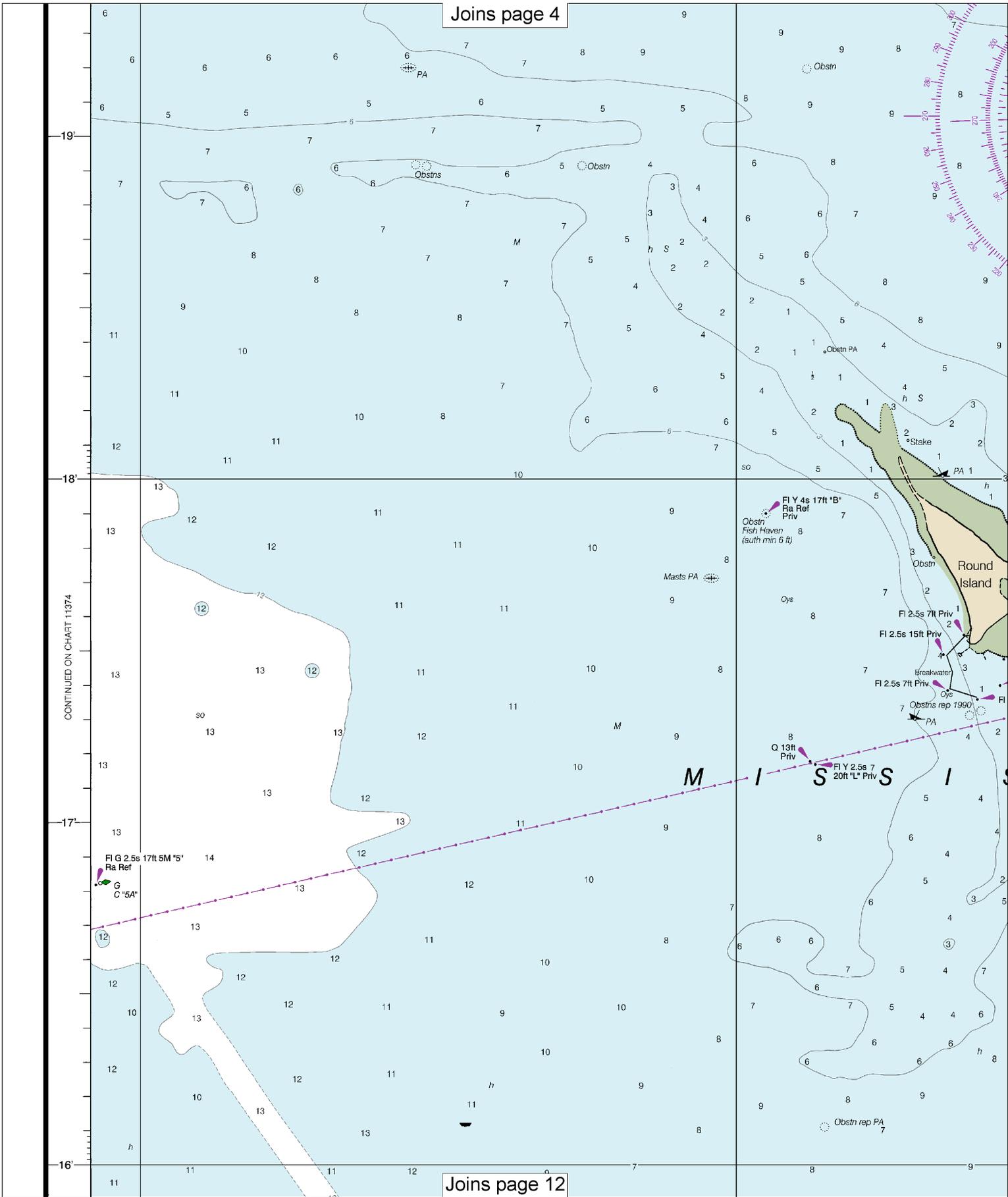
**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Joins page 11

39th Ed., Feb. 2016. Last Correction: 12/14/2016. Cleared through:  
LNM: 4916 (12/6/2016), NM: 4816 (11/26/2016)



