

BookletChart™



Mississippi Sound and Approaches – Dauphin Island to Cat Island

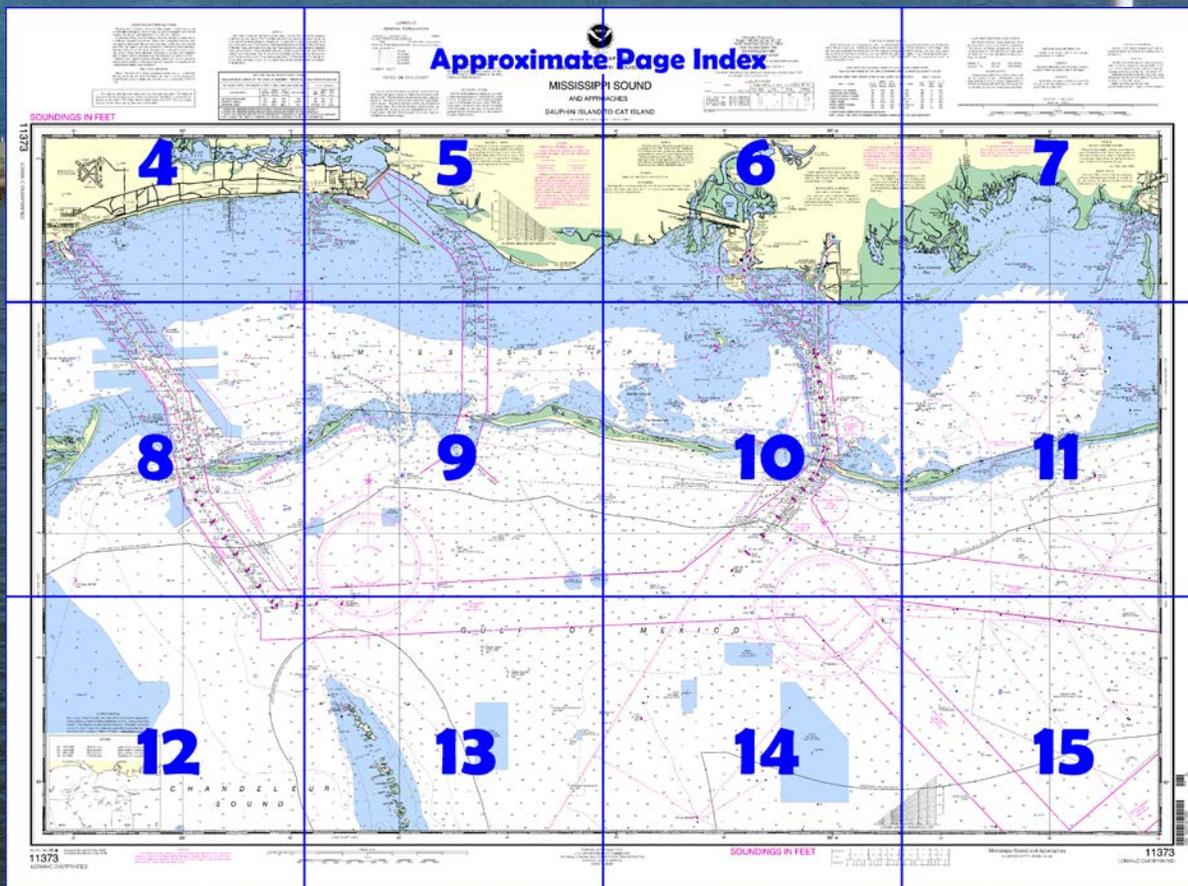
NOAA Chart 11373

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



**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.

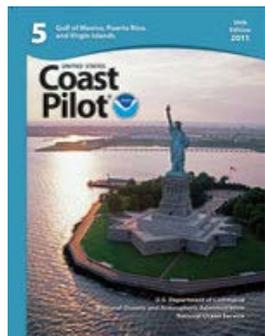
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11373>



[Coast Pilot 5, Chapter 9 excerpts]
Mississippi Sound extends 70 miles W of Mobile Bay between a chain of narrow, low, sand islands and the mainland, providing a sheltered route for the Intracoastal Waterway from Mobile to New Orleans. Natural depths of 12 to 18 feet are found throughout the sound, and a channel 12 feet deep has been dredged where necessary from Mobile Bay to New Orleans. Ship, Horn, and Petit Bois Islands are part of **Gulf Islands National Seashore** and

subject to the rules and regulations of the National Park Service. **Petit Bois Island National Wildlife Refuge**, **Petit Bois Island and Horn Island National Wildlife Refuge** are within the National Seashore.

