

# BookletChart™



## Mississippi Sound and Approaches – Dauphin Island to Cat Island

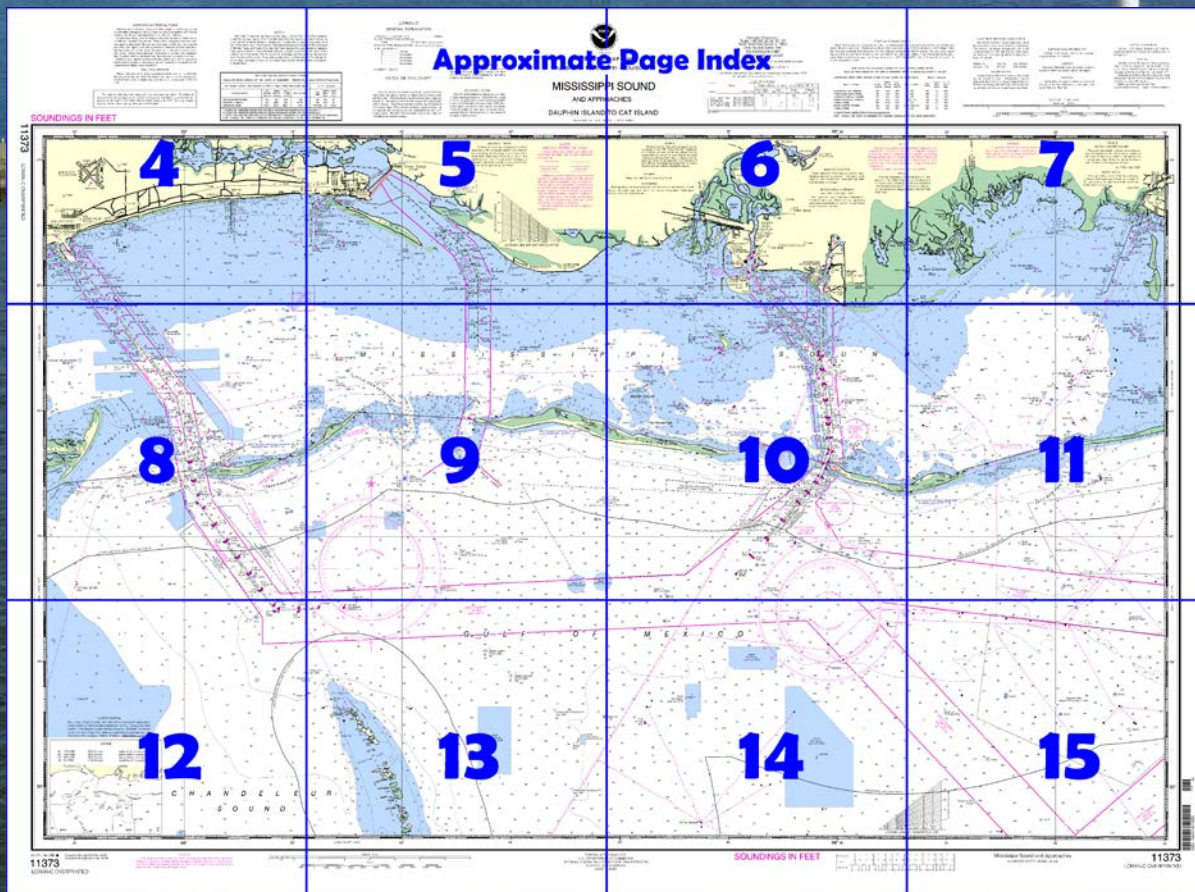
NOAA Chart 11373

*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](http://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.

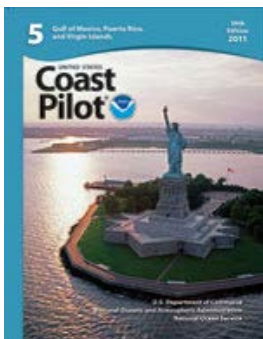
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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



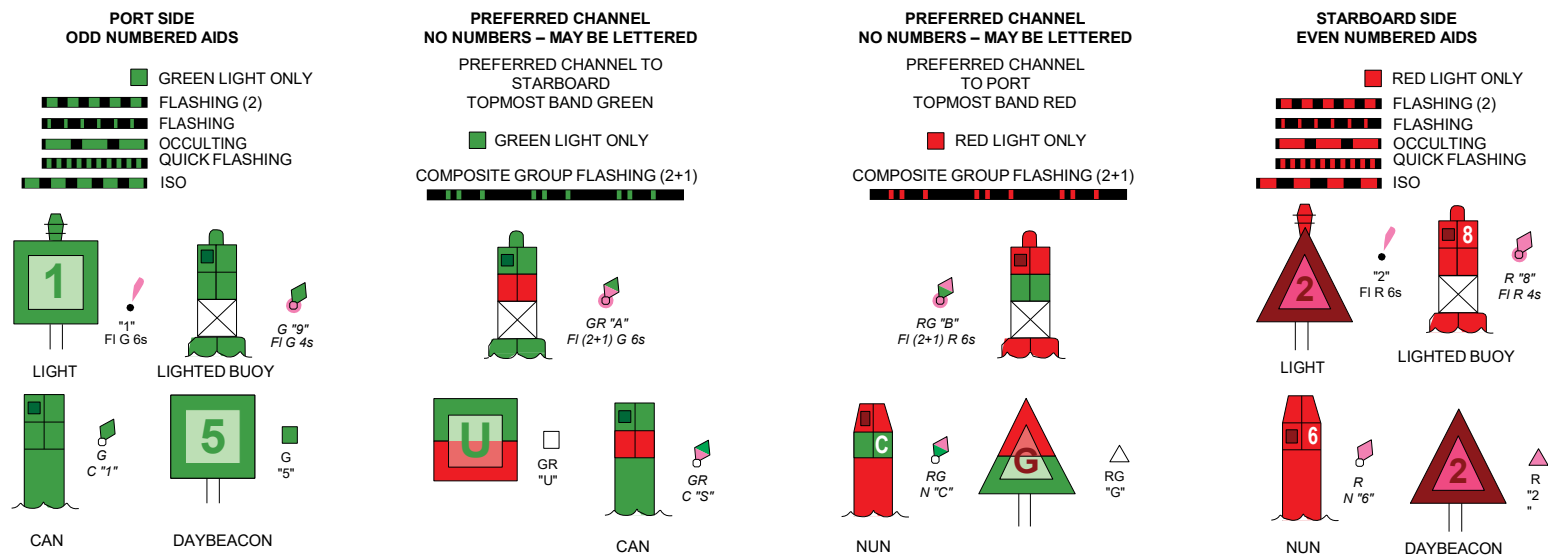
# Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

