

BookletChart™

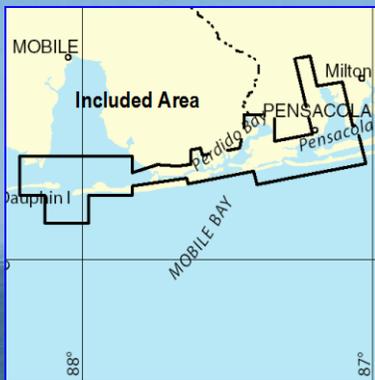


Intracoastal Waterway – Santa Rosa Sound to Dauphin Island

NOAA Chart 11378

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

Approximate Page Index					
4	5	6	7	8	9
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**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.

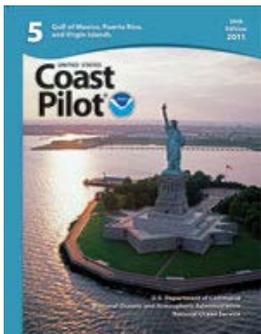
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11378>



[Coast Pilot 5, Chapter 9 excerpts].

Escambia Bay. The depths in the bay shoal gradually from 15 feet at the mouth to 7 feet in the upper reaches. A dredged channel, marked by lights and daybeacons, leads from 2 miles above the entrance to the bay to 6.1 miles above the mouth of Escambia River. The depth was 7.1 feet (10.0 feet at midchannel) to the mouth of Escambia River, thence 3.6 feet (5.2 feet at midchannel) to the head of the Federal project.

Blackwater River. The depth was 7.0 feet (7.2 feet at midchannel) through the bay to Daybeacon 22; thence 4.5 feet (7.9 feet at midchannel) in the bay and the river to the town of Milton. The channel

is marked by lights, daybeacons, and buoys.

Numerous wrecks, submerged piling, and other obstructions constitute hazards in Blackwater River. **Wright Basin** and **Marquis Basin** are filled with such obstructions.

Daybeacons 6 and 8. Several small-craft facilities are in the coves.

Cotton Bayou has a marina where berths, gasoline, water, marine supplies, a launching ramp are available.

Old River; a depth of 5 feet could be carried through the river with local knowledge.

The **danger zones** of two Air Force proving grounds have been established in Santa Rosa Sound, The Narrows, and the Gulf. (See **334.710** and **334.730**, chapter 2, for limits and regulations.)

Unexploded ordnance lies on the bottom a mile offshore from Santa Rosa Island, about 8 miles W of Choctawhatchee Bay Entrance.

Vessels should approach the harbor through the prescribed Safety Fairways. (See **166.100** through **166.200**, chapter 2.)

Dangers.—East Bank and **Middle Ground** form an extensive shoal area that extends 1.6 miles S from the W end of Santa Rosa Island. **Caucus Shoal**, with depths of 2 to 18 feet, extends 1.5 miles S from the W side of the entrance. Because of shoaling on the E side of the entrance, large vessels are advised to navigate as close as possible to the range line.

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. (See **166.100** through **166.200**, chapter 2.)

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.—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.

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

**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

Mariners should be aware that numerous deadheads may be present throughout the area north of a line between Grassy Point and Double Point after heavy periods of rainfall.

HEIGHTS

Heights in feet above Mean High Water.

Numerous tree stumps, visible and submerged piles lie within 33 feet of shore in all undeveloped shoreline areas north of the highway 93 bridge. Mariners should exercise caution when transiting near shore.

NOTE E

Numerous oyster beds, some marked with stakes, exist within the bay areas of this chart. Mariners should exercise extreme caution when navigating in and near the areas labeled in order to avoid damage to the beds.

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.

BON SECOUR CHANNEL AND SOUTH FORK CHANNEL

The controlling depth from the Intracoastal Waterway was 6½ feet for a mid width of 40 feet to daybeacon 30; thence 4½ feet for a width of 80 feet to the end of the project. The controlling depth in South Fork Channel was 5½ feet for a width of 80 feet from the Bon Secour River to the turning basin.

Mar - Sep 2011

All daybeacons in Bon Secour River and South Fork Channel are equipped with radar reflectors.

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. 47

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).

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TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

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)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices 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.

ESCAMBIA BAY AND RIVER

The controlling depth was 7½ feet for a width of 100 feet from the channel entrance located (30° 27' 58" N; 87° 07' 24" W) to the Hwy 90 Bridge (30° 32' 55" N; 87° 11' 45" W); thence 7 feet for a mid-width of 50 feet to Gonzalez Lake; thence 3½ feet for a width of 100 feet to Morsanto Dock.