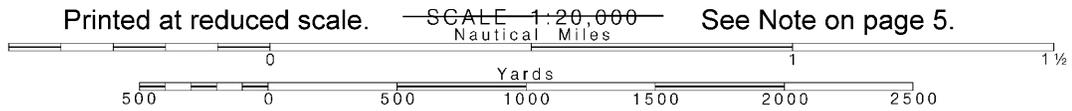
Joins page 4



Joins page 12

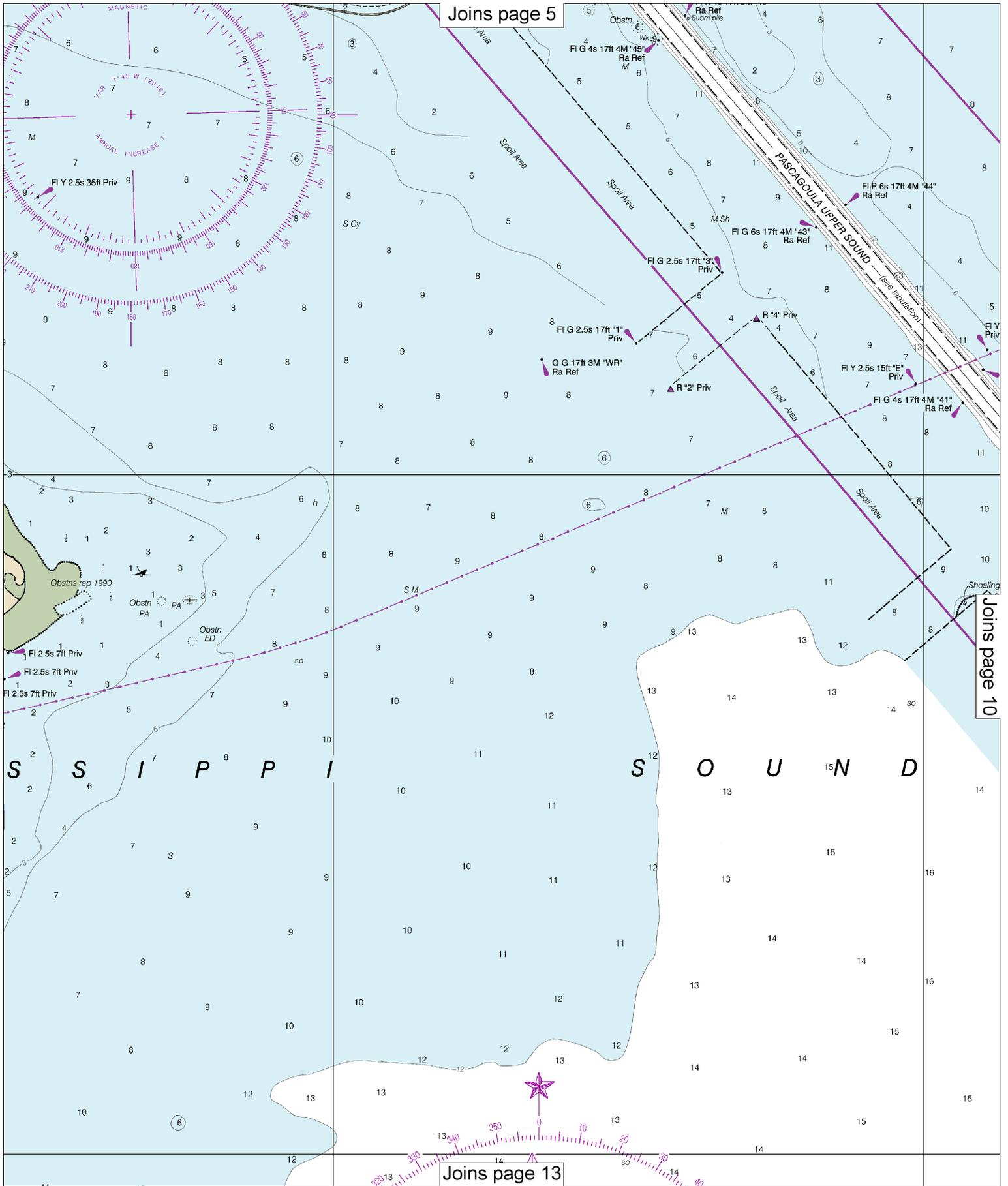


Note: Chart grid lines are aligned with true north.



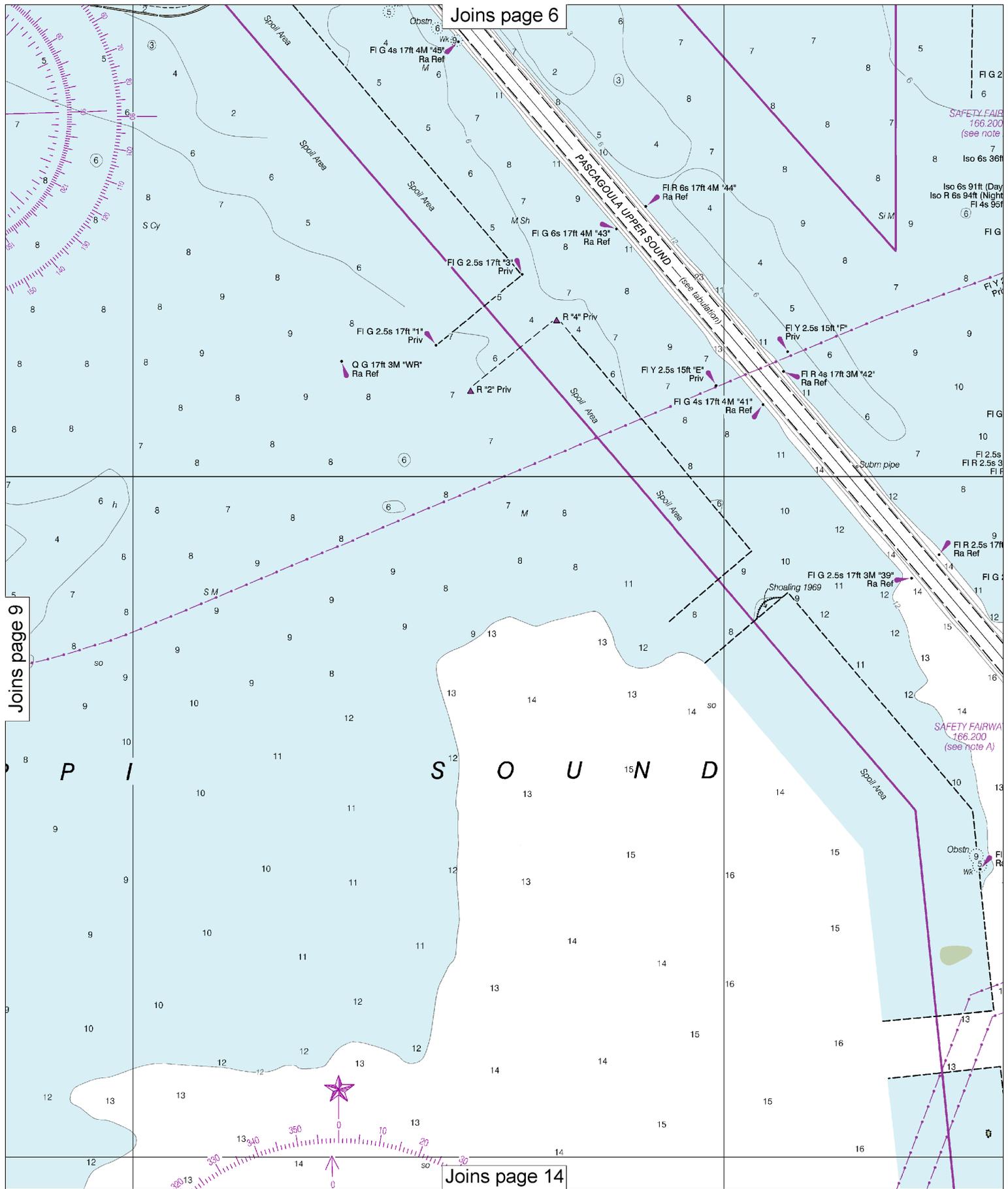
See Note on page 5.

