

BookletChart™



Intracoastal Waterway – Dog Keys Pass to Waveland

NOAA Chart 11372

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

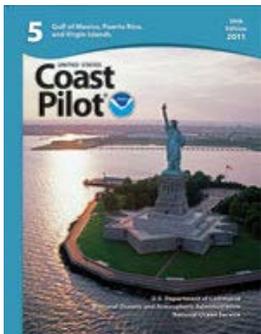
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11372>



[Coast Pilot 5, Chapter 9 excerpts]

Biloxi is accessible from the Gulf through Dog Keys Pass and Little Dog Keys Pass and from the Intracoastal Waterway.

A channel leads NE from Biloxi East Channel, 1 mile SE of Route 90 bridge, to a small-craft basin at **Ocean Springs**. The depth in the entrance channel was 7 feet. The channel is marked by a light.

A channel leads from Biloxi East Channel at the Route 90 bridge through **Back Bay of Biloxi** and **Big Lake** to the Industrial

Seaway. The depth was 8.7 feet (10.1 feet at midchannel) from Route 90

bridge to Route 110 bridge, thence, 11.8 feet to Popps Ferry Road highway bridge; thence 8.2 feet (12.0 feet at midchannel) to the seaway. The channel is marked by lights and daybeacons.

A channel, marked by private daybeacons, leads N from Biloxi East Channel 0.5 mile above the Route 90 bridge, to the entrance of **Old Fort Bayou**.

dredged branch channel leads SW from the channel 0.2 mile above Route 90 bridge to a turning basin in **Ott Bayou**. The depth was 7.1 feet (7.4 feet at midchannel). Daybeacons mark the channel.

Chesapeake Seaboard X Transportation bridge has a clearance of 14 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ-7197. The channel runs through the W side of the swing.

Biloxi River is navigable for a draft of 6 feet for 6 miles and for a draft of 3 feet for an additional 5 miles. The Route 49 bridge, 4.3 miles above the mouth, has a clearance of 9 feet; a fixed county highway bridge, 7.8 miles above the mouth, has a clearance of 4 feet.

Tchoutacabouffa River is navigable for drafts up to 5 feet to **New Bridge** and for drafts of 3 feet for an additional 6 miles. Cedar Lake Bridge, 4.5 miles above the mouth, has a clearance of 5 feet. The center pier of the former swing bridge is close downstream. Lamey Bridge, 3 miles above New Bridge, has a swing span that is reported inoperative; the channel is on the N side of the pivot pier; the clearance is 3 feet.

Small-craft facilities 1.5 and 1.8 miles above the mouth of the bayou can provide berths with electricity, gasoline, water, ice, open and dry covered storage, marine supplies, and complete engine and hull repairs.

Industrial Seaway; the depth was 9.9 feet (12.0 feet at midchannel) to Light 5, thence 4.7 feet (10.1 feet at midchannel) to Light 13, thence 3.1 feet (7.3 feet at midchannel) to the end of the project. The channel is marked by lights.

Beauvoir. A channel leads to a yacht basin in front of the hotel. The depth was 10 feet in the channel and the basin. The channel is marked by private lights. Gasoline, diesel fuel, water, ice, marine supplies, and open and covered berths are available at the basin. Radiotelephone watch on VHF-FM channel 16 is maintained from 0700 to 1700 at the basin. There is a **harbormaster**, and a **dockmaster** assigns the berths.

Dangers.—A visible wreck was reported about 1.5 miles SE of Biloxi Channel Light 2, in 30°20.2'N., 88°53.6'W.

Anchorage.—Large vessels can anchor outside the sound anywhere W of a line between Hewes Point and Ship Island Lights and have rather smooth water. Deep-draft vessels generally anchor within a 2-mile radius of Gulfport Ship Channel Lighted Whistle GP in depths of about 36 feet.

Ship Island Harbor, N of Ship Island, is one of the best natural harbors on the Gulf Coast and is easily accessible at all times for vessels with drafts up to 20 feet, but there is swinging room for only one large vessel. Depths in the harbor range from about 20 to 30 feet with a soft bottom.

Dangers.—Ship Island was cut into two parts by Hurricane Camille in August 1969. The water between the existing parts is shoal with depths of 2 to 5 feet.

The shoal off the W end of Ship Island at West Point is moving W and is unmarked. Mariners should use caution if passing between the shoal and the edge of Gulfport entrance channel

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Table of Selected Chart Notes

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles 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 for charting purposes is considered equivalent to the World Geocentric System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.714" northward and 0.131" westward to agree with this chart.

AIDS TO NAVIGATION

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

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).

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

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.

AIDS TO NAVIGATION

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

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.

TIDAL INFORMATION

| PLACE | Height referred to datum of soundings (MLLW) | Height referred to datum of soundings (MLLW) | | |
|--|--|--|-----------------|----------------|
| | | Mean Higher High Water | Mean High Water | Mean Low Water |
| NAME | (LAT/LONG) | feet | feet | feet |
| Biloxi (Cadot Point), Biloxi Bay, MS | (30°23' N/088°51' W) | 1.8 | 1.7 | 0.1 |
| Cat Island, Mississippi Sound, MS | (30°14' N/089°07' W) | 1.6 | 1.5 | 0.1 |
| St. Louis Bay entrance (Bay Waveland YC), MS | (30°20' N/089°20' W) | 1.7 | 1.6 | 0.1 |
| Ship Island, Mississippi Sound, MS | (30°13' N/088°58' W) | 1.7 | 1.6 | 0.1 |
| Gulfport Harbor, Mississippi Sound, MS | (30°22' N/089°05' W) | 1.7 | 1.6 | 0.1 |
| Hollingsworth Point, Davis Bayou, MS | (30°23' N/088°46' W) | 1.8 | 1.7 | 0.1 |
| Pass Christian Yacht Club, MS | (30°19' N/089°15' W) | 1.7 | 1.6 | 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>. (Aug 2012)

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

| CITY | STATION | FREQ. | DAILY BROADCAST-CST | SPECIAL WARNING |
|-----------------|---------|------------|-----------------------------|-----------------|
| Mobile, AL | WLO | 2572 kHz | 7:00 AM, Noon, 6:00 PM | * On receipt |
| | | 4397.7 kHz | | |
| | | 8808.8 kHz | | |
| | | 161.85 MHz | | |
| New Orleans, LA | NMG | 161.9 MHz | 4:35, 6:35, 10:35, 11:50 AM | * On receipt |
| | | 161.95 MHz | | |
| | | 162.0 MHz | | |
| | | 2670 kHz | | |
| Grand Isle, LA | NMG-15 | 157.1 MHz | 4:35, 11:50 PM | * On receipt |
| | | 157.1 MHz | 4:50, 10:50 AM, 4:50 PM | |
| | | 157.1 MHz | 4:35, 10:35 AM, 4:35 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

NATIONAL WEATHER SERVICE

| CITY | TELEPHONE NUMBERS | OFFICE HOURS |
|-----------------|-----------------------------------|-----------------------------|
| New Orleans, LA | (504) 522-7330 *(504) 465-9215 | 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-43 | 162.55 | 24 hours daily |
| Mobile, AL | KEC-61 | 162.55 | 24 hours daily |
| Gulfport, MS | KIH-21 | 162.40 | 24 hours daily |
| Bogalusa, LA | WNG-521 | 162.525 | 24 hours daily |

TIDAL INFORMATION

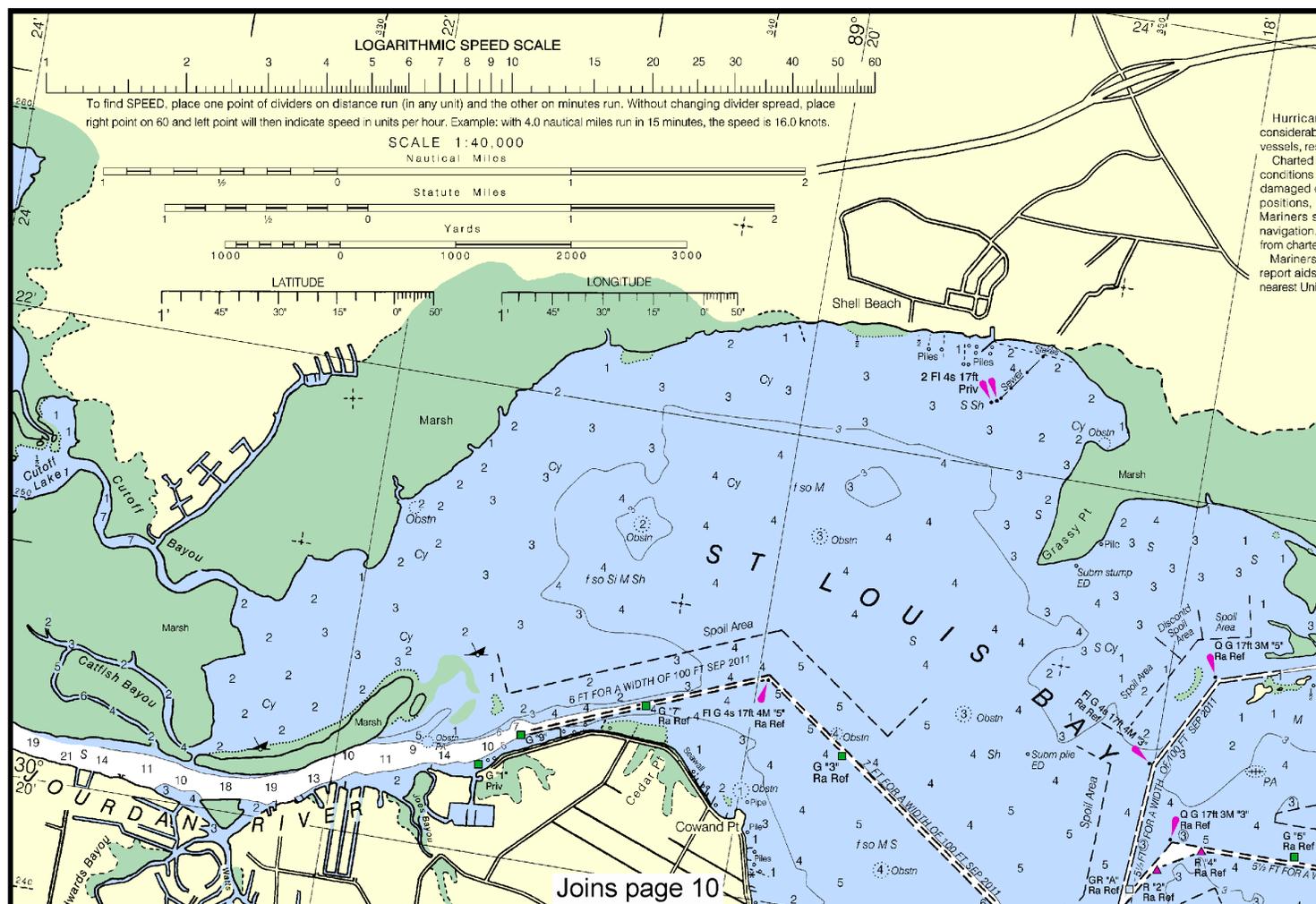
| NAME | PLACE (LAT/LONG) | Height referred to datum of soundings (MLLW) | | |
|--|----------------------|--|-----------------|----------------|
| | | Mean Higher High Water | Mean High Water | Mean Low Water |
| | | feet | feet | feet |
| Biloxi (Cadot Point), Biloxi Bay, MS | (30°23' N/089°51' W) | 1.8 | 1.7 | 0.1 |
| Cat Island, Mississippi Sound, MS | (30°14' N/089°07' W) | 1.6 | 1.5 | 0.1 |
| St. Louis Bay entrance (Bay Waveland YC), MS | (30°20' N/089°20' W) | 1.7 | 1.6 | 0.1 |
| Ship Island, Mississippi Sound, MS | (30°13' N/088°58' W) | 1.7 | 1.6 | 0.1 |
| Gulfport Harbor, Mississippi Sound, MS | (30°22' N/089°05' W) | 1.7 | 1.6 | 0.1 |
| Hollingsworth Point, Davis Bayou, MS | (30°23' N/088°46' W) | 1.8 | 1.7 | 0.1 |
| Pass Christian Yacht Club, MS | (30°19' N/089°15' W) | 1.7 | 1.6 | 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>. (Aug 2012)

| NO | SMALL CRAFT FACILITY | DEPTHS |
|-----|----------------------------------|-------------------|
| | | APPROACH-FEET (F) |
| 1A | PELICAN COVE MARINA | ALONGSIDE |
| 1C | BAY MARINA | CHART SIDE |
| 3 | PASS CHRISTIAN MUNICIPAL HARBOUR | |
| 7D | RIVERS BEND MARINA | |
| 10 | BROADWATER BEACH MARINA | |
| 10C | POINT CADET MARINA | |
| 11 | BILOXI SMALL CRAFT HARBOR | |
| 11A | BEAU RIVAGE MARINA | |