Aug 2010 - Sep 2010

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCC), 2100 Second Street, SW, Washington, DC 20593

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
	Dauphin Island	(30°15'N/088°04'W)	1.2	1.2	0.0
	Warrington	(30°21'N/087°16'W)	1.3	---	---
	Mobile Point	(30°14'N/089°01'W)	1.2	---	---
	Bon Secour	(30°18'N/087°44'W)	1.6	---	---
	Bayou La Batre	(30°22'N/089°16'W)	1.5	---	---
	Fishing Bend	(30°20'N/087°08'W)	1.4	---	---
	Lora Point	(30°31'N/087°10'W)	1.5	---	---
	Pensacola	(30°24'N/087°13'W)	1.3	1.2	0.0
	Pensacola Bay entrance	(30°20'N/087°19'W)	1.1	---	---
	Blue Angels Park	(30°23'N/087°26'W)	0.7	0.7	---
	Alabama Point	(30°17'N/087°33'W)	0.9	0.8	0.0
	Millview	(30°25'N/087°21'W)	0.8	0.8	---
	Gulf Shores	(30°17'N/087°41'W)	1.1	1.1	0.1

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>. (May 2010)

PENSACOLA HARBOR ENTRANCE CHANNEL

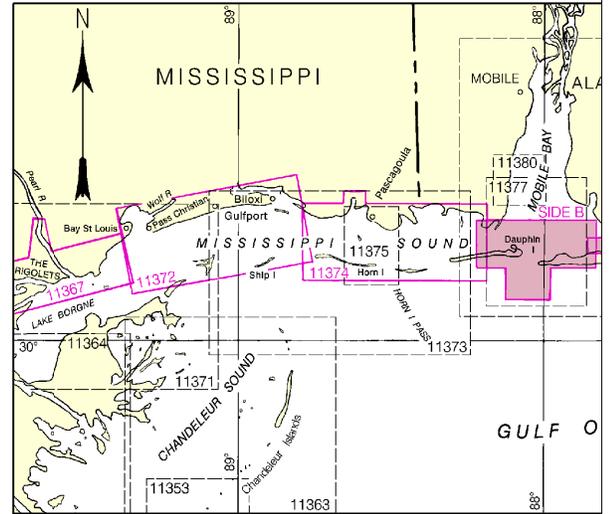
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2012 AND SURVEY OF JAN 2012

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 (MILES)	DEPTH (FEET)
CAUCUS CHANNEL	35.0	35.0	35.0	35.0	11-10, 1-12	A500	3.1	A35
BARRANCAS CHANNEL	35.0	35.0	35.0	35.0	10-11, 1-12	A500	1.7	A35
PICKENS CHANNEL	43.6	45.5	45.5	B45.9	1-08,10	A500	2.8	A35

A. PROJECT DIMENSIONS OF 44 FEET FOR A WIDTH OF 800 FEET PROVIDED BY THE U.S. NAVY. AUTHORIZED USAGE PROJECT IS 35 FEET FOR A WIDTH OF 500 FEET.

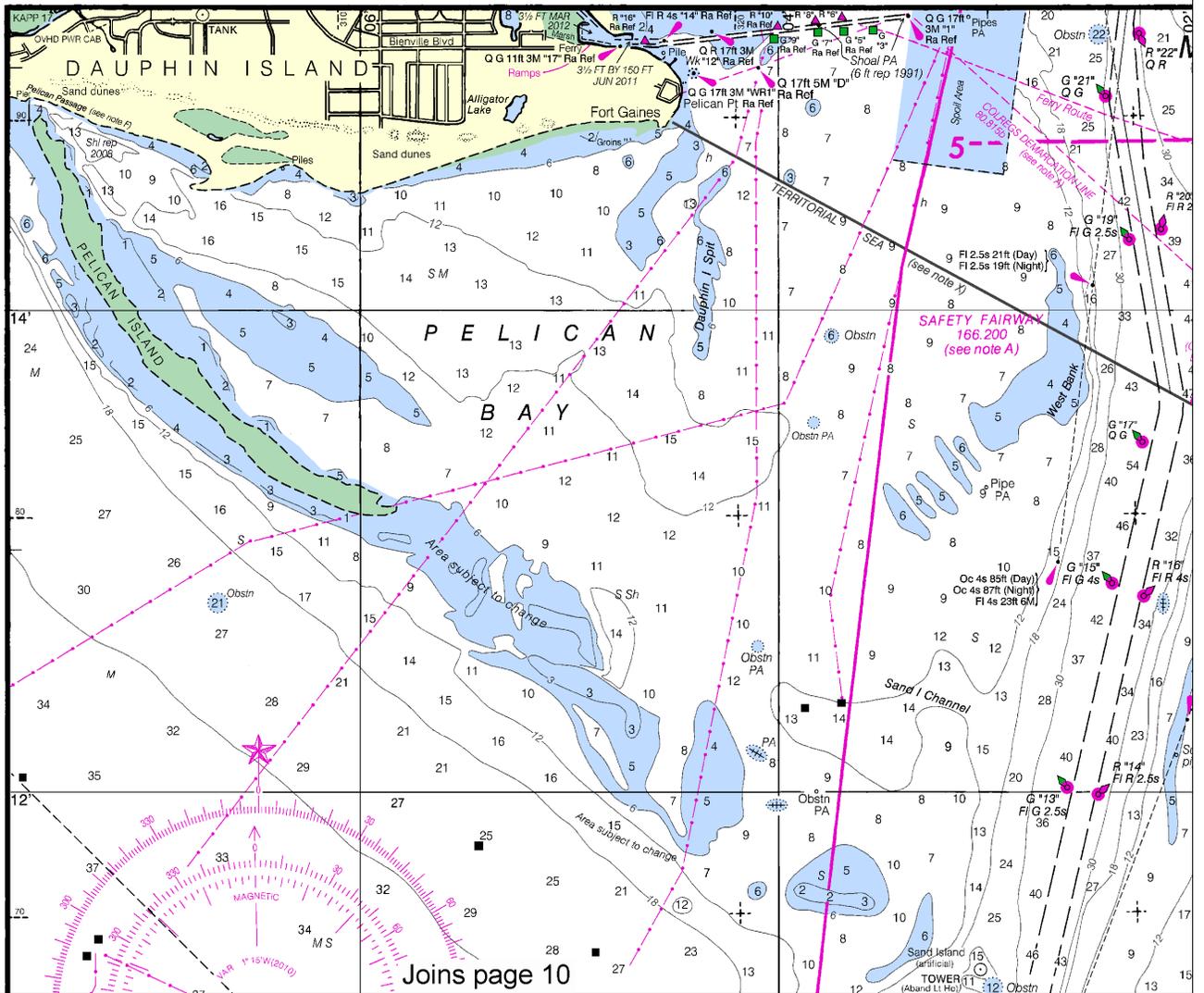
B. EXCEPT FOR A 43 FT OBSTRUCTION REPORTED BY AN NOS SURVEY AT 30°19'57.7" N, 087°16'39.3" W.

