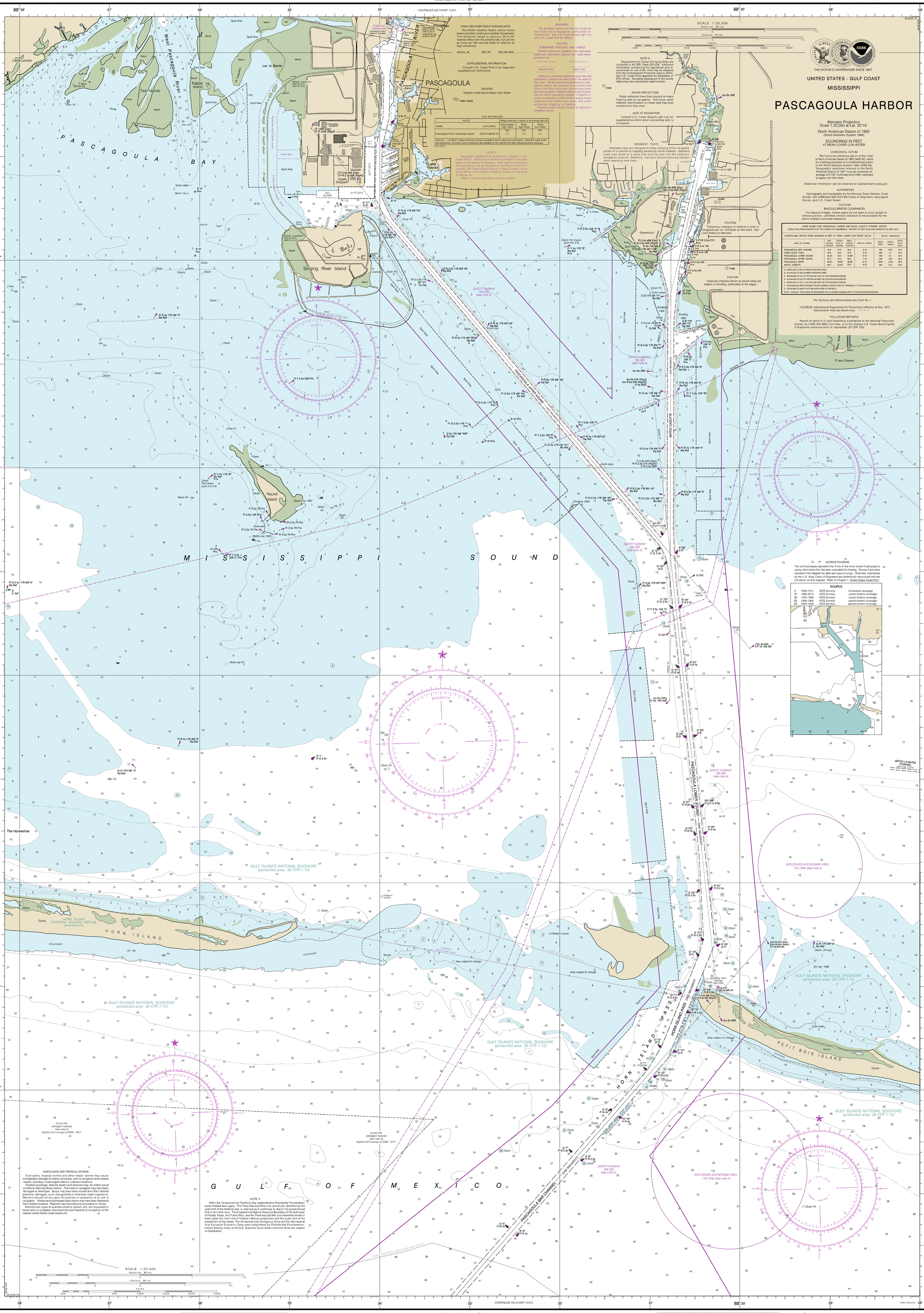
PASCAGOULA HARBOR
THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - GULF COAST
MISSISSIPPI
Mercator Projection
Scale 1:20,000 at Lat. 30°16'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
HORIZONTAL DATUM
The horizontal reference datum of this chart 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 0.722" 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 SEP 2016 AND SURVEYS TO SEP 2016
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)
NAME OF CHANNEL | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | PROJECT DIMENSIONS 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 4.6B 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 36.3 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 22.0 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).
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
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides 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
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.
HEIGHTS
Heights in feet above Mean High Water.
TIDAL INFORMATION
PLACE (NAME, (LAT/LONG)) | Height referred to datum of soundings (MLLW): Mean Higher High Water feet | Mean High Water feet | Mean Low Water feet
Pascagoula Point, Mississippi Sound (30°20'N/88°32'W) 1.5 1.4 0.1
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.
(Dec 2015)
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.
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
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.
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.
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 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.
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.
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.
PASCAGOULA
PASCAGOULA RIVER
West Pascagoula River
Lac la Buche
Twin Islands
Rabbit Island
Singing River Island
Round Island
PASCAGOULA BAY
MISSISSIPPI SOUND
PASCAGOULA UPPER SOUND
PASCAGOULA LOWER SOUND
BAYOU CASOTTE
Greenwood I
Pt aux Chenes
The Horseshoe
GULF ISLANDS NATIONAL SEASHORE (protected area: 36 CFR 7.12)
HORN ISLAND NATIONAL WILDLIFE REFUGE (protected area)
HORN ISLAND
HORN ISLAND PASS
PETIT BOIS ISLAND
GULF OF MEXICO
PASCAGOULA BAR CHANNEL
EXPLOSIVES ANCHORAGE AREA 110.194b (see note A)
SAFETY FAIRWAY 166.200 (see note A)
BAYOU LA BATRE CHANNEL
Dump Site (dredged material) (see note S) Depths from surveys of 2006 - 2011
CONTINUED ON CHART 11373
CONTINUED ON CHART 11374
SCALE 1:20,000
Nautical Miles
Statute Miles
Yards
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY
Pascagoula Harbor
SOUNDINGS IN FEET - SCALE 1:20,000
39th Ed., Feb. 2016. Last Correction: 12/14/2016. Cleared through: LNM: 4916 (12/6/2016), NM: 4816 (11/26/2016)
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