11373

SOUNDINGS IN FEET

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 immediately after storms. 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 exposed 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.

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).

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

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 now a line of navigational significance. Jurisdiction over all of the waters, the seabed and subsoil and the Exclusive Economic Zone of 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.

GULFPORT HARBOR CHANNELS PROJECT DEPTHS (see note)	
NAME OF CHANNEL	PROJECT DEPTH (feet) MLLW
GULFPORT BAR CHANNEL	38
GULFPORT SOUND CHANNEL	36
ANCHORAGE BASIN	32-36

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables 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.

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.

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 0.817" northward and 0.187" westward to agree with this chart.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

ALABAMA - MISSISSIPPI - LOUISIANA

MISSISSIPPI SOUND

AND APPROACHES

DAUPHIN ISLAND TO CAT ISLAND

Formerly C&GS 1261, 1st Ed., Feb. 1920 I=160-201 KAPP 52

Mercator Projection
Scale 1:80,000 at Lat. 30° 10'
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.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT.LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Pascagoula Point, Mississippi Sound	(30°23'N/088°33'W)	1.5	1.4	0.1
Biloxi, Biloxi Bay	(30°23'N/088°53'W)	1.6	1.7	0.1

Diagrams: ( ) 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)

HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE PROJECT DEPTHS (see note)	
NAME OF CHANNEL	PROJECT DEPTH (feet) MLLW
PASCAGOULA BAR CHANNEL	44.0
HORN ISLAND PASS	44.0
PASCAGOULA LOWER SOUND	43.0
PASCAGOULA UPPER SOUND	38.0
PASCAGOULA RIVER	38.0
BAYOU CASOTTE	42.0

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. For detailed channel information and minimum depths as reported by USACE, see NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at http://navigation.usace.army.mil/Survey/Hydro.

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	KHA-25	162.400 MHz

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION

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

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

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

SCALE 1:80,000
Nautical Miles
Yards

AIDS TO NAVIGATION

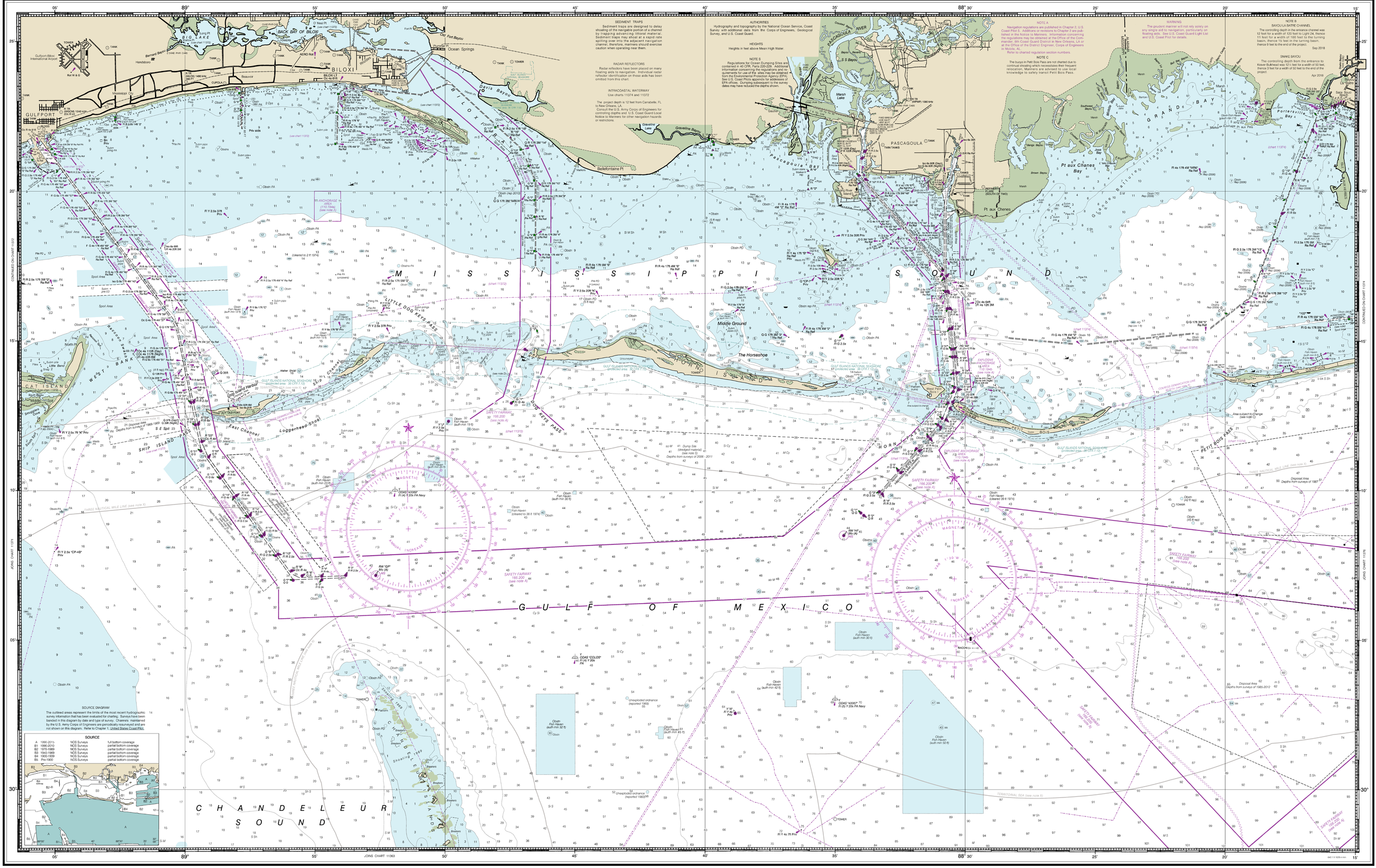
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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) (Approximate location)