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



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://ocsddata.nocd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



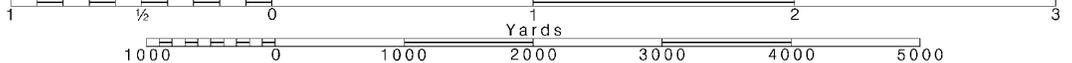
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Note: Chart grid lines are aligned with true north.

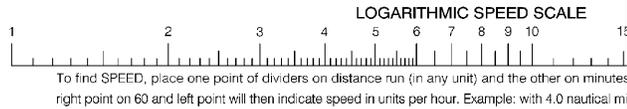
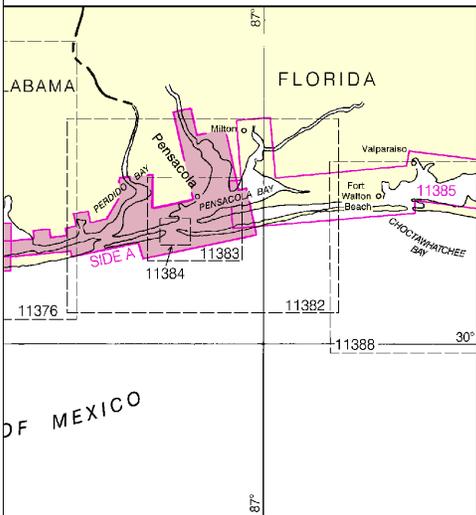
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



