

BookletChart™



Cape St. George to Mississippi Passes

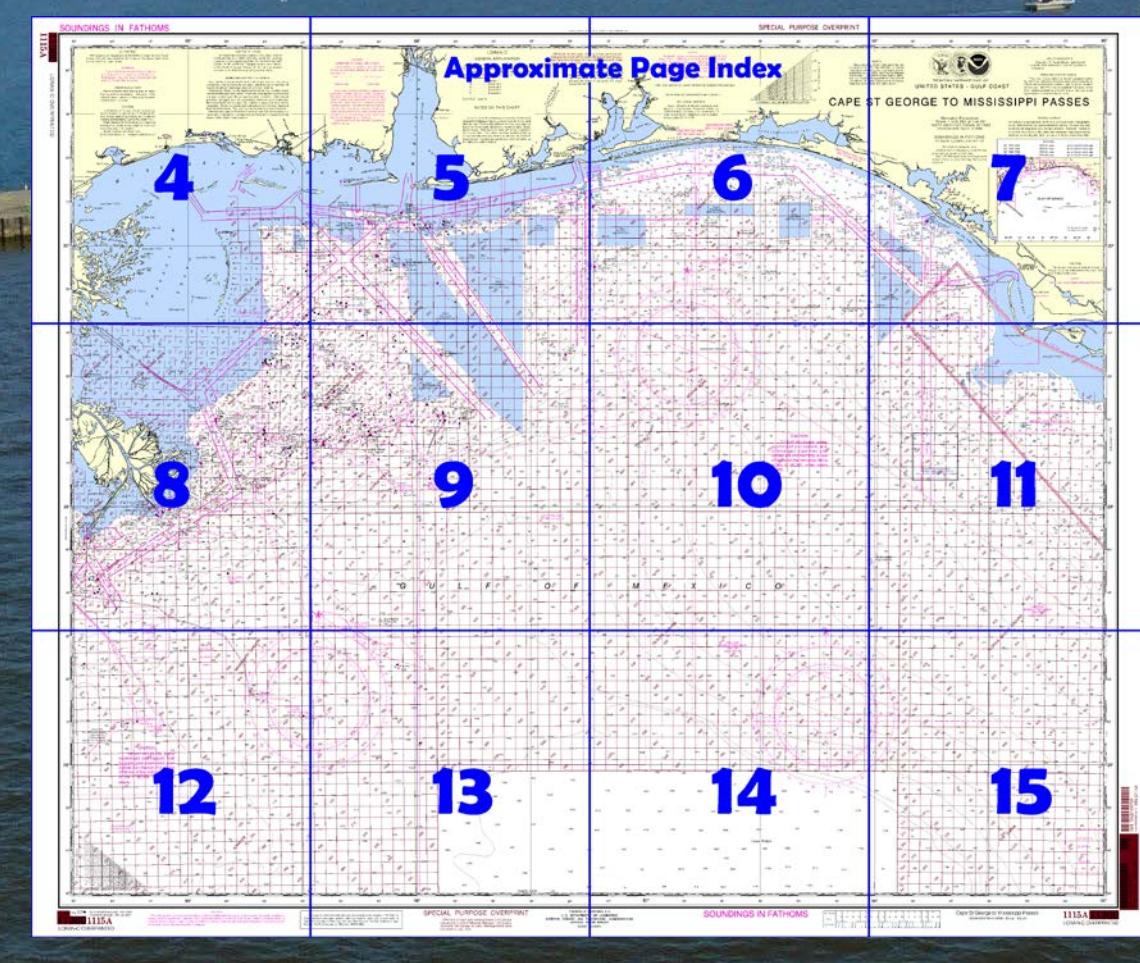
NOAA Chart 1115A

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.

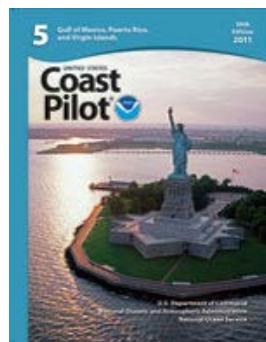
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/coastpilot_w.php?book=5.



Selected Excerpts from Coast Pilot

The warm, temperate climate of the coast from Mobile Bay to the Mississippi River is influenced by the Gulf of Mexico, which is partly responsible for the warm, humid summers and the relatively mild winters. During spring and summer, the Bermuda High generates moist SE to S winds that keep the temperatures cooler than those farther inland and also aids in thunderstorm development. Cold continental air pushes far enough S in winter to

occasionally drop temperatures below freezing and even produce some snow. Cold spells usually last about 3 days. About 15 to 20 significant frontal systems penetrate the Gulf of Mexico each year, bringing cool air and strong N winds. The collision of this air

with the warm air to S sometimes generates strong low pressure systems. This pattern continues until the Bermuda High begins to exert its influence in spring. At sea, gales blow about 1 percent of the time from November through March, while waves of 8 feet or higher are encountered 4 to 6 percent of the time. Fog is also a problem in winter and spring, particularly when warm air invades the region and moves over relatively cooler water. Near shore, visibilities drop below 2 miles from 2 to 7 percent of the time from December through April; January and March are the worst months.

While tropical cyclones can affect this coast at any time, late May to early November is considered the hurricane season. A tropical cyclone (tropical storm or hurricane) moves across this stretch of coast every other year, on the average, while the hurricane frequency is about once in 5 years. Intense hurricanes can generate 175-knot winds, 40-foot seas, tides 10 to 25 feet above normal, and 15 inches of rain. Of all the storms that have affected this coast, about 45 percent occurred in September; about one-half of these were hurricanes. Most tropical cyclones approach from SE through SW. The two most devastating storms to hit this coast in recent years were hurricanes Katrina, in August 2005, and Ivan, in September 2004.

Harbor regulations.—The Alabama State Docks Department has jurisdiction over the bay, harbor, and that part of all the tributary streams in which the tide ebbs and flows, and extends to the outer shoal 5 miles SSW of Fort Morgan at the entrance to the harbor. It has supervision over harbor pilotage, State wharves and shipping, as well as authority in all matters relating to the arrival, departure, loading, and discharging of all vessels at State wharves. Most routine functions are administered through the **harbormaster**.