A channel leads from deep water in Mississippi Sound through **Bayou La Batre** to a turning basin 0.5 mile below Route 188 bridge at the town of **Bayou La Batre**, thence to the bridge. The depths were 17.4 feet in the entrance channel to the mouth of the bayou; thence 15.6 feet (17.0 feet at midchannel) to the turning basin, thence 16.5 to 17.6 feet in the turning basin, thence 11.6 feet (12.9 feet at midchannel) to the bridge. The channel is marked by lights and daybeacons. Route 188 bridge has clearances of 6½ feet down and 73 feet up.

There are small-craft facilities on Bayou La Batre; most are along the E side.

Shipping Safety Fairways.—Vessels should approach **Horn Island Pass and Pascagoula Harbor through the prescribed Safety Fairways.** (See **166.100 through 166.200**, chapter 2.)

Caution.—Petit Bois Island and Horn Island are poor radar targets when approaching Pascagoula Harbor from seaward. Caution should be exercised when making landfall at night and during poor visibility.

Dangers.—Shoal water up to 30 feet extends about 2 miles SW of the W end of Petit Bois Island to about 0.25 mile SE of Horn Island Pass Channel Buoy 10 (30°11'45"N., 88°31'21"W.). Spoil banks are on the W side of Pascagoula Channel and on both sides of Bayou Casotte Channel. Strangers should not enter the channel before the pilot boards, especially light vessels during periods of strong winds and adverse weather.

In April 1992, a 30-foot shoal was reported 0.4 mile SSE of the entrance to Horn Island Pass Channel in about 30°09'29"N., 88°33'09"W.

Speed limit.—No oceangoing vessel shall proceed in excess of 5 m.p.h. in Pascagoula River or Bayou Casotte.

Overhead power cables 1.5 miles and 2.6 miles above the mouth of the river have clearances of 68 feet and 80 feet, respectively.

Shipping Safety Fairways.—Vessels bound for **Biloxi via Dog Keys Pass should approach the pass through the Biloxi Safety Fairway.** (See **166.100 through 166.200**, chapter 2.)

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 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.

Speed limit.—The maximum speed for oceangoing vessels shall not exceed 10 knots through the channel between Ship Island Bar and the entrance to the Gulfport Harbor, and shall not exceed 5 m.p.h. while passing any wharf, dock, or moored craft.

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

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Table of Selected Chart Notes

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.

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.

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).

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.

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)	DEPTH (FEET)
GULFPORT BAR CHANNEL	36.1	34.9	33.4	2-12	400	10.04
GULFPORT SOUND CHANNEL (D)	31.6	A32.8	31.6	12-11	220	10.63
ANCHORAGE BASIN	C20.0	C29.6	B22.0	1-12	1110-1220	0.93

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°05'21.5"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

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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.

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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).

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.