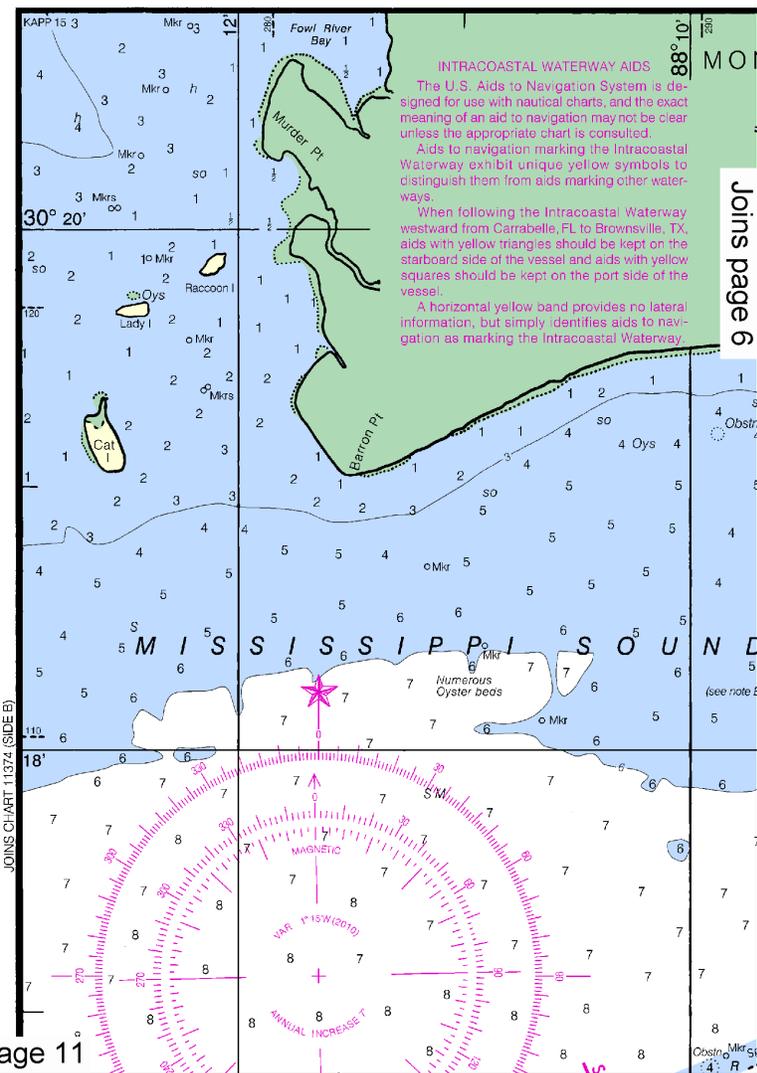
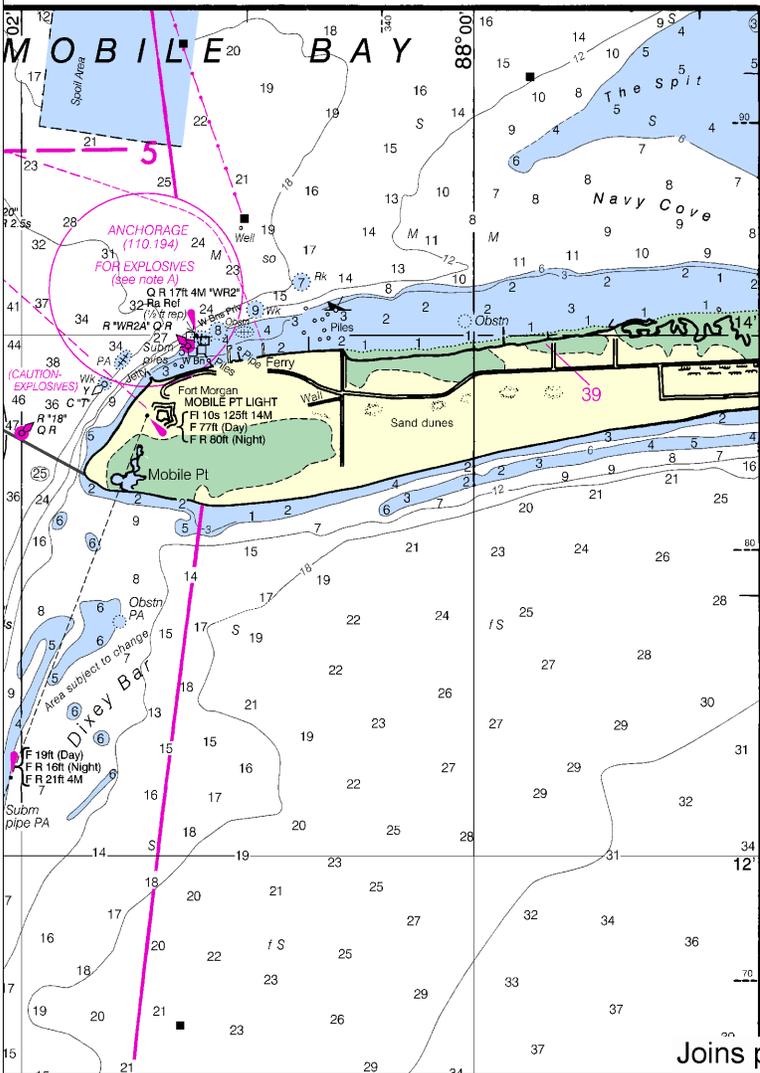
DIAGRAM



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.

Shoaling
Island
Local
navigat



Joins page 11

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

KNOTS PER HOUR SPEED SCALE



(per unit) and the other on minutes run. Without changing divider spread, place four. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

**NOTE F
PELICAN PASSAGE**

Shoaling to bare has been reported from Dauphin Island across Pelican Passage to Pelican Island. Local knowledge is recommended when navigating in this area.

Mar 2008

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.