THE LOCATIONS OF THE ABOVE FACILITIES ARE INDICATED BY THE TABULATED *APPROACH-FEET (F) AND THE TABULATED *PUMP-OUT

Locations of pumps with leaders and red



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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



| SERVICES | SUPPLIES | | | | | | | | | | | | | |
|----------|-------------|----------------------|-------------------------|----------------------|-------------------------|----------------------|--------------------|----------------------|---------------------|-------------|---------------------|----|----|----|
| | BOAT RENTAL | FOOD/LODGING/CAMPING | TOILETS/SHOWERS/LAUNDRY | WINTER STORAGE | WATER/ICE | NAUTICAL CHART SALES | GROCERIES/HARDWARE | BAIT/TACKLE | DIESEL OIL/GASOLINE | WATER | WATER | | | |
| RAVENS | REPAIRS | LIFT CAPACITY | BOAT RENTAL | FOOD/LODGING/CAMPING | TOILETS/SHOWERS/LAUNDRY | WINTER STORAGE | WATER/ICE | NAUTICAL CHART SALES | GROCERIES/HARDWARE | BAIT/TACKLE | DIESEL OIL/GASOLINE | | | |
| B 3 | 3 | B E S | M | | | | F | T P | D | C | WI | GH | BT | DG |
| B 5 | 5 | B E S | HMR | | | | FL | TSLP | WD | C | WI | GH | BT | DG |
| B 8 | 6 | BME | S | | | | F | T P | | C | WI | GH | BT | DG |
| B 4 | 8 | B E N | HM | 3 | | | | P | WD | C | WI | | | G |
| B 8 | 8 | B E | | | | | FL | TSLP | | WI | H | B | DG | |
| B 8 | 6 | B E | | | | C S | | TSLP | | C | WI | G | BT | DG |
| B 10 | 10 | B | S | | | M | | F | TS P | C | WI | GH | BT | DG |
| B 12 | 12 | BME | | | | | C | FL | TSLP | C | WI | | | DG |

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.

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

CAUTION
Gas and Oil Well Structures
 Uncharted platforms, gas and oil well structures, pipes, piles 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 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

PUBLIC BOATING
 The United States Coast Guard Auxiliary (USCGAUX) provides education and training for boaters in communities throughout the United States regarding these educational sources:

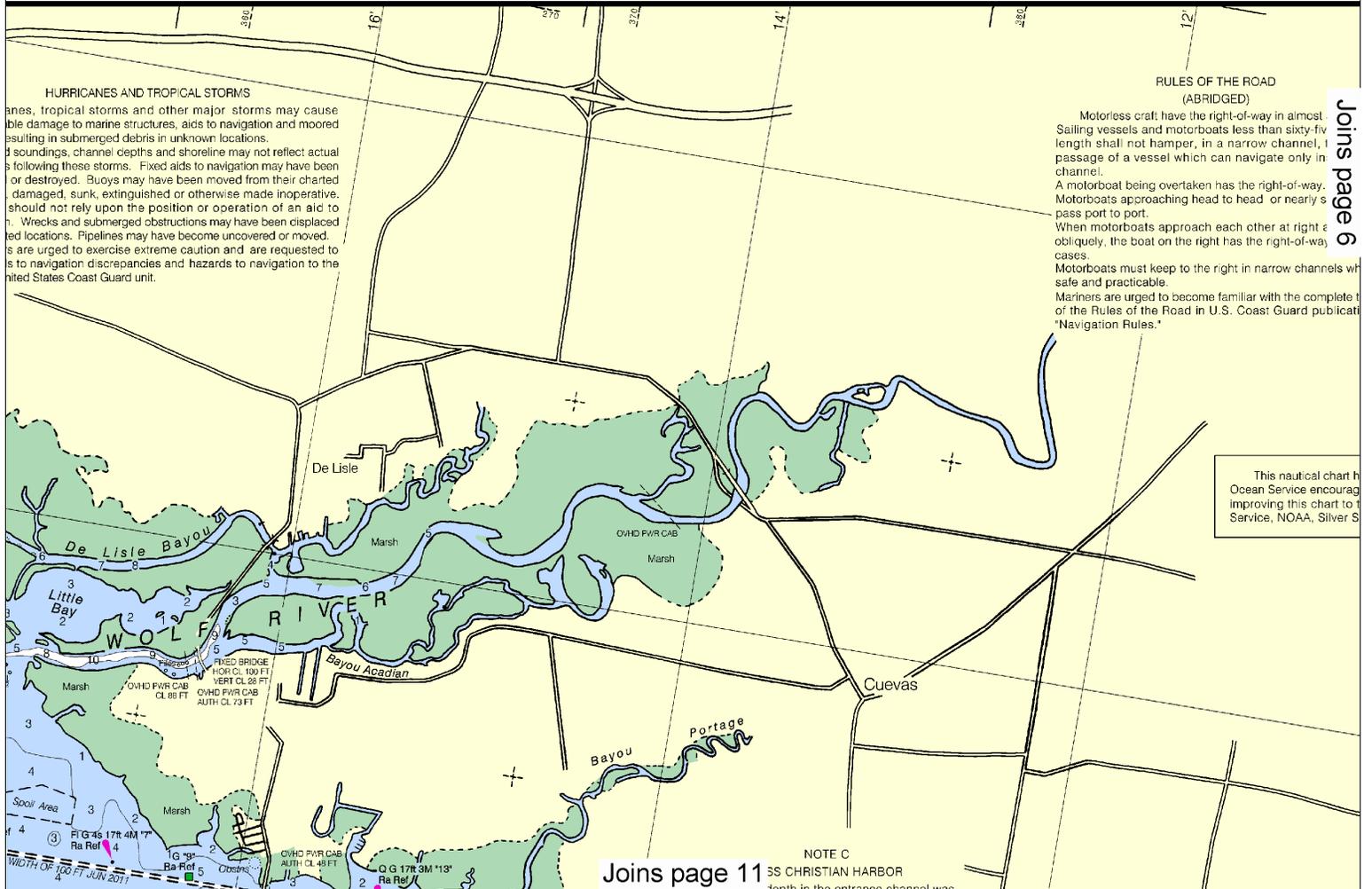
USPS - Local Squads, 1504 Blue Street, New Orleans, LA 70119, 888-367-8777

USCGAUX - COMM District, Hale Boggs 500 Poydras Street, New Orleans, LA 70112, or USCG Headquarters, 2100 Second Street, St. Louis, MO 63102

1. Keep your chart up to date. Make corrections when necessary.
2. Read carefully all notices to mariners and other information vital to your safety and pleasure.
3. Learn the meaning of the symbols on your chart from Chart No. 1.
4. The compass on your boat should be true north, however you may have a deviation for the deviation of your boat.
5. Constantly use your chart during each trip. Keep in mind that the chart is only a representation of the actual situation.
6. Maintain your position and course with those you are following.

ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS. (REPORTED) IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY. *PUMP-OUT STATION* IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

FACILITIES
 public marine facilities are shown by large magenta numbers and refer to the facility tabulation.



Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



PUBLIC BOATING INSTRUCTION PROGRAMS
 The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart; each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from 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. | DAILY BROADCAST-CST | SPECIAL WARNING |
|-----------------|---------|------------|-----------------------------|-----------------|
| | | 2572 kHz | | |
| Mobile, AL | WLO | 4397.7 kHz | 7:00 AM, Noon, 6:00 PM | * On receipt |
| | | 8808.8 kHz | | |
| | | 161.85 MHz | | |
| | | 161.9 MHz | | * On receipt |
| | | 161.95 MHz | | |
| | | 162.0 MHz | | |
| New Orleans, LA | NMG | 2670 kHz | 4:35, 6:35, 10:35, 11:50 AM | |
| | | | 4:35, 11:50 PM | * On receipt |
| | | 157.1 MHz | 4:50, 10:50 AM, 4:50 PM | |
| Grand Isle, LA | NMG-15 | 157.1 MHz | 4:35, 10:35 AM, 4:35 PM | |

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MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE

| CITY | TELEPHONE NUMBERS | OFFICE HOURS |
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NOAA WEATHER RADIO BROADCASTS

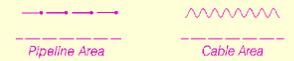
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| Gulfport, MS | KIH-21 | 162.40 | 24 hours daily |
| Bogalusa, LA | WNG-521 | 162.525 | 24 hours daily |

Formerly 876-SC, 1st Ed., 1996

Joins page 5

RULES OF THE ROAD (ABRIDGED)
 Small craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel must be given. A vessel approaching head-on or nearly so should pass to port. A vessel approaching each other at right angles or nearly so, the vessel on the right has the right-of-way in most cases. In narrow channels and fairways, vessels must keep to the right in narrow channels when and where practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication 9-1.1.

CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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 B
COMMERCIAL SMALL BOAT HARBOR
 The controlling depth in the basin was 4 feet.
 Jul 2011

HARRISON COUNTY INDUSTRIAL SEAWAY
 The controlling depth for the Industrial Seaway from Big Lake to the western end of Gulfport Lake, 30°25'35"N 089°03'40"W, was 9½ feet for a mid-width of 75 feet; thence 10½ feet for a mid-width of 50-75 feet to the end of the project. Shoaling exists in the channel's outside quarters and bend widening areas.
 Sep 2011

| GULFPORT HARBOR CHANNELS | | | | | | | |
|--|----------------------|------------------------|-----------------------|----------------|--------------------|----------------|--------------|
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2012 | | | | | | | |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | PROJECT DIMENSIONS | | |
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (MILES) | DEPTH (FEET) |
| GULFPORT BAR CHANNEL | 36.1 | 34.8 | 33.4 | 2-12 | 400 | 10.04 | 38 |
| GULFPORT SOUND CHANNEL (D) | 31.6 | A32.8 | 31.6 | 12-11 | 220 | 10.63 | 36 |
| ANCHORAGE BASIN | C30.0 | C29.6 | B32.0 | 1-12 | 1110-1220 | 0.93 | 32-36 |

A. EXCEPT FOR A REPORTED OBSTRUCTION LOCATED IN APPROXIMATE POSITION 30°20'00.0"N, 89°04'06.0"W.
 B. EXCEPT FOR A REPORTED OBSTRUCTION LOCATED IN APPROXIMATE POSITION 30°21'00.0"N, 89°05'00.0"W.
 C. EXCEPT FOR A SUBM BREAKWATER LOCATED APPROXIMATELY FROM 30°21'04.6"N, 89°05'21.6"W TO 30°21'01.9"N, 89°05'06.6"W.
 D. SHOALING EXISTS IN BEND WIDENING AREA
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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.