NOTE X

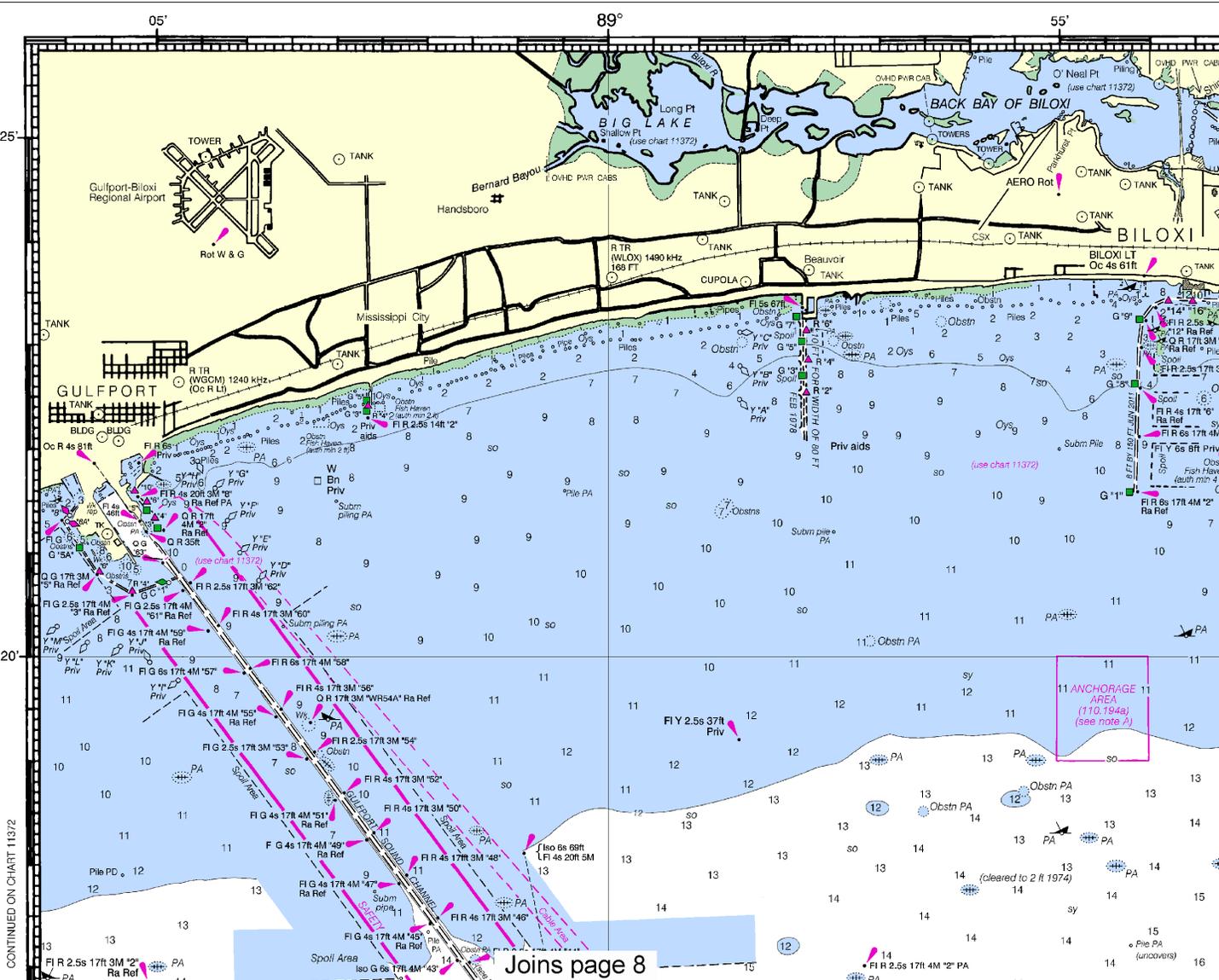
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GULFPORT HARBOR CHANNELS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2012							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER				
GULFPORT BAR CHANNEL	36.1	34.9	33.4	2-12	400	10.04	3
GULFPORT SOUND CHANNEL (D)	31.6	AS2.8	31.6	12-11	220	10.63	4
ANCHORAGE BASIN	C20.0	C28.6	B32.0	1-12	1110-1220	0.83	32

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°05'06.0"W.
 D. SHOALING EXISTS IN BEND WIDENING AREA
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

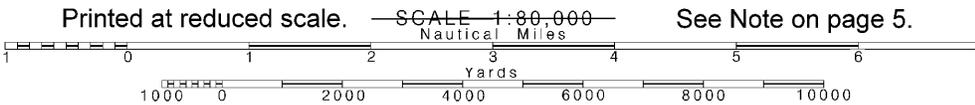
SOUNDINGS IN FEET

11373



4

Note: Chart grid lines are aligned with true north.