Joins page 5



Joins page 10

Joins page 13



Joins page 6

Joins page 9

Joins page 14

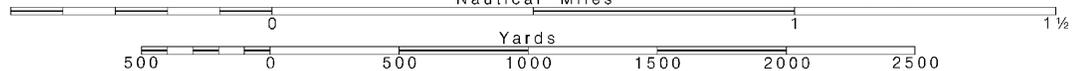
**10**

Note: Chart grid lines are aligned with true north.

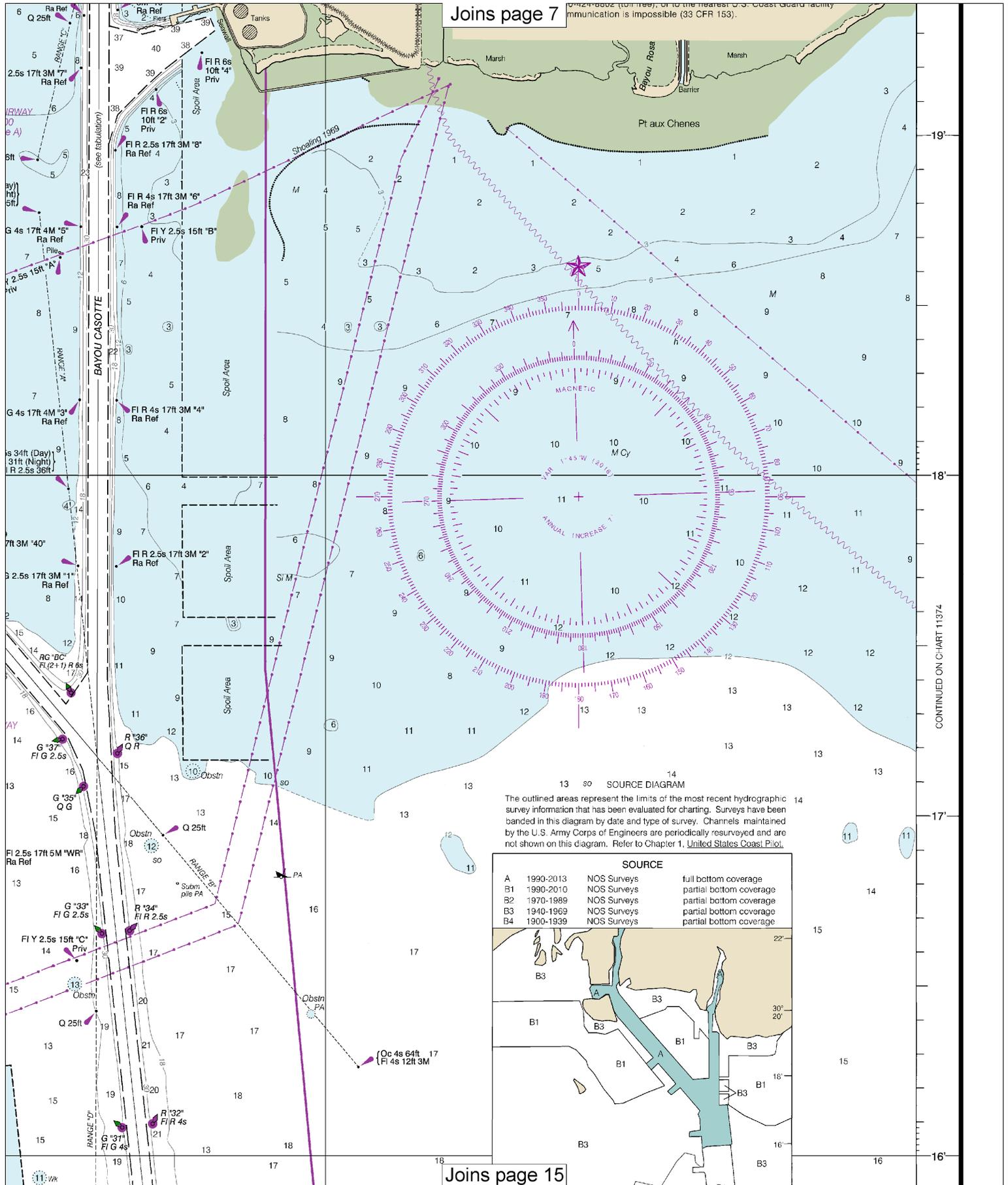
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



to 21-0002 (Ra Ref), or to the nearest U.S. Coast Guard facility if communication is impossible (33 CFR 153).



CONTINUED ON CHART 11374

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
A	1990-2013	NOS Surveys full bottom coverage
B1	1990-2010	NOS Surveys partial bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage

Obstr rep PA 7

Fl R 4s 17R 4M 2' Ra Ref

Q G 17ft 3M 3' Ra Ref

The Horseshoe

GULF ISLANDS NA (protected area)

HORN ISLAND NATIONAL WILDLIFE REFUGE (protected area)

HORN ISLAND

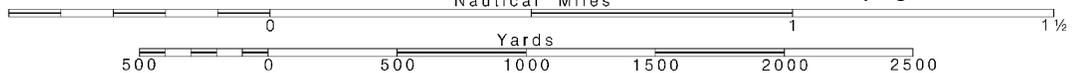
GULF ISLANDS NATIONAL SEASHORE (protected area: 36 CFR 7.12)