Joins page 12



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



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
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.

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)

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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
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.

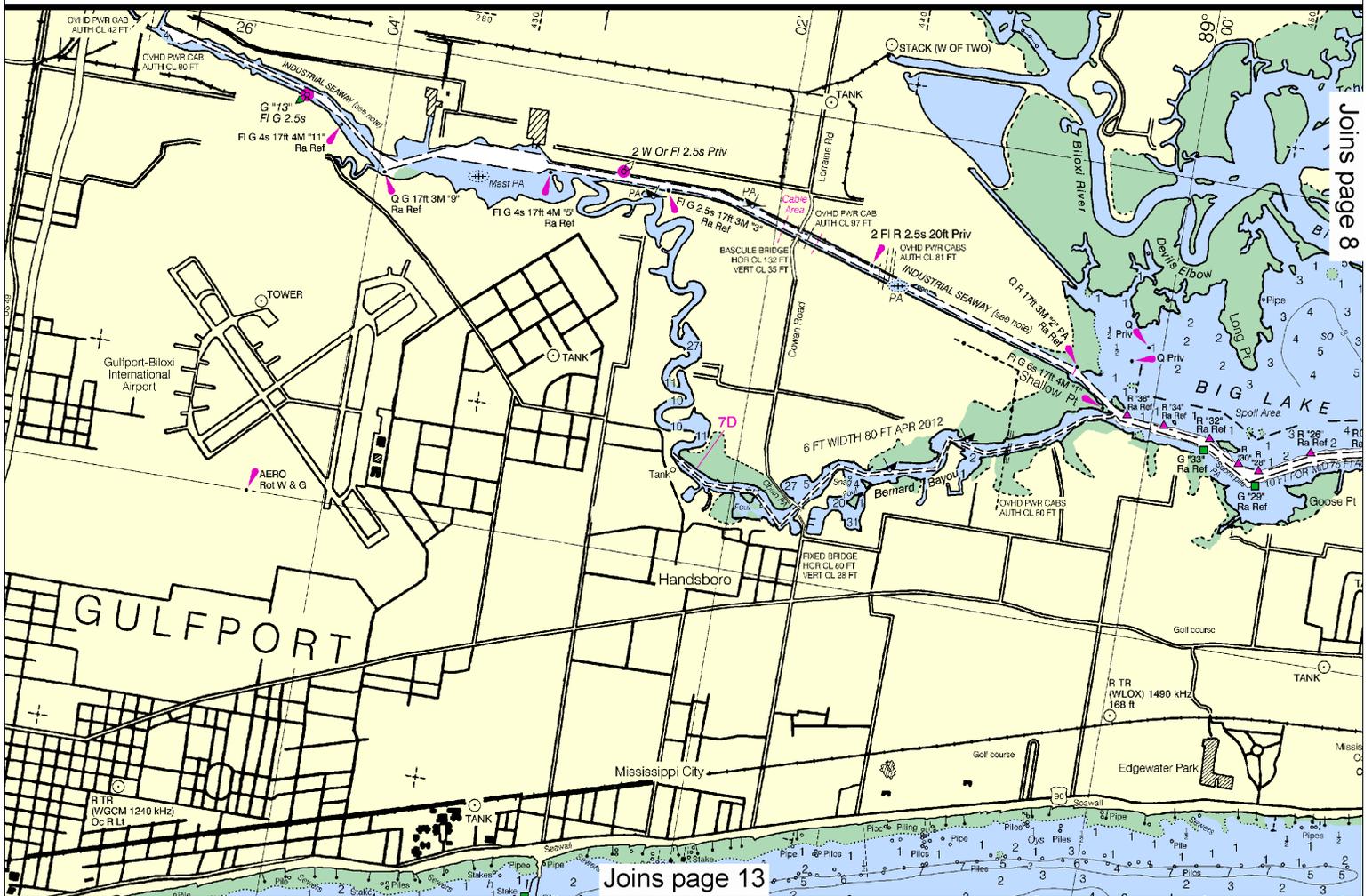
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.714" northward and 0.131" westward to agree with this chart.

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.

PLANE COORDINATE GRID
(based on NAD 1927)
Mississippi State Grid, east zone is indicated on this chart at 10,000 foot intervals thus: $\begin{matrix} + & - \\ - & + \end{matrix}$
The last three digits are omitted.

NOAA and its parent and critical correction Editions are available about Print-on-Demand OceanGrafix at 1-877-

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Joins page 13

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0513 2/2/2013,
Canadian Coast Guard Notice to Mariners: n/a.



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

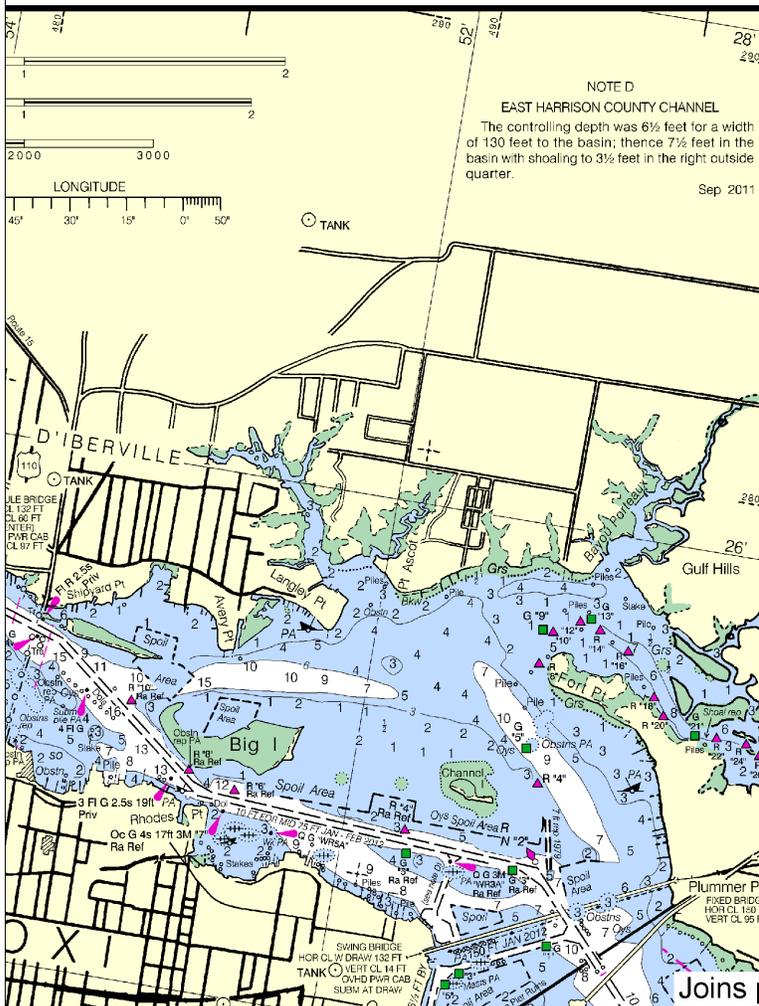
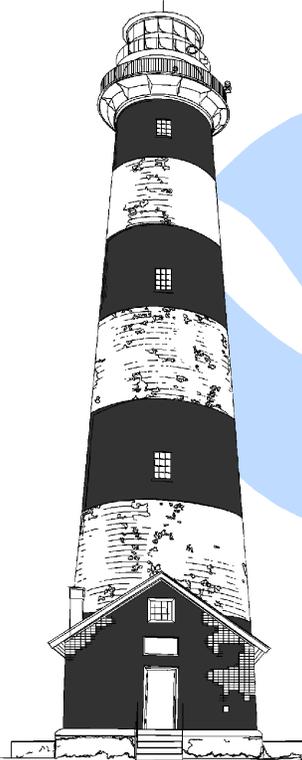
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

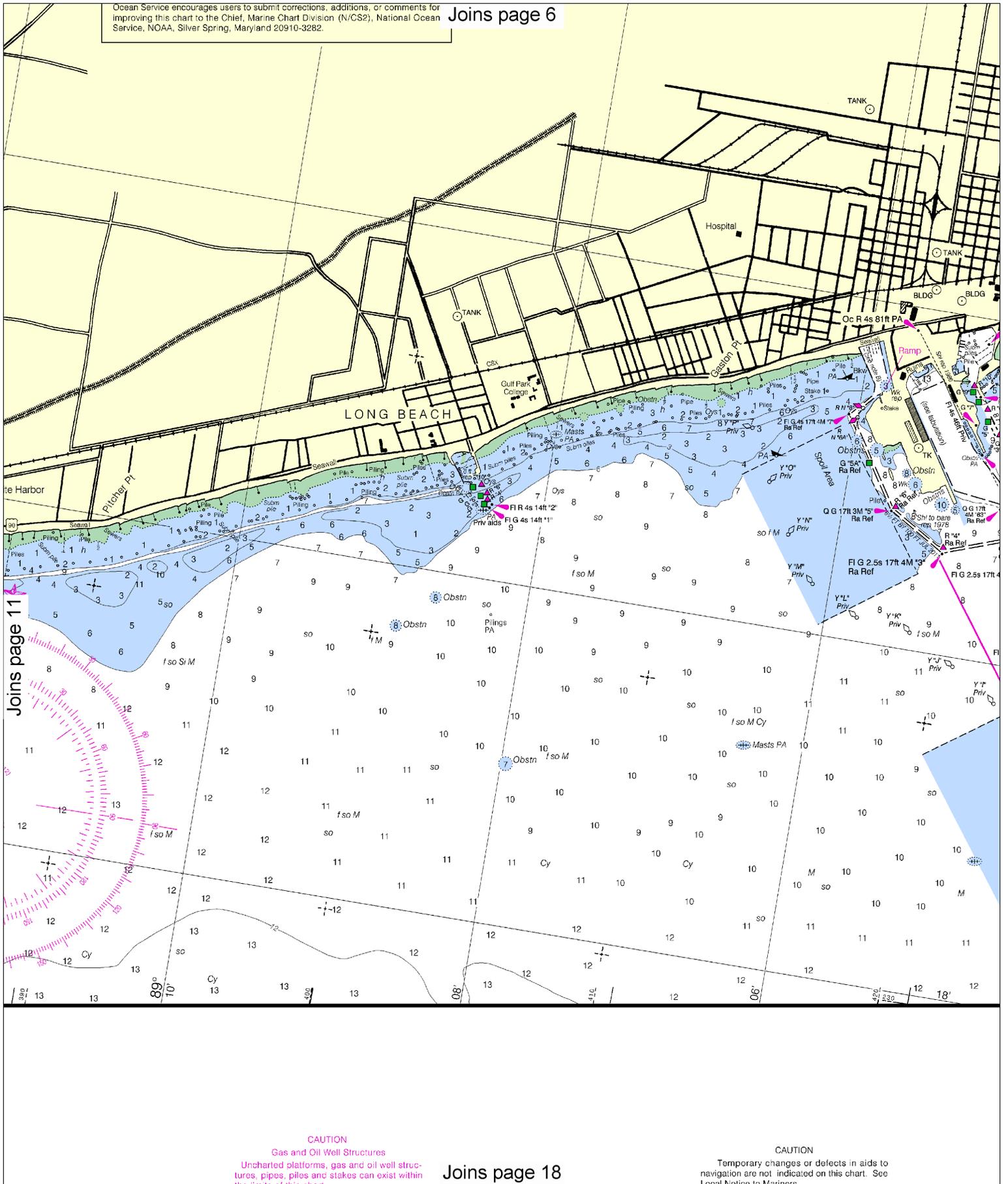
NAUTICAL CHART 11372 INTRACOASTAL WATERWAY



