SOUNDINGS IN FATHOMS

11006 LORAN-C OVERPRINTED

Formerly C&GS 1003, 1st Ed., Apr. 1951 D-1501-772 KAPP 44

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

KEY WEST TO THE MISSISSIPPI RIVER

Mercator Projection
Scale 1:875,000 at Lat. 26°07'38"

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

For offshore navigation only
Detail within the 10 fathom curve is not
shown on this chart except on offlying shoals.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
Dia diaphone
F fixed
Fl flashing
G green
Iso isophase
Lt light, lighthouse
M nautical mile
m minutes
MORS TR microwave tower
Mkr marker
Mo morse code
Oc occulting
OBSC obscured
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R Tr radio tower
Rot rotating
s seconds
Sir siren
St M statute miles
VQ very quick
W white
WHS whistle
Y yellow

Bottom characteristics:
Blds boulders
Br broken
Cy clay
Co coral
Gr gravel
Gm green
Gy gray
h hard
M mud
Mc microscopic
O oyster
Oys oysters
Rk rock
S sand
So soft
Sh shells
sy silty

Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Wreck, rock, obstruction, or shoal swept clear to the depth indicated
Rocks that cover and uncover, with heights in feet above datum of soundings.

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.

HEIGHTS
Heights in feet above Mean High 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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE F
PROHIBITED AREAS
(Areas to be avoided)
Under the Florida Keys National Marine Sanctuary and Protection Act, § 101-605 and 890 advisory (NACM) 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

PARTICULARLY SENSITIVE SEA AREA
The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green horizontal band or by a green screened band used in conjunction with the line symbol for other limits within which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-638-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

MAGNETIC VARIATION
Magnetic variation curves are for 2009 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

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 by contacting Environmental Protection Agency. See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

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

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

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 directional bearings from commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) ⊙(Approximate location)

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.

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).

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL ..... 1/100 sec
PRI ..... 79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 0 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the latticus in inshore waters.

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.

LORAN LINEAR INTERPOLATOR

CAUTION
Gas and Oil Well Structures
Numerous platforms and gas and oil well structures exist in the Gulf of Mexico from Key West, Florida to Brazos Santiago, Texas. Some wells are submerged and capped. Only those structures reported submerged and covered less than 11 fathoms are charted outside of the 10 fathom curve. See Charts in the 1:400,000 scale range and 1:80,000 scale series charts for location of well and other structures and wells submerged 11 fathoms or more, submarine pipelines and cables, aids to navigation and safety fairways through operational oil field areas.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4 and 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, Eighth Coast Guard District, or at the U.S. Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, FL, Mobile, AL or New Orleans, LA.
Refer to charted regulation section numbers.

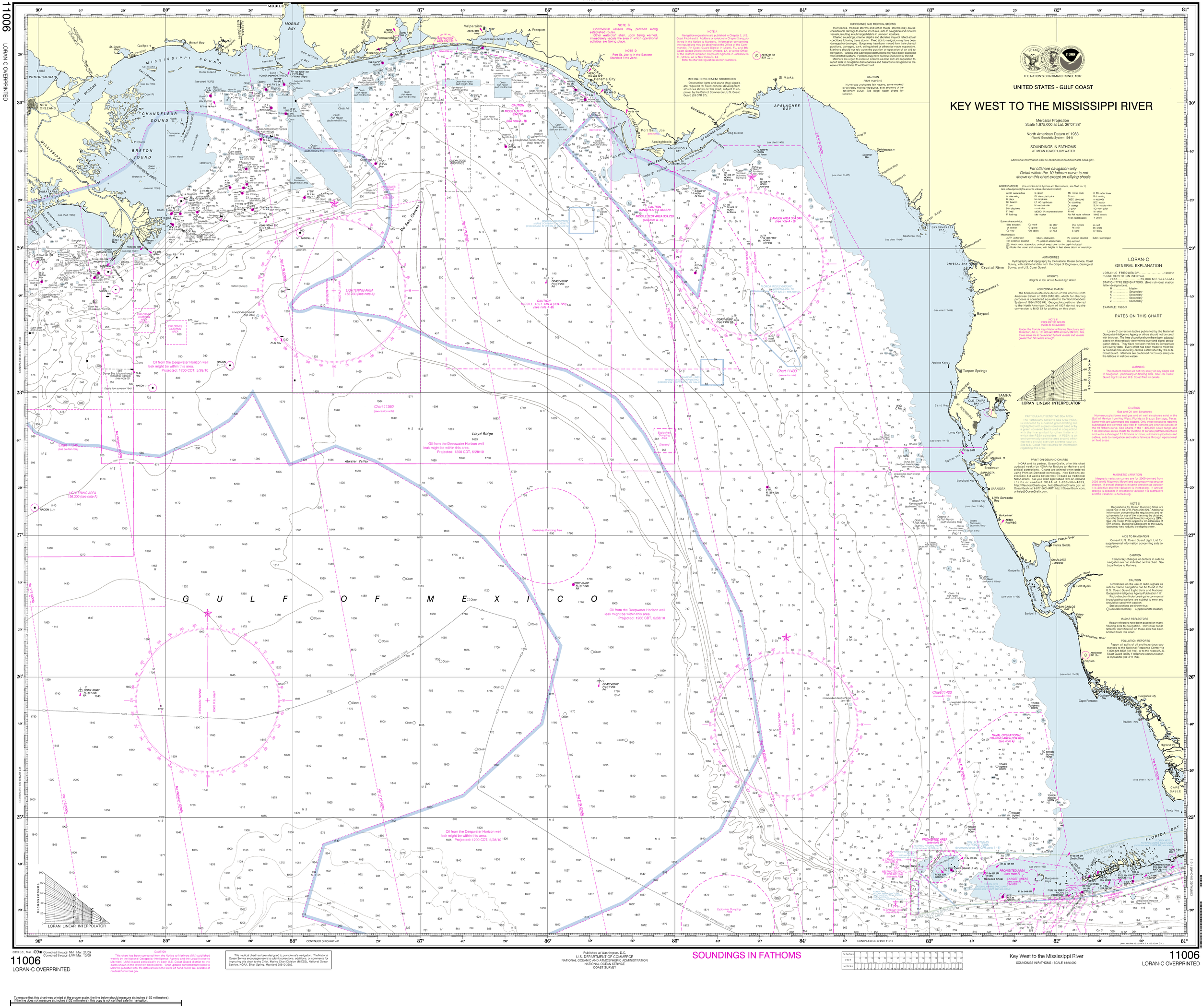
NOTE B
Commercial vessels may proceed along established routes.
Other watercraft shall, upon being warned, immediately vacate the area in which operational activities are taking place.

NOTE D
Port St. Joe is in the Eastern Standard Time Zone.

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

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.

CAUTION
FISH HAVENS
Numerous unlighted fish havens, some marked by privately maintained buoys, exist seaward of the 10-fathom curve. See larger scale charts for location.



33rd Ed., Mar. /09 Corrected through NM: Mar. 21/09
Corrected through LNM: Mar. 10/09

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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.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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

SOUNDINGS IN FATHOMS

FATHOMS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
FEET	0	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66	69	72	75	78	81	84	87	90	93	96	99	102	105	108	111	114	117	120	123	126	129	132	135	138	141	144	147	150
METERS	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240	245	250

Key West to the Mississippi River
SOUNDINGS IN FATHOMS - SCALE 1:875,000

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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.

Corrected through LNM: 2010 (5/18/2010) and NM: 2210 (5/29/2010)