CONTINUED ON CHART 11372

JOINS CHART 11371

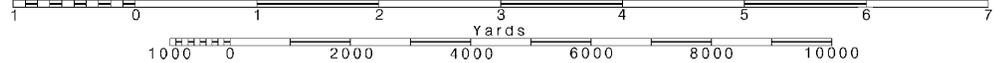
11 ANCHORAGE AREA (110.194a) (see note A)

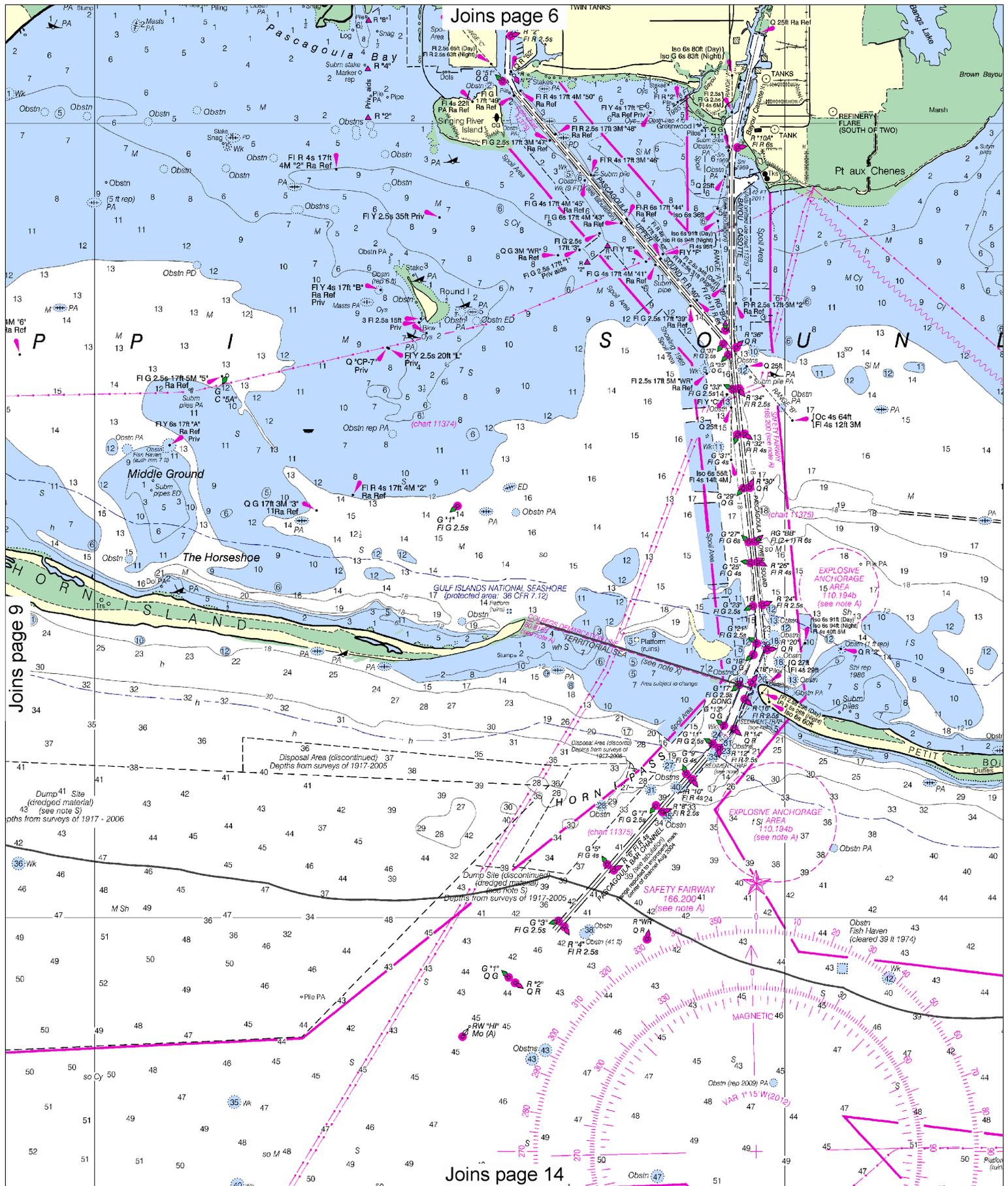


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000

See Note on page 5.