THE NATION'S CHARTMAKER SINCE 1807

MISSISSIPPI - LOUISIANA DOG KEYS PASS TO WAVELAND





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

Joins page 18

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

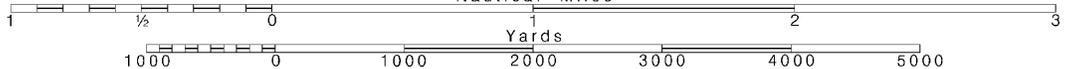
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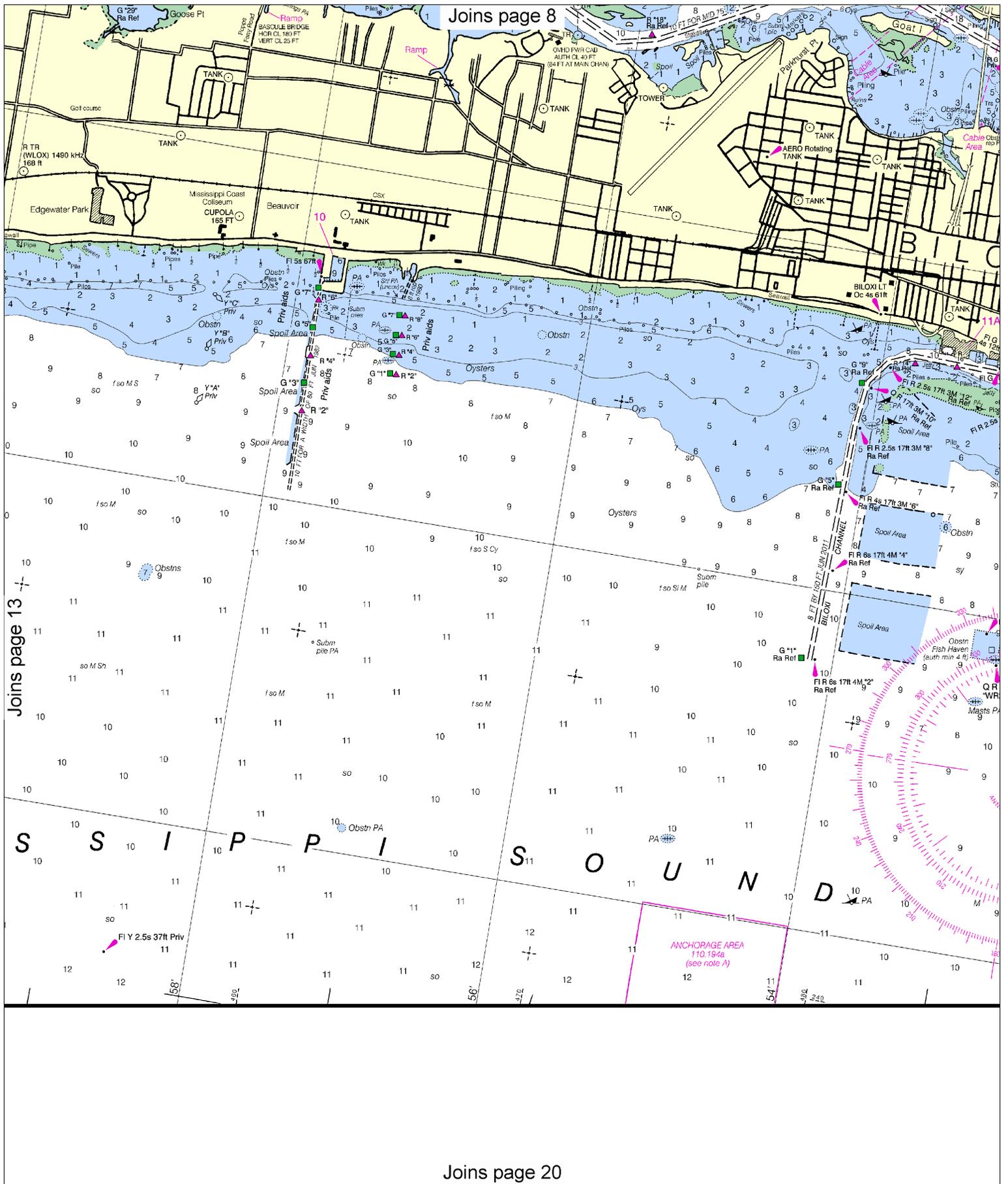
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





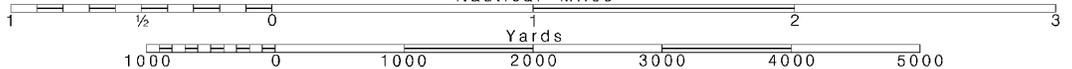
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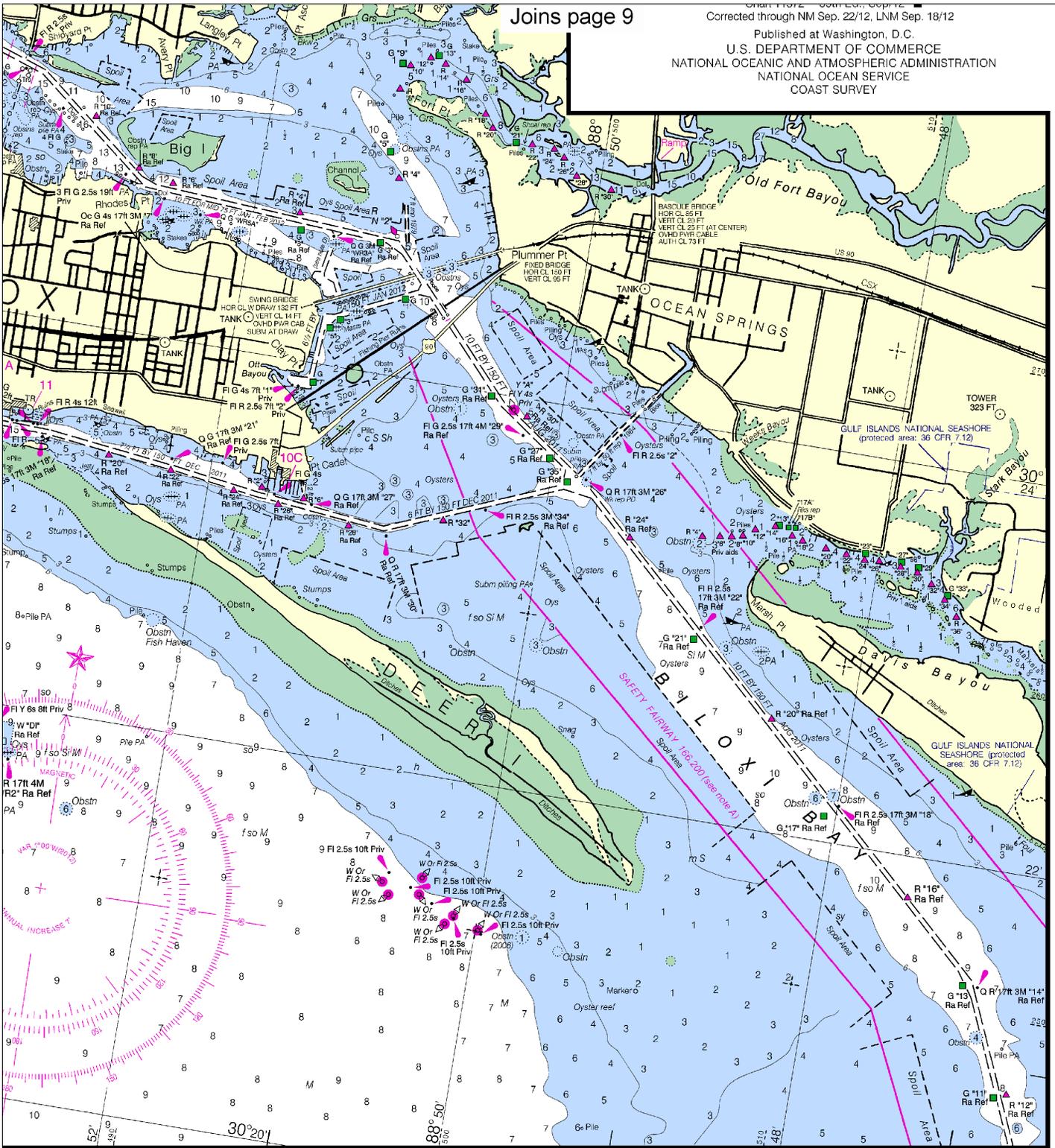
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

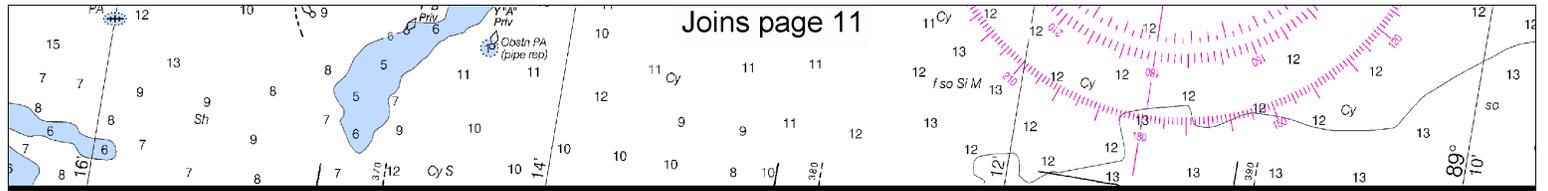




SIDE B

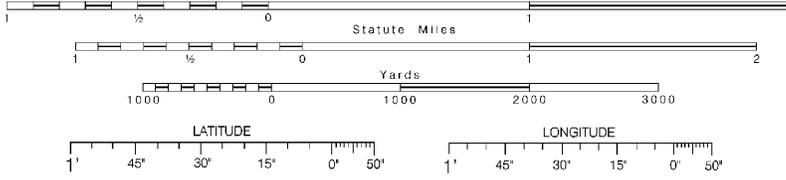
JOINS CHART 11374 (SIDE B)