**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**

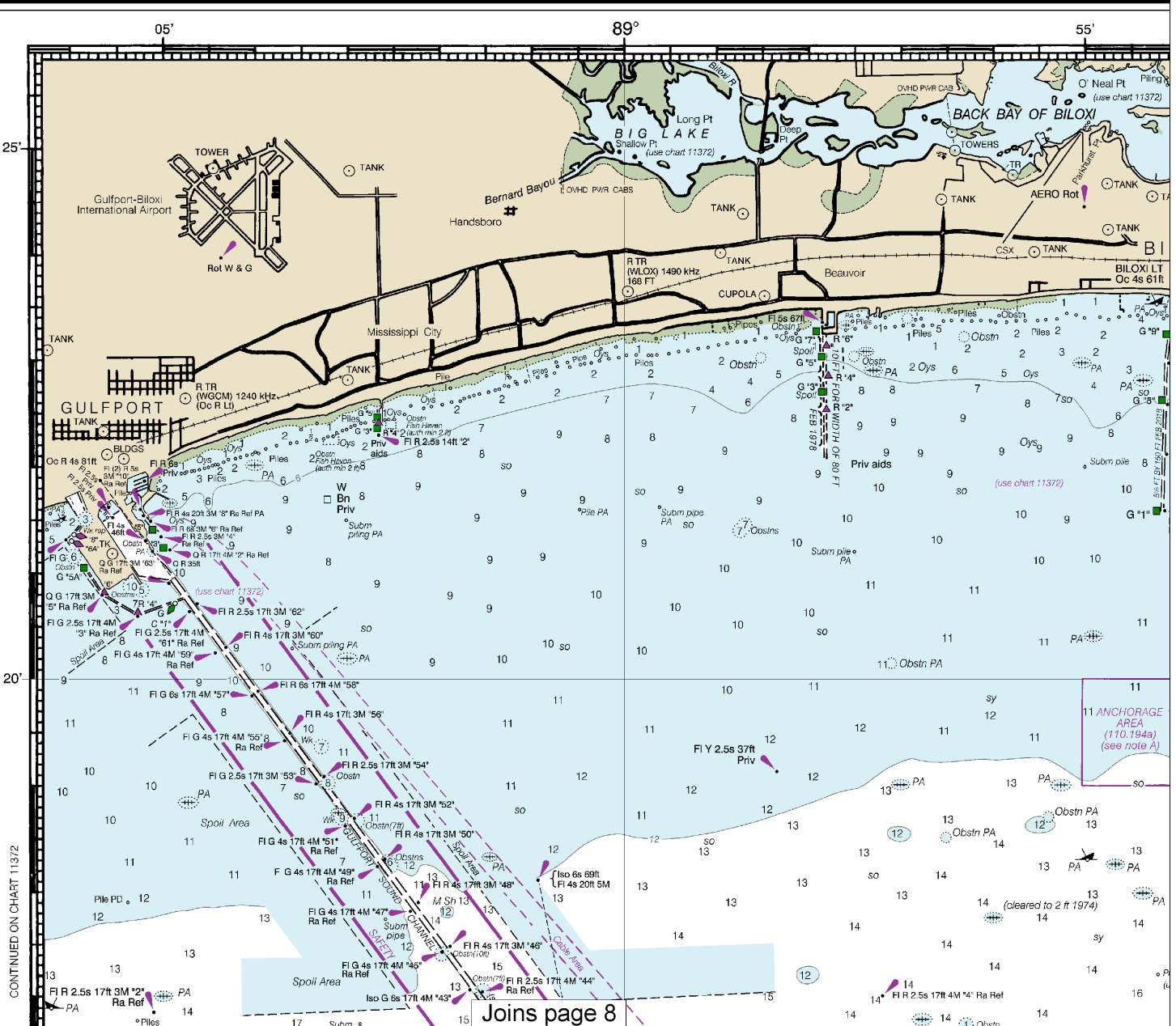
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the limit of the other laws. The 9-nautical mile Natural Resource Boundary off the coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere, most cases the inner limit of Federal fisheries jurisdiction and the outer limit 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 MLLW (FEET)
GULFPORT BAR CHANNEL	38
GULFPORT SOUND CHANNEL	38
ANCHORAGE BASIN	32-36

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

**SOUNDINGS IN FEET**

11373

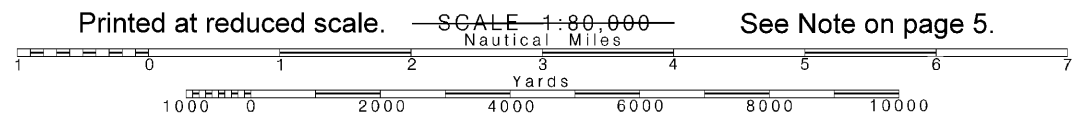


CONTINUED ON CHART 11372

Joins page 8

**4**

Note: Chart grid lines are aligned with true north.



See Note on page 5.



THE NATION'S CHART  
UNITED STATES

ALABAMA - MISSISSIPPI

# MISSISSIPPI AND APPROACHES DAUPHIN ISLAND

Formerly C&GS 1267, 1st Ed., Feb 1977

Proclamation, identified as the jurisdictional of the Gulf coast where remain in their limit of the 200-nautical Proclamation. ts are subject

**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.

**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 0.815' northward and 0.188' westward to agree with this chart.

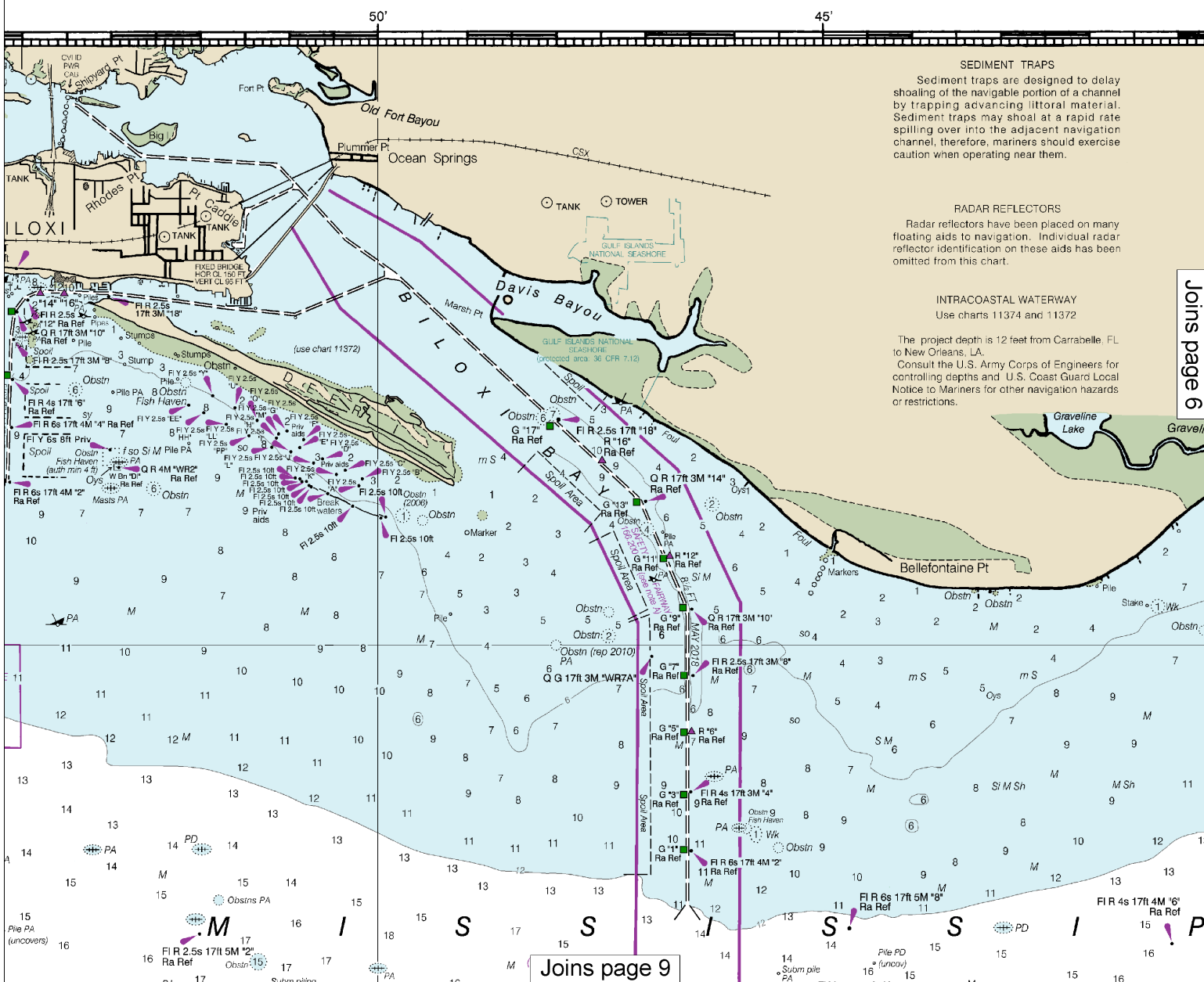
**SEDIMENT TRAPS**  
Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near 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.

Joins page 6



Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





HARTMAKER SINCE 1807  
GULF COAST

MISSISSIPPI - LOUISIANA

# PASCAGOULA SOUND

APPROACHES

FROM MOBILE TO CAT ISLAND

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](http://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

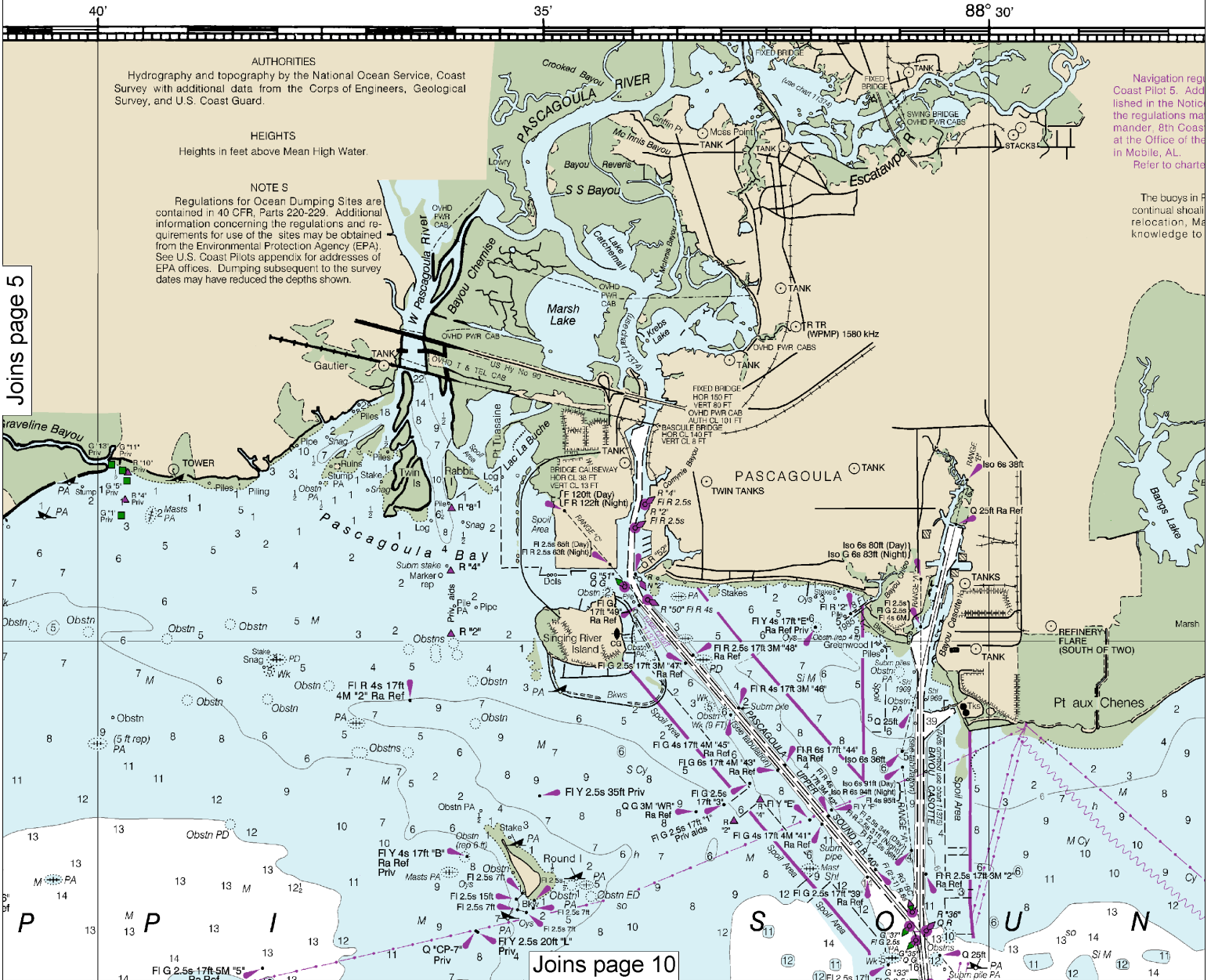
NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Pascagoula Point, Mississippi Sound	(30°20'N/088°32'W)	1.5 feet	1.4 feet	0.1 feet
Biloxi, Biloxi Bay	(30°23'N/088°51.4'W)	1.8 feet	1.7 feet	0.1 feet

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> (Mar 2015)

HORN ISLAND PASS PASCAGOULA HARBOR
NAME OF CHANNEL
PASCAGOULA BAR CHANNEL
HORN ISLAND PASS
PASCAGOULA LOWER SOUND
PASCAGOULA UPPER SOUND
PASCAGOULA RIVER
BAYOU CASOTTE

Channel legends and labels U.S. Army Corps of Engineers channel may be significantly different from those reported by USACE. Use NOAA USACE surveys and channel <http://navigation.usace.army.mil>

Ed., Feb. 1920 V-1920-201 KAPP 52



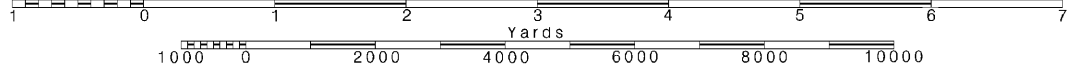
Joins page 5

Joins page 10

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



**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	KIH-21	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.

**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:

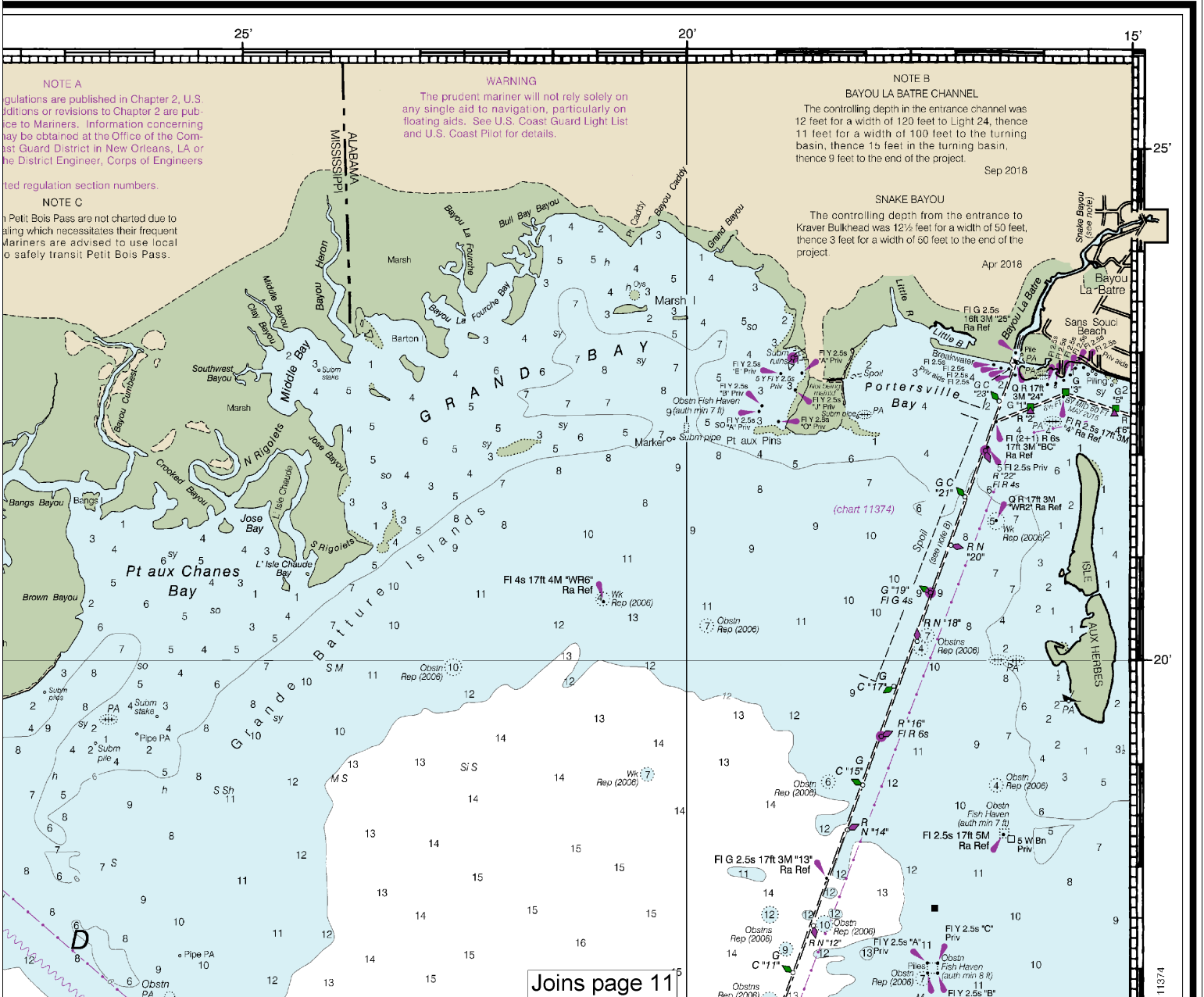
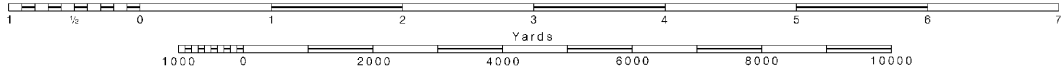
○ (Accurate location)    ◐ (Approximate location)

RIBOR AND BAYOU CASOTTE PROJECT DEPTHS (see note)	
PROJECT DEPTH MLLW (FEET)	
44.0	
44.0	
42.0	
38.0	
38.0	
42.0	

**PROJECT DEPTHS**

Calculations, where indicated, reflect the depths (USACE) project depths. The hydrographic survey, particularly at the edges, is preliminary and minimum depths as shown on NOAA Electronic Navigational Charts. Additional condition reports are available at [www.nmfs.gov/Survey/Hydro](http://www.nmfs.gov/Survey/Hydro).

SCALE 1:80,000  
Nautical Miles



**NOTE A**  
Regulations are published in Chapter 2, U.S. Coast Guard Light Lists and Chapter 2 are subject to change. Information concerning regulations may be obtained at the Office of the District Engineer, U.S. Coast Guard District in New Orleans, LA or the District Engineer, Corps of Engineers.

**NOTE B**  
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 15 feet in the turning basin, thence 9 feet to the end of the project. Sep 2018

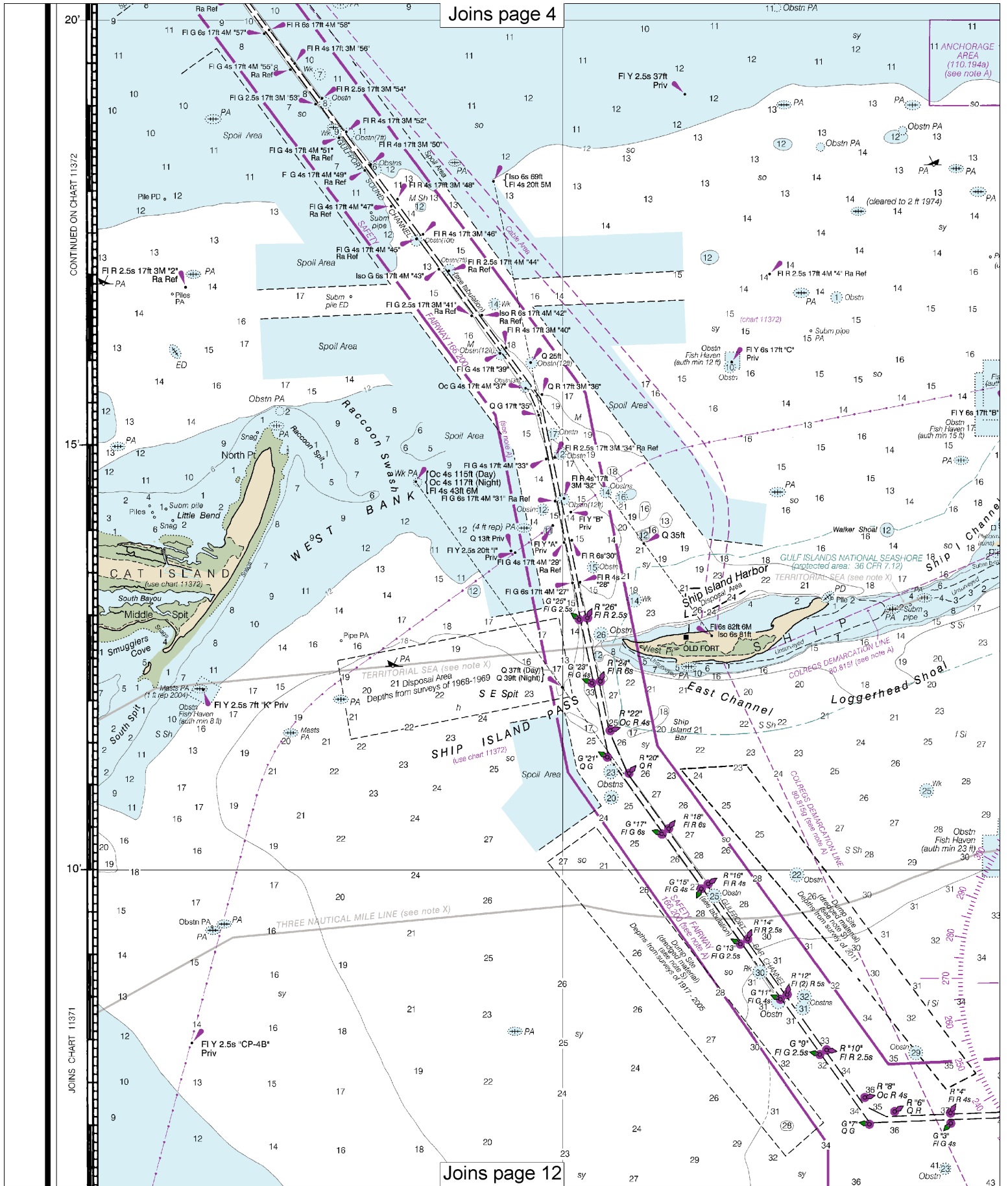
**NOTE C**  
Petit Bois Pass are not charted due to changing which necessitates their frequent regulation section numbers. Mariners are advised to use local information to safely transit Petit Bois Pass.

**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 15 feet in the turning basin, thence 9 feet to the end of the project. Sep 2018

**NOTE C**  
**SLAKE BAYOU**  
The controlling depth from the entrance to Kraver Bulkhead was 12 1/2 feet for a width of 50 feet, thence 3 feet for a width of 50 feet to the end of the project. Apr 2018

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.  
52nd Ed., May 2015, Last Correction: 10/31/2022. Cleared through:  
LNM: 5022 (12/13/2022), NM: 5322 (12/31/2022)



Joins page 4

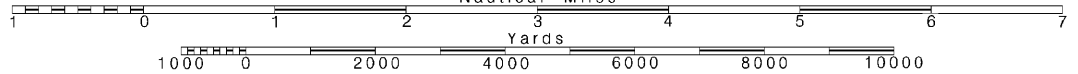
11 ANCHORAGE AREA (110-194a) (see note A)

Joins page 12

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

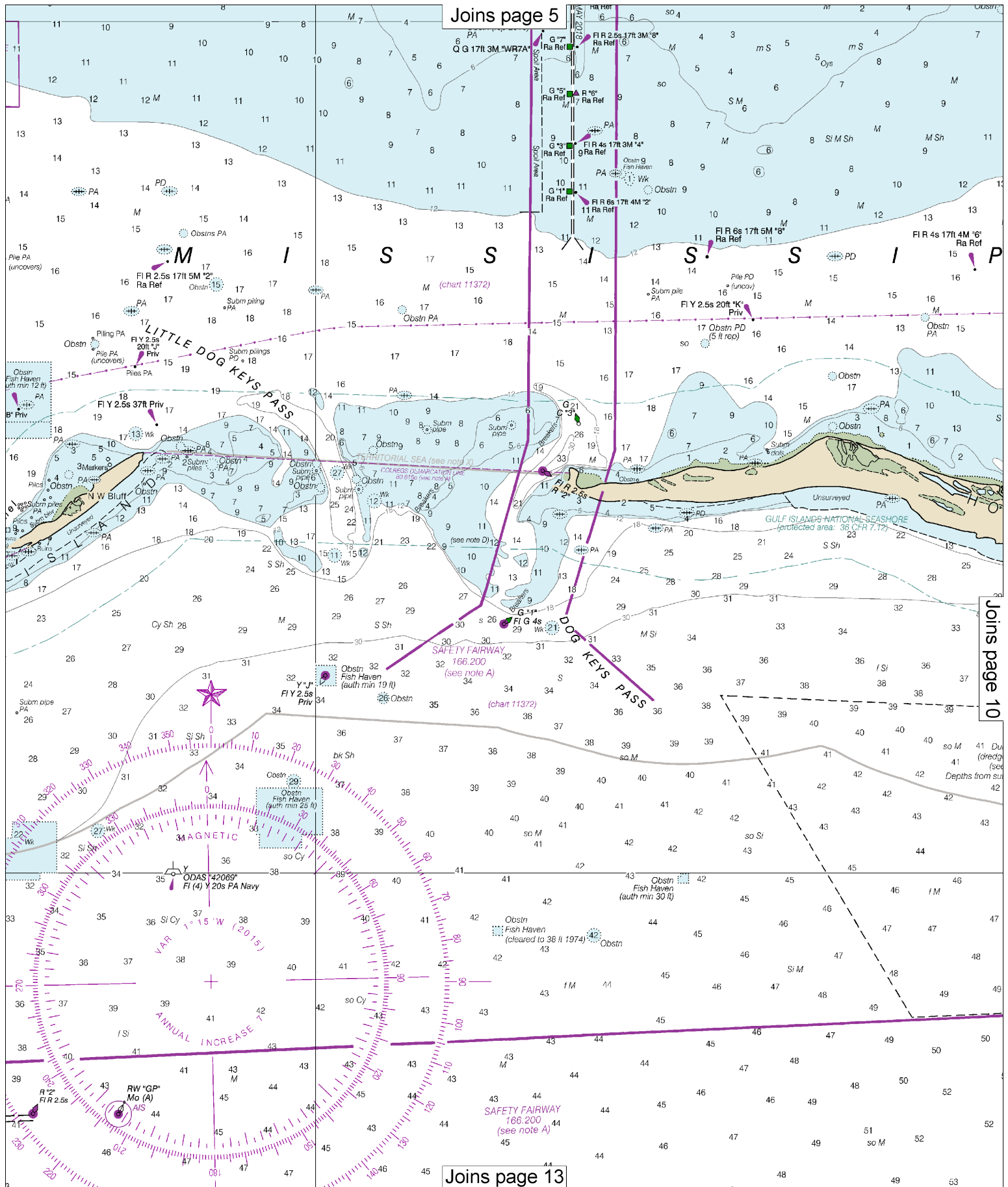
See Note on page 5.



Note: Chart grid lines are aligned with true north.

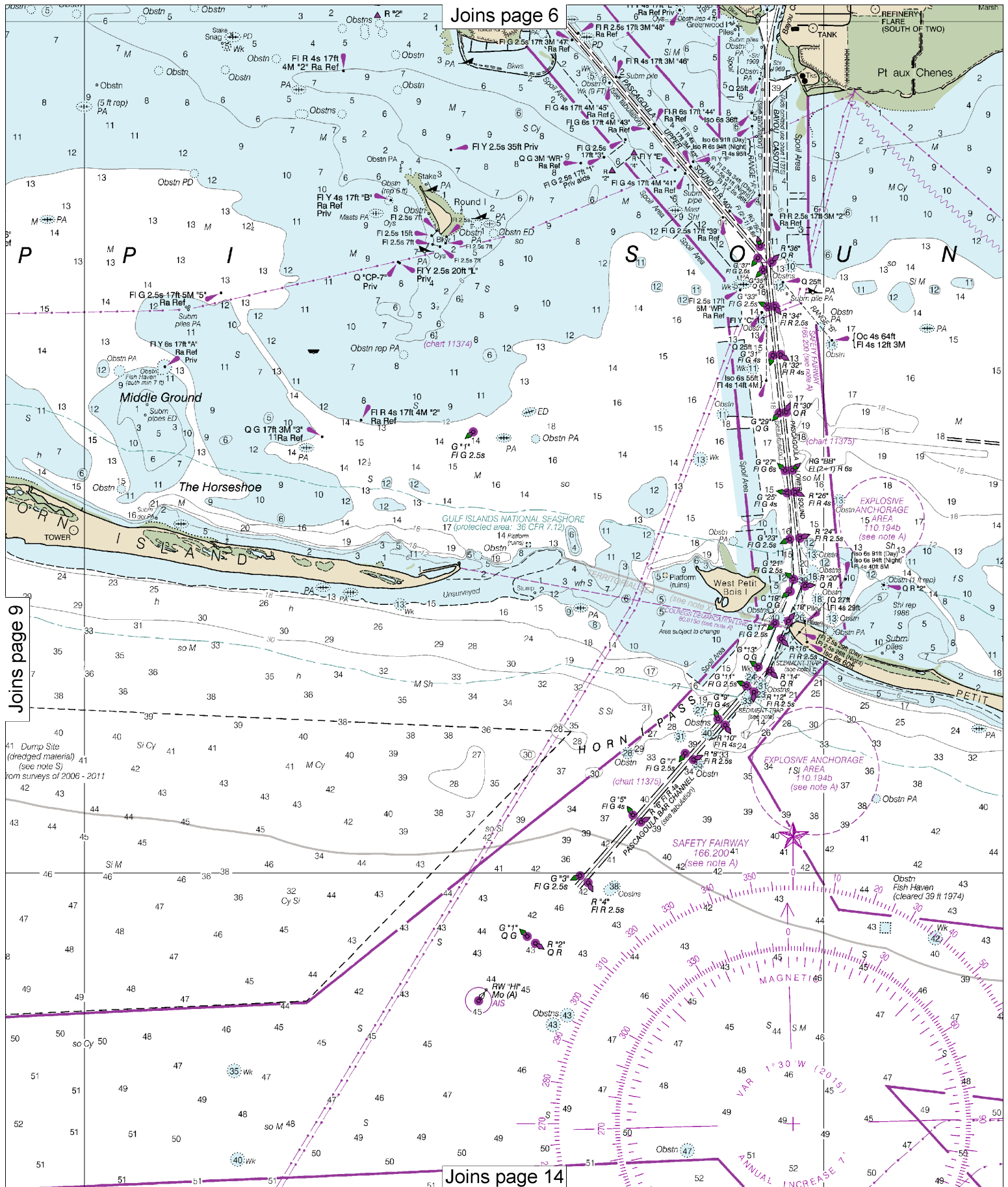


Joins page 5



Joins page 10

Joins page 13



Joins page 6

Joins page 9

Joins page 14

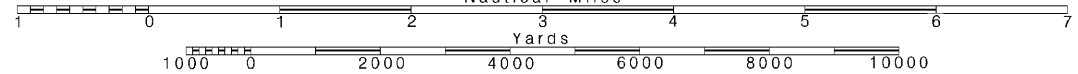
**10**

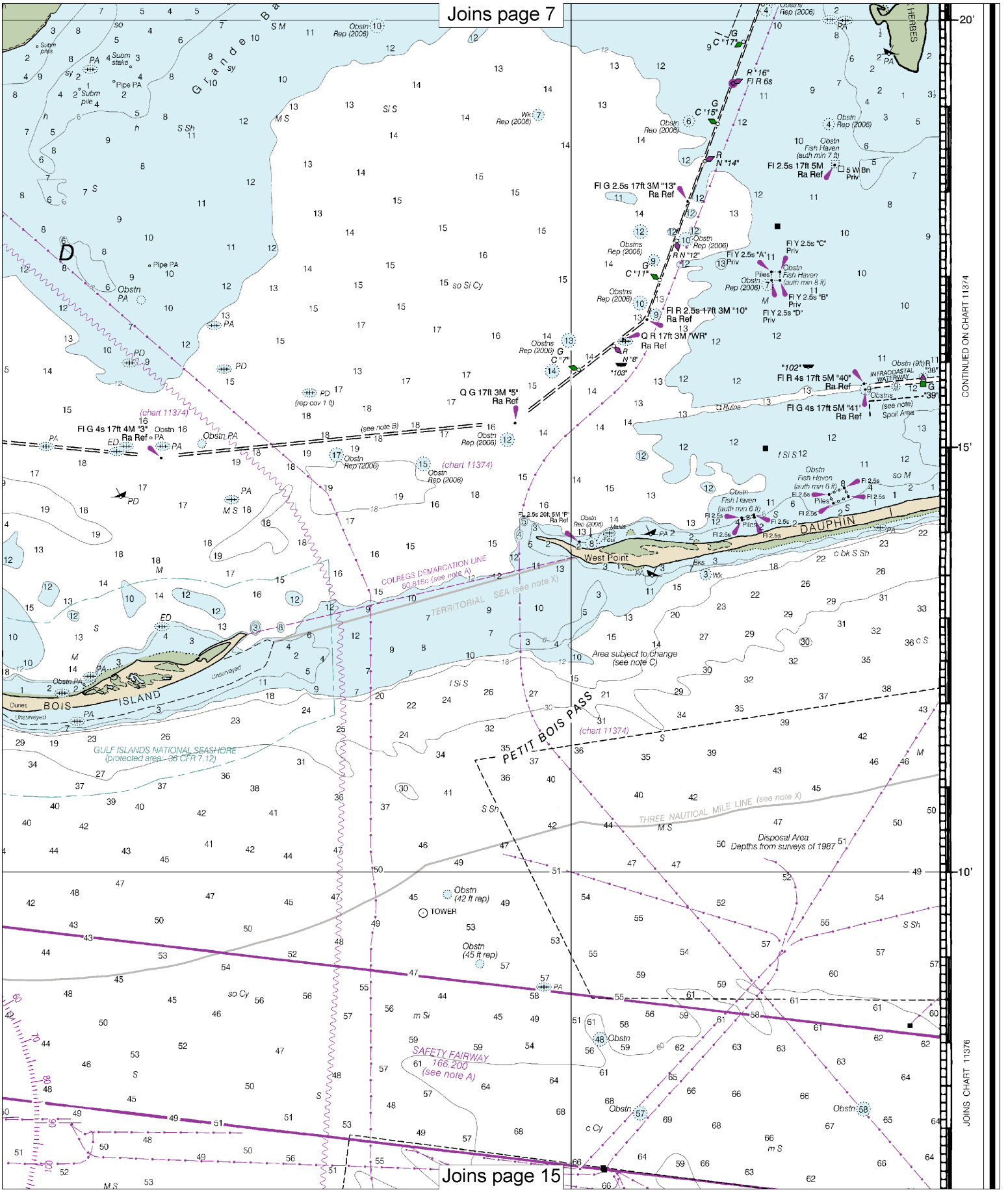
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

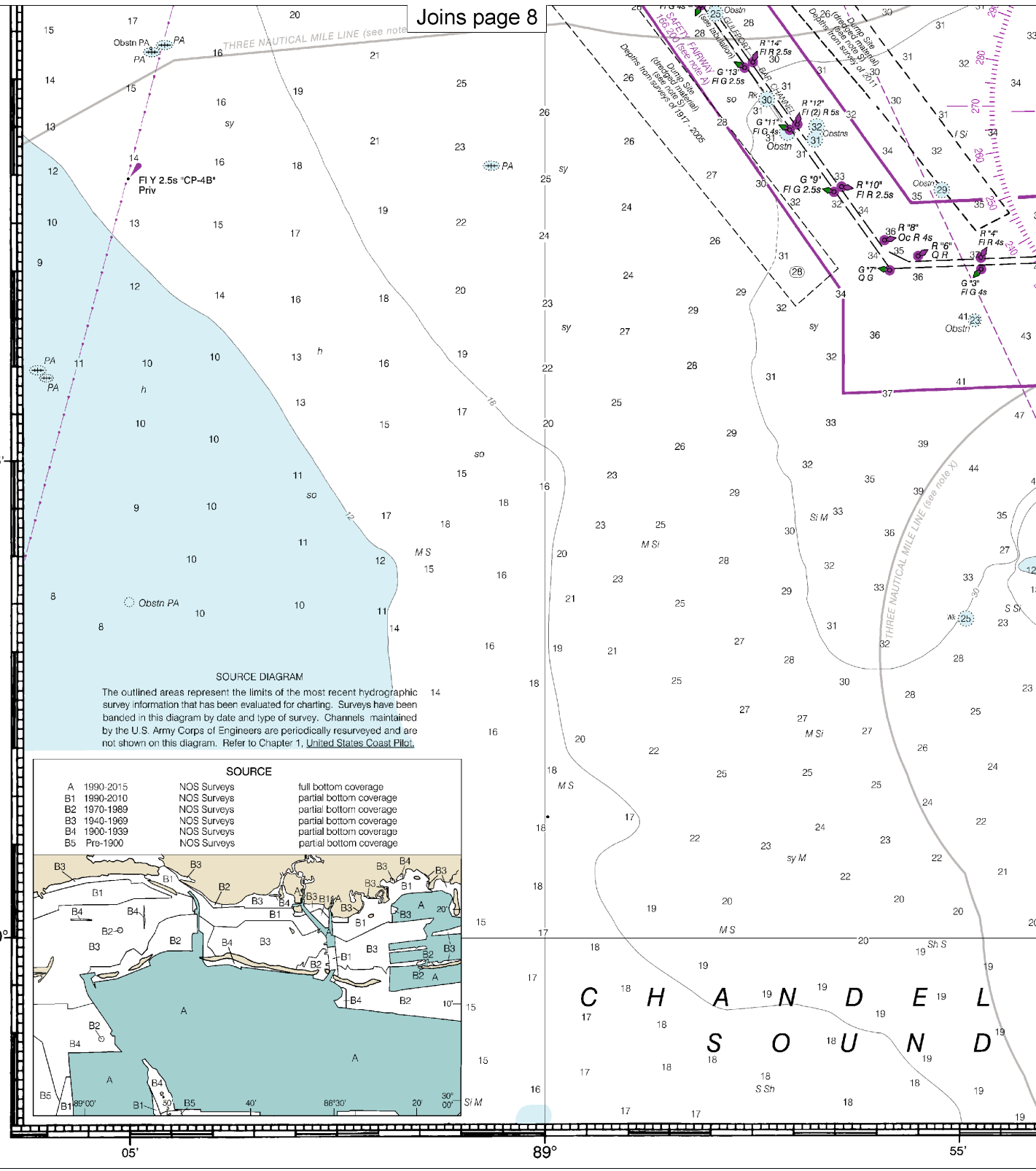




CONTINUED ON CHART 11374  
JOINS CHART 11376



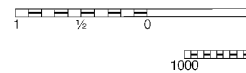
JOINS CHART 11371



11373

**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](http://nauticalcharts.noaa.gov).

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.  
52nd Ed., May 2015. Last Correction: 10/31/2022. Cleared through:  
LNM: 5022 (12/13/2022), NM: 5322 (12/31/2022)

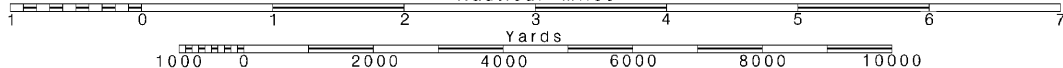


12

Note: Chart grid lines are aligned with true north.

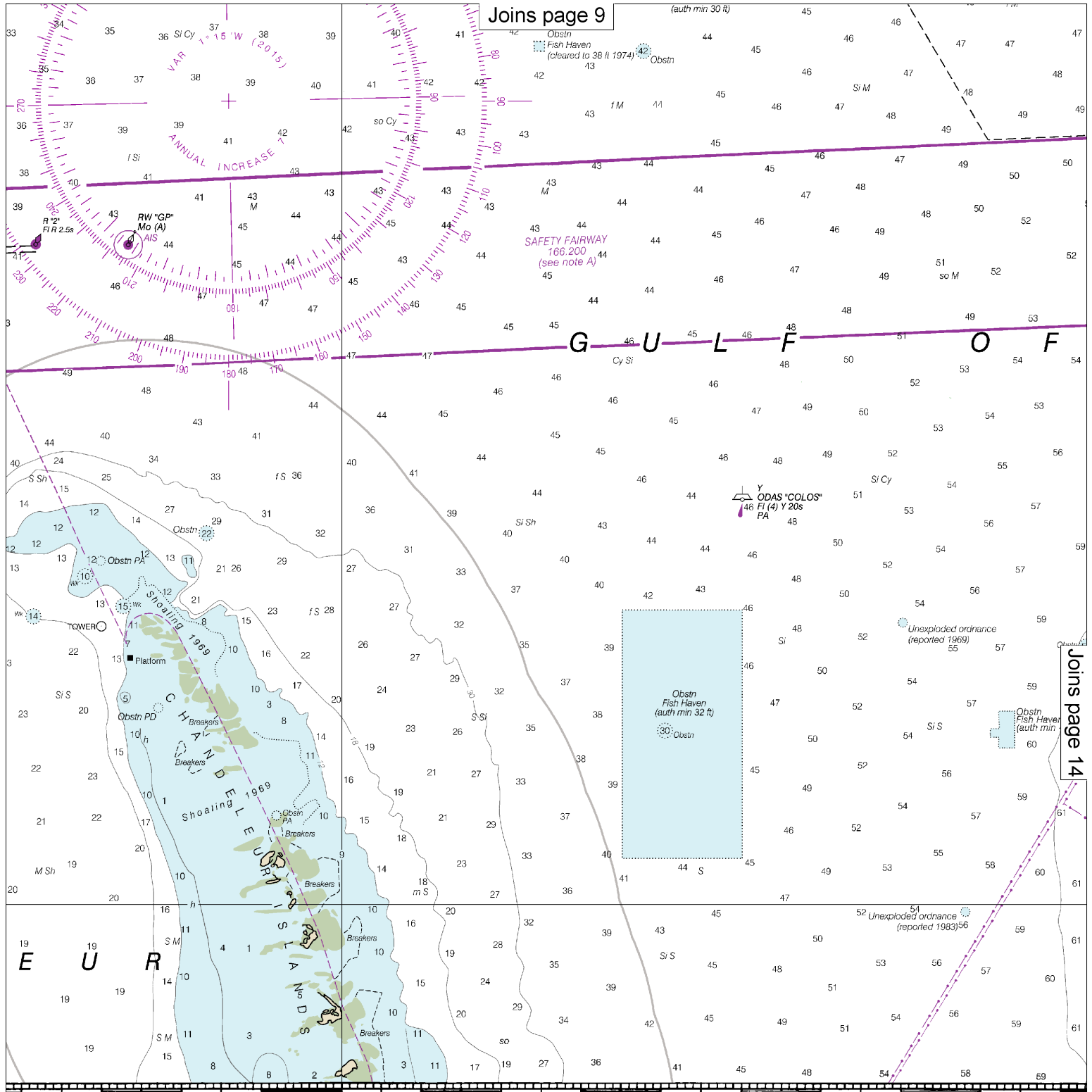
Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.



