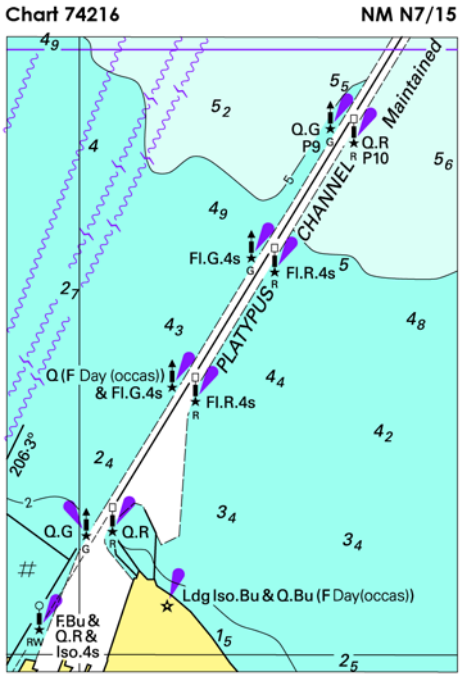
Chart 74216
NM N7/15
Maintained
CHANNEL
PLATYPUS
Q.G
P9
Q.R
P10
Fl.G.4s
Fl.R.4s
Q (F Day (occas))
& Fl.G.4s
Fl.R.4s
206·3°
Q.G
Q.R
Ldg Iso.Bu & Q.Bu (F Day(occas))
F.Bu &
Q.R &
Iso.4s

Chart 74237
NM N7/15
Maintained depth 11·7m
12·2m
(35t)
Container Terminal
Western
F.Bu &
Q.R (F Day)
& Iso.4s
Fl.R.3s
Fl.G.3s
JUPITER'S
TOWNSVILLE
TEL - CASINO
12·0m
12·2m
13·5m
11·2m
10·7m
Ro-Ro Berth
Pier No 2
Pier No 1
F.G
Fl.Y.4s
PORT
CONTROL
TR (32)
Ro-Ro Pad
Gas
Terminal
F.Bu
LENNON DRIVE
SUGAR STORAGE SHED
No2 (32)
SUGAR STORAGE SHED
No1 (32)
CONCENTRATES
STORAGE
Ramp
CG
Q.G
Passenger
Terminal
CREEK
Vehicle Ferry
Terminal
STREET
Slip
ROSS
Fl.Y.1·5s

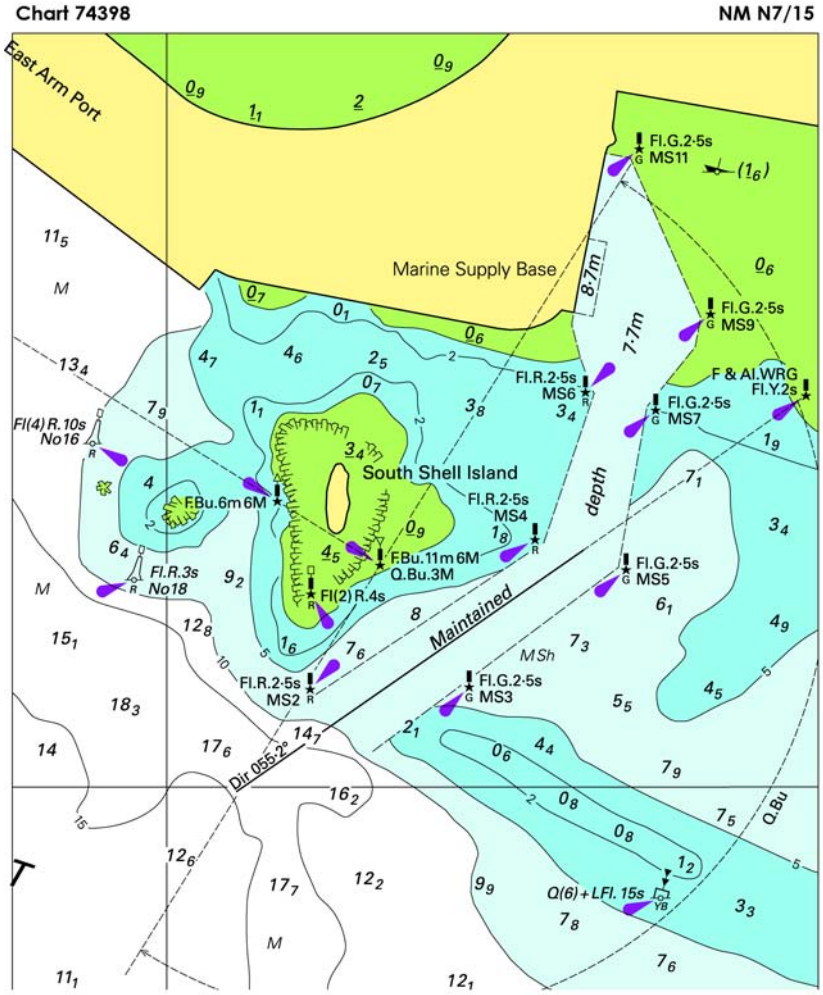
Chart 74398
NM N7/15
East Arm Port
Marine Supply Base
South Shell Island
Maintained depth
8·7m
7·7m
Fl.G.2·5s MS11
Fl.G.2·5s MS9
Fl.R.2·5s MS6
Fl.G.2·5s MS7
F & Al.WRG Fl.Y.2s
Fl(4) R.10s No16
F.Bu.6m 6M
Fl.R.2·5s MS4
F.Bu.11m 6M Q.Bu.3M
Fl.R.3s No18
Fl(2) R.4s
Fl.G.2·5s MS5
Fl.R.2·5s MS2
Fl.G.2·5s MS3
Dir 055·2°
Q(6)+LFl. 15s
Q.Bu
MSh