JOINS SIDE A 11372

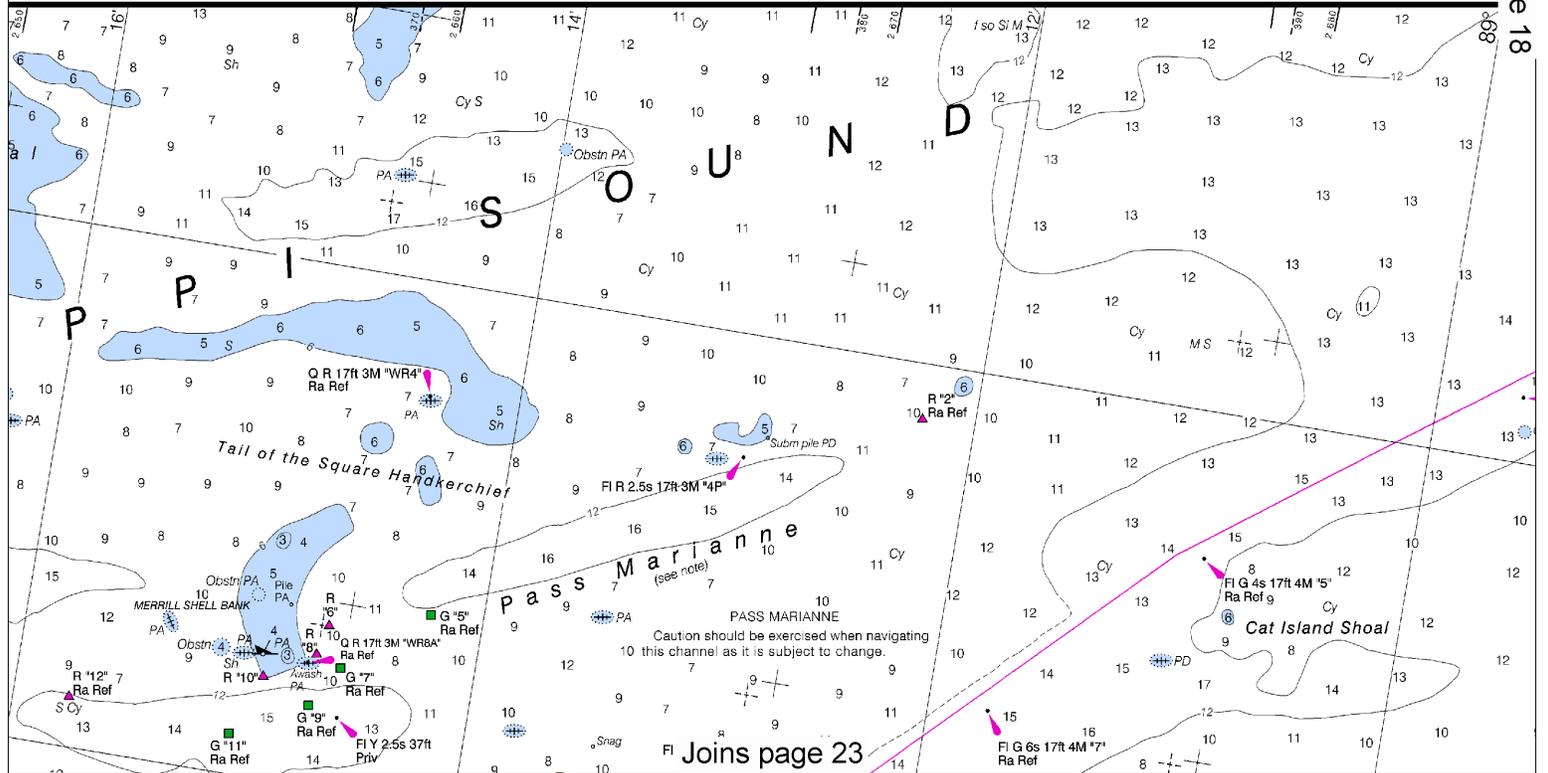


JOINS SIDE A

SCALE 1:40,000
Nautical Miles



JOINS SIDE B



JOINS page 23

Joins page 18

CAUTION
Gas and Oil Well Structures
 Uncharted platforms, gas and oil well structures, pipes, piles 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 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 0.714" northward and 0.131" westward to agree with this chart.

PLANE COORDINATE GRIDS
 (based on NAD 1927)
 Mississippi State Grid, east zone is indicated by dashed ticks at 10,000 foot intervals thus: - - -
 Louisiana State Grid, south zone is indicated by solid ticks at 10,000 foot intervals thus: + + +
 The last three digits are omitted.

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

NOTES
 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.

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.

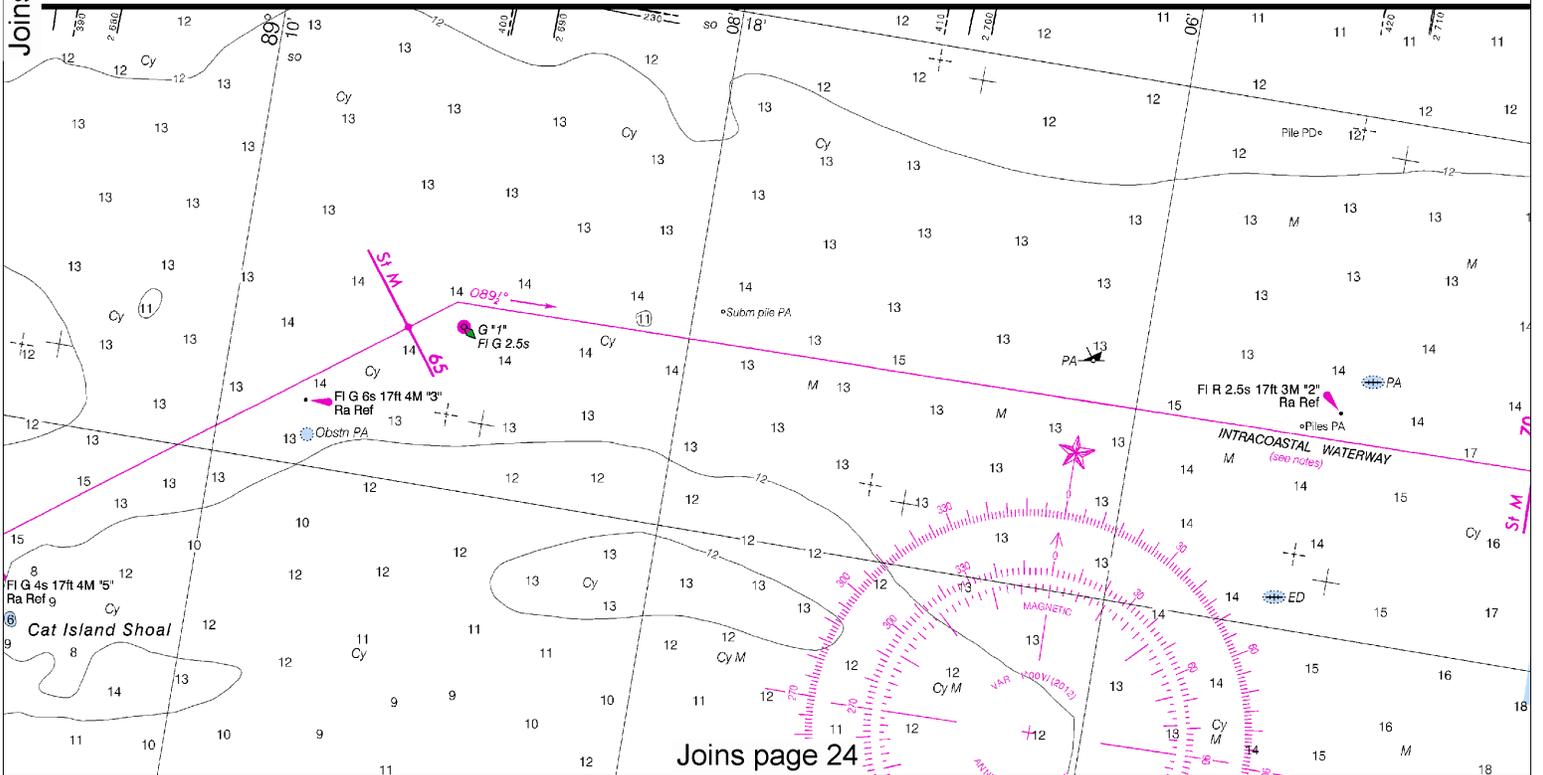
CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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.

Formerly 876-9C, 1st Ed.

Joins page 17

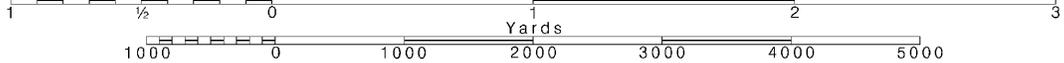


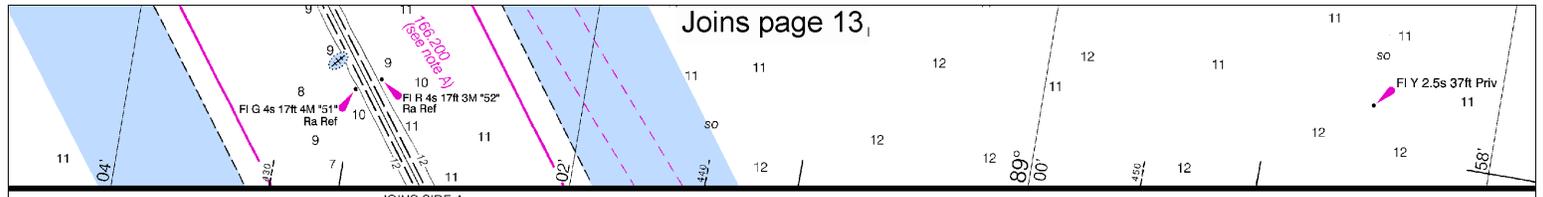
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.





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 unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus:

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

NOTE E

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

NOTE A

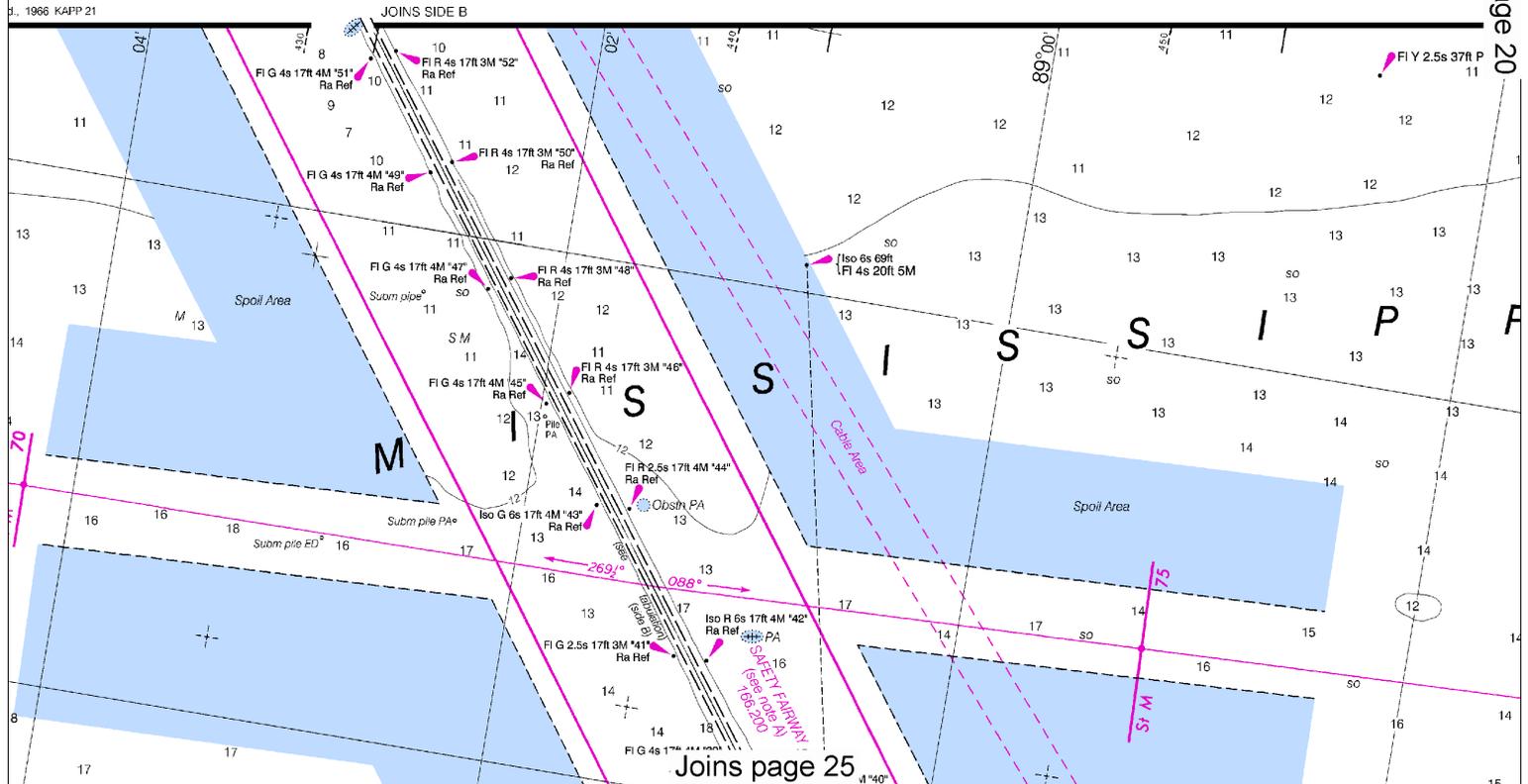
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

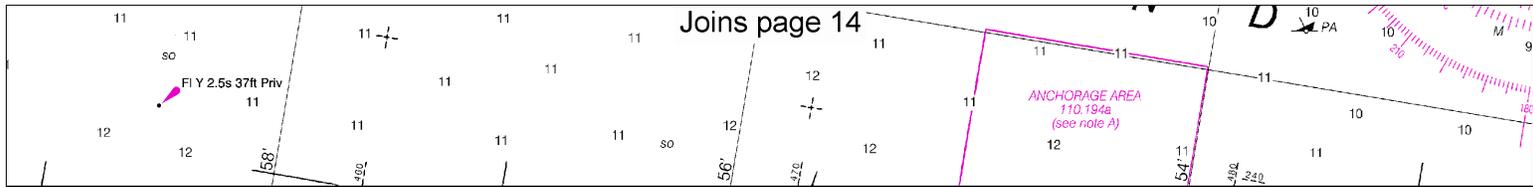
Refer to charted regulation section numbers.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves 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.



