PASCAGOULA HARBOR
THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - GULF COAST
MISSISSIPPI
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 0.222" northward and 0.062" westward to agree with this chart.
Additional information can be obtained at 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 JUN 2015 AND SURVEYS 10 JUN 2015
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)
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 Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.
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.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SEDIMENT TRAP
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.
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices 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, Ala.
Refer to charted regulation section numbers.
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.
PLANE COORDINATE GRID
(based on NAD 1927)
The Mississippi State Grid (east zone) is indicated on this chart at 5,000 foot intervals thus:
The last three digits are omitted.
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).
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 1990-2007 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
PASCAGOULA RIVER
PASCAGOULA BAY
MISSISSIPPI SOUND
HORN ISLAND
GULF OF MEXICO
PASCAGOULA LOWER SOUND
BAYOU CASOTTE
PASCAGOULA BAR CHANNEL
HORN ISLAND PASS
PETIT BOIS ISLAND
Singing River Island
Round Island
Pt aux Chenes
GULF ISLANDS NATIONAL SEASHORE
(protected area: 36 CFR 7.12)
HORN ISLAND NATIONAL WILDLIFE REFUGE
(protected area)
EXPLOSIVES ANCHORAGE AREA
110.194b (see note A)
SAFETY FAIRWAY
166.200
(see note A)
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.
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.
LOGARITHMIC SPEED SCALE
SCALE 1:20,000
Nautical Miles
Statute Miles
Yards
CONTINUED ON CHART 11373
CONTINUED ON CHART 11374