The harbormaster controls all of the waterway traffic in the area, assigns berths, and enforces the rules and regulations of the port. Ships are normally taken to their berths by the bar pilots, but any subsequent shifting or redocking of vessels in the harbor is done by the harbormaster and his deputies. The harbormaster's office is in the Administration Building at the State Docks and is connected by the intraport radiotelephone system with all pilot boats and tugs on VHF-FM channels 16 and 65A. The harbormaster can be reached by telephone (251-441-7250).

Speed limit.—No vessel, except launches, shall exceed 6 m.p.h. in the inner harbor between Mobile Channel Light 76 to and including Chickasaw Creek, and shall take all possible precautions to prevent disturbance of vessels berthed at marginal wharves.

Caution.—The Coast Guard advises that because of constantly changing river stages mariners should carefully review and validate mast height data and air draft to assure adequate clearance under the bridges and overhead cables on the Lower Mississippi River. It is recommended that maximum vessel height be determined for various drafts and trim of the vessel and be kept readily available on the bridge of the vessel. Bridge clearance data for various river stages can be obtained from the Coast Guard.

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

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.

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 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.

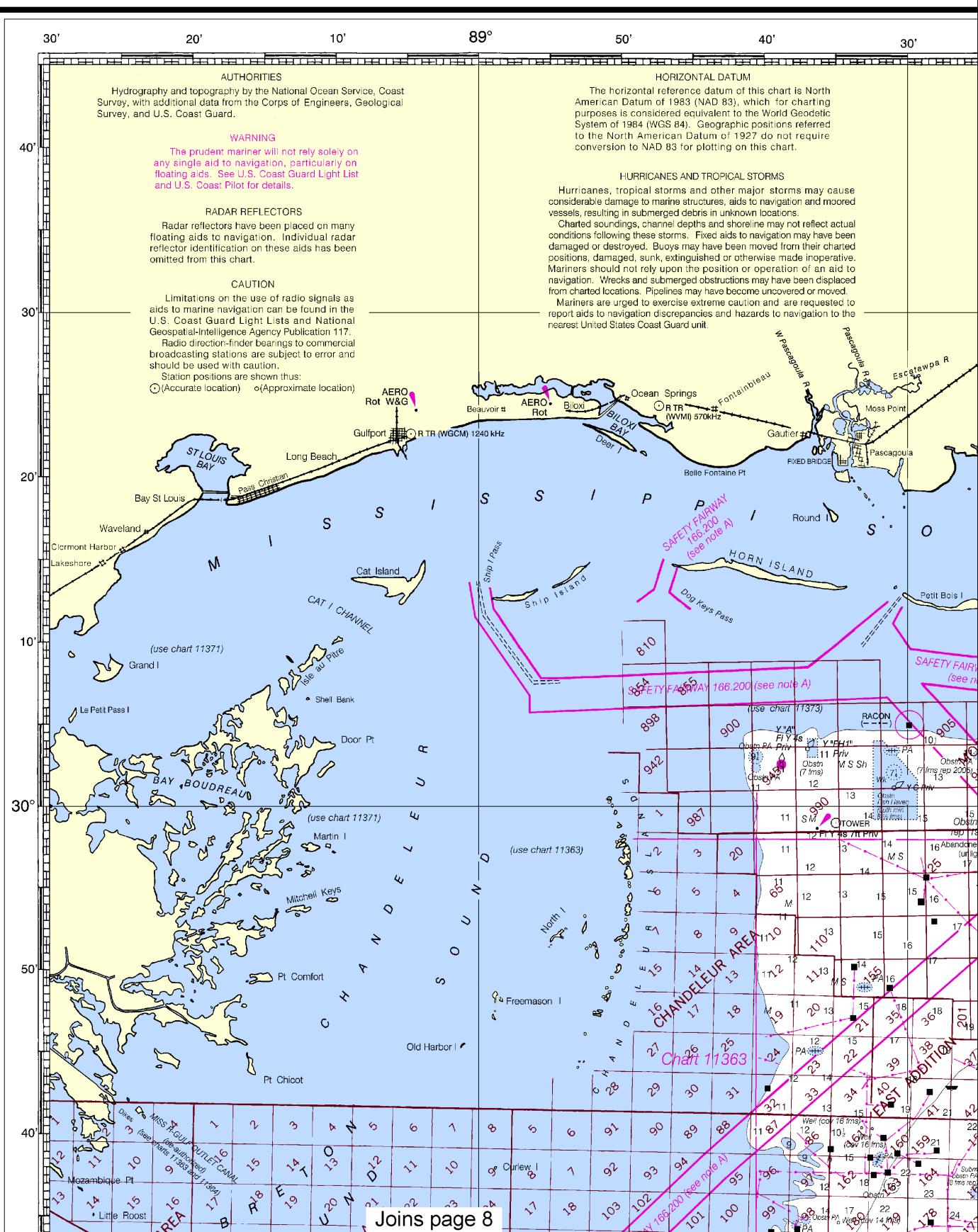
Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOUNDINGS IN FATHOMS

11360
1115A



Note: Chart grid lines are aligned with true north.

4

20' 10' 88° 50' 40' 30' 20' 10'

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.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

Offshore oil and gas leasing areas are indicated in red from Minerals Management (formerly the Bureau of Land Management) furnished to July 1974.

MINERAL DEVELOPMENT STRU

Obstruction lights and sound are required for fixed mineral structures shown on this chart, subject to approval by the District Commander, Guard (33 CFR 67).

Escambia R.

10 of 10

NOTE B

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Lower Mississippi River. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the S. Coast Pilot, and/or the VTS User's Manual. Mariners could consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the S area.

CAUTION

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

- Pipeline Area (represented by a dashed line)
- Cable Area (represented by a wavy line)

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.