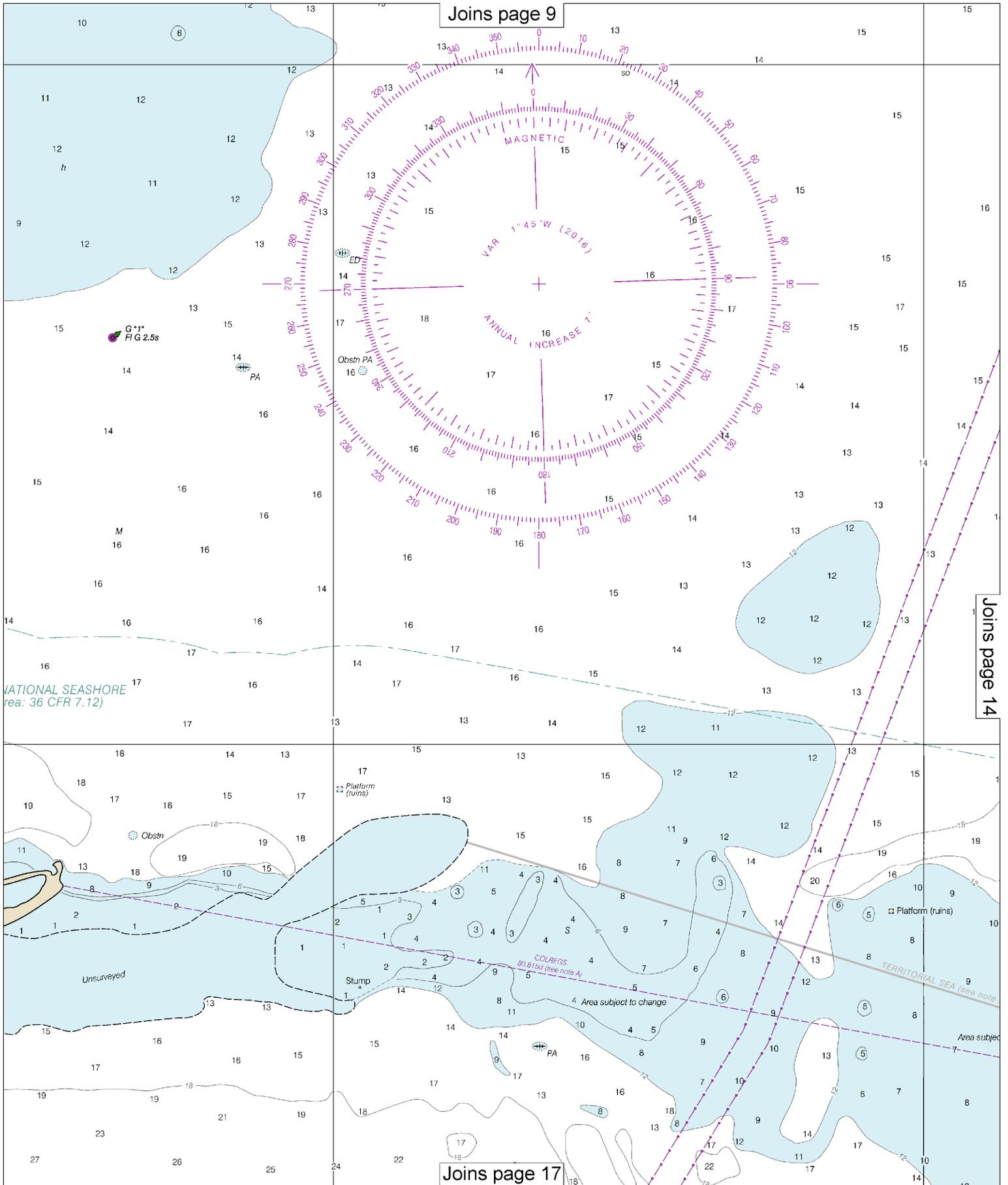
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000 Nautical Miles

See Note on page 5.

