NAUTICAL CHART 11374

INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

ALABAMA-MISSISSIPPI

DAUPHIN ISLAND TO DOG KEYS PASS

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

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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.

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: – – – –

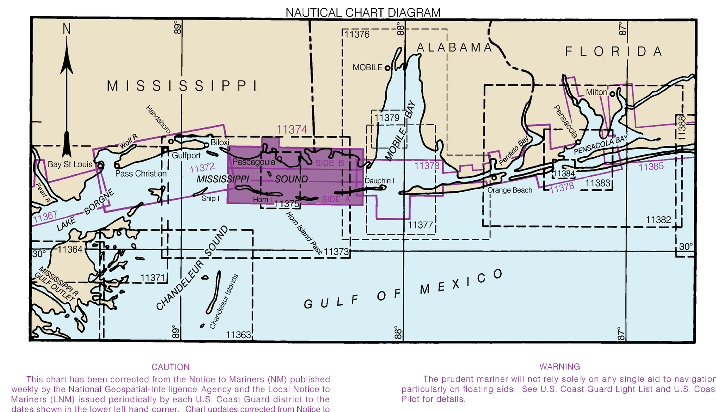
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

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.

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.

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.

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Mean Higher High Water (feet)	Mean High Water (feet)	Mean Low Water (feet)
Dauphin Island	(30°15'N/88°05'W)	1.2	1.2	0.0
Bayou La Batre	(30°22'N/88°16'W)	1.5	- - -	- - -
Pascagoula Point	(30°20'N/88°32'W)	1.5	1.4	0.1
Horn Island	(30°14'N/88°40'W)	1.6	1.5	0.1

Height referred to datum of soundings (MLLW)

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Mar 2015)

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.

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.

PLANE COORDINATE GRID
(based on NAD 1927)
The Mississippi State Grid east zone is indicated by dashed ticks on this chart at 10,000 foot 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.

CONTINUED ON CHART 11373

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

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.

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
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SCALE 1:40,000

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HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2015 AND SURVEYS TO JUN 2015

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
PASCAGOULA BAR CHANNEL	43.2	44.0	37.9	6-15	450	6.28	44.0
HORN ISLAND PASS	41.3	44.0	40.8	6-15	600	1.4	44.0
PASCAGOULA LOWER SOUND	40.9A	42.0	41.3	6-15	350	4.3	42.0
PASCAGOULA UPPER SOUND	34.3	35.6	34.9	6-15	350	4.63	38.0
PASCAGOULA RIVER	35.0B	34.6C	32.8D	6-15	350E	2.021	38.0
BAYOU CASOTTE	39.8	41.6F	37.3	6-15	350	4.57	42.0

A. SHOALING TO 38.7 FT IN BEND WIDENING AREA.
B. SHOALING TO 24.1 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
C. SHOALING TO 19.4 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
D. SHOALING TO 26.7 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
E. PASCAGOULA RIVER PROJECT WIDTH VARIES AT SOUTH END OF TERMINAL C TO CSX RAILROAD.
F. SHOALING TO 38.7 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.
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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

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
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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 *(504) 465-9215	8:00 AM-4:00 PM (Mon.-Fri.)

*Recording (24 hours daily)

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).

SCALE 1:40,000

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

Last Correction: 10/19/2015. Cleared through:
LNM: 4115 (10/13/2015), NM: 4015 (10/3/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

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