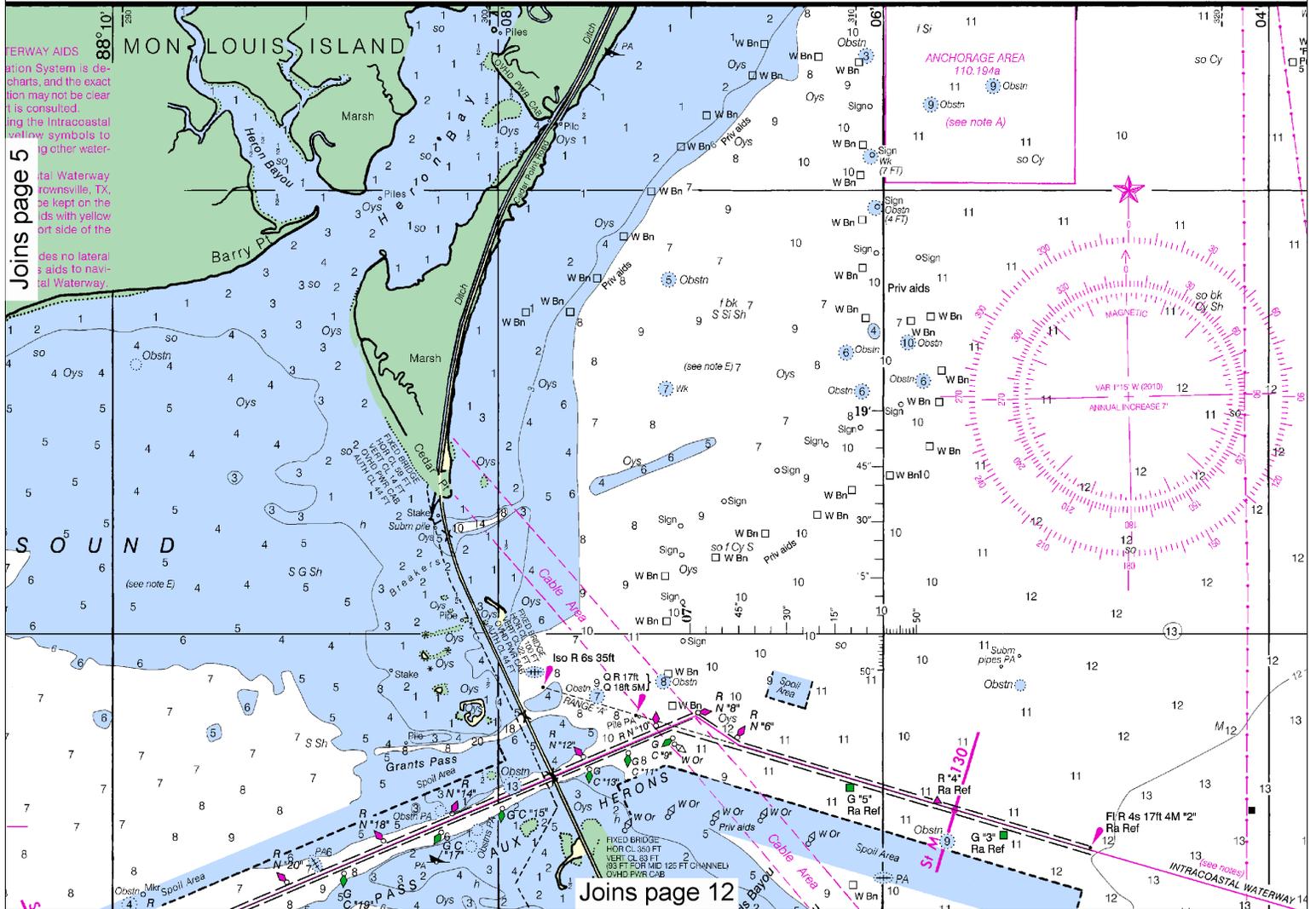
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not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

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.

