

BookletChart™



Mobile Bay

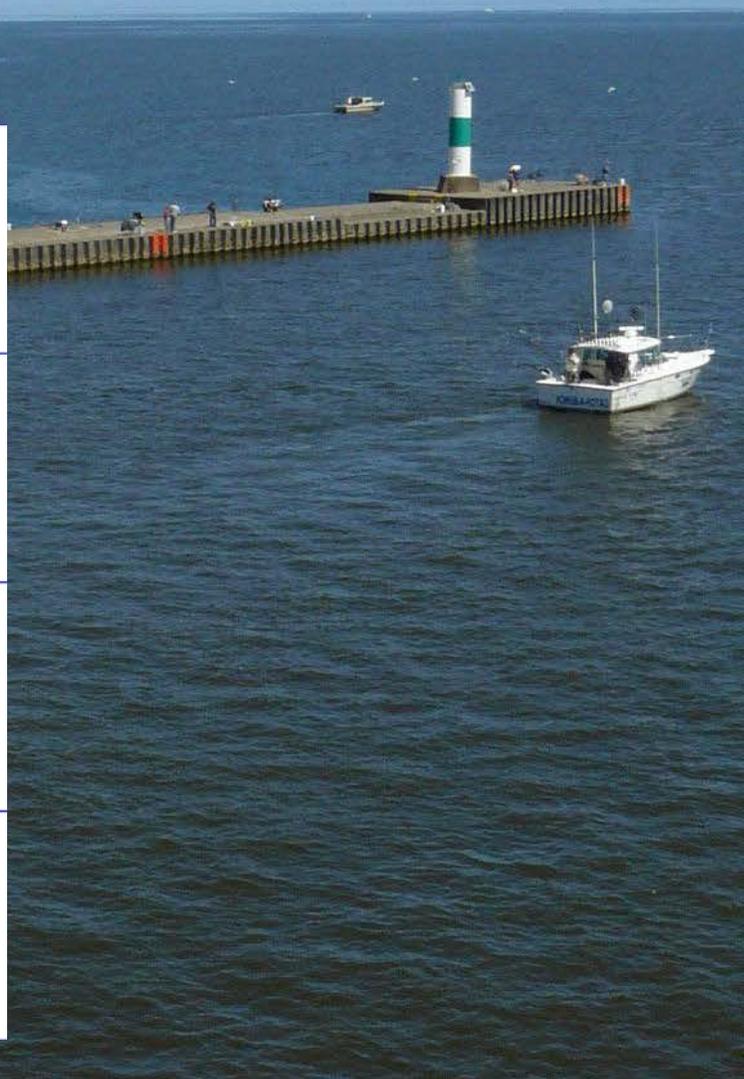
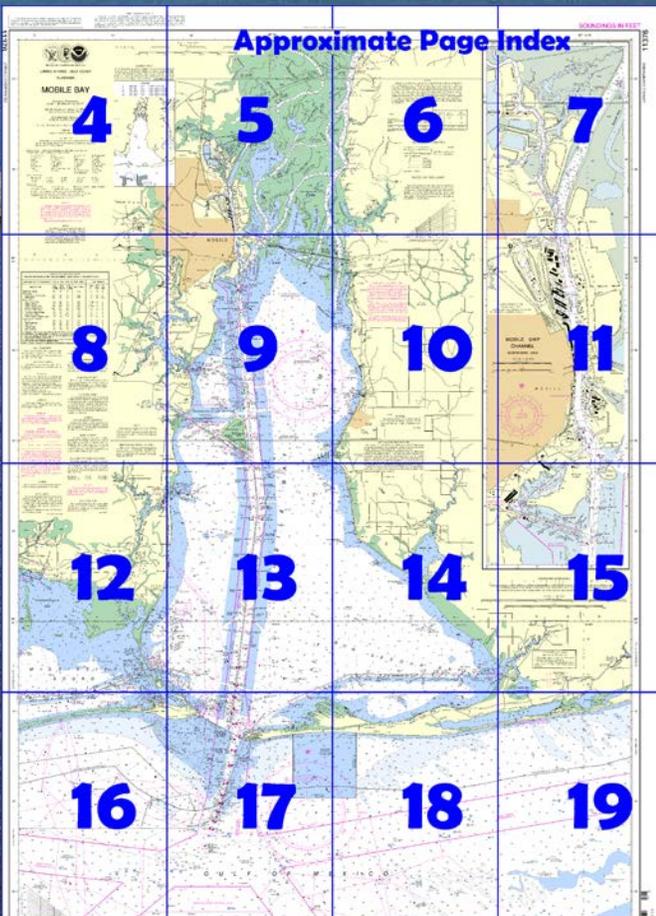
NOAA Chart 11376

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.

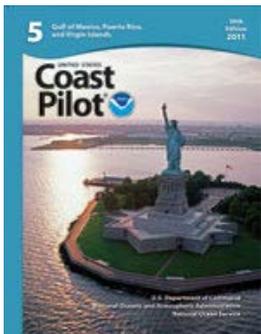
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11376>



[Coast Pilot 5, Chapter 9 excerpts]

From W, boats drawing up to 6 feet can enter Mobile Bay via **Pelican Passage** and **Pelican Bay**, only with local knowledge, owing to the shifting character of the bottom. The channel passes between the shoal SE of Pelican Passage and Dauphin Island, thence E into Pelican Bay. The best water can be found by passing to the S of **Dauphin Island Spit** before shaping a course N into Mobile Bay.

From E, only 3 feet can be taken across Southeast Shoal around Mobile Point. It is necessary to pass very close to shore; the passage should only be attempted under most favorable

weather conditions and with local knowledge. The channels shift frequently.

Mobile Bay Channel extends from the lower anchorage off Fort Morgan through Mobile Bay to Mobile River. Federal project depth is 40 feet to and in a turning basin off **Magazine Point**. The channel is well marked with lighted ranges, lights, and lighted and unlighted buoys.

The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, 3 miles above Mobile Point at Lighted Buoys 25 and 26. The Coast Guard has requested vessels make a **SECURITE** call on VHF-FM channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility. Small boats sometimes anchor N and E of Fort Morgan in **Navy Cove**. Several piles and other obstructions are in this locality.

Dangers.—Shoals extend 4.5 miles S and W of Mobile Bay entrance.

Southeast Shoal covered 3 feet, is on the E side of the Bar Channel, and **Sand Island Shoal**, covered 1 foot, and **West Bank**, covered 3 feet, are on the W side.

Shipping Safety Fairways.—Vessels should approach Mobile Bay through the prescribed Safety Fairways. (See 166.100 through 166.200, chapter 2.)

Anchorage.—Vessels should anchor in the Mobile Bay Anchorage, S of and between the safety fairways.

Dangers.—Shoals extend about 4.5 miles S and W of Mobile Bay entrance. **Southeast Shoal**, covered 3 feet, is on the E side of the Bar Channel, and **Sand Island Shoal**, covered 1 foot, and **West Bank**, covered 3 feet, are on the W side.

The wreck of the Civil War vessel TECUMSEH is N of Mobile Point Light in 30°13'47.5"N., 88°01'37.5"W. The wreck is marked by a buoy with orange and white bands. The vessel is reported to be in an unstable condition, and ammunition and powder aboard the wreck could be detonated if the vessel shifts. Mariners are cautioned not to anchor in the area of the buoy and to reduce speed producing as little wake as possible when transiting Mobile Channel between Buoys 15 and 17. A nearly continuous spoil bank extends along either side of the bay channel from just inside Mobile Bay entrance to the mouth of Mobile River. Through these spoil banks are several charted openings for passage to various points in Mobile Bay.

Fish havens, consisting of concrete pipe, lie within a 3.5-mile-square area which extends offshore from 2.7 miles to 6.2 miles E of Mobile Point.

Fish havens, consisting of old automobile bodies lashed together, scrap iron, and concrete, have been or may be established on the bottom along the 10-fathom curve off the Alabama coast. While they are not dangerous and are reported to have a minimum depth of 10 fathoms over them, vessels are advised not to anchor in their vicinity.

Ferry.—Scheduled daytime ferry crossings are frequent between Fort Gaines and Fort Morgan. The ferries monitor VHF-FM channel 16.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

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.

**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

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.

AIDS TO NAVIGATION

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

CAUTION

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

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.

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.

MOBILE BAY AND RIVER CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2012 AND SURVEYS TO APR 2012							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT	MIDDLE	RIGHT	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
	OUTSIDE QUARTER	HALF OF CHANNEL	OUTSIDE QUARTER				
MOBILE BAR CHANNEL	43.5	47.0	44.9	10-11	600	8.1	47
MOBILE BAY:							
LOWER BAY (TO LIGHT 50)	42.4A	44.8	41.7	11,12-11,01-12	400	13.3	45
UPPER BAY	40.3	43.6	39.9	01-12	400-500	15.4	45
UPPER BAY TURNING BASIN	44.7	44.3	44.3	01-12	VARIABLES	0.4	45
MOBILE RIVER:							
PINTO ISLAND REACH	34.2	36.7	38.9	04-12	700-775	0.8	40-45
MOBILE CHANNEL	35.2B	36.7	36.4	04-12	600	1.8	40
MOBILE TURNING BASIN	40.0	38.7C	36.5D	04-12	740-1000	0.6	40
BLAKELEY ISLAND REACH	38.0EF	31.4G	25.4	04-12	500-1000	1.4	40
ST. LOUIS POINT REACH	18.2	24.8	21.2H	05-10	500	0.2	25
CHICKASAW CREEK CHANNEL	16.9	23.3	20.9I	06-11	250	3.0	25
ARLINGTON CHANNEL	13.0	13.3	12.5	01-12	150	1.7	27
GARROWS BEND CHANNEL	4.7	4.6	4.9	06-11	150	1.3	27
OCEAN TERMINAL TURNING BASIN	14.8	15.3	12.3	11-08	600	0.1	27
THEODORE SHIP CHANNEL:							
BAY CUT	33.7J	36.5	33.4	03-12	400	5.3	40
ANCHORAGE AREA	35.3	38.2	39.4	03-12	300	0.2	40
LAND CUT	36.7	39.9	39.6	03-12	300	1.7	40
TURNING BASIN	40.0K	39.8L	37.6M	03-12	1400	0.3	40
BARGE CHANNEL	9.8N	11.2	10.5	11-11	100	1.3	12

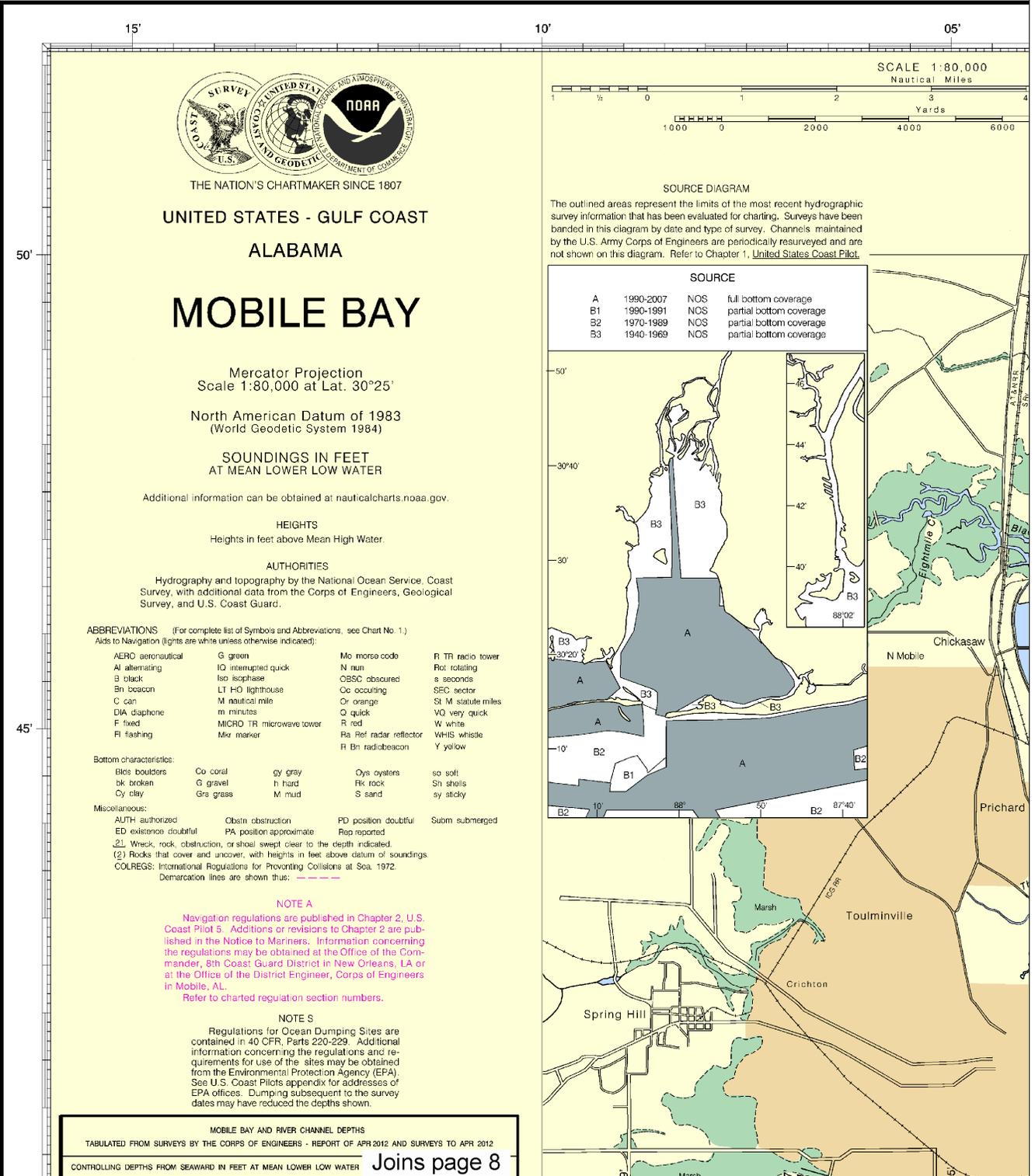
A. EXCEPT FOR SHOALING TO 40.8 FEET IN BEND WIDENING AREA.
 B. EXCEPT FOR A DANGEROUS WRECK AT 30°40'54.00"N 88°02'14.02"W.
 C. EXCEPT FOR A 20 FOOT OBSTRUCTION AT 30°42'37.83"N 88°02'19.00"W.
 D. EXCEPT FOR SHOALING TO 34.9 FEET IN BEND WIDENING AREA.
 E. EXCEPT FOR SHOALING TO 36.3 FEET WITHIN 200 FEET OF THE COCHRAN BRIDGE.
 F. EXCEPT FOR A DANGEROUS WRECK AT 30°43'26.98"N 88°02'33.01"W.
 G. EXCEPT FOR SHOALING TO 27.4 FEET WITHIN 200 FEET OF THE COCHRAN BRIDGE.
 H. EXCEPT FOR SHOALING TO 20.1 FEET IN BEND WIDENING AREA.
 I. EXCEPT FOR SHOALING TO 20.3 FEET WITHIN 100 FEET OF THE FAR NORTH END OF PROJECT.
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 K. EXCEPT FOR SHOALING TO 36.7 FEET IN SOUTHWEST CORNER.
 L. EXCEPT FOR SHOALING TO 36.9 FEET WITHIN 50 FEET OF THE END OF PROJECT.
 M. EXCEPT FOR SHOALING TO 33.4 FEET AT WITHIN 50 FEET OF THE END OF PROJECT.
 N. EXCEPT FOR SHOALING TO 9.5 FEET IN TURNING BASIN.

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

11376

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/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS
 NOAA and its partner, OceanGrafix, offer this chart 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 or contact NOAA at <http://ocdata.nce.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



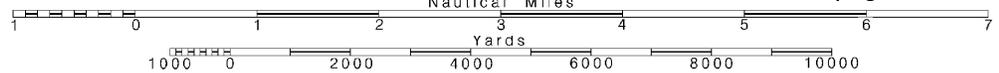
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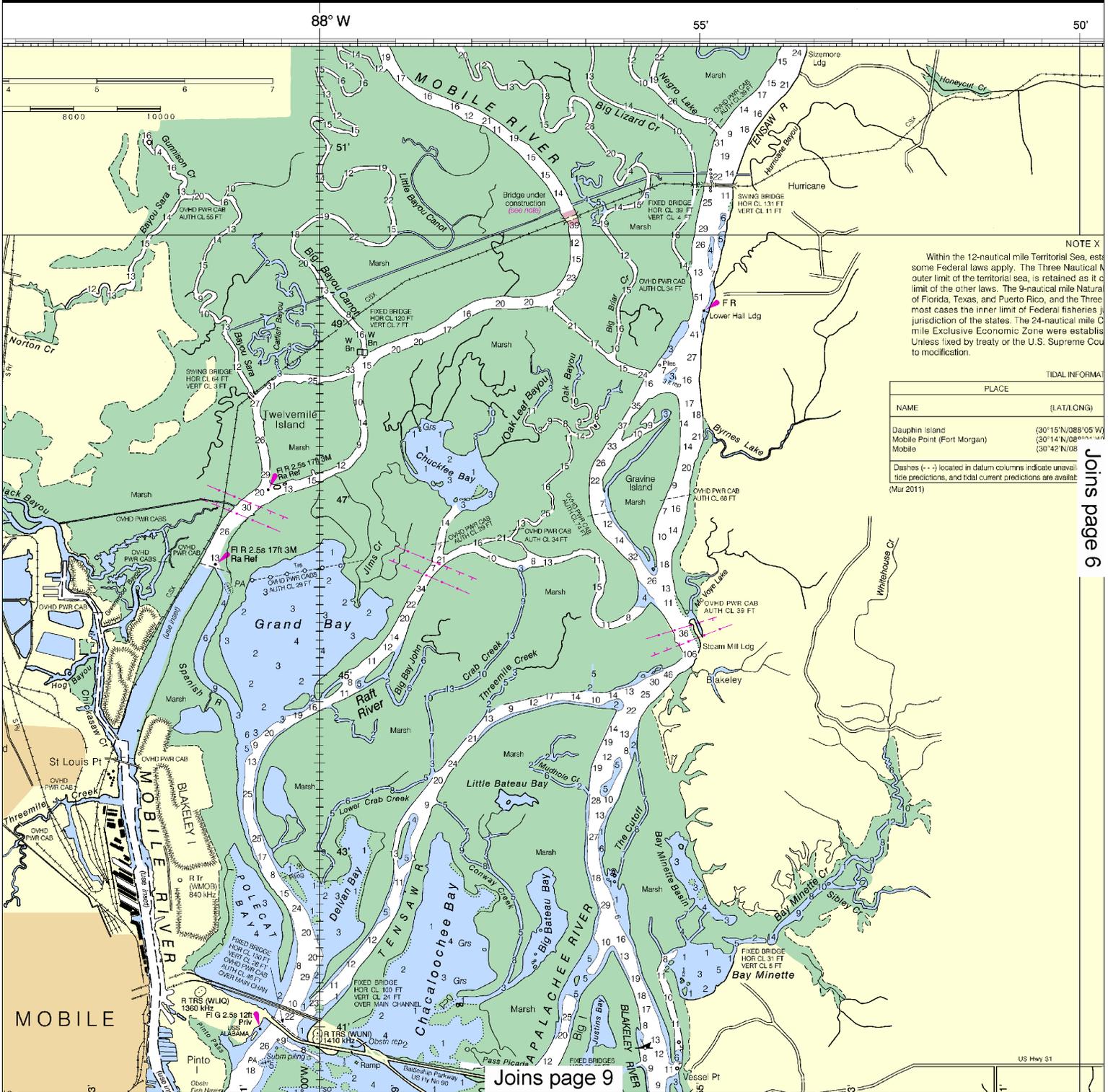
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.





NOTE X
 Within the 12-nautical mile Territorial Sea, certain Federal laws apply. The Three Nautical Mile outer limit of the territorial sea, is retained as the limit of the other laws. The 9-nautical mile Natural Resources Conservation Act of 1972, and the Three most cases the inner limit of Federal fisheries jurisdiction of the states. The 24-nautical mile Continental Shelf Exclusive Economic Zone were established by treaty or the U.S. Supreme Court to modification.

TIDAL INFORMATION

NAME	PLACE	(LAT/LONG)
Dauphin Island		(30° 15' N / 88° 05' W)
Mobile Point (Fort Morgan)		(30° 14' N / 88° 05' W)
Mobile		(30° 42' N / 88° 08' W)

Dashes (---) located in datum columns indicate unavailable predictions, and total current predictions are available (Mar 2011).

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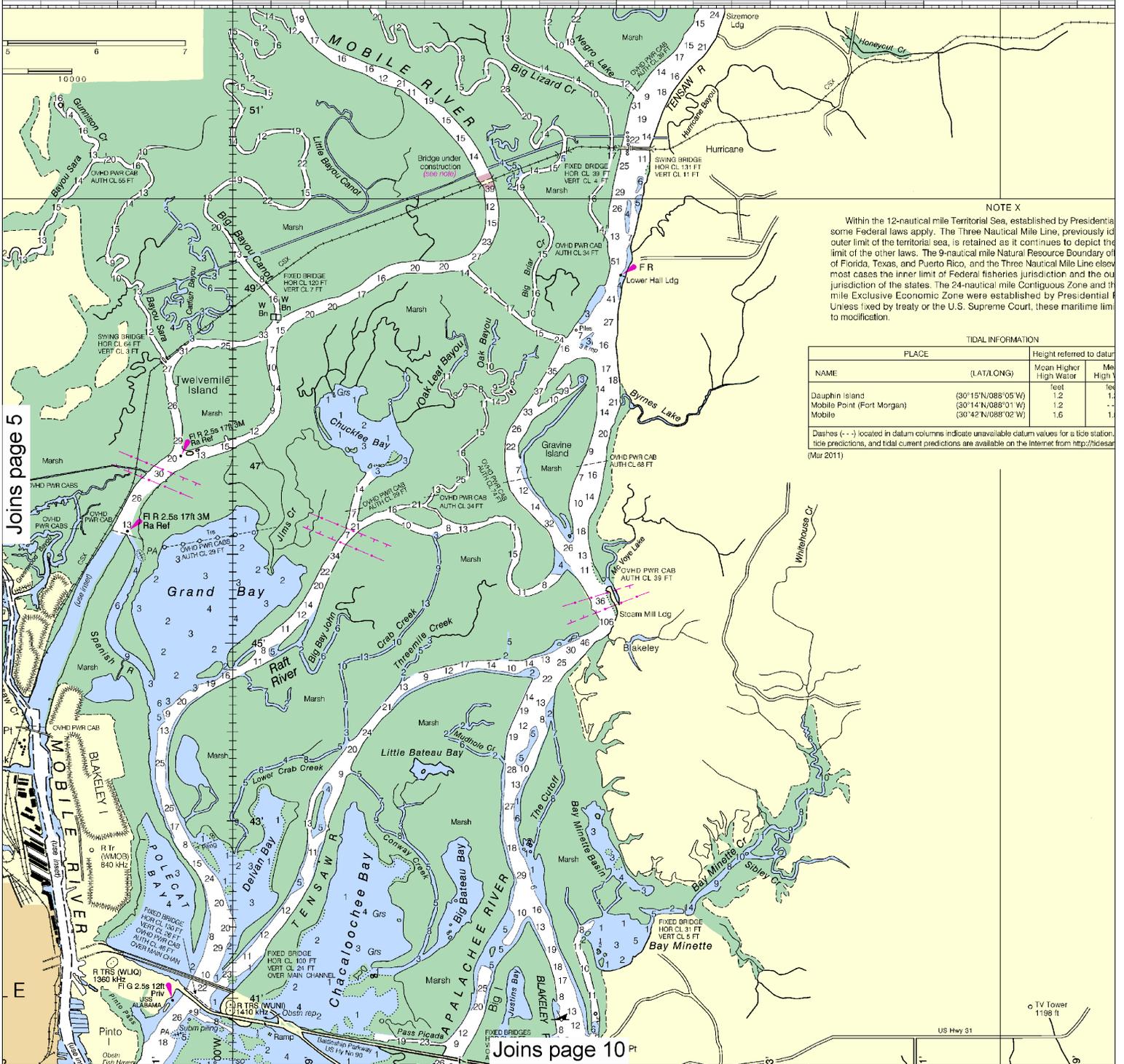
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



88° W

55'

50'



NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously 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 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.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum	
		Mean Higher High Water	Mean High Water
Dauphin Island	(30°15'N/088°05'W)	1.2 feet	1.2 feet
Mobile Point (Fort Morgan)	(30°14'N/088°01'W)	1.2 feet	1.2 feet
Mobile	(30°42'N/088°02'W)	1.6 feet	1.6 feet

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Mar 2011).

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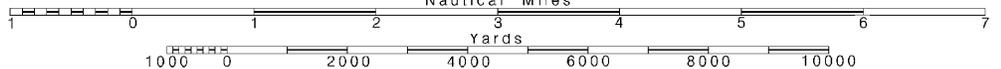


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Regulations for Ocean Dumping & Joins page 4
 contained in 40 CFR, Parts 220-229. A
 information concerning the regulations and re-
 quirements 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.

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MOBILE BAY AND RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2012 AND SURVEYS TO APR 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)
MOBILE BAY CHANNEL	43.5	47.0	44.9	10-11	600	8.1
MOBILE BAY						
LOWER BAY (TO LIGHT 50)	42.44	44.6	41.7	11,12-11,01-12	400	13.3
UPPER BAY	40.3	43.6	39.9	01-12	400-500	15.4
UPPER BAY TURNING BASIN	44.7	44.3	44.3	01-12	VARIES	0.4
MOBILE RIVER:						
PINTO ISLAND REACH	34.2	38.7	38.9	04-12	700-775	0.8
MOBILE CHANNEL	32.38	38.7	36.4	04-12	600	1.8
MOBILE TURNING BASIN	40.0	38.7C	36.5D	04-12	740-1000	0.6
BLANKLEY ISLAND REACH	30.0E	31.4G	26.4	04-12	500-1000	1.4
ST. LOUIS POINT REACH	18.2	24.9	21.2H	05-10	500	0.2
CHICKASAW CREEK CHANNEL	16.9	23.3	20.9I	06-11	250	3.0
ARLINGTON CHANNEL	13.0	13.3	12.5	01-12	150	1.7
GARROWS BEND CHANNEL	4.7	4.6	4.9	06-11	150	1.3
OCEAN TERMINAL TURNING BASIN	14.8	15.3	12.3	11-08	600	0.1
THEODORE SHIP CHANNEL:						
BAY OUT	33.7J	36.5	33.4	03-12	400	5.3
ANCHORAGE AREA	35.3	39.2	39.4	03-12	300	0.2
LAND CUT	36.7	39.9	39.6	03-12	300	1.7
TURNING BASIN	40.0K	39.8L	37.6M	05-12	1400	0.3
BARSE CHANNEL	9.9N	11.2	10.5	11-11	100	1.3

- A. EXCEPT FOR SHOALING TO 40.8 FEET IN BEND WIDENING AREA.
- B. EXCEPT FOR A DANGEROUS WRECK AT 30°40'54.00"N 88°02'14.02"W.
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NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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.

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)

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

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
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
 ———— (Solid line)
 ~~~~~~ (Wavy line)  
 - - - - - (Dashed 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.

**CAUTION**  
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**SUPPLEMENTAL INFORMATION**  
 Consult U.S. Coast Pilot 5 for important supplemental information.

**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.

**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).

**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 0.708" northward and 0.009" eastward to agree with this chart.

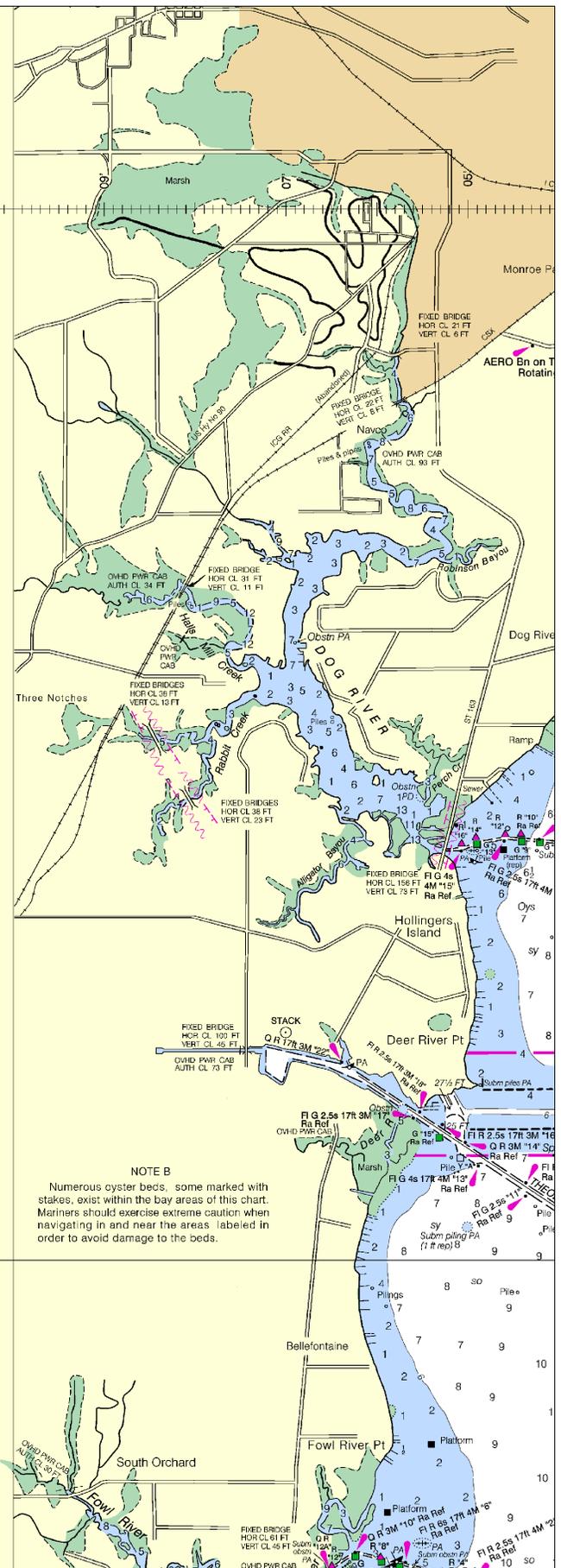
**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
 For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**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.

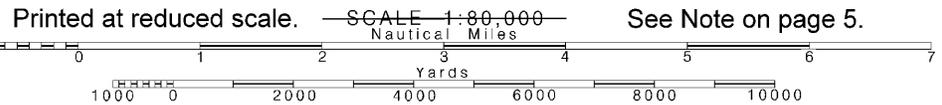
**NOAA WEATHER RADIO BROADCASTS**  
 The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mobile, AL KEC-61 162.55 MHz  
 Pensacola, FL KEC-96 162.40 MHz

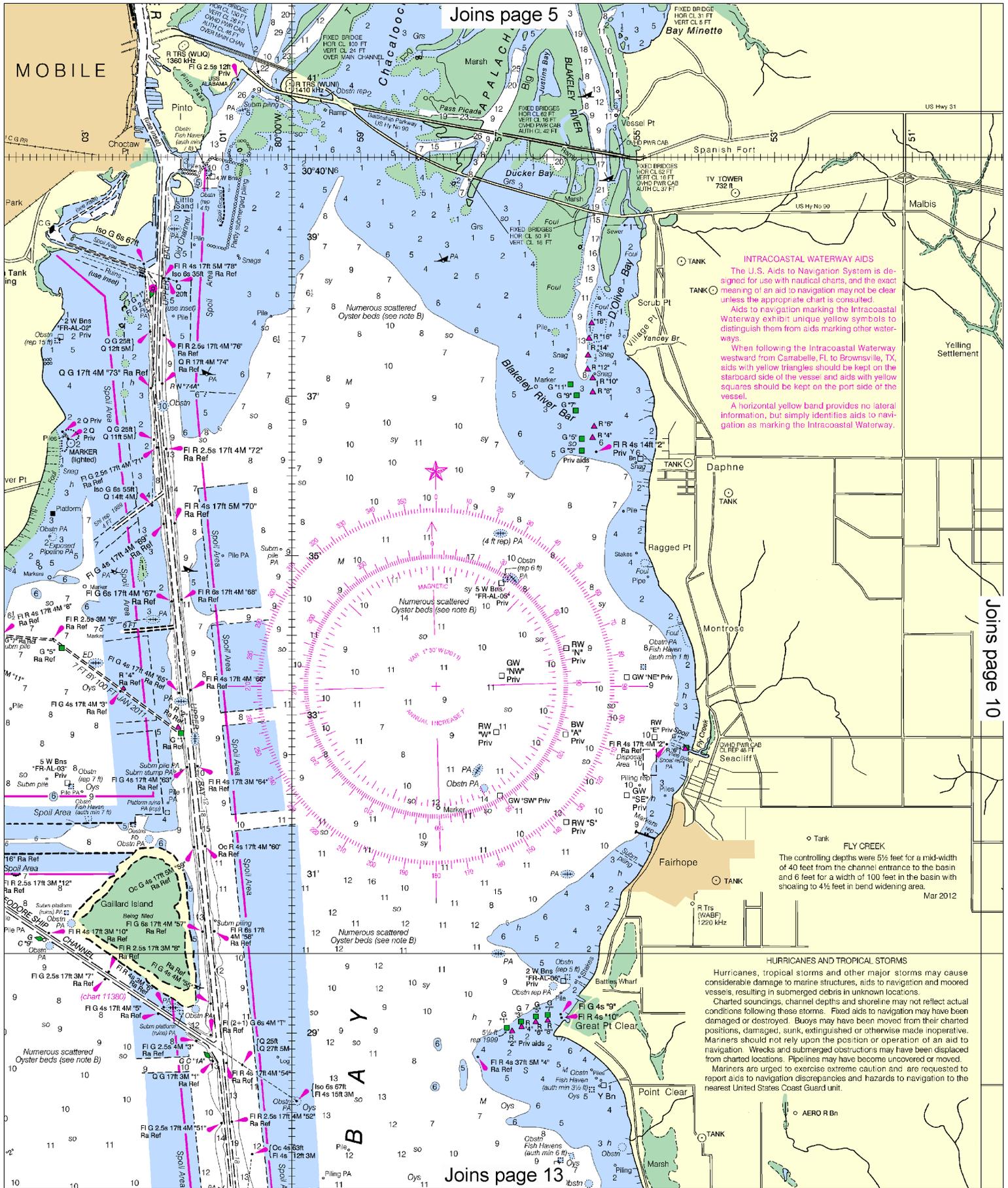
**MINERAL DEVELOPMENT STRUCTURES**  
 Obstruct are required Joins page 12



Note: Chart grid lines are aligned with true north.



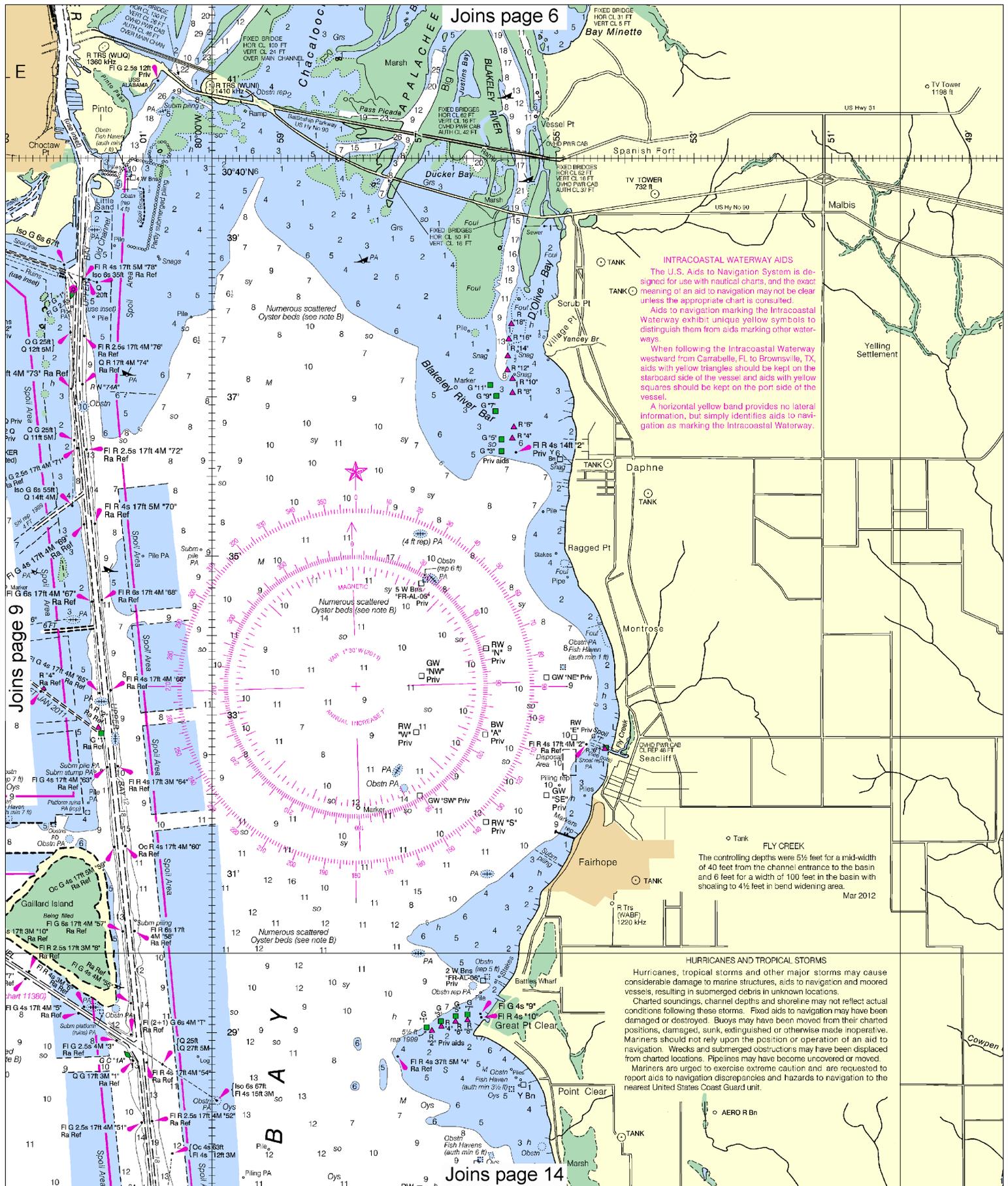
MOBILE



**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.

The controlling depths were 5½ feet for a mid-width of 40 feet from the channel entrance to the basin and 6 feet for a width of 100 feet in the basin with shoaling to 4½ feet in bend widening area. Mar 2012

**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.



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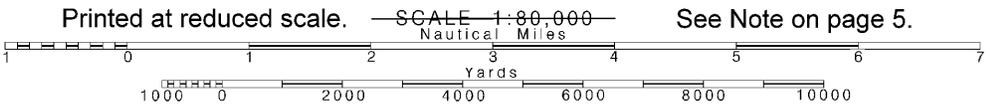
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 Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished 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.

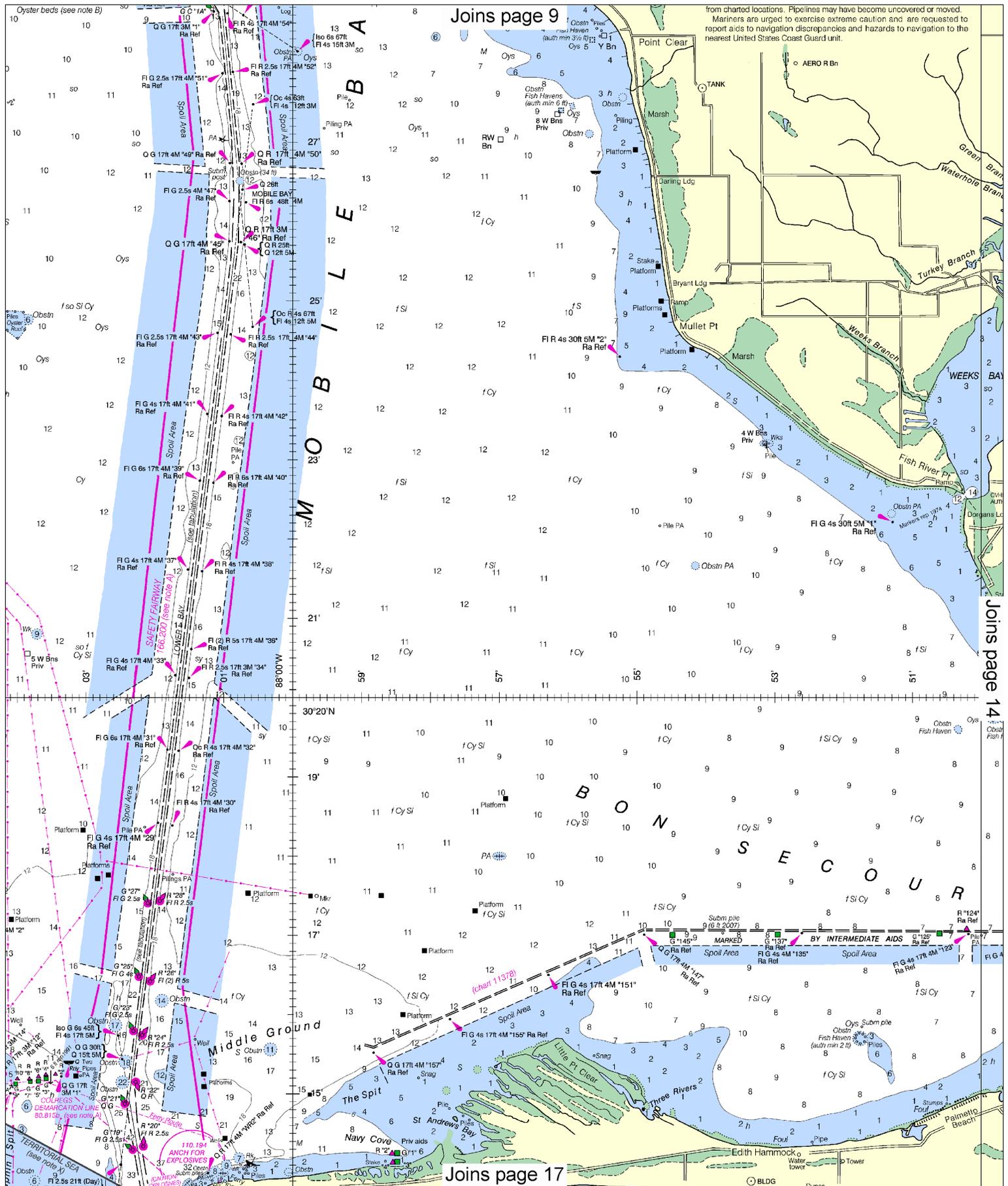
**10**

Note: Chart grid lines are aligned with true north.









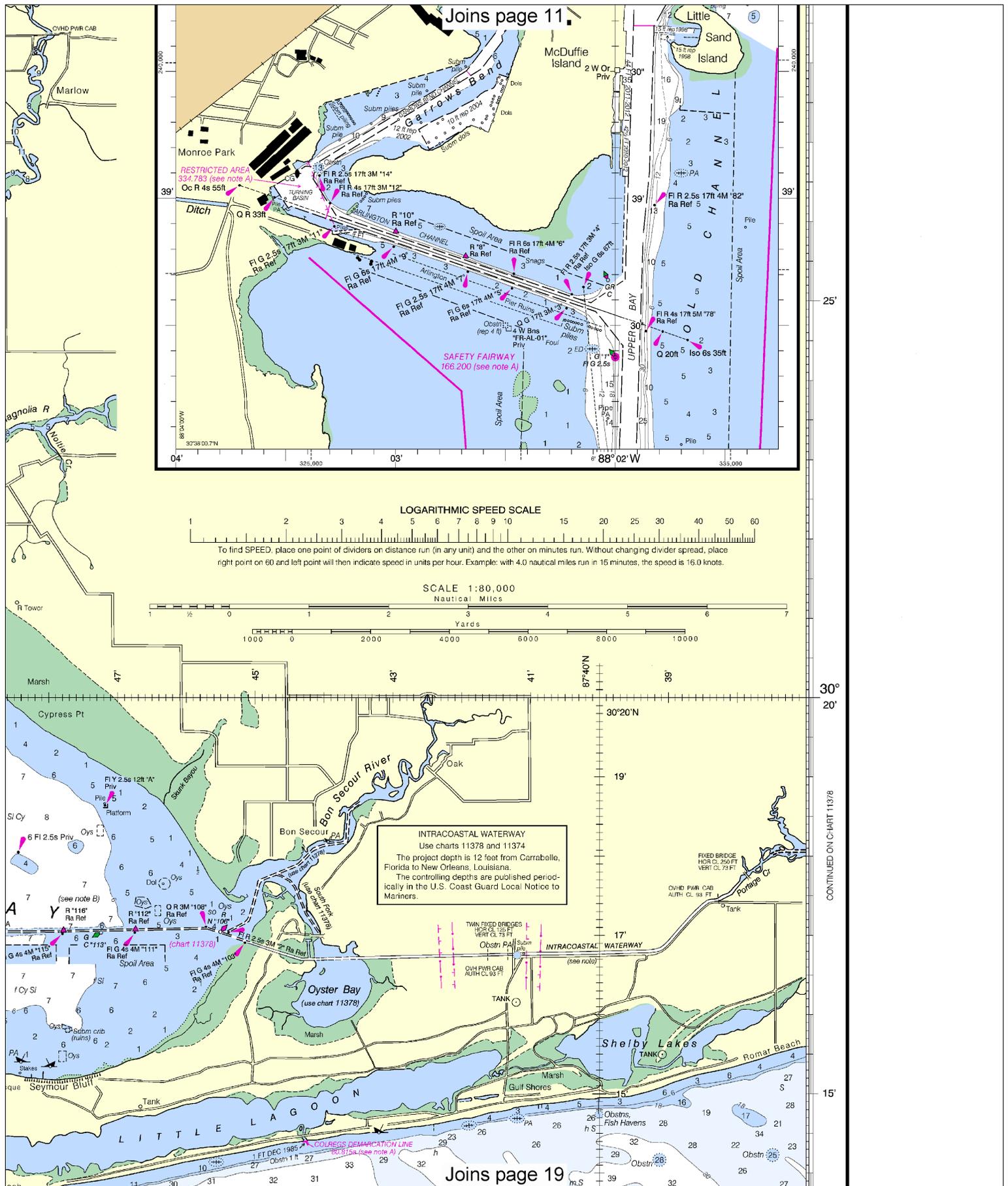
Joins page 9

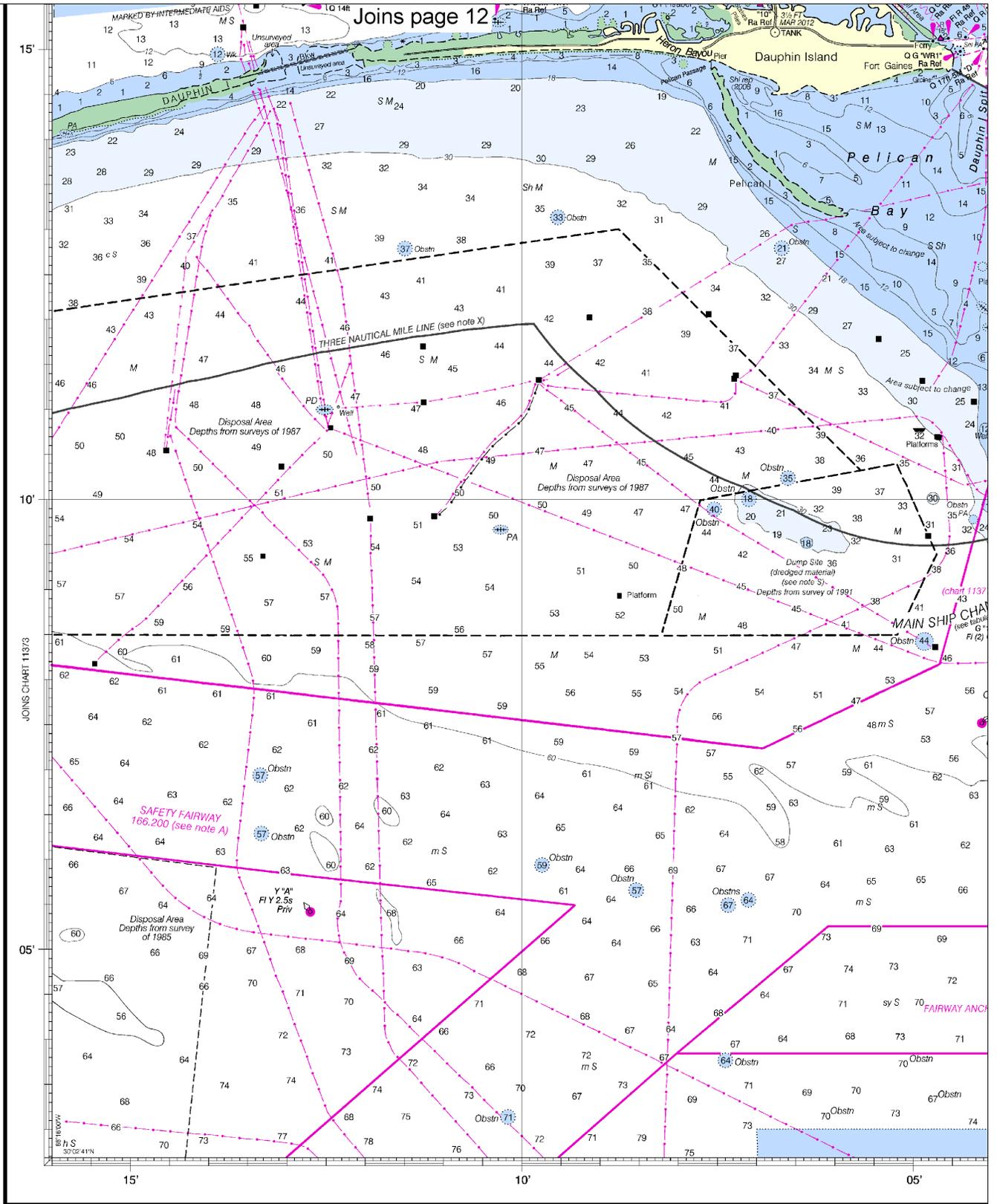
from charted locations. Pipelines may become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Joins page 14

Joins page 17







55th Ed., Mar./ 11 ■ Corrected through NM Mar. 12/11  
 Corrected through LNM Mar. 01/11

**11376**

**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).

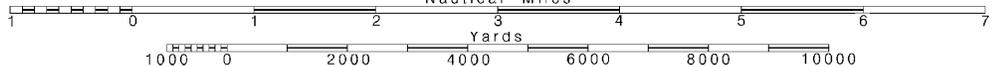
**16**

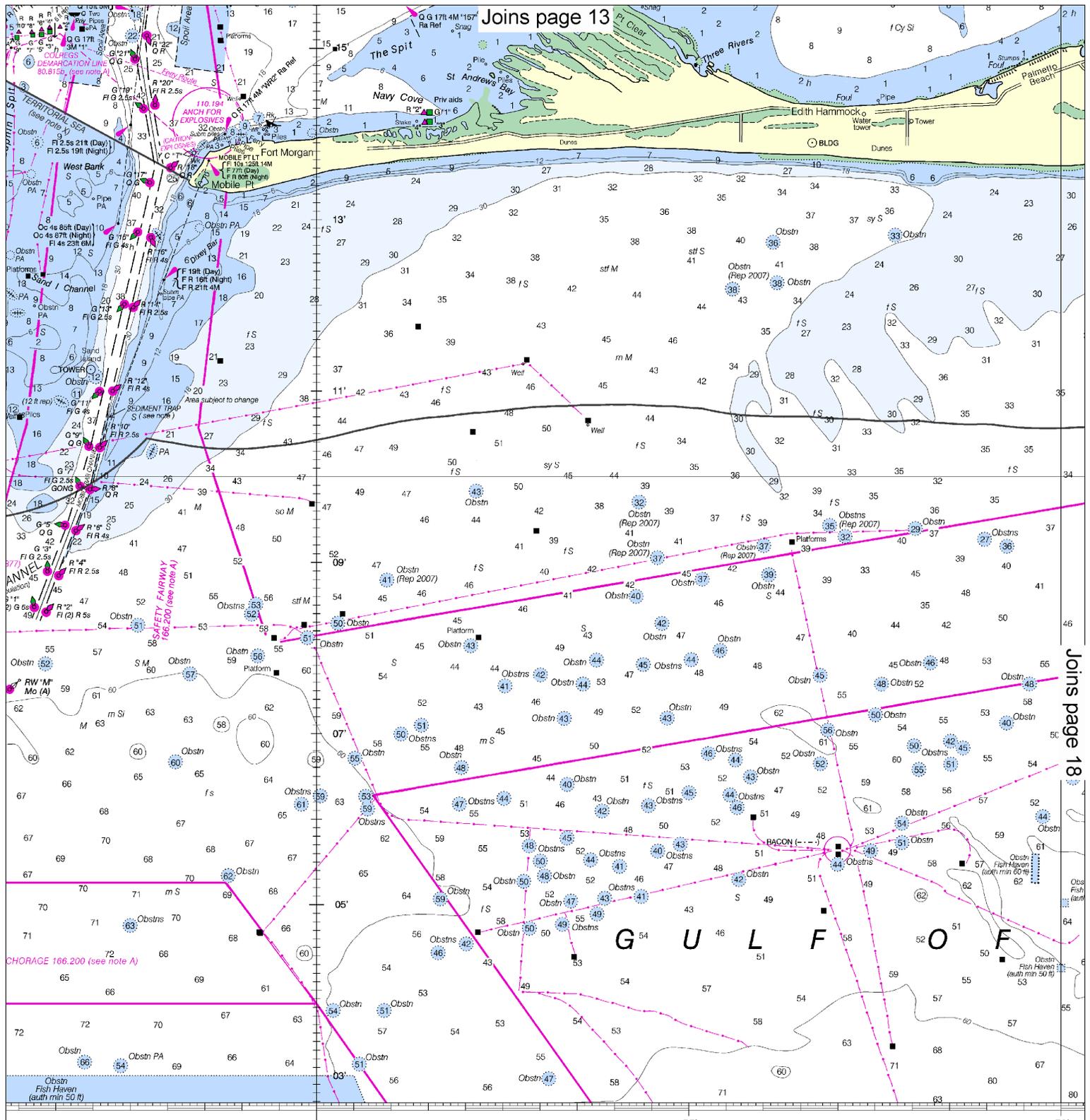
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
 Nautical Miles

See Note on page 5.





CONTINUED ON CHART 11360

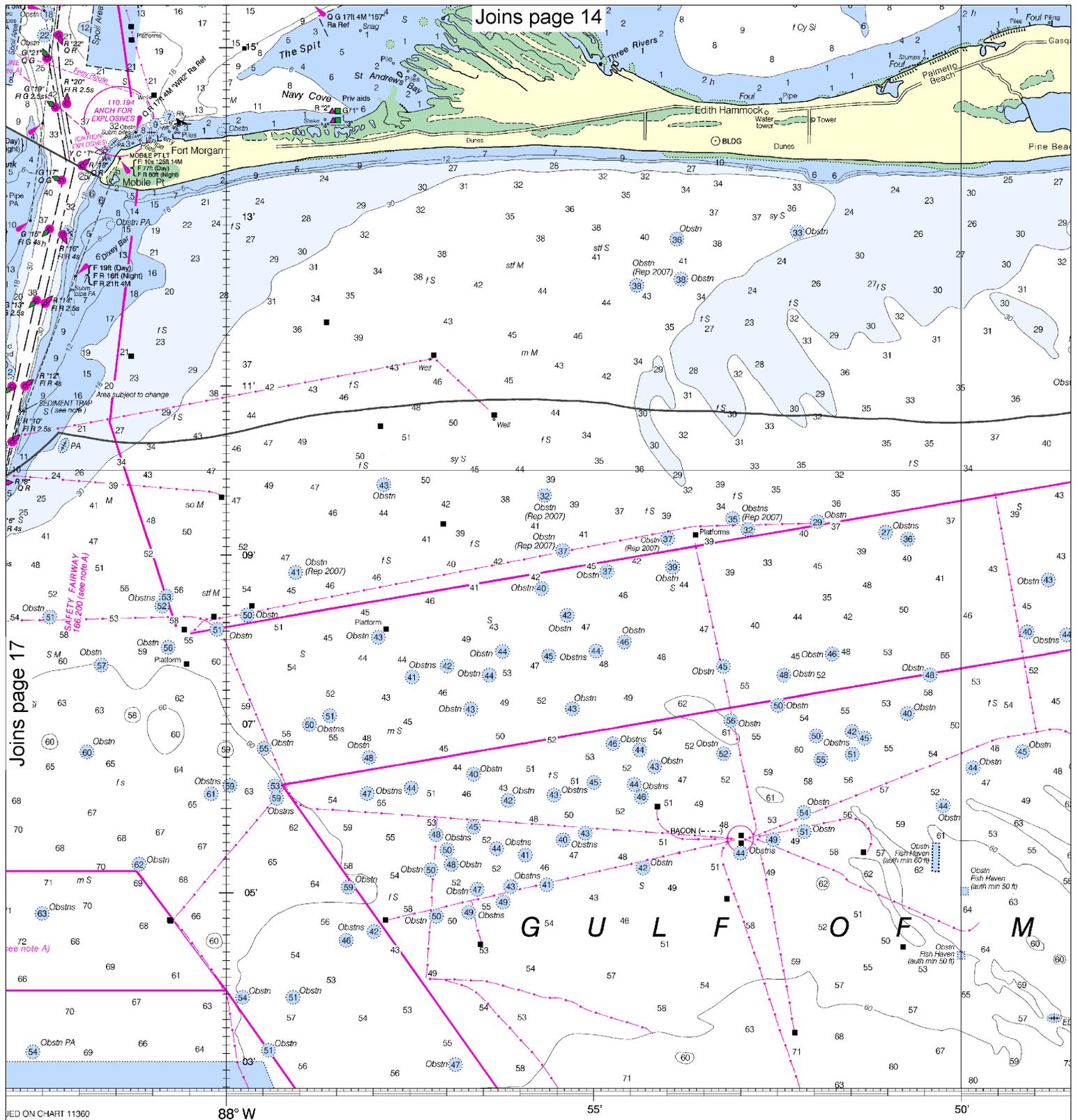
88° W

55'

50'

# SOUNDINGS IN FEET

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



**SOUNDINGS IN FEET**

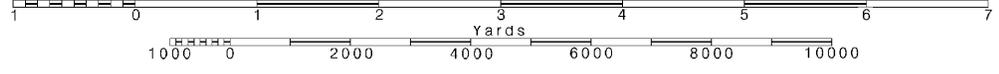
Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

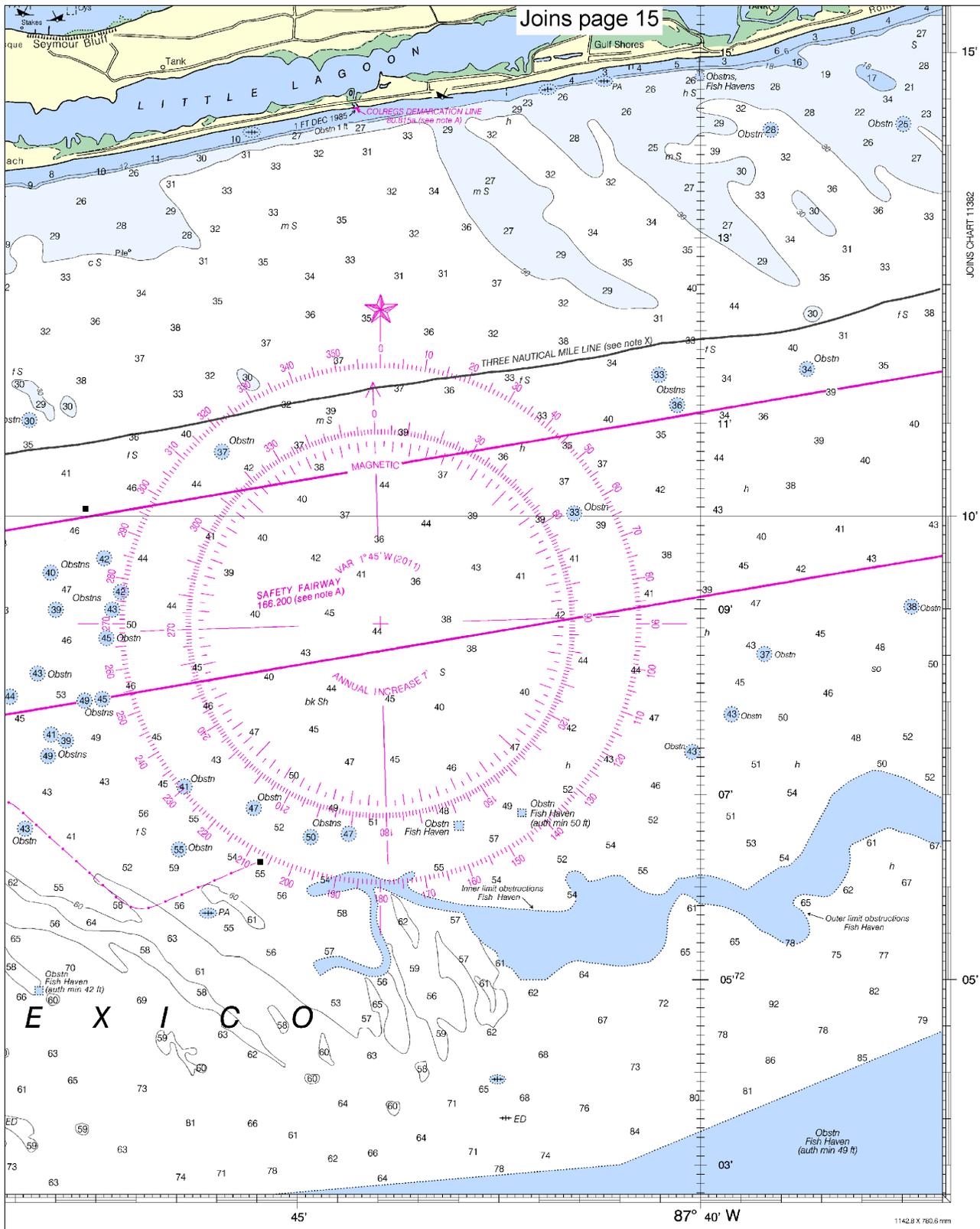
**18**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:80,000 —

See Note on page 5.





JOINS CHART 11382

ED. NO. 55

NSN 7642014010131  
 NGA REFERENCE NO. 11AHA11376

|         |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| FATHOMS | 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17  |
| FEET    | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| METERS  | 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17  |

Mobile Bay  
 SOUNDINGS IN FEET - SCALE 1:80,000

11376

1142.8 X 760.6 mm



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](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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NOAA's Office of Coast Survey



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