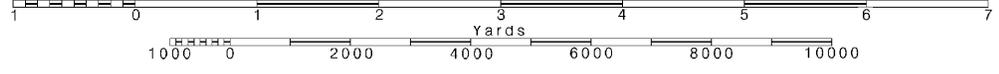
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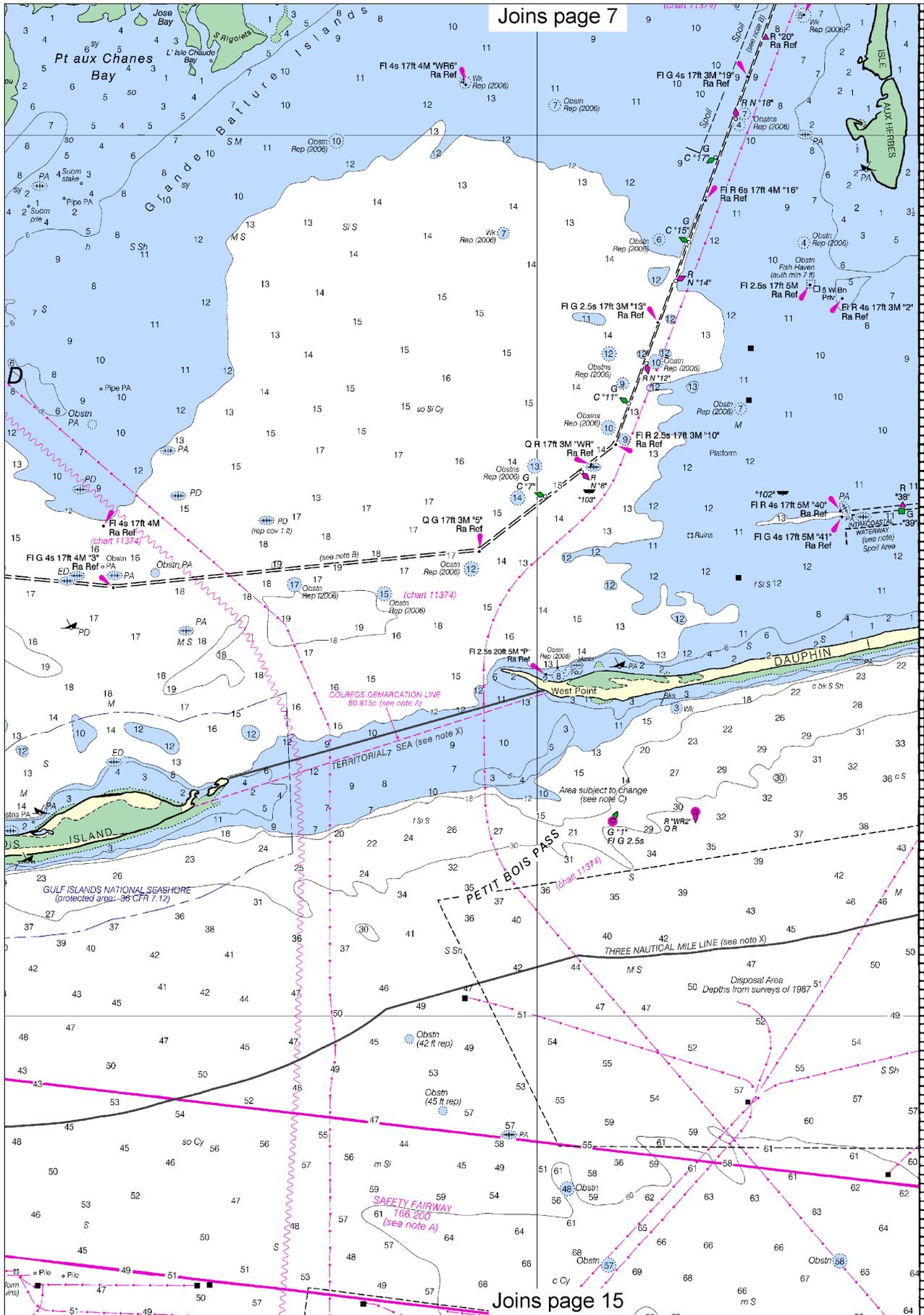
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