Formerly 872-SC, 1st Edition



TERWAY AIDS
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Joins page 5

Joins page 12

6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



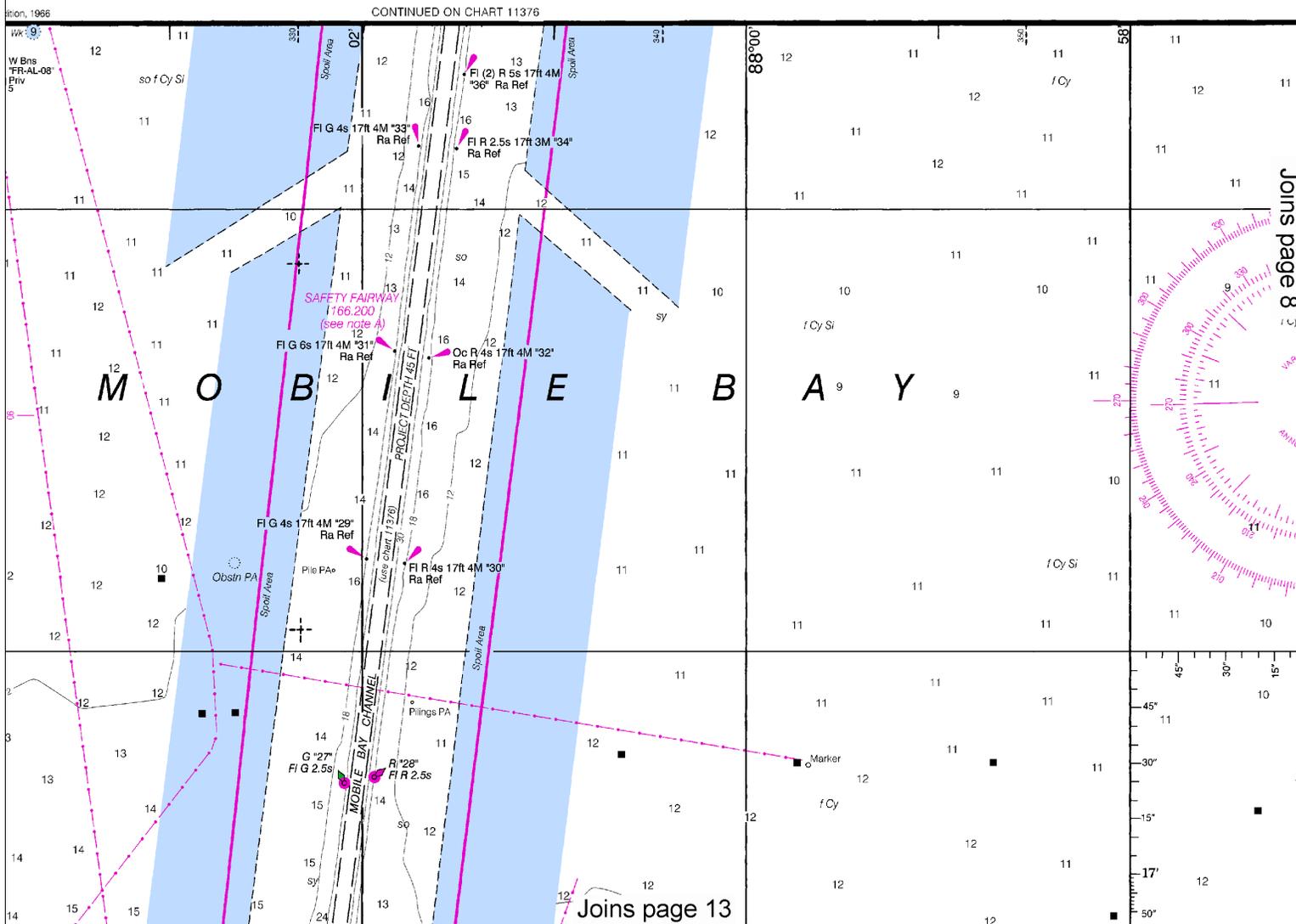
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Warrington	(30°21'N/087°16'W)	1.3	---	---
Mobile Point	(30°14'N/088°01'W)	1.2	---	---
Bon Secour	(30°18'N/087°44'W)	1.6	---	---
Bayou La Batre	(30°22'N/088°16'W)	1.5	---	---
Fishing Bend	(30°20'N/087°08'W)	1.4	---	---
Lora Point	(30°31'N/087°10'W)	1.5	---	---
Pensacola	(30°24'N/087°13'W)	1.3	1.2	0.0
Pensacola Bay entrance	(30°20'N/087°19'W)	1.1	---	---
Blue Angels Park	(30°23'N/087°28'W)	0.7	0.7	---
Alabama Point	(30°17'N/087°33'W)	0.9	0.8	0.0
Millview	(30°25'N/087°21'W)	0.8	0.8	---
Gulf Shores	(30°17'N/087°41'W)	1.1	1.1	0.1

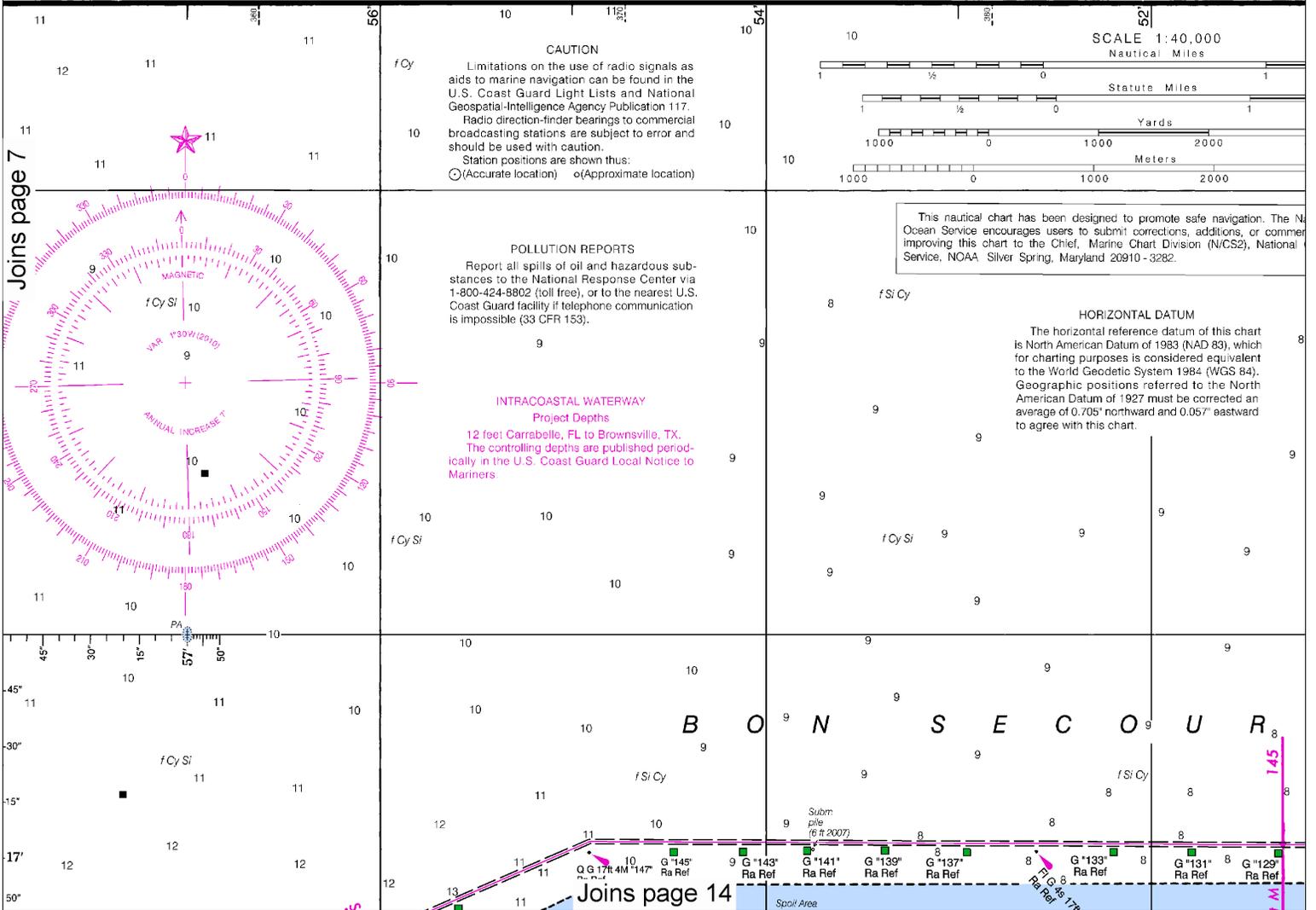
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>.
(May 2010)