Joins page 9

(auth min 30 ft)



Joins page 14

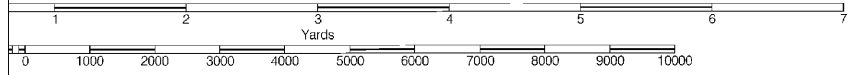
JOINS CHART 11363

50'

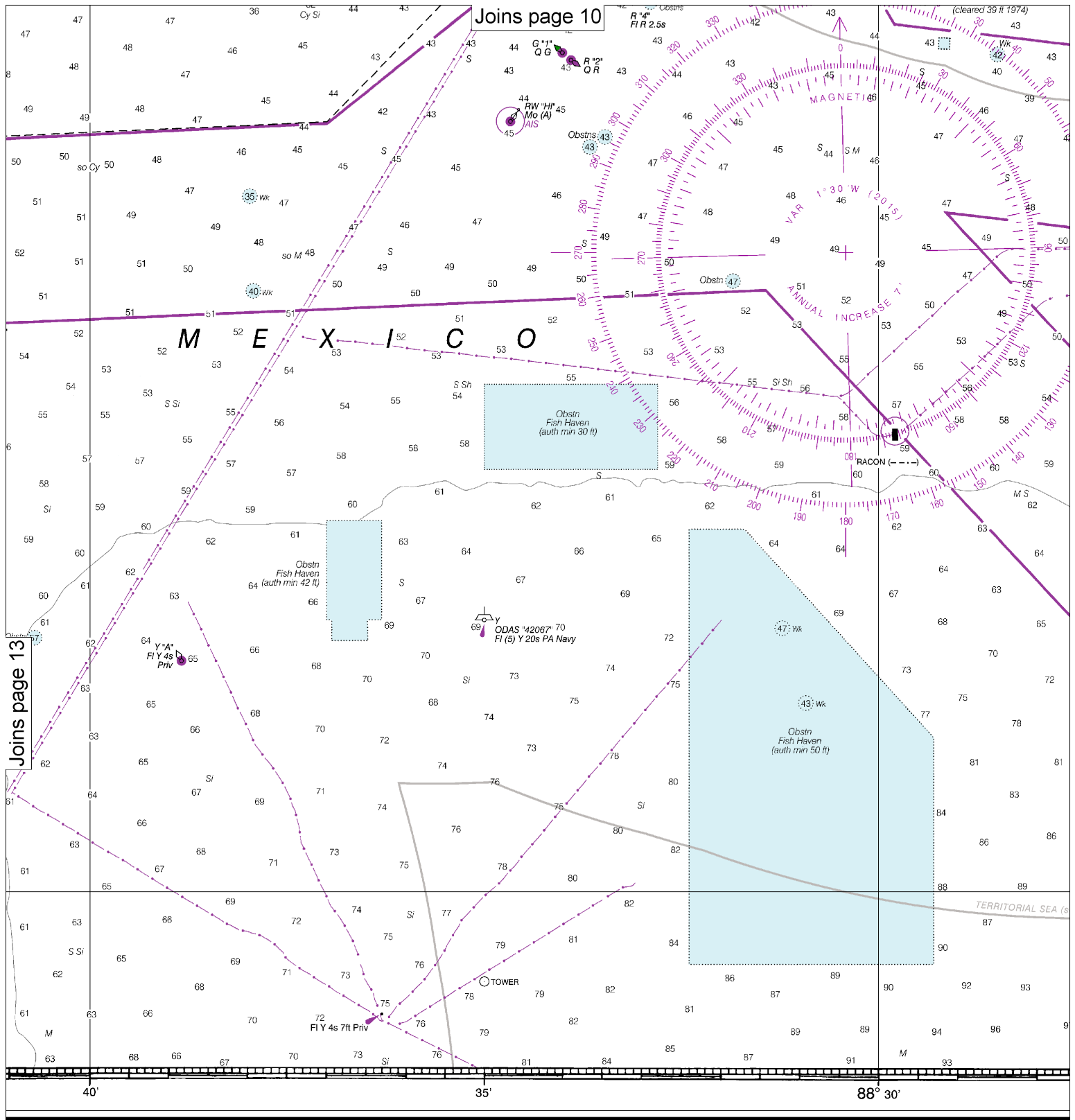
45'

Nautical Miles

Yards



Published at V  
 U.S. DEPARTMENT  
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 NATIONAL O  
 COAST



Joins page 13

Joins page 10

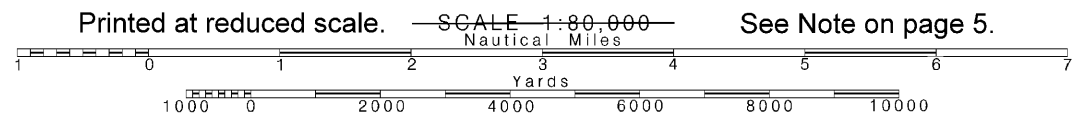
Department of Commerce  
 National Ocean Service  
 Hydrographic Survey

# SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	2	3	4	5	6	7

# 14

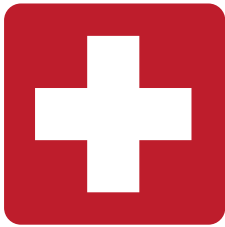
Note: Chart grid lines are aligned with true north.



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.

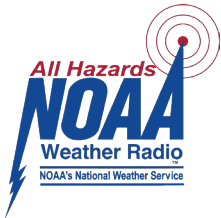
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**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.

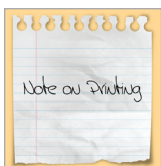
<http://www.nws.noaa.gov/nwr/>

### Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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](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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