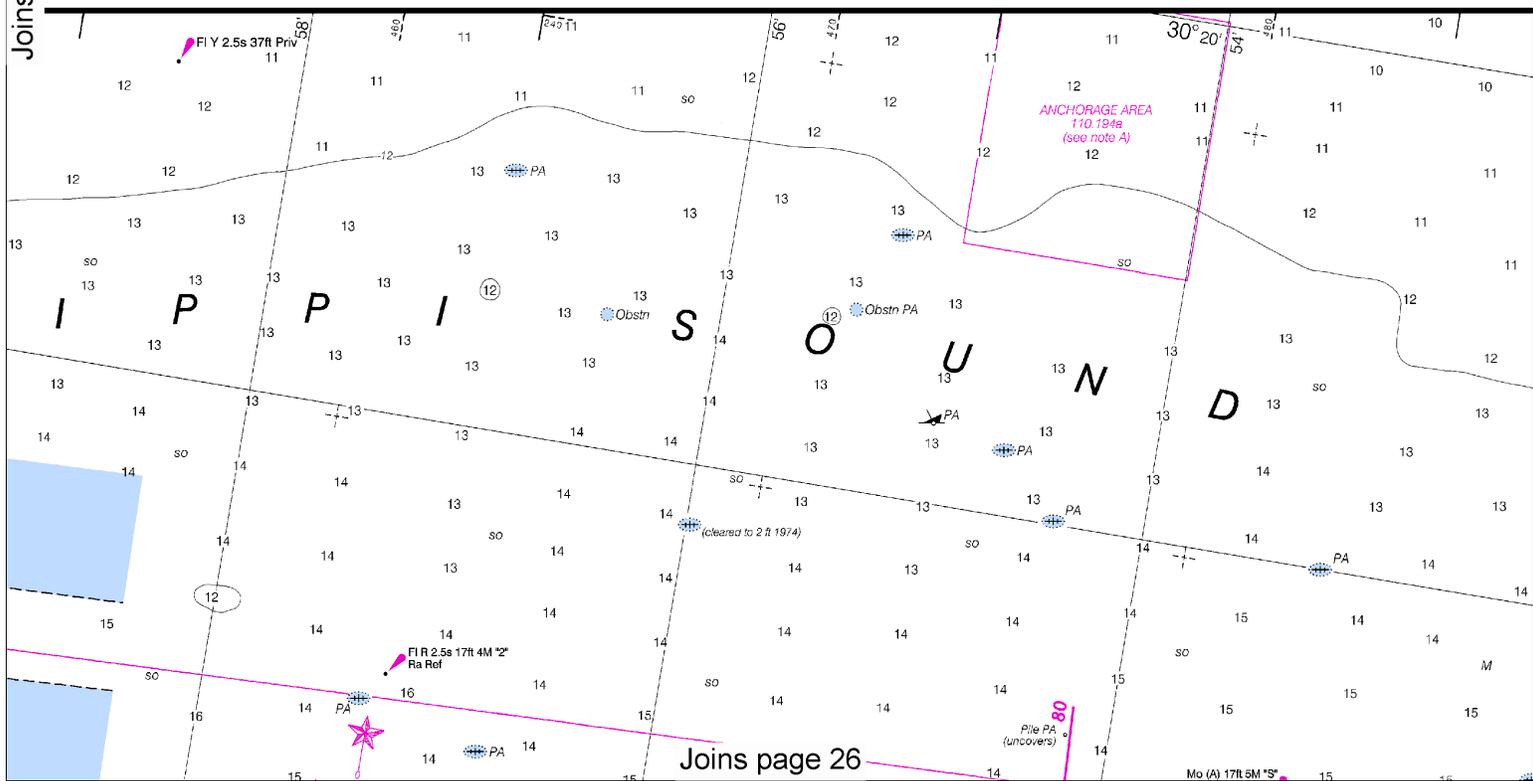
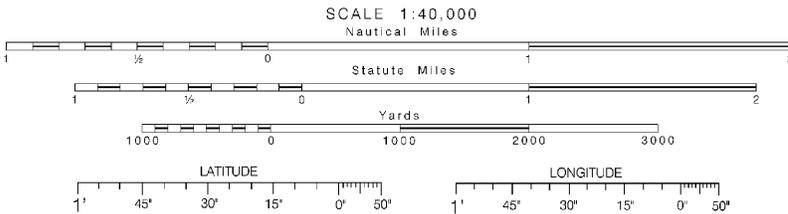


ary 2011 survey

Chapter 2, U.S. Chapter 2 are publication concerning the Com- Orleans, LA or s of Engineers nbers.

VESSELS tional boats shall an navigate only ge vessels may size but actually g a great vessel's result that themselves hazardous see small

Joins page 19



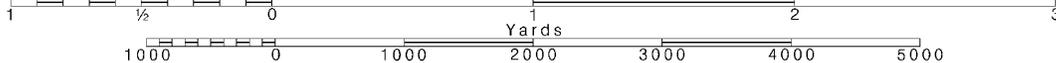
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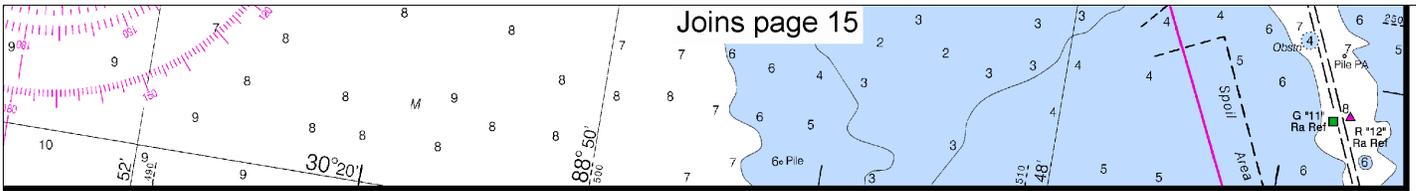
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

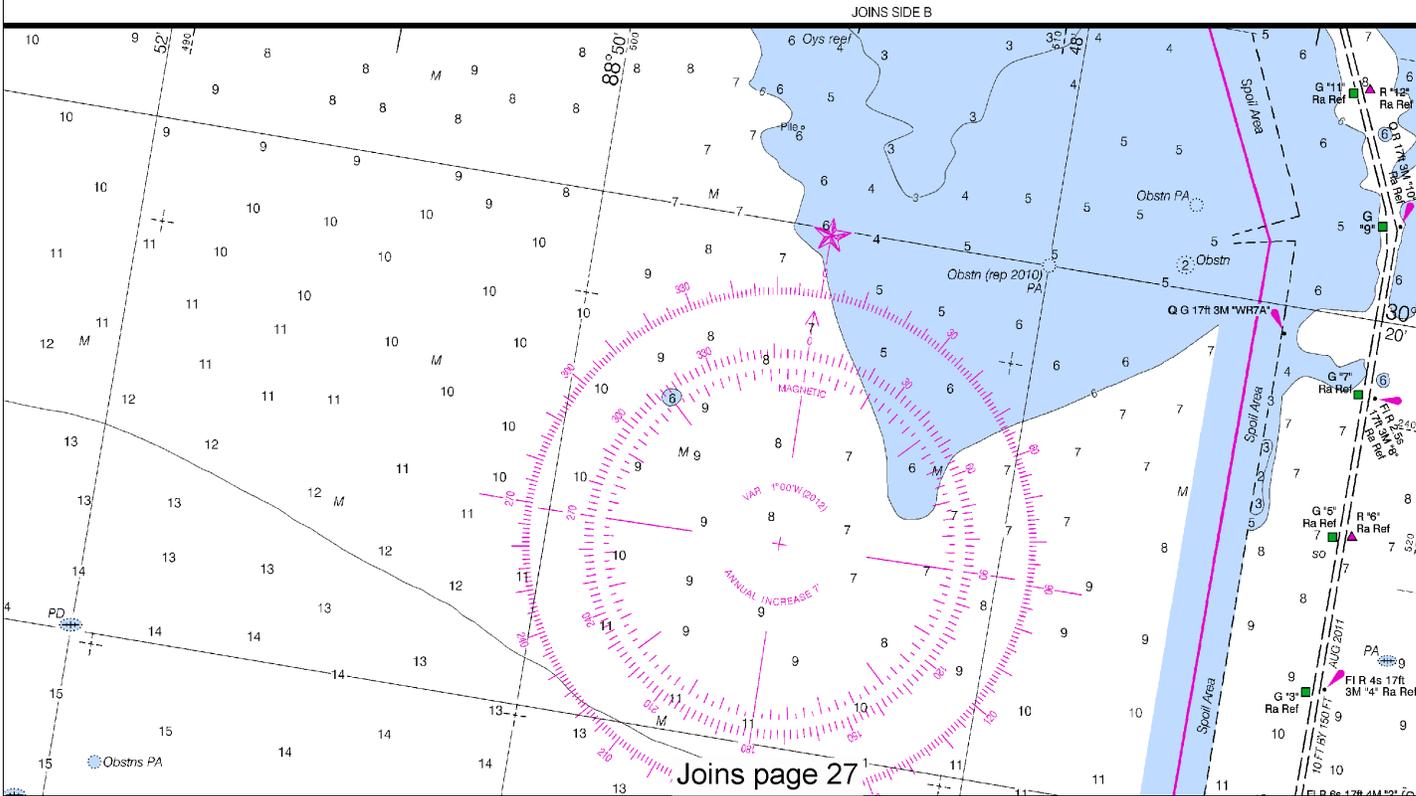
SCALE 1:40,000 Nautical Miles

See Note on page 5.

