NAUTICAL CHART 11372
INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

MISSISSIPPI - LOUISIANA
DOG KEYS PASS TO WAVELAND

Mercator Projection
Scale 1:40,000 at Lat. 30° 18'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

HEIGHTS
Heights in feet above Mean High Water.

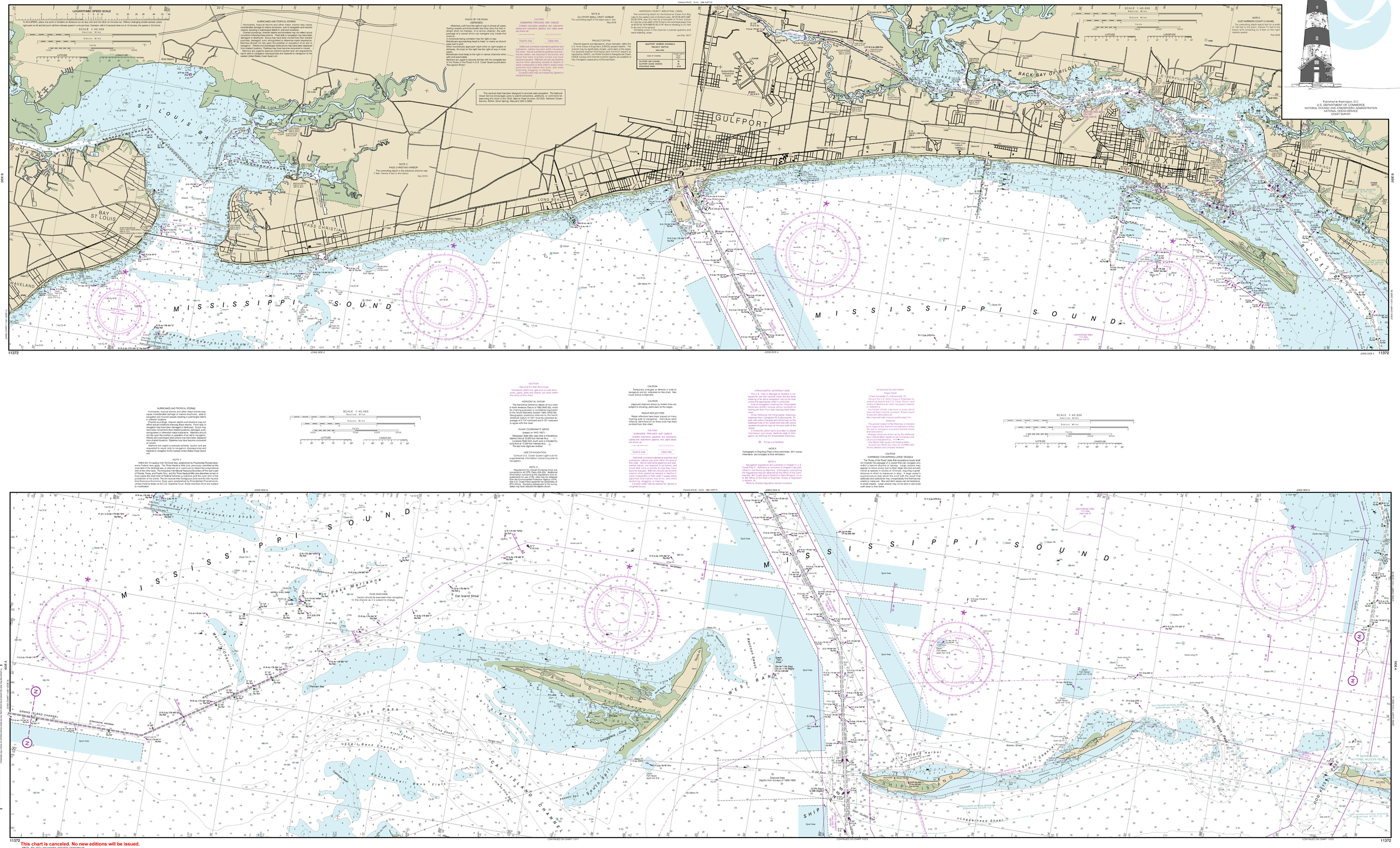
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

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.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency (NGA) and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district for 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.