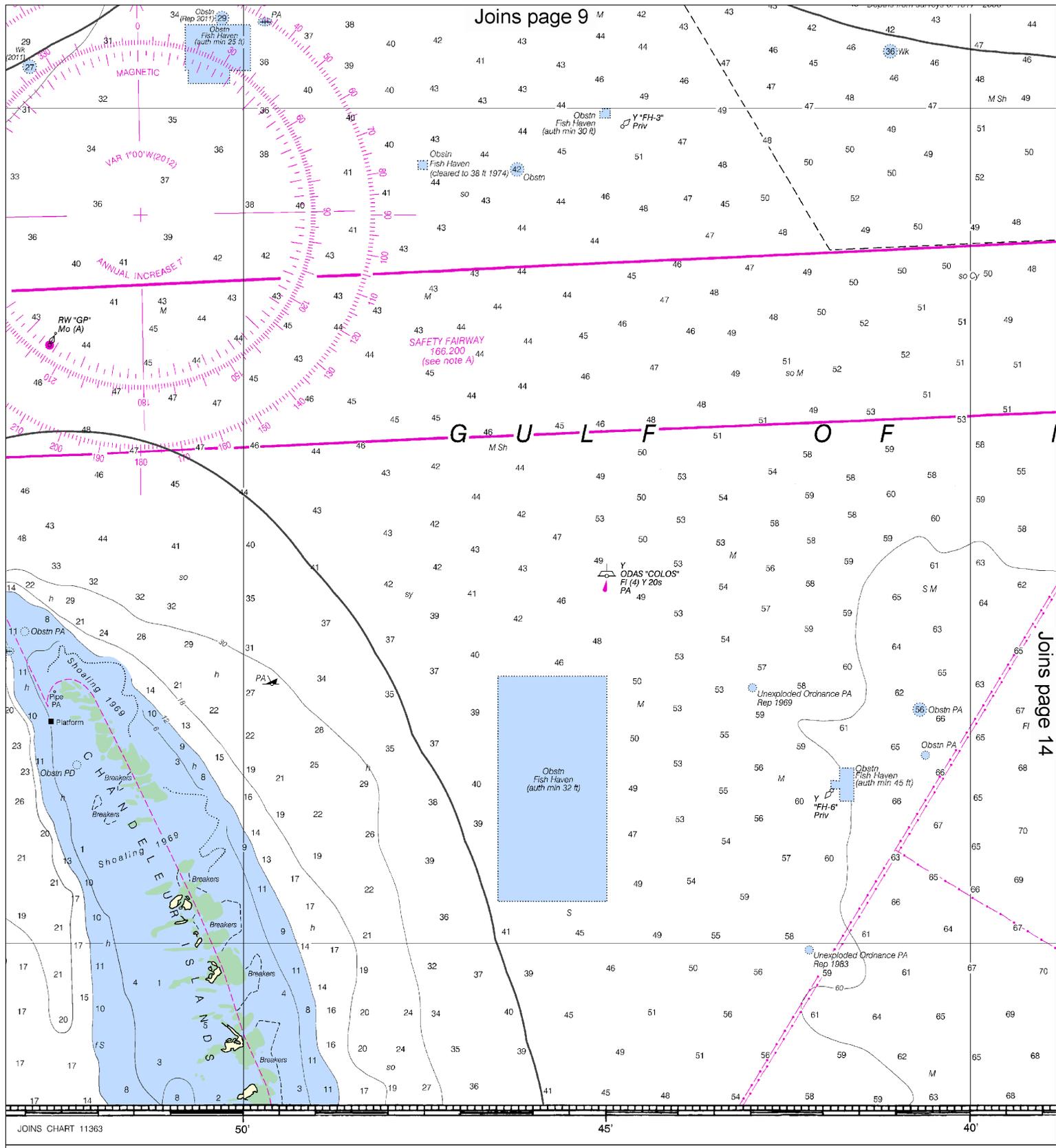
SCALE 1:80,000
Nautical Miles

See Note on page 5.





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15'
10'
JOINS CHART 11376

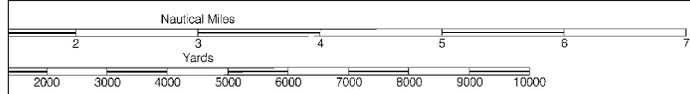


JOINS CHART 11363

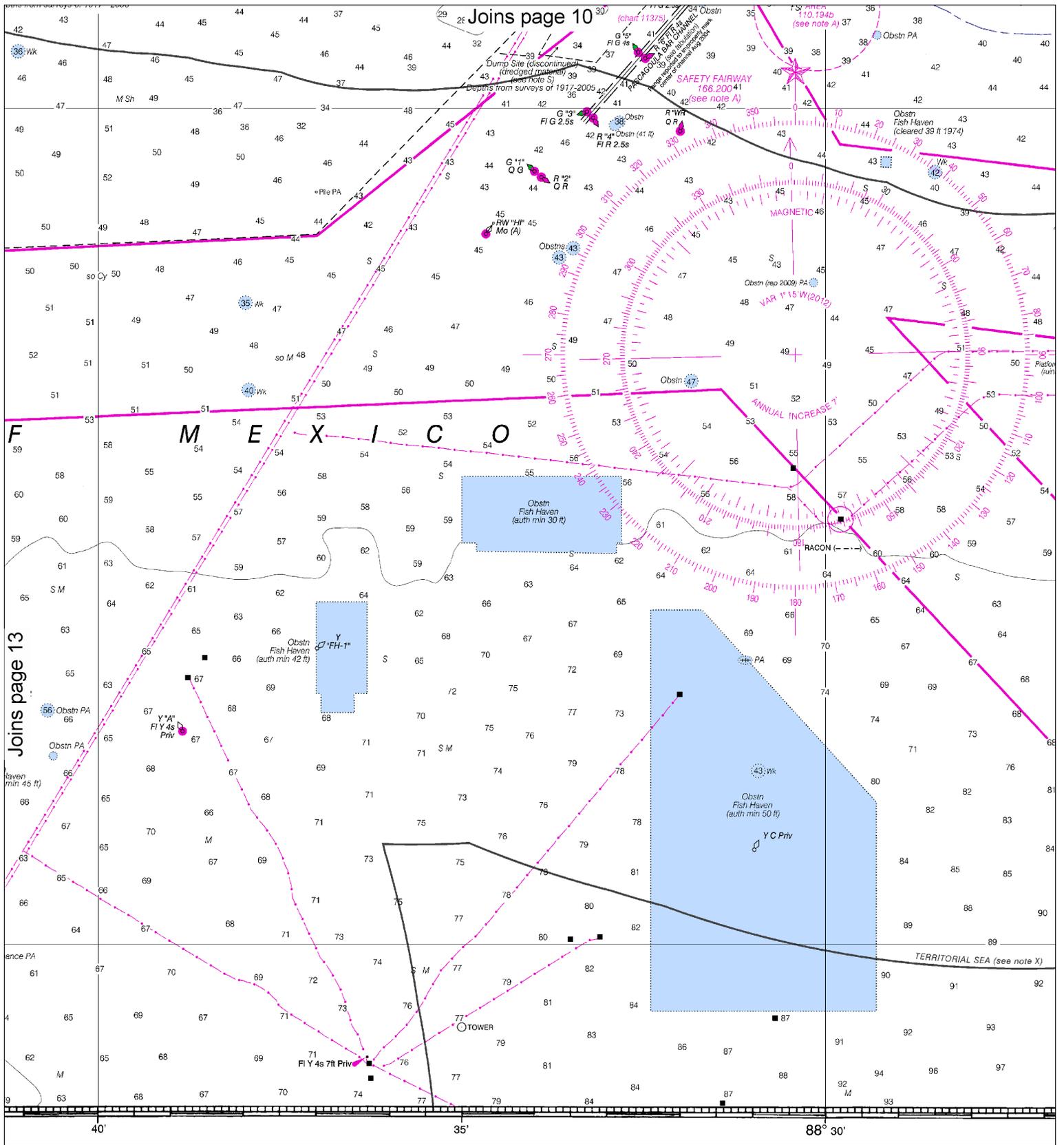
50'

45'

40'



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



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SOUNDINGS IN FEET

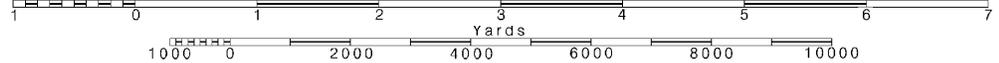
FATHOMS	1	2	3	4	5	6	7	8	9
FEET	6	12	18	24	30	36	42	48	54
METERS	1	2	3	4	5	6	7	8	9

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000

See Note on page 5.





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>



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