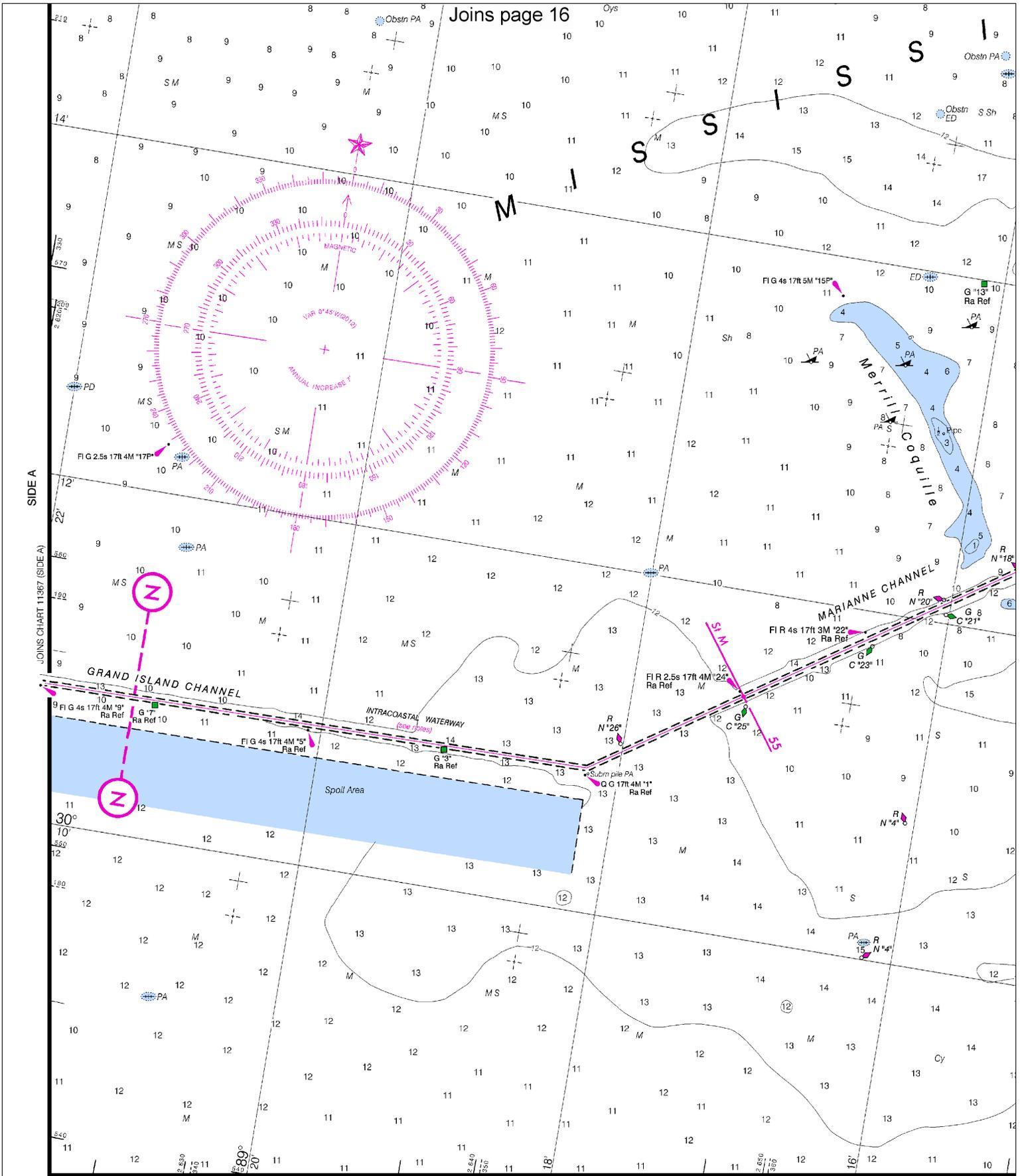




JOINS SIDE A 11372



JOINS CHART 11374 (SIDE B)



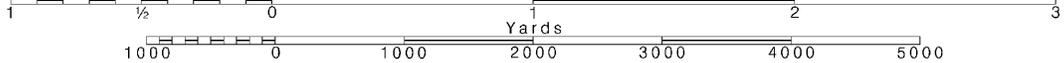
11372 35th Ed., Sep/12; Corrected through NM Sep. 22/12, LNM Sep. 18/12

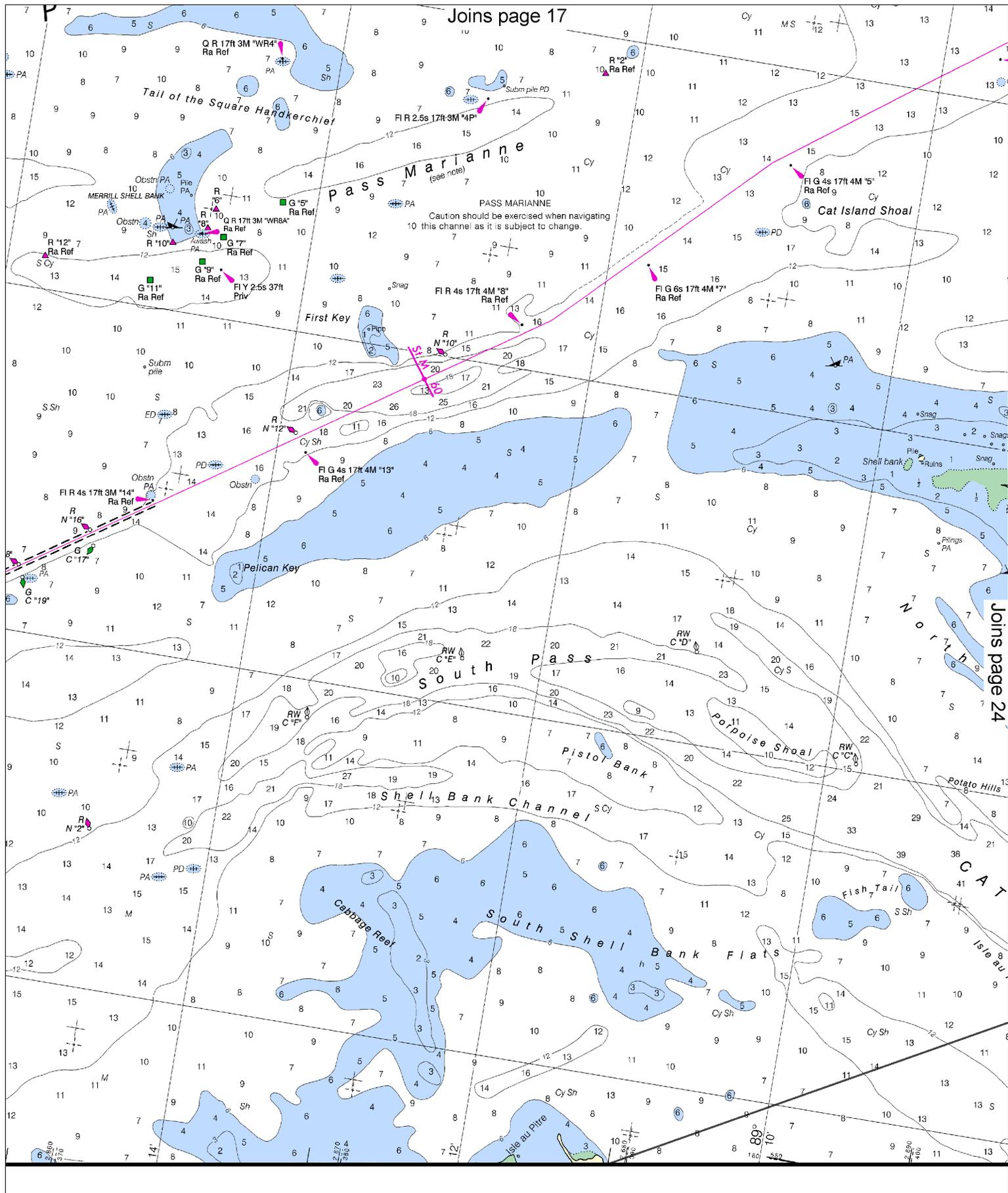
Note: Chart grid lines are aligned with true north.

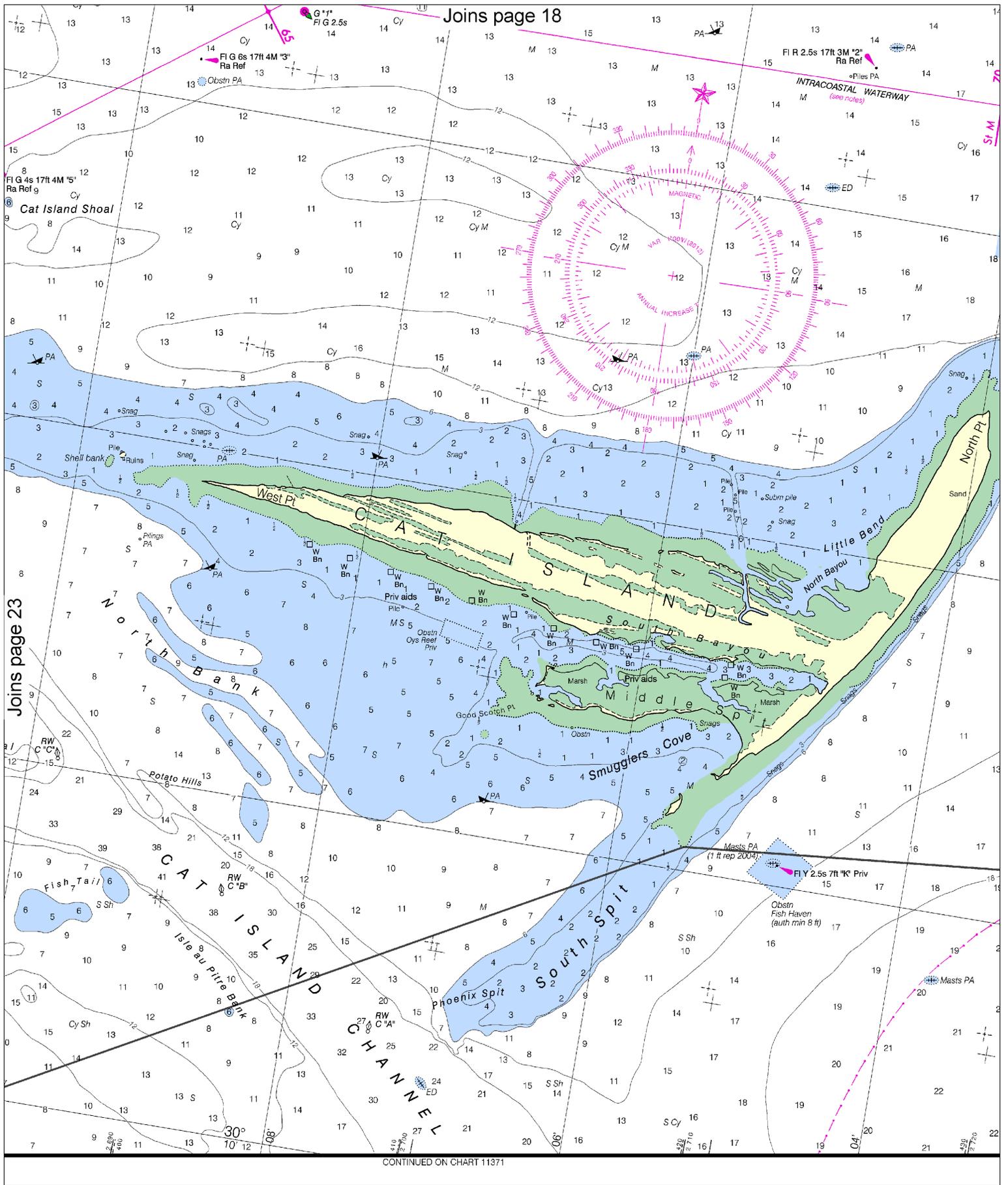
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