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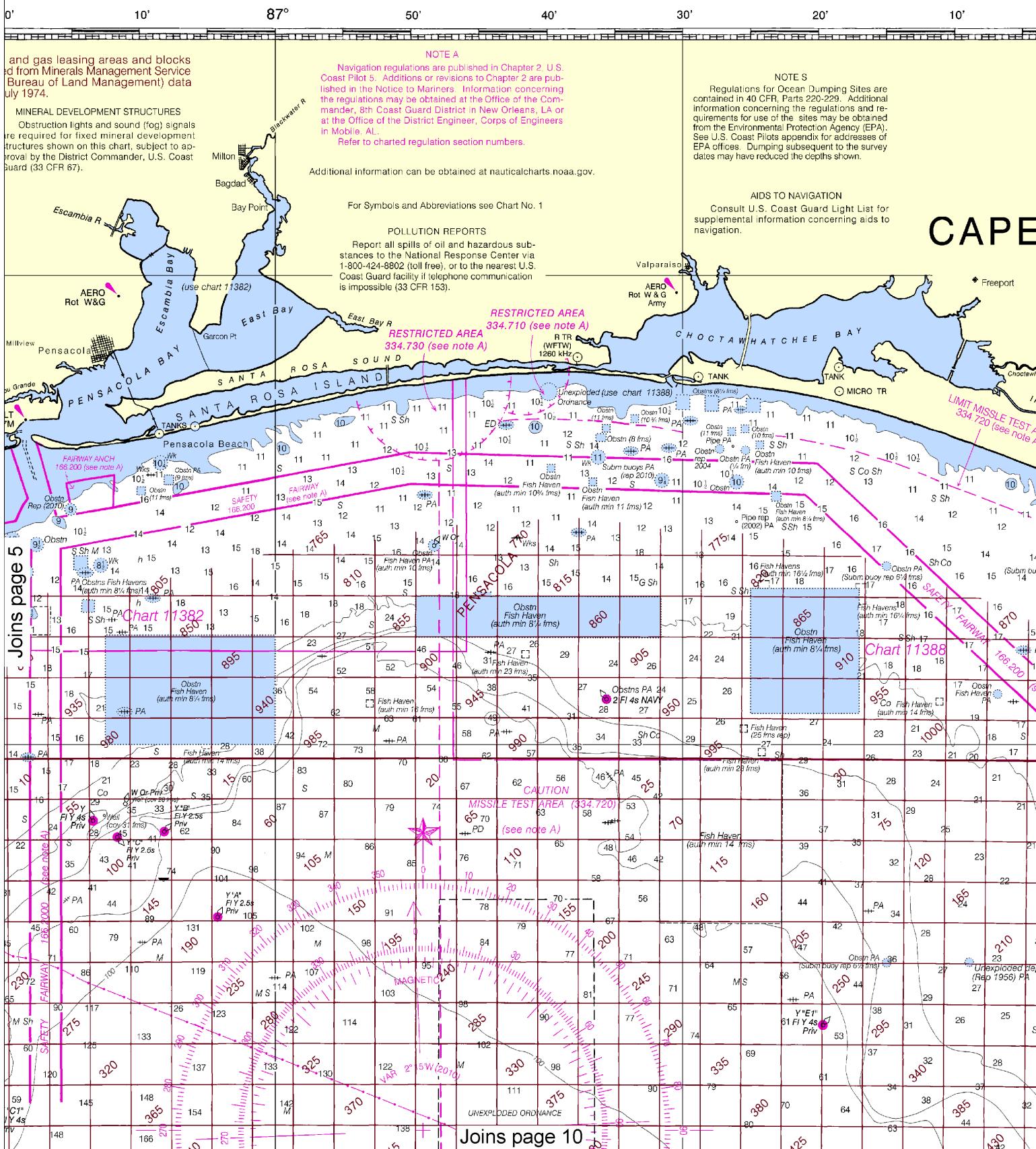
MINERAL DEVELOPMENT STRIPS
Obstruction lights and sound signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, Coast Guard (33 CFR 67).

JOINS PAGE 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:608525. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

SPECIAL PURPOSE OVERPRINT

Formerly C&GS 1115 1st Ed. June 1913 C-1912-124 KAPP 48



86° 50' 40' 30' 20' 10' 85°



THE NATION'S CHARTMAKER SINCE 1807

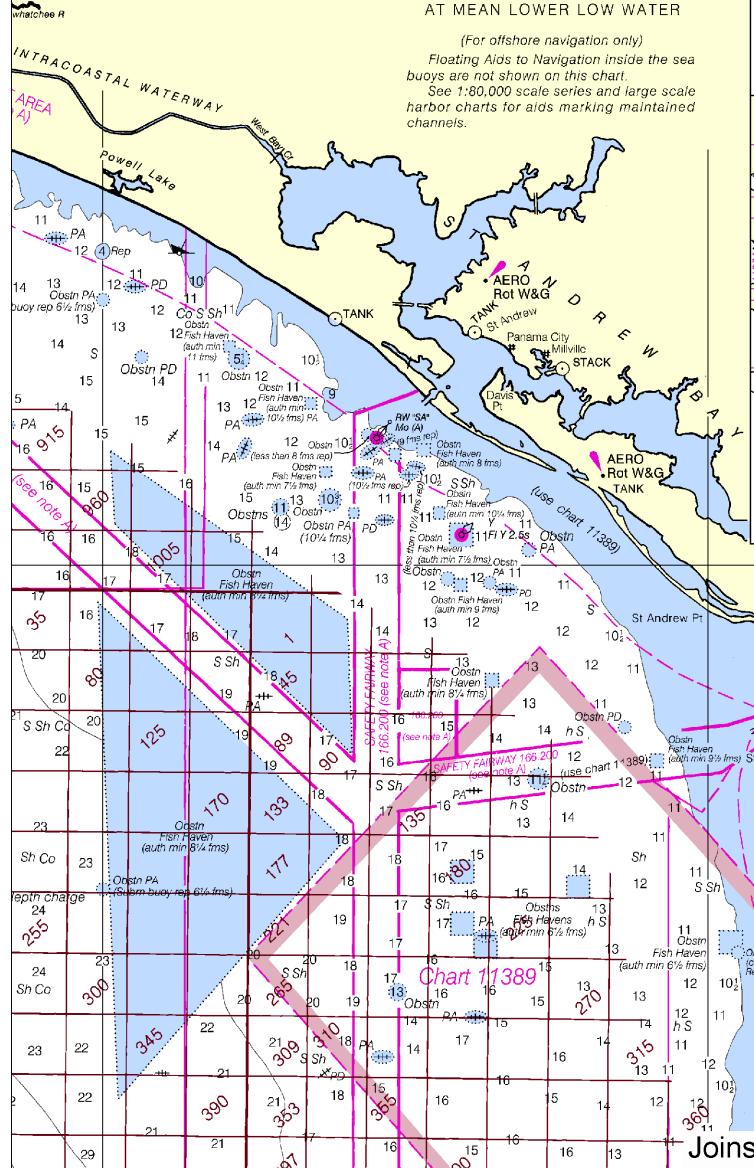
UNITED STATES - GULF COAST

ST GEORGE TO MISSISSIPPI PASSES

Mercator Projection
Scale 1:456,394 at Lat 29°
North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