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.
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.
INTRACOASTAL WATERWAY
Use charts 11374 and 11372
The project depth is 12 feet from Carrabelle, FL to New Orleans, LA.
Consult the U.S. Army Corps of Engineers for controlling depths and U.S. Coast Guard Local Notice to Mariners for other navigation hazards or restrictions.
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.
NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and recommended dumping 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.
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.
NOTE C
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.
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.
NOTE B
BAYOU LA BATRE CHANNEL
The controlling depth in the entrance channel was 12 feet for a width of 120 feet to Light 24, thence 11 feet for a width of 100 feet to the turning basin, thence 10 feet in the turning basin, thence 9 feet to the end of the project.
Sep 2018
SNAKE BAYOU
The controlling depth from the entrance to Keaver Bulkhead was 12½ feet for a width of 50 feet, thence 5 feet for a width of 50 feet to the end of the project.
Apr 2018
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 1990-2015 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
B5 Pre-1900 NOS Surveys partial bottom coverage
M I S S I S S I P P I S O U N D
G U L F O F M E X I C O
C H A N D E L E U R S O U N D
BIG LAKE
BACK BAY OF BILOXI
BILOXI
GULFPORT
OCEAN SPRINGS
PASCAGOULA
PASCAGOULA RIVER
Pt aux Chenes Bay
GRAND BAY
Bellefontaine Pt
Graveline Bayou
Graveline Lake
Marsh Lake
Middle Ground
The Horseshoe
CAT ISLAND
SHIP ISLAND
HORN ISLAND
PETIT BOIS ISLAND
PETIT BOIS PASS
LITTLE DOG KEYS PASS
DOG KEYS PASS
Davis Bayou
Fort Bayou
Biloxi Bay
Back Bay of Biloxi
Gulfport-Biloxi International Airport
Harrison Bayou
Deer Island
Ship Island
Chandeleur Sound
Chandeleur Islands
Loggerhead Shoal
East Channel
Pass Marianne
Pass Dauphine
Pass Aux Heron
Pass Aux Poulles
Pass Aux Chenes
Pass Aux Cenis
Pass Aux Herons