TIDAL INFORMATION

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Joins page 7

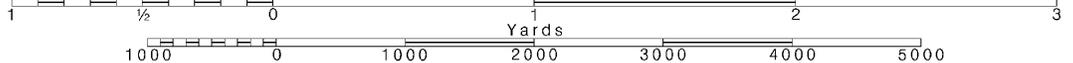


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SCALE 1:40,000
Nautical Miles

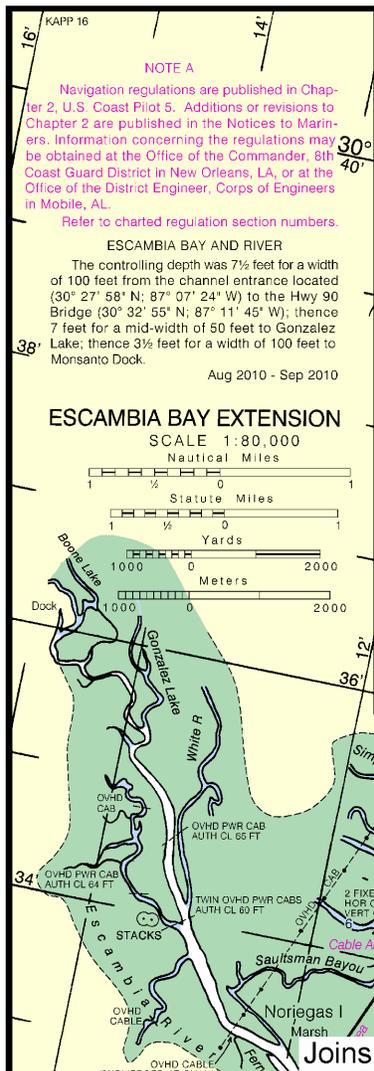
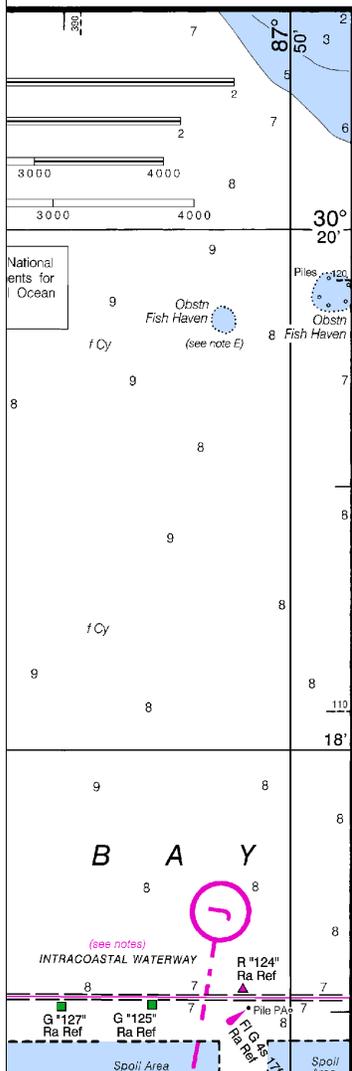
See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

FLORIDA - ALABAMA SANTA ROSA SOUND TO DAUPHIN ISLAND



MERCATOR PROJECTION AT SCALES 1:40,000 AND 1:80,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

HEIGHTS
Heights in feet above Mean High Water.
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

ACKNOWLEDGMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the Perdido Bay Power Squadron, District 15, United States Power Squadrons, in continually providing essential information for revising this chart.

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.