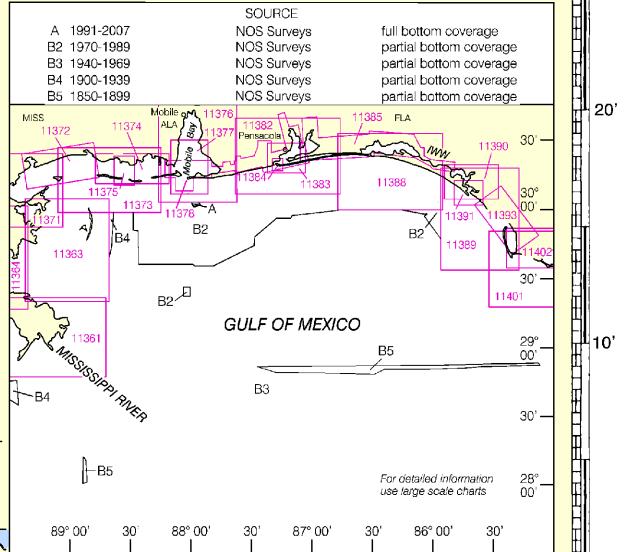
(For offshore navigation only)
Floating Aids to Navigation inside the sea
buoys are not shown on this chart.
See 1:80,000 scale series and large scale
harbor charts for aids marking maintained
channels.



Joins page 11

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.



CAUTION

NOTE C

He is in the Eastern Standard Time Zone.

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

NOTE C
Port St. Joe is in the Eastern Standard Time Zone.