Chart 75164 (A) NM N7/15

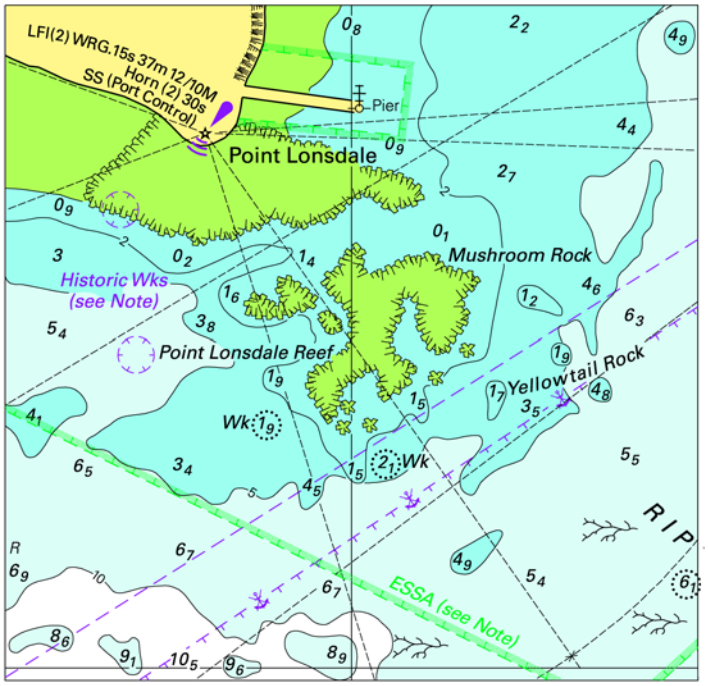

Chart 75164 (B) NM N7/15

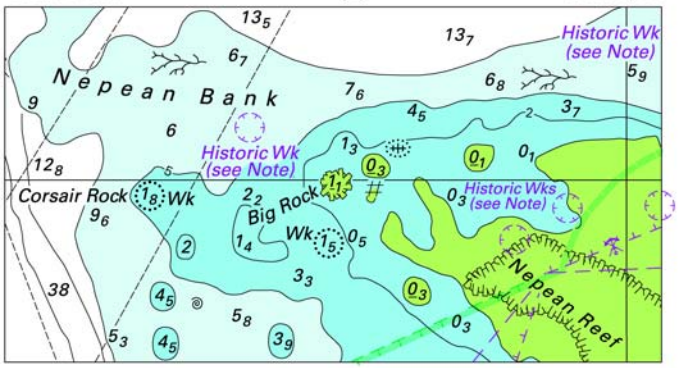

Chart 11373 NM 7/15

HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2014 AND SURVEYS TO AUG 2014

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 MLLW (FEET)
PASCAGOULA BAR CHANNEL	43.3	44.0	44.0	4-14	450	6.28	44.0
HORN ISLAND PASS	43.5	44.0	43.9	8-14	600	1.4	44.0
PASCAGOULA LOWER SOUND	40.3	42.0	41.1	8-14	350	4.3	42.0
PASCAGOULA UPPER SOUND	34.7	37.1	35.5	8-14	350	4.63	38.0
PASCAGOULA RIVER	36.6A	36.1B	34.9C	3-14	350D	2.021	38.0
BAYOU CASOTTE	39.6E	41.0F	36.9	5-14	350	4.57	42.0