For Symbols and Abbreviations see Chart No. 1
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

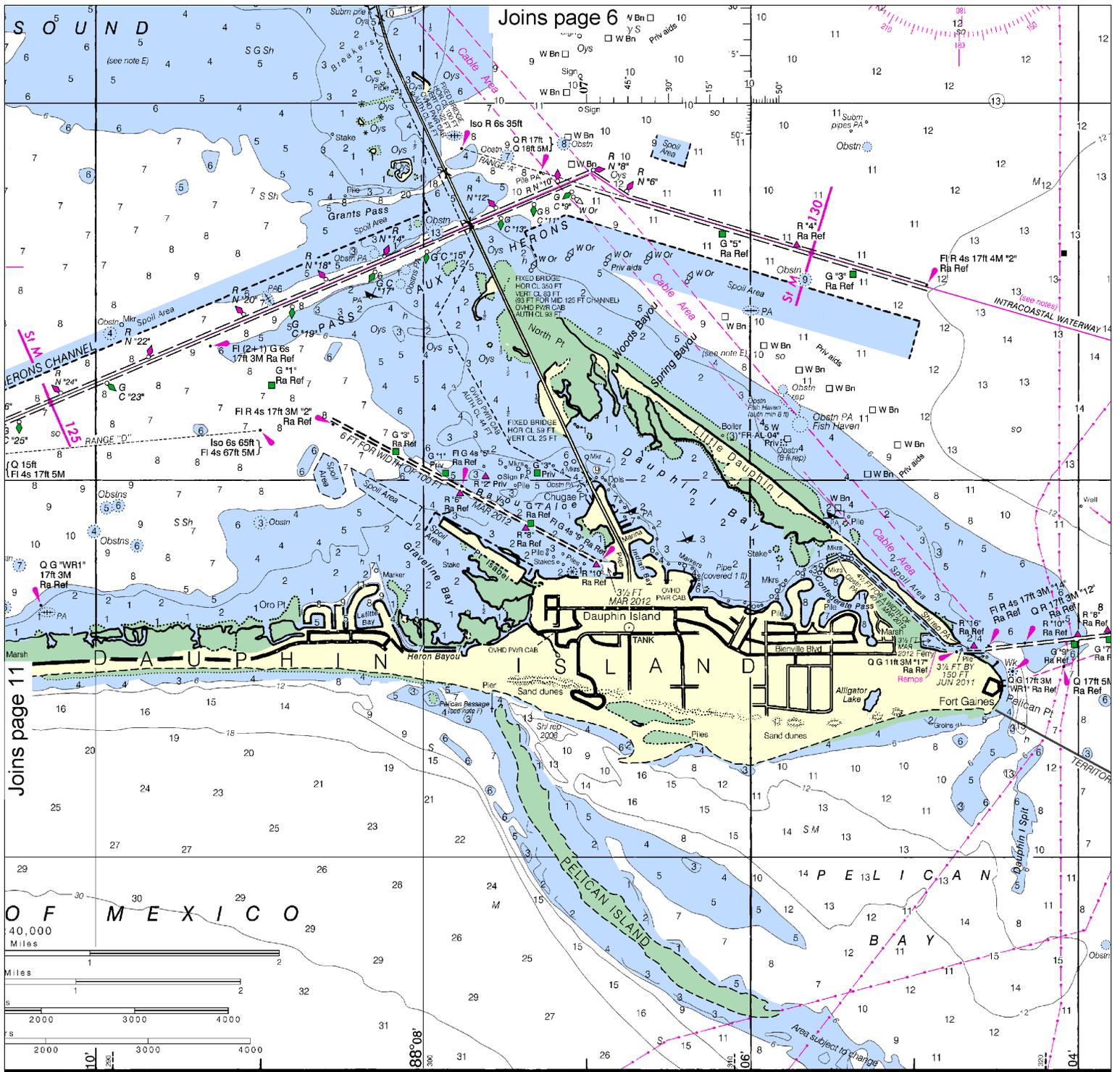
Chart 11378, 37th Ed., Jun/10
Corrected through NM Jun 05/10, LNM May 25/10

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY
Additional information can be obtained at nauticalcharts.noaa.gov.

NSN 7642014010230
NGA REFERENCE NO. 11XHA11378

ED. NO. 37

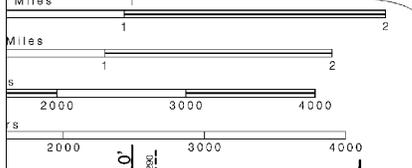
Joins page 15



Joins page 6

Joins page 11

OF MEXICO



CONTINUED ON CHART 11376

Joins page 18

PLACE	TIDAL INFORMATION		
	Mean Higher High Water	Mean High Water	Mean Low Water
(LAT/LONG)	feet	feet	feet

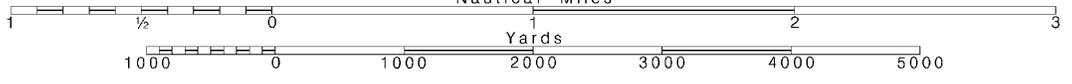
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