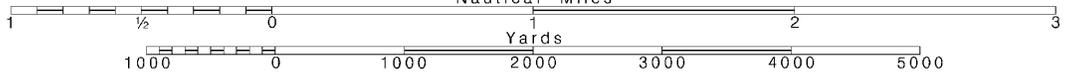
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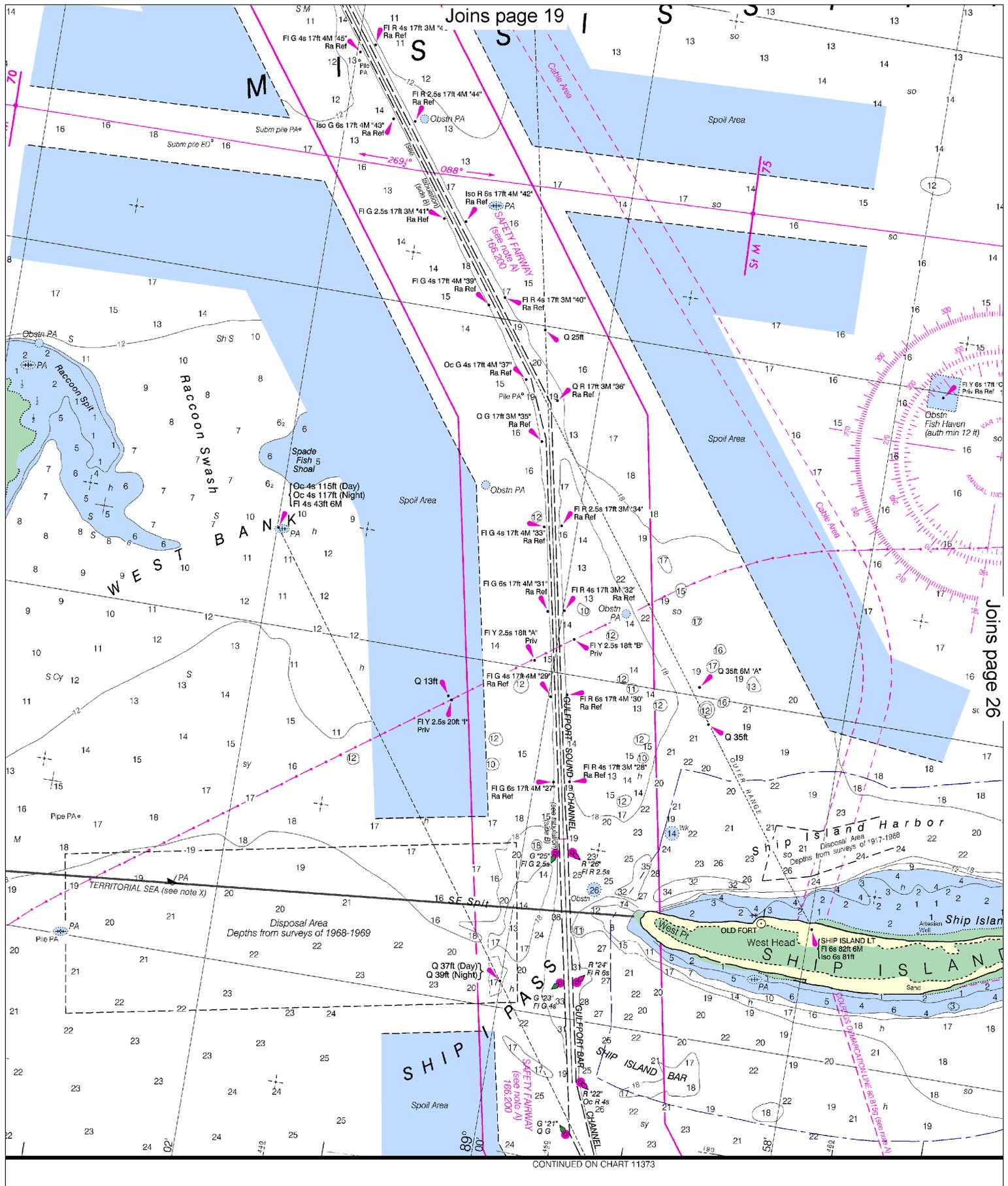
Note: Chart grid lines are aligned with true north.

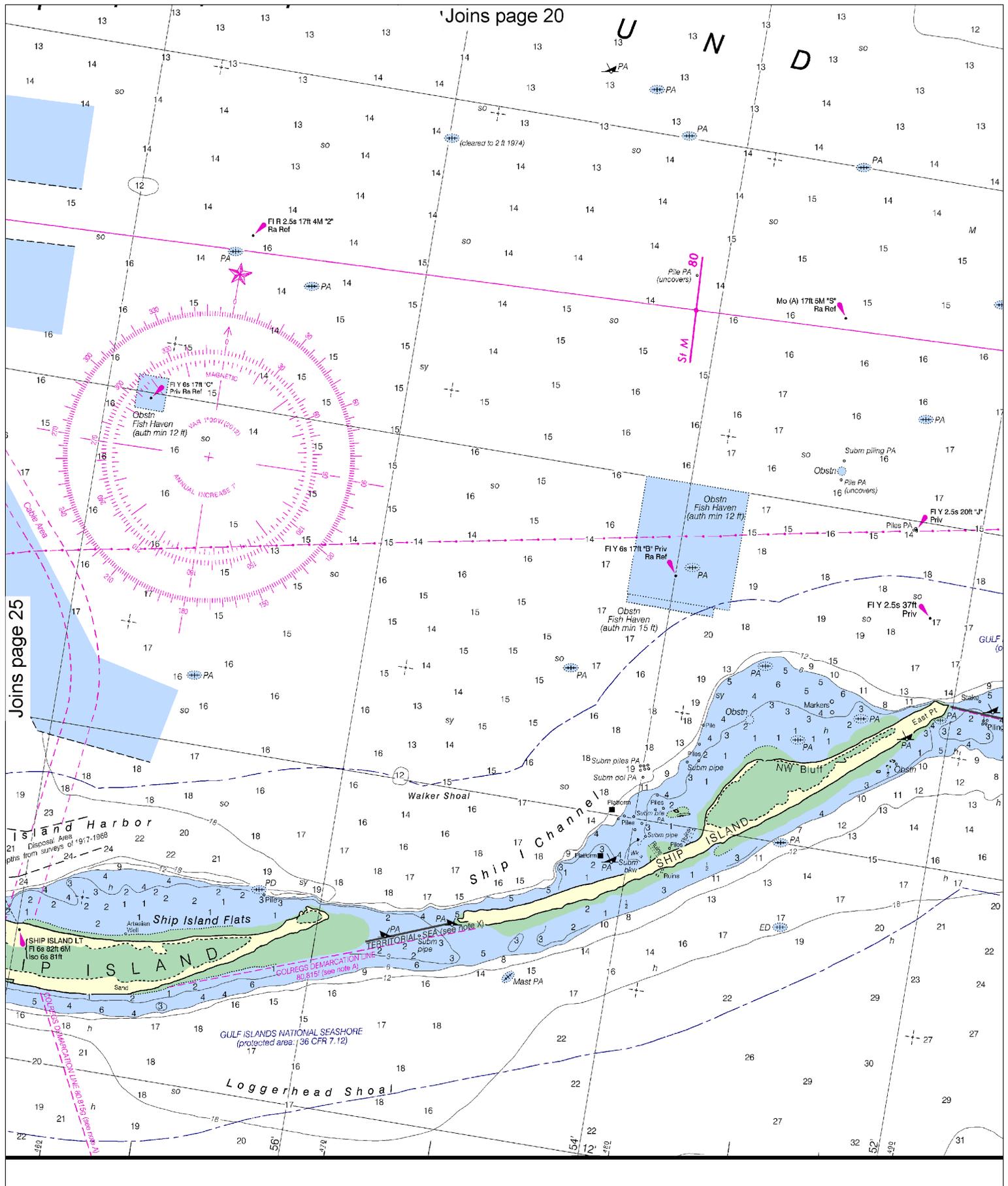
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







Joins page 20

Joins page 25

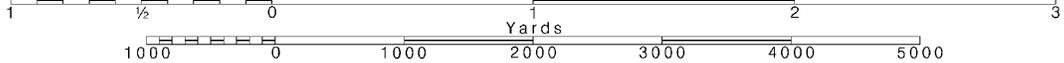
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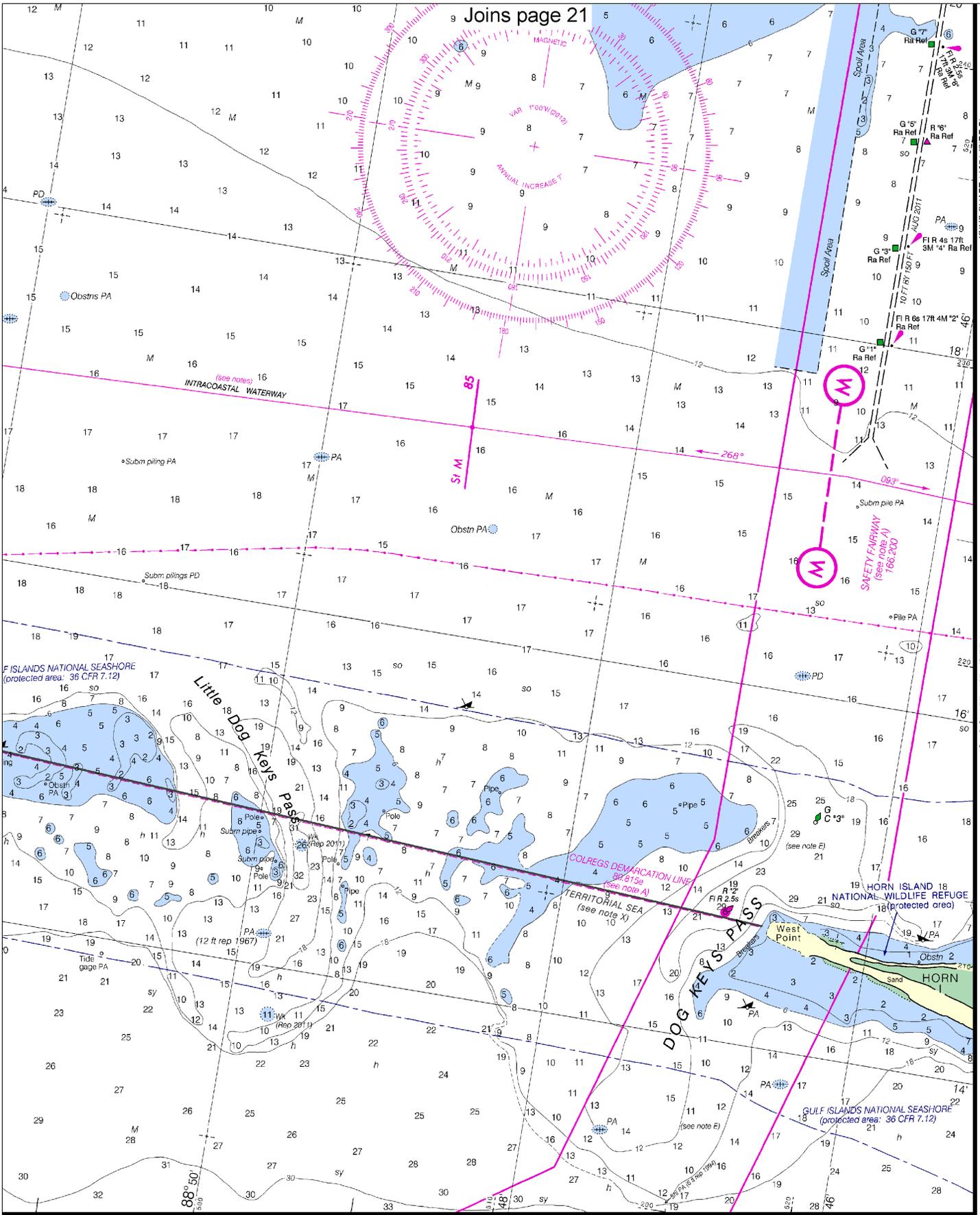
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

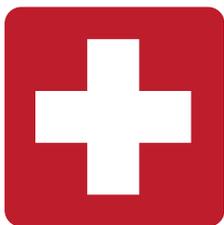
See Note on page 5.





CONTINUED ON CHART 11373

11372



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