ST JOSEPH BAY RANGE A REAR LT Iso 68 78ft 13M

Lake Wimico

ST VINCENT SOUND

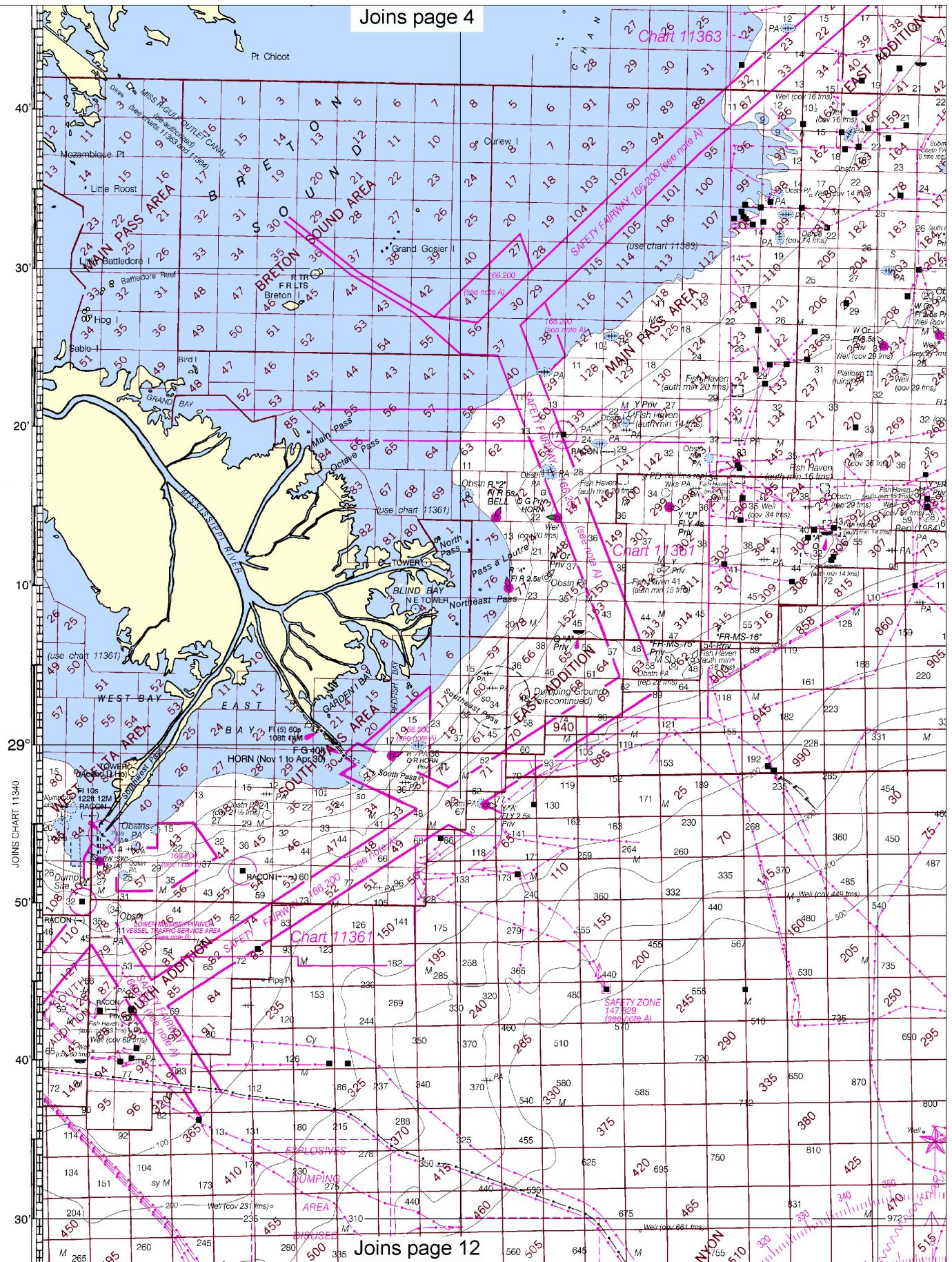
West Pass

St George

ABAND LT NO

Join page 11

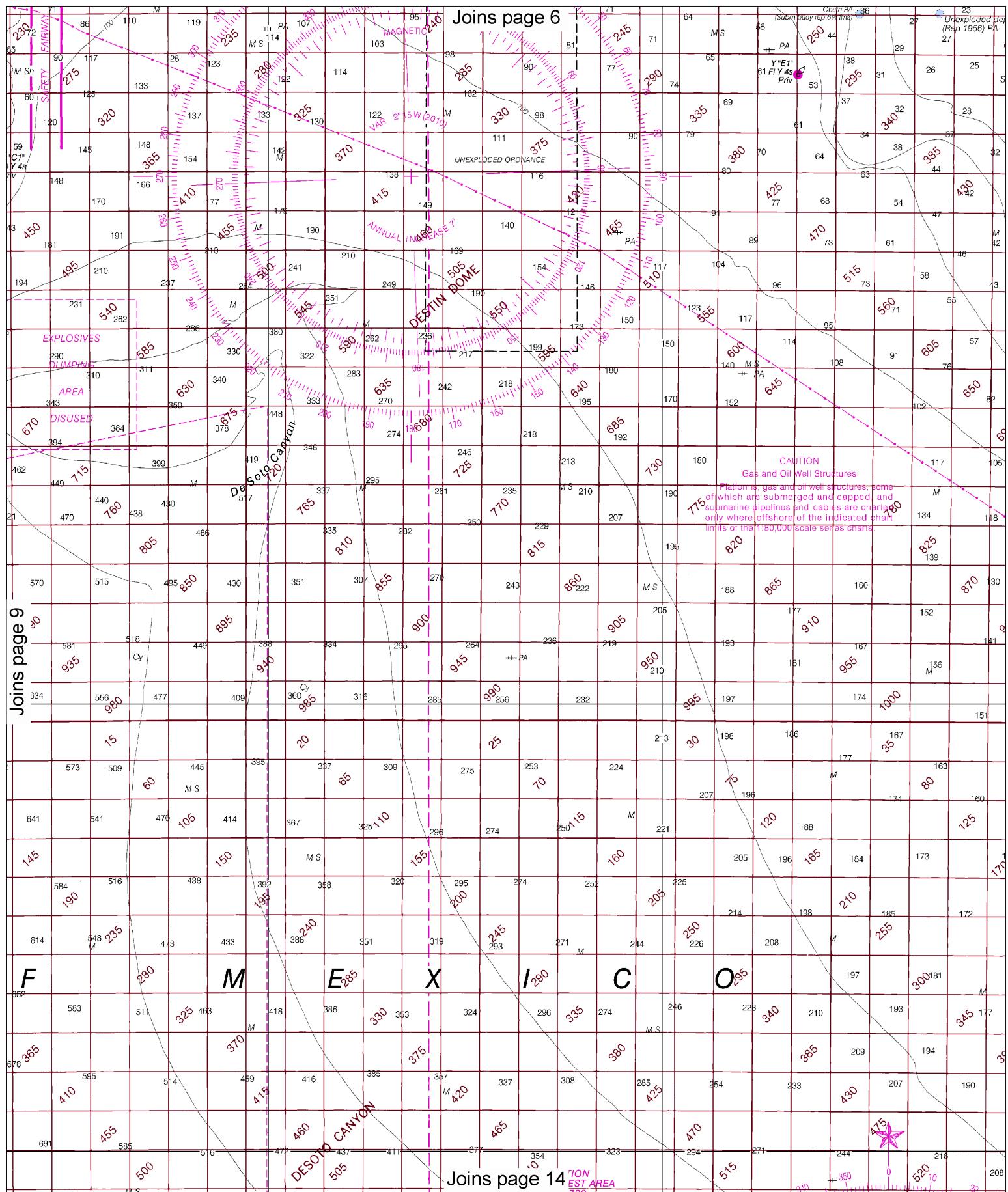
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0613 2/5/2013,
NGA Weekly Notice to Mariners: 0713 2/16/2013,
Canadian Coast Guard Notice to Mariners: n/a.



Joins page 5

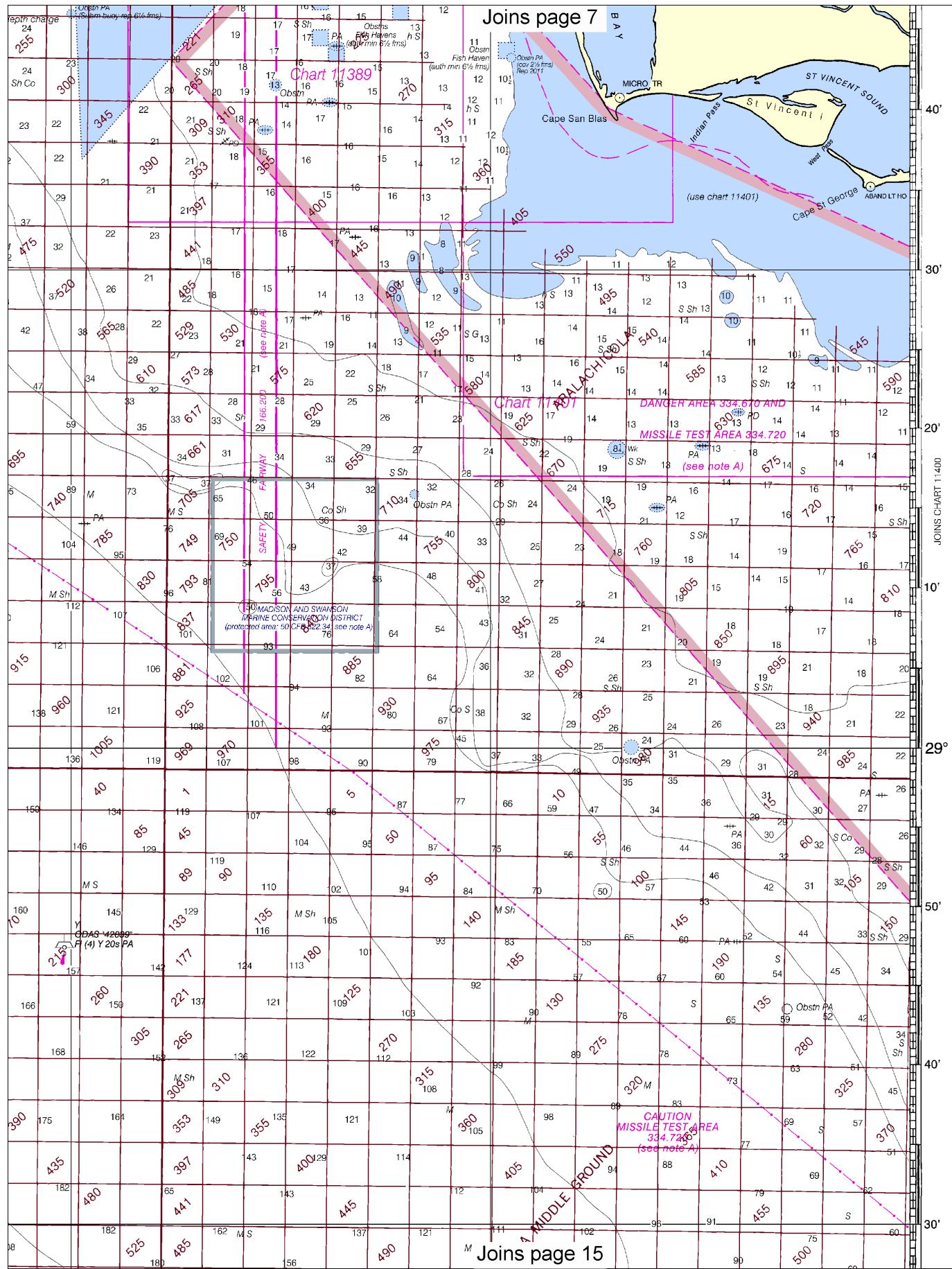
Joins page 13

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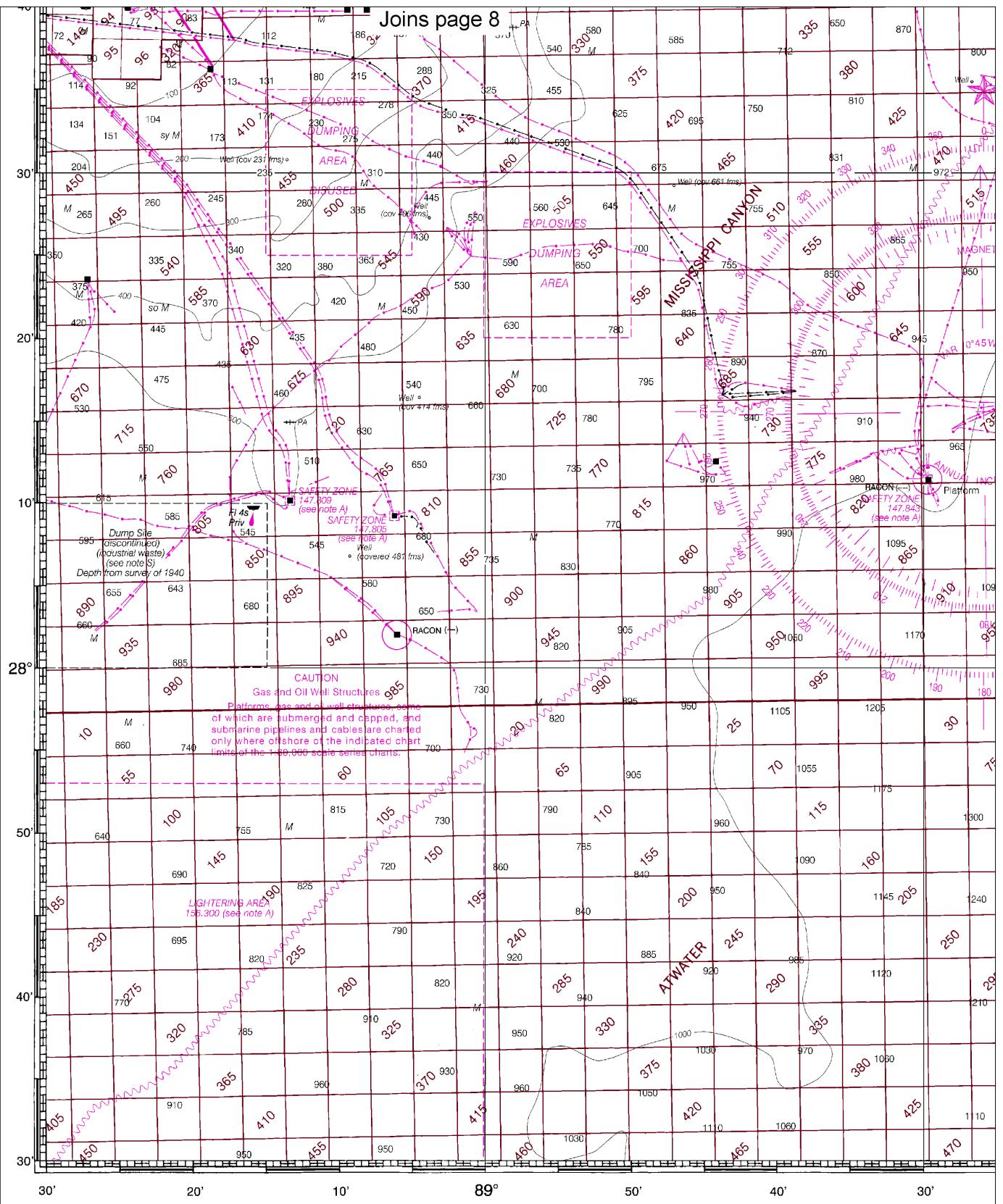


10

Note: Chart grid lines are aligned with true north.



Joins page 8

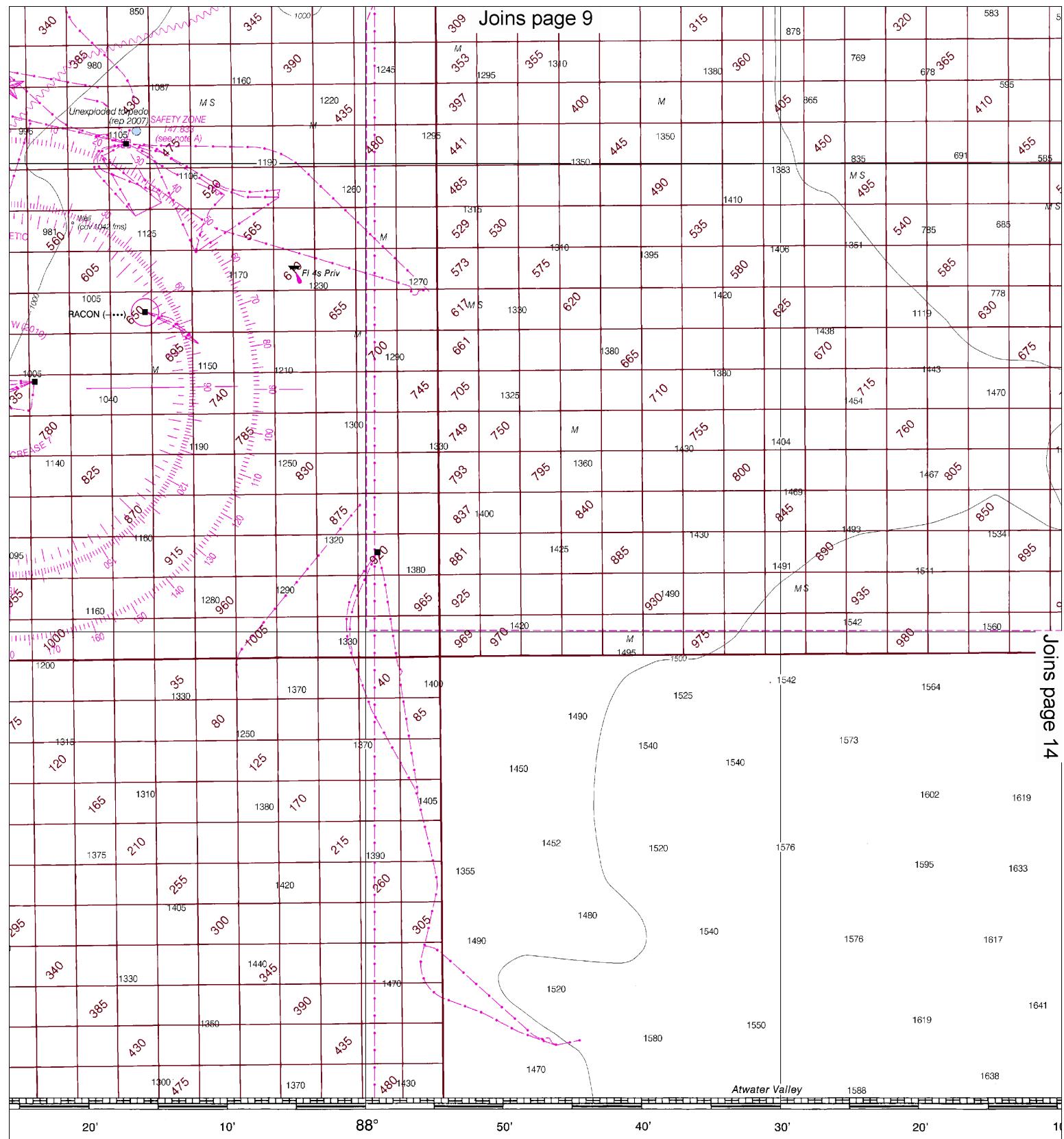


44th Ed., Oct. /10 ■ Corrected through NM Oct. 09/10
Corrected through LNM Sep. 28/10

11360 1115A

12

Note: Chart grid
lines are aligned
with true north.

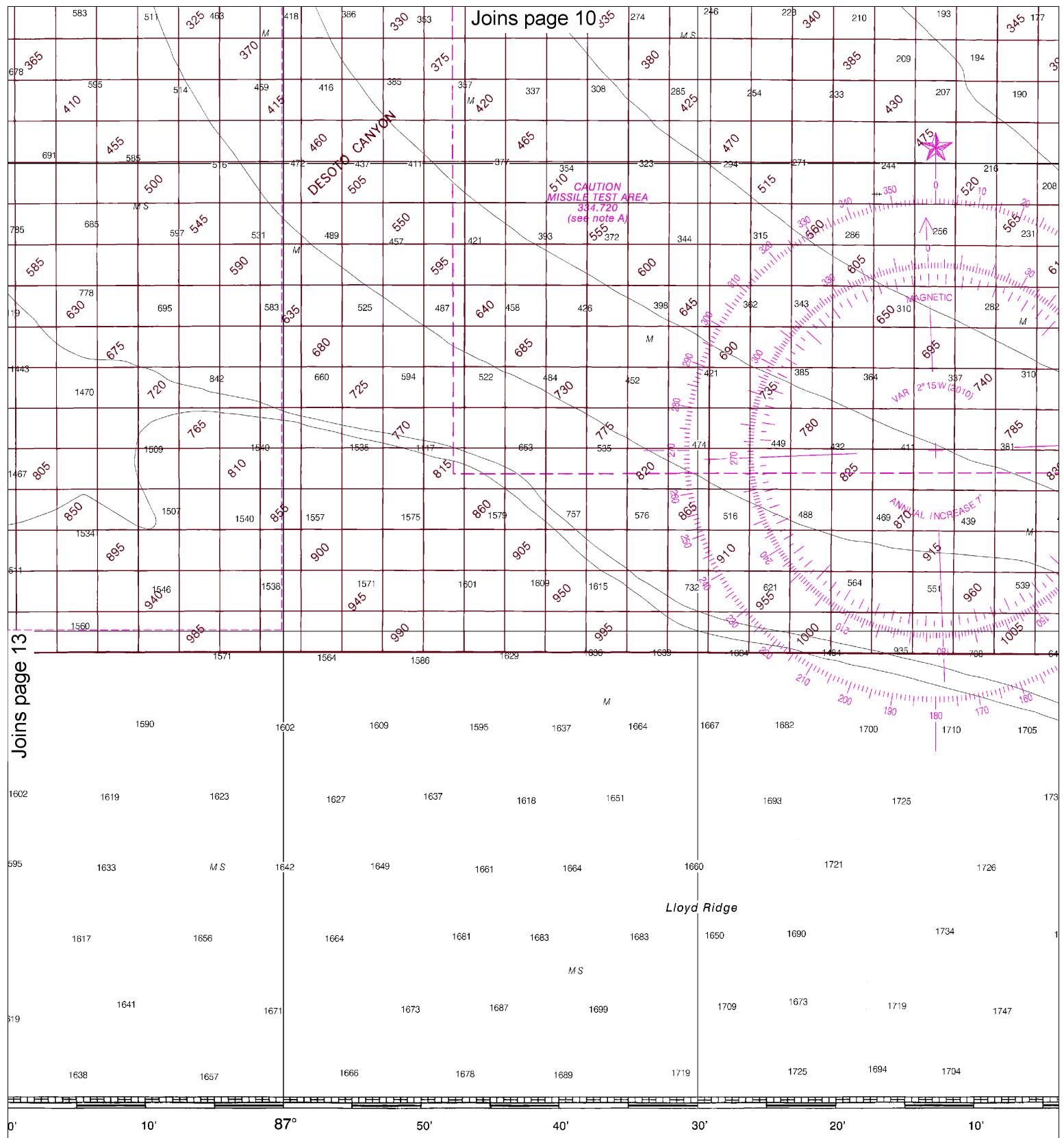


This chart has been designed to promote safe navigation. The National Oceanic and Atmospheric Administration encourages users to submit corrections, additions, or comments for this chart to the Chief, Marine Chart Division (N/CS2), National Oceanic and Atmospheric Administration, Silver Spring, Maryland 20910-3282.

SPECIAL PURPOSE OVERPRINT

Offshore oil and gas leasing areas and blocks indicated in red from Minerals Management Service (formerly the Bureau of Land Management) data furnished to July 1974.

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

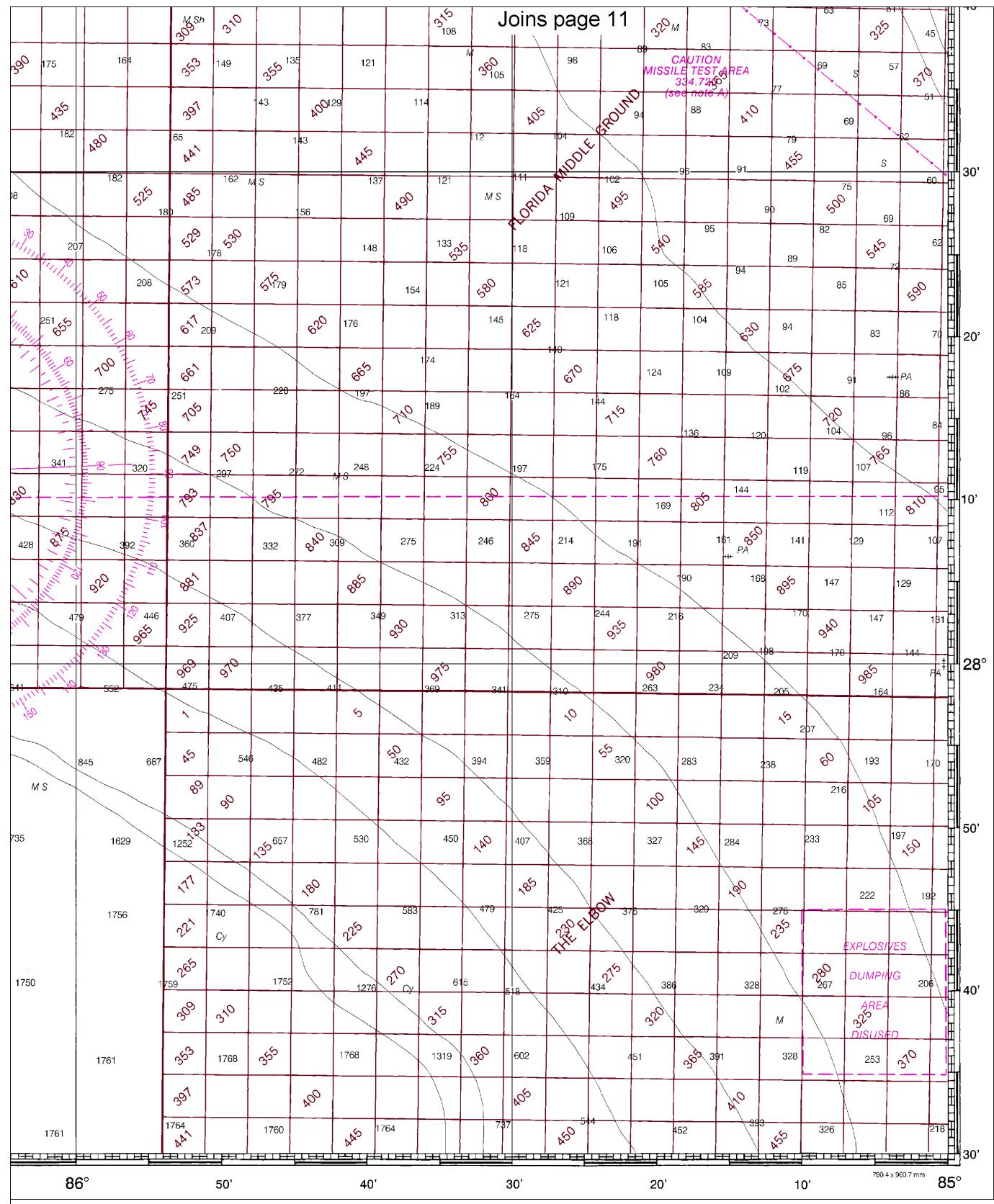


Published at Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHOMS

| | | | | |
|---------|---|----|----|----|
| FATHOMS | 1 | 2 | 3 | 4 |
| FEET | 6 | 12 | 18 | 24 |
| METERS | 1 | 2 | 3 | 4 |

Note: Chart grid lines are aligned with true north.



Cape St George to Mississippi Passes
SOUNDINGS IN FATHOMS - SCALE 1:456,394

1115A 11360

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 102 |
| 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 | | | | | | | | | | | | | | | |

NSN 7642014007891
NGA REFERENCE NO. MINLS1115A

ED. NO. 44

NSN 7642014010104
NGA REFERENCE NO. 11AC011360

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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/NOAACharterViewer.html |
| Report a chart discrepancy | — http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx |
| Chart and chart related inquiries and comments | — http://ocsdata.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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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.

NOAA's Office of Coast Survey



The Nation's Chartmaker