A. SHOALING TO 25.7 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
B. SHOALING TO 19.5 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
C. SHOALING TO 24.7 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
D. PASCAGOULA RIVER PROJECT WIDTH VARIES AT SOUTH END OF TERMINAL C TO CSX RAILROAD.
E. SHOALING TO 36.7 FT AT FAR NORTH END OF PROJECT.
F. SHOALING TO 36.6 FT AT FAR NORTH END OF PROJECT.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11374 (Side B) NM 7/15

HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2014 AND SURVEYS TO AUG 2014

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 MLLW (FEET)
PASCAGOULA BAR CHANNEL	43.3	44.0	44.0	4-14	450	6.28	44.0
HORN ISLAND PASS	43.5	44.0	43.9	8-14	600	1.4	44.0
PASCAGOULA LOWER SOUND	40.3	42.0	41.1	8-14	350	4.3	42.0
PASCAGOULA UPPER SOUND	34.7	37.1	35.5	8-14	350	4.63	38.0
PASCAGOULA RIVER	36.6A	36.1B	34.9C	3-14	350D	2.021	38.0
BAYOU CASOTTE	39.6E	41.0F	36.9	5-14	350	4.57	42.0

A. SHOALING TO 25.7 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
B. SHOALING TO 19.5 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
C. SHOALING TO 24.7 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
D. PASCAGOULA RIVER PROJECT WIDTH VARIES AT SOUTH END OF TERMINAL C TO CSX RAILROAD.
E. SHOALING TO 36.7 FT AT FAR NORTH END OF PROJECT.
F. SHOALING TO 36.6 FT AT FAR NORTH END OF PROJECT.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11375 NM 7/15

HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2014 AND SURVEYS TO AUG 2014

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 MLLW (FEET)
PASCAGOULA BAR CHANNEL	43.3	44.0	44.0	4-14	450	6.28	44.0
HORN ISLAND PASS	43.5	44.0	43.9	8-14	600	1.4	44.0
PASCAGOULA LOWER SOUND	40.3	42.0	41.1	8-14	350	4.3	42.0
PASCAGOULA UPPER SOUND	34.7	37.1	35.5	8-14	350	4.63	38.0
PASCAGOULA RIVER	36.6A	36.1B	34.9C	3-14	350D	2.021	38.0
BAYOU CASOTTE	39.6E	41.0F	36.9	5-14	350	4.57	42.0

A. SHOALING TO 25.7 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
B. SHOALING TO 19.5 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
C. SHOALING TO 24.7 FT WITHIN 200 FEET OF CSX RAILROAD BRIDGE.
D. PASCAGOULA RIVER PROJECT WIDTH VARIES AT SOUTH END OF TERMINAL C TO CSX RAILROAD.
E. SHOALING TO 36.7 FT AT FAR NORTH END OF PROJECT.
F. SHOALING TO 36.6 FT AT FAR NORTH END OF PROJECT.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11377 NM 7/15

MOBILE BAY AND RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2014

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 MLLW (FEET)
MOBILE BAR CHANNEL	43.7	47.0	44.5	7-14	600	8.1	47
MOBILE BAY:							
LOWER BAY (TO LIGHT 50)	42.7	45.0	42.5	8-14	400	13.3	45
UPPER BAY	40.5	44.3	40.6A	7-14	400	15.4	45
THEODORE SHIP CHANNEL:							
BAY CUT	36.0B	36.8	34.9	7,8-14	400	5.3	40

A. EXCEPT FOR SHOALING TO 39.9 FEET IN BEND WIDENING AREA.
B. EXCEPT FOR SHOALING TO 35.1 FEET IN WIDENER NEAR BEACON 1.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11416 NM 7/15

TAMPA BAY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2014 AND SURVEYS TO MAY 2014