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

TIDAL INFORMATION
Near real time water level data, predictions and weather data are available via the Internet at: tides.noaa.gov. Information on tide predictions of the raw and 'fair' of the tides are available in printed form from private sector providers.

Pump-out facilities

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in Notice to Mariners. Current information on 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.

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

CAUTION
Gas and Oil Well Structures
Unchartered platforms, gas and oil well structures, pipes, pilings and stakes can exist within the limits of this chart.

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

PUBLIC BOATING INSTRUCTION PROGRAMS
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of volunteers, offer boating courses and other services in communities throughout the United States. For information regarding these educational courses, contact the following:
USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607; www.uscgaux.org
USCGAUX - COMMDER (DAL) Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1128, 500 Poydras Street, New Orleans, LA 70130-3250 or USCG Headquarters, Office of Boat Ownership (BOE), 2100 Second Street, SW, Washington, DC 20593

SAFETY HINTS
1. Keep your chart current by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart; each is important to safe navigation.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. Use the compass rose on the chart to determine the variation from true north. Thowever you must also correct your bearing for the deviation of your boat.
5. Compare charted depths with those the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ. (MHz)	DAILY BROADCAST	SPECIAL WARNING
Mobile, AL	WLO	162.475 MHz	7:50 AM; Noon, 6:00 PM	* On receipt
		162.40 MHz		
		161.65 MHz		
		161.9 MHz		* On receipt
		161.65 MHz		
		162.3 MHz		
New Orleans, LA	NMQ	2670 kHz	4:35, 6:35, 10:35, 11:55 AM	
			4:35, 11:55 PM	* On receipt
		157.1 MHz	4:50, 10:50 AM, 4:50 PM	
Grand Isle, LA	NMCG-16	157.1 MHz	4:55, 10:50 AM, 4:55 PM	

* Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

MARINE WEATHER FORECASTS
BY TELEPHONE AND TELEPHONE NUMBERS

		OFFICE HOURS
New Orleans, LA	(504) 522-7330 *(504) 465-8315	8:00 AM-4:00 PM (Mon.-Fri.)

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
New Orleans, LA	KHB-40	162.55	24 hours daily
Mobile, AL	KEC-61	162.55	24 hours daily
Gulfport, MS	KHA-21	162.40	24 hours daily
Bogalusa, LA	WNG-521	162.525	24 hours daily

Formats Eff/Dt: 0/0, Tot Ed.: 1988 XXPP 21

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans are not open to a full upright or vertical position, unlimited vertical clearance is available for the entire charted horizontal clearance.

CAUTION
Limitations on the use of radio signals as aids to navigation are contained in the current U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio navigation receivers and commercial broadcasting stations are subject to error and should be used with caution.
Station location - Station Run
(Nav)(Loran location) - (xx)(xx)(station location)

CAUTION
Small craft should stay clear of large commercial vessels because vessels even if small craft have the right-of-way.
All craft should avoid areas where the skipper of a vessel can not see with a diagonal white stripe, is displayed.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Information on reflector identification on these aids has been omitted from 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.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which is the datum used by the Global Positioning System. Geographic positions referred to the North American Datum of 1927 (NAD 27) may differ by an average of 0.71nf northeast and 0.13T westward to agree with this chart.

PLANE COORDINATE GRID
(based on NAD 1927)
Mississippi State Grid, east zone is indicated by dashed ticks at 10,000 foot intervals thus:
Tick values are shown thus: 30 and subdivided by ticks at 2,000 foot intervals thus:
The last three digits are omitted.

LIDS TIDE NOTE/STATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE 5
Regulations for Ocean Dumping Sites are contained in 40 CFR, Part 228. Additional information concerning ocean dumping sites and guidelines for use of the sites may be obtained from the Office of Water, EPA, Washington, DC. See U.S. Coast Pilot5 appendix for addresses of EPA offices. Dumping subsequent to the survey date may have reduced the depths shown.

NOTE B
GULFPORT SMALL CRAFT HARBOR
The controlling depth in the basin was 2 feet May 2016

NOTE C
PASS CHRISTIAN HARBOR
The controlling depth in the entrance channel was 7 feet, thence 6 feet in the harbor Sep 2016

HARRISON COUNTY INDUSTRIAL CANAL
The channel from the Mississippi Sound through Big Lake to the eastern end of Gulfport Lake, 30°20'30.30"N 089°05'18"W, was 12½ feet for a mid-width of 75 feet; thence 10 feet for a mid-width of 75 feet to the turning basin at 30°20'52.76"N 089°05'39.07"W; thence shoaling to 7½ feet to the end of the project.
Shoaling occurs in the channel's outside quarters and bend widening areas.
Jan-Dec 2017

GULFPORT HARBOR CHANNELS
PROJECT DEPTHS
(MW-NOW)

NAME OF CHANNEL	PROJECT DEPTH (FEET)
GULFPORT SAR CHANNEL	36
GULFPORT SOUND CHANNEL	36
MAINHOOK BARGE	36

PROJECT DEPTHS
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges, than the project depth. Shoaling which is shoaler than reported by USACE, use NOAA Dockmaro Navigational Charts. USACE surveys and channel condition reports are available at: http://navigation.usace.army.mil/Surveys/Ports.

NOTE D
EAST HARRISON COUNTY CHANNEL
The controlling depth was 6 feet for a width of 130 feet to the basin; thence 7½ feet in the basin with shoaling to 4 feet in the night outside quarter
Feb 2016

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improvements. Write to the Chief, Marine Chart Division (N/CG2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored or underway vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not be accurate. Aids to navigation may be adrift or not in the navigation way have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, or destroyed. Lighted aids may not be lighted. Fixed aids may not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from their charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report to the nearest Coast Guard station any 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 State of Florida, Texas, and Puerto Rico. Jurisdiction of the State 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 Exclusive Economic Zone. The Three Nautical Mile Line is the inner limit of the 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.

CAUTION
Gas and Oil Well Structures
Unchartered platforms, gas and oil well structures, pipes, pilings and stakes can exist within the limits of this chart.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which is the datum used by the Global Positioning System. Geographic positions referred to the North American Datum of 1927 (NAD 27) may differ by average of 0.71nf northeast and 0.13T westward to agree with this chart.

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(based on NAD 1927)
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LIDS TIDE NOTE/STATION
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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.

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.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables, other than pipeline and cables areas are shown by:
Pipeline Area Cable Area
NOTE E
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Mariners engaged in dredging or marine cables, are required to be buried, and those that were originally buried may have become exposed or have shoaled over. Extreme caution when operating vessels in depths of water comparable to their draft in areas where submarine pipelines or cables may exist when anchoring, dragging, or fishing.
Covered wells may be marked by lighted or unlighted buoys.

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 without reference to the chart and notice.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway, the yellow triangle should be kept on the port side of the vessel and aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow square should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral significance and may be used to add emphasis or marking the Intracoastal Waterway.

Pump-out facilities

NOTE F
Hydrography in Dog Keys Pass is from preliminary 2011 survey information, and is subject to final verification.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in Notice to Mariners. Current information on 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.

INTRACOASTAL WATERWAY
Project Depth
12 feet Carrollton, TL to Brownsville, TX.
Consult the U.S. Army Corps of Engineers for information on the project and current conditions.
Notice to Mariners for other navigation hazards or restrictions.
Shoaling of unsteady may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:
http://navcen.uscg.gov/pubs/linfo/waterway.htm

Datum/H
The general location of the Waterway is indicated. To a mariners fix. Mariners are advised to follow the aids to navigation and avoid charted shoals and obstructions.
Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock.
Mileage distances are shown thus:
One Statute Mile equals 0.87 Nautical Miles.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not hamper the safe passage of a vessel which can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually may be moving at a speed that is fast enough to provide clearance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that it may appear to be moving in one direction while actually 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.

SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
LATITUDE
LONGITUDE

This chart is canceled. No new editions will be issued.
Mar-Eq, Apr-2012 Local Notice: 2012/2015 Cleared through
LNM 18/24 W-00/2014, NM 17/52W-2012/2015
Mariners Can Mark Charted Aids-to-Navigation with the line below should measure as inches (192 millimeters)