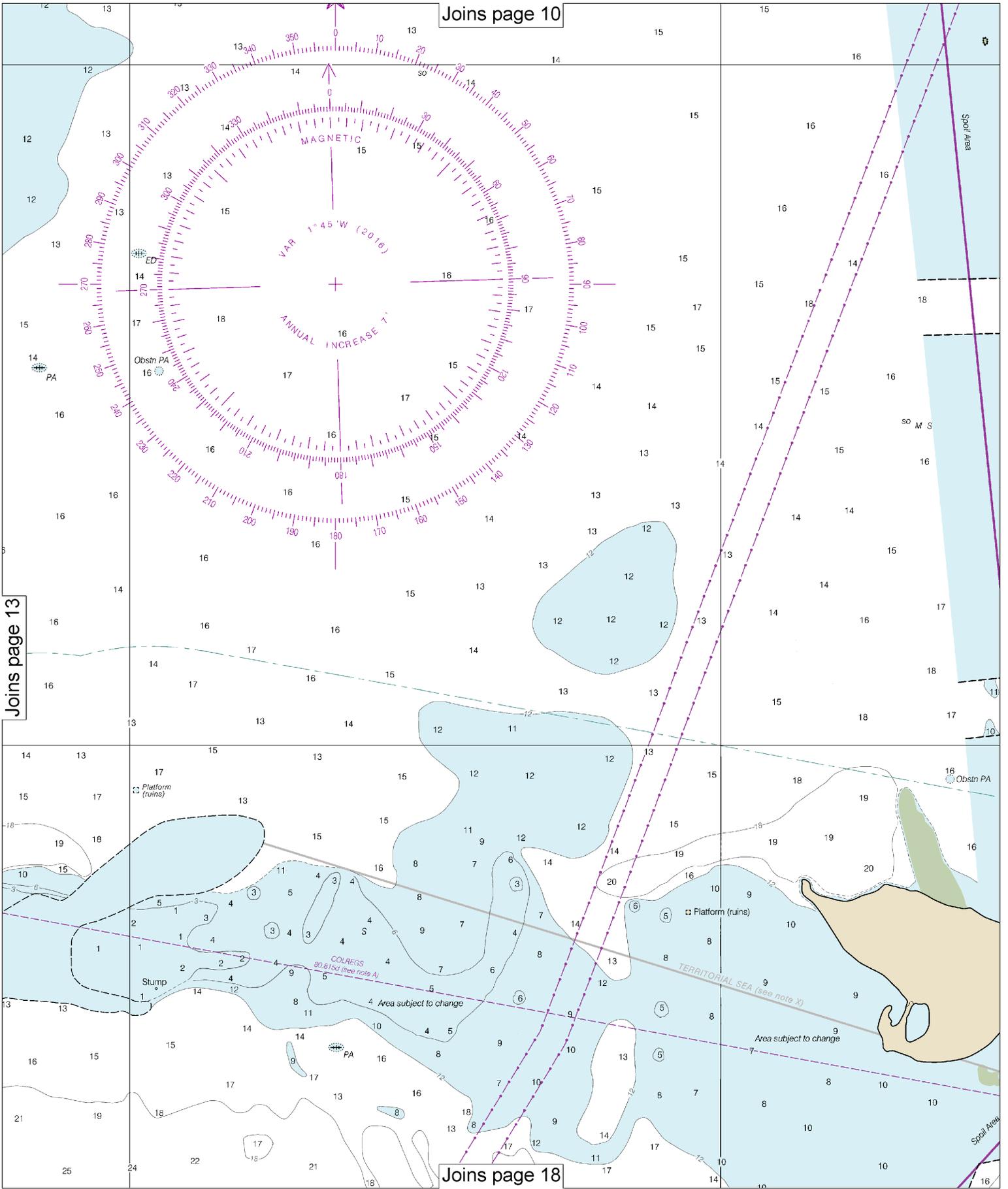




Joins page 10

Joins page 13

Joins page 18



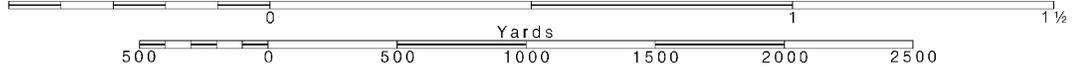
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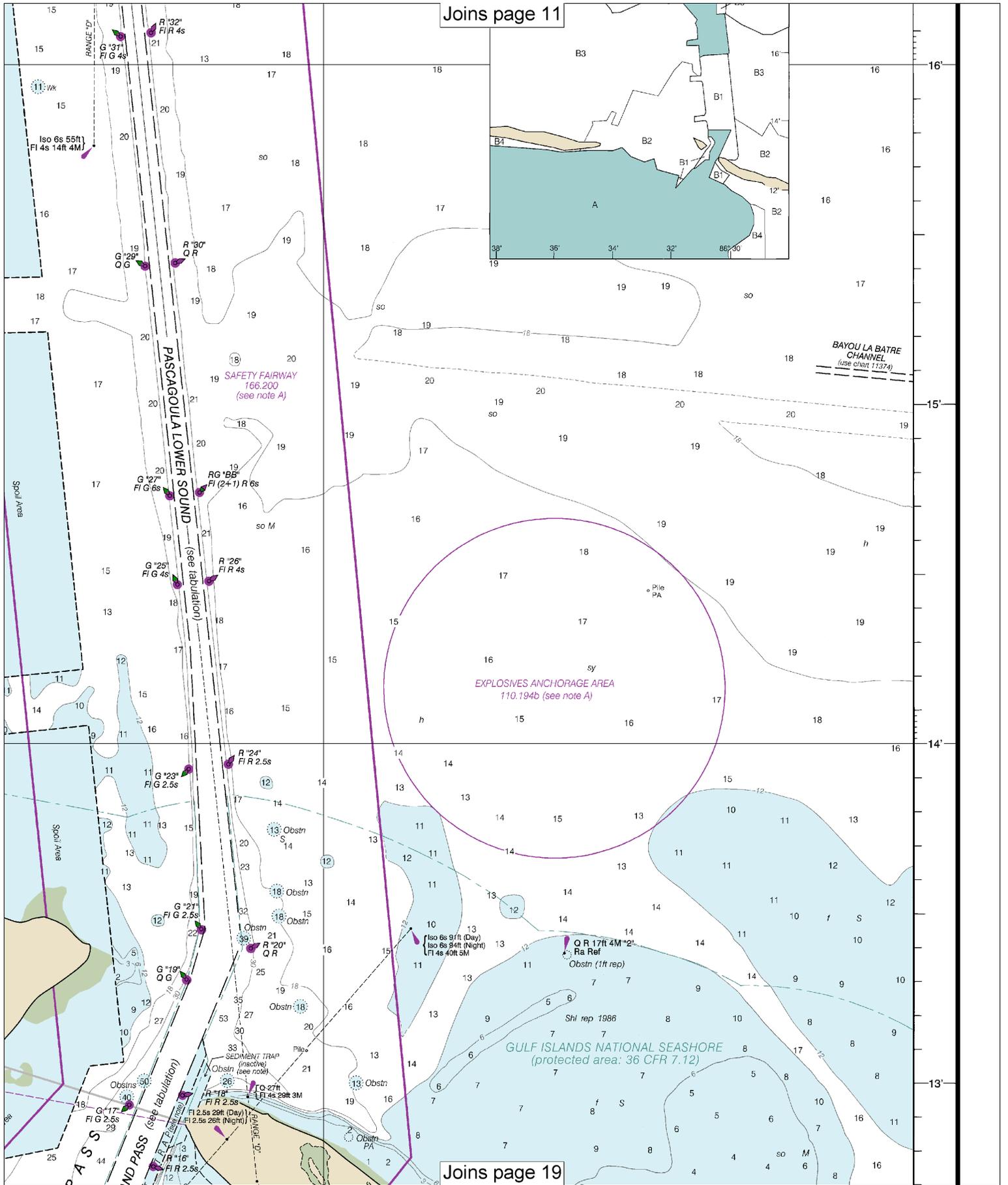
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.





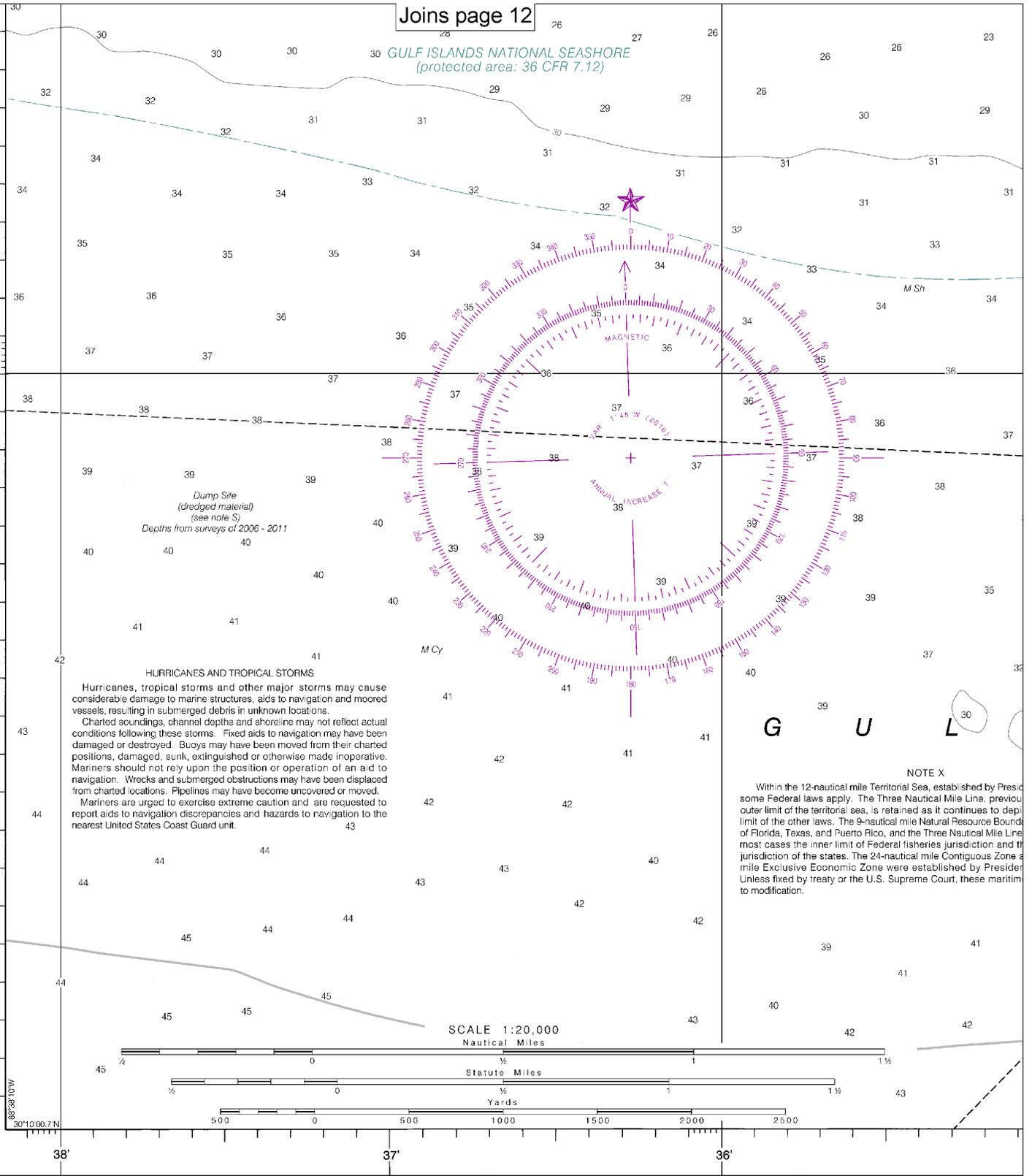
GULF ISLANDS NATIONAL SEASHORE  
(protected area: 36 CFR 7.12)

CONTINUED ON CHART 11373

30°

12'

11'



**G U L**

NOTE X  
 Within the 12-nautical mile Territorial Sea, established by President... some Federal laws apply. The Three Nautical Mile Line, previous outer limit of the territorial sea, is retained as it continues to delimit the other laws. The 9-nautical mile Natural Resource Boundary of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line most cases the inner limit of Federal fisheries jurisdiction and the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by President... Unless fixed by treaty or the U.S. Supreme Court, these maritime boundaries are subject to modification.

11375

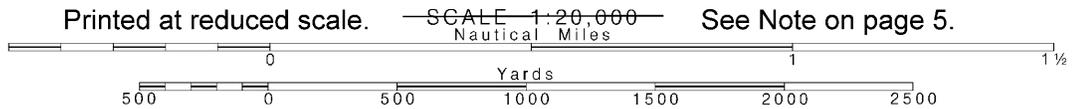
**CAUTION**  
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

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

39th Ed., Feb. 2016. Last Correction: 12/14/2016. Cleared through:  
 LNM: 4916 (12/6/2016), NM: 4816 (11/26/2016)

16

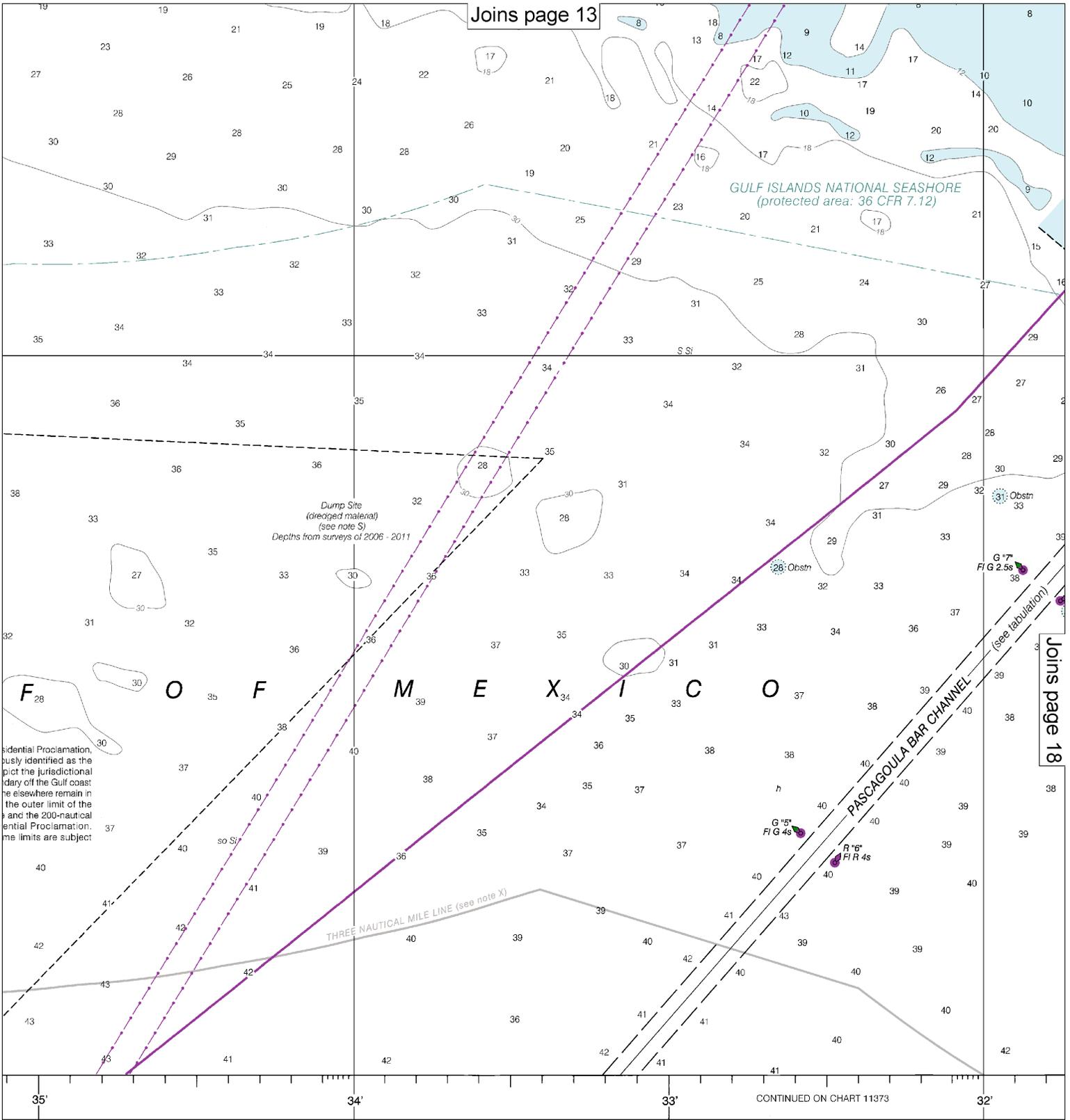
Note: Chart grid lines are aligned with true north.



GULF ISLANDS NATIONAL SEASHORE  
(protected area: 36 CFR 7.12)

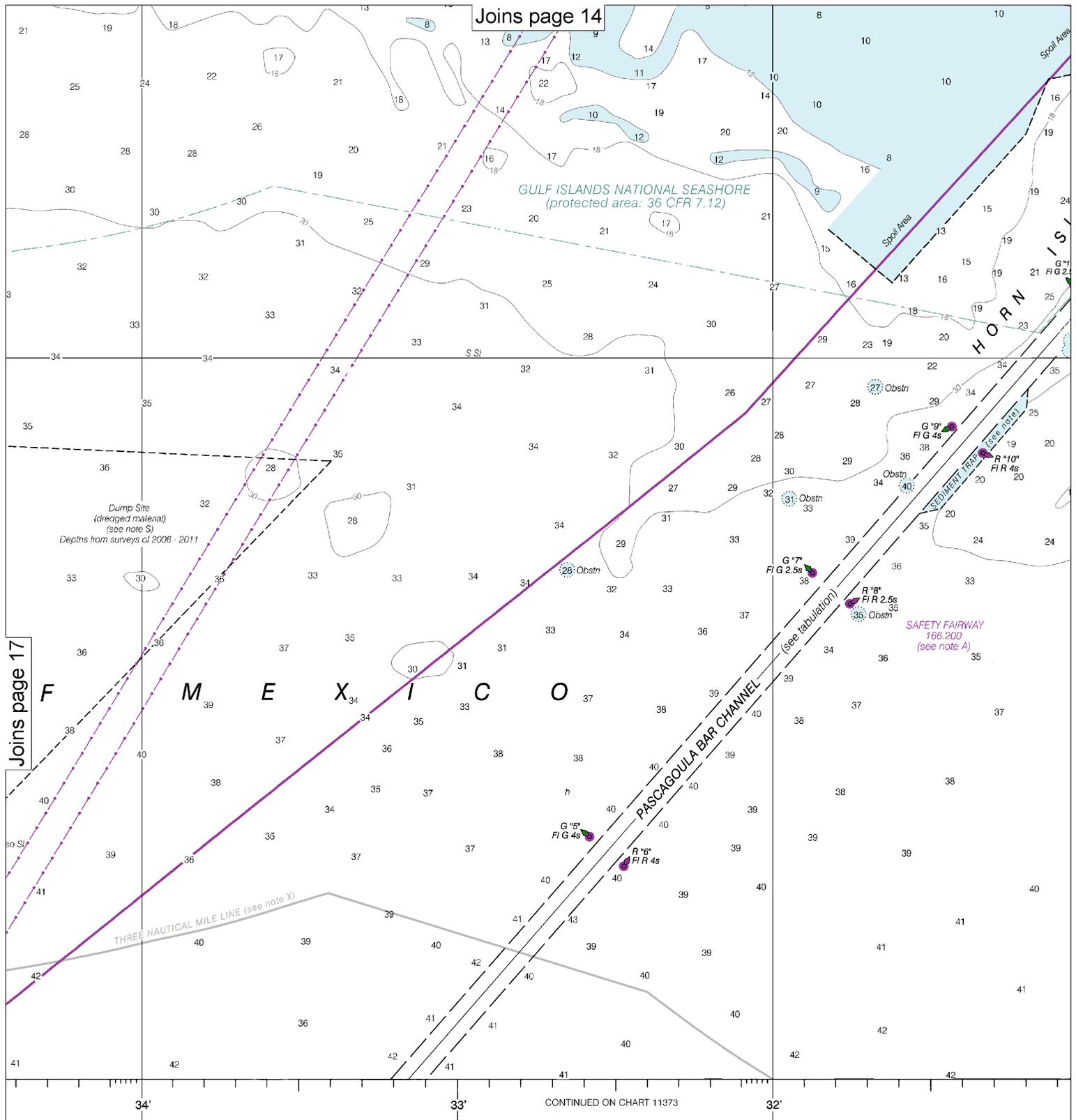
Dump Site  
(dredged material)  
(see note S)  
Depths from surveys of 2006 - 2011

Identical Proclamation, but is identified as the pict the jurisdictional day of the Gulf coast he elsewhere remain in the outer limit of the e and the 200-nautical ential Proclamation. me limits are subject



# SOUNDINGS IN FEET

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

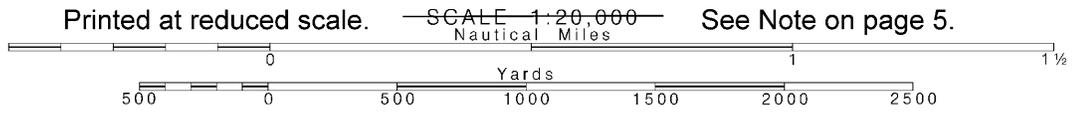


**NGS IN FEET**

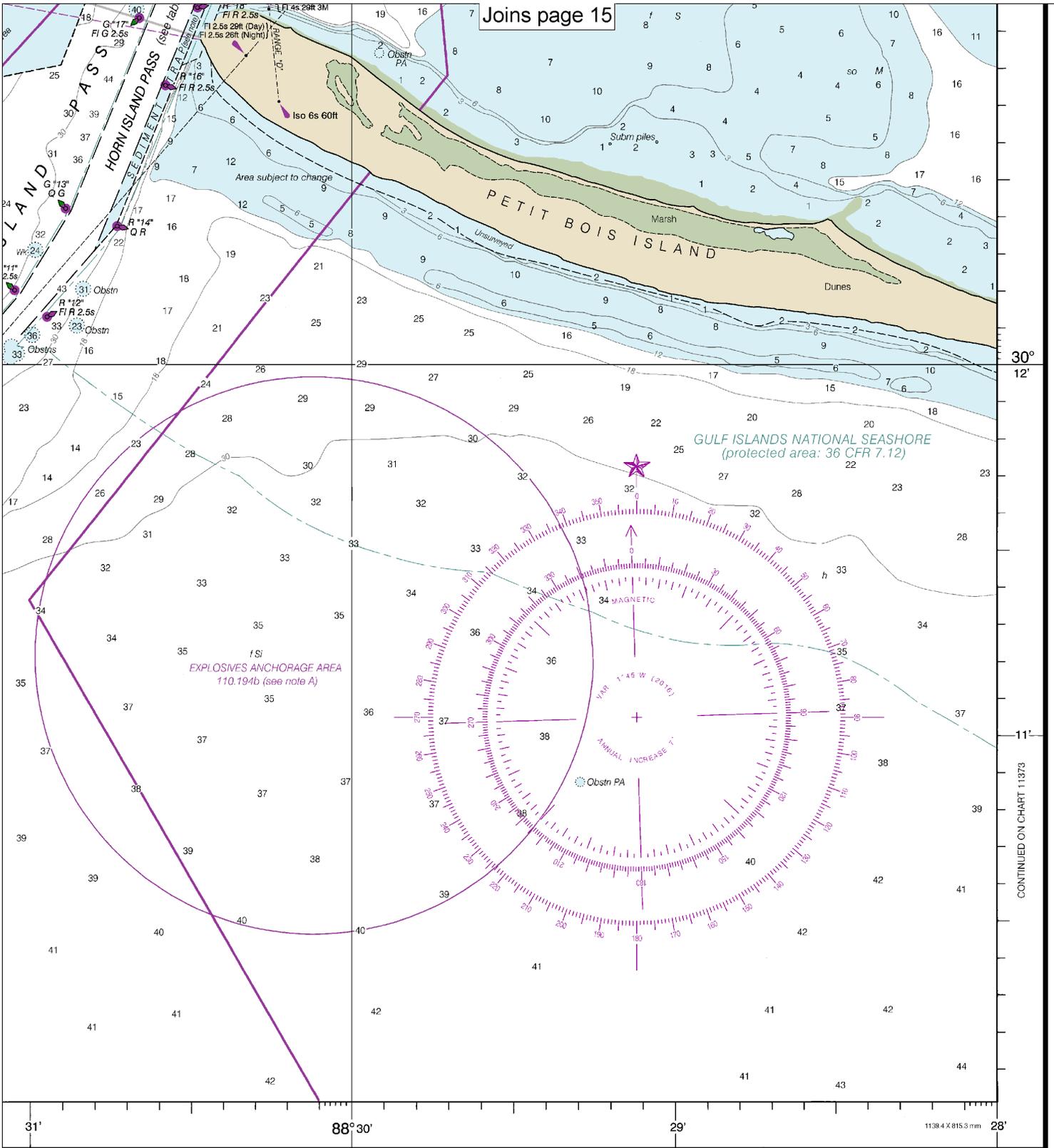
Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

**18**

Note: Chart grid lines are aligned with true north.



Joins page 15



CONTINUED ON CHART 11373

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Pascagoula Harbor  
 SOUNDINGS IN FEET - SCALE 1:20,000

11375



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!**



**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://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](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 Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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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.