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
MULLET KEY CHANNEL	41.4	42.7	42.9	41.8	6-13	600-900	2.9	43
CUT A CHANNEL	38.0	41.7	42.0	42.6	3-10	500-700	2.7	43
CUT B CHANNEL	41.7	42.1	43.0	41.9	5-10	500-700	3.4	43
CUT C CHANNEL	42.1	43.5	43.6	42.8	5-10	500-750	1.7	43
CUT D CHANNEL	42.6	42.2	42.0	42.1	5-10	500-650	2.1	43
CUT E CHANNEL	42.2	41.4	42.6	42.4	5-10	500-700	2.1	43
CUT F CHANNEL	41.6	42.7	43.2	41.7	4-14	500	1.6	43
EAST WIDENER	42.4	42.4	42.4	42.4	4-14	0-2880	0.4	43
WEST WIDENER	31.3	31.3	31.3	31.3	4-14	0-970	0.25	34
CUT G CHANNEL	32.9	33.9	33.8	31.4	4-14	400	2.7	34
G TO J WIDENER	32.6	32.6	32.6	32.6	3-14	0-770	.52	34
CUT J CHANNEL	32.4	34.8	34.0	33.7	3-14	400-450	1.2	34
CUT J2 CHANNEL	35.5	37.0	36.7	35.6	3-14	400-450	0.9	34
CUT K CHANNEL	30.7	32.5	35.3	32.0	3-14	400	2.0	34
CUT K TURNING BASIN	30.5	30.5	30.5	30.5	3-14	400-750	0.5	34
GADSDEN PT. CUT	41.2	42.8	41.9	40.4	4-14	500	3.05	43
HILLSBOROUGH BAY								
CUT A CHANNEL	42.7	42.9	42.6	40.3	4-14	500	1.0	43
A TO C WIDENER	38.4	43.6	47.1	43.6	4-14	0-1000	0.7	43
CUT C CHANNEL	39.9	42.4	42.5	37.3	4,5-14	500	5.6	43
CUT D CHANNEL	34.2	37.2	36.1	35.5	4-14	400	1.0	41
SEDDON CHANNEL	13.0	13.0	17.0	19.0	1-12	200	1.1	12
GARRISON CHANNEL (A)	24.0	24.7	30.1	32.8	1-12	300	0.4	30
SPARKMAN CHANNEL	28.0	32.0	36.0	30.0	1-12; 1-13	400	1.2	34
YBOR TURNING BASIN	28.0	31.0	33.0	26.0	1-13	---	0.3	34
YBOR CHANNEL	22.0	27.0	27.0	31.0	1-13	400	0.6	34
PORT SUTTON ENTRANCE CHANNEL	43.0	44.0	45.0	43.0	2-12	400	0.3	43
SOUTH WIDENER	42.0	42.0	41.0	39.0	2-12	0-540	0.3	43
PORT SUTTON TURNING BASIN	42.5	44.5	38.4	40.9	2-12	400-1930	0.4	43
EAST BAY CHANNEL								
TO TURNING BASIN	43.0	43.0	44.0	40.0	2-12	600	0.6	43
TURNING BASIN	41.0	42.0	43.0	42.0	2-12	300-800	0.3	43
NORTHEAST OF TURNING BASIN	43.0	45.0	45.0	44.0	2-12	300	0.4	43
UPPER EAST BAY								
CHANNEL TO UPPER BASIN	32.0	34.0	36.0	36.0	2-12	300	0.6	34
TURNING BASIN	33.0	35.0	31.0	29.0	2-12	300-789	0.5	34

A. GARRISON CHANNEL HAS BEEN DEAUTHORIZED AS A FEDERALLY MAINTAINED NAVIGATION PROJECT. SHOALING THROUGHOUT WESTERN PORTION OF CHANNEL.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11503 NM 7/15

FERNANDINA HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2014 AND SURVEYS TO JUL 2014

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
QUARANTINE REACH	35.3	400-1100	6-14
OLD TOWN REACH	28.4	400-560	6,7-14
SEABOARD REACH	30.6	400	7-14
CITY FRONT REACH	10.0	300	7-14
RAYONIER REACH	3.0	300	7-14

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

Chart 25670 NM 7/15

BAHIA DE SAN JUAN CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2014 AND REPORT OF AUG 2014

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	43.5	43.2	43.6	40.4	8-14	800-950	0.91	42
ANEGADO CHANNEL	40.9	43.2	43.8	39.6	8-14	800	1.19	40
SAN ANTONIO APPROACH CHANNEL	37.4	37.2	38.0	33.6	8-14	600	0.52	35
SAN ANTONIO CHANNEL	33.4	35.6	35.7	32.5	8-14	500-900	0.70	30
GRAVING DOCK CHANNEL	35.5	39.0	36.1	34.4	8-14	350	1.21	36
ARMY TERMINAL CHANNEL	38.7	41.4	43.7	39.6	8-14	350	0.90	40
PUERTO NUEVO CHANNEL (TO A POINT IN 18°26'21.9"N., 66°05'21.4"W.)	37.9	39.9	38.3	38.7	8-14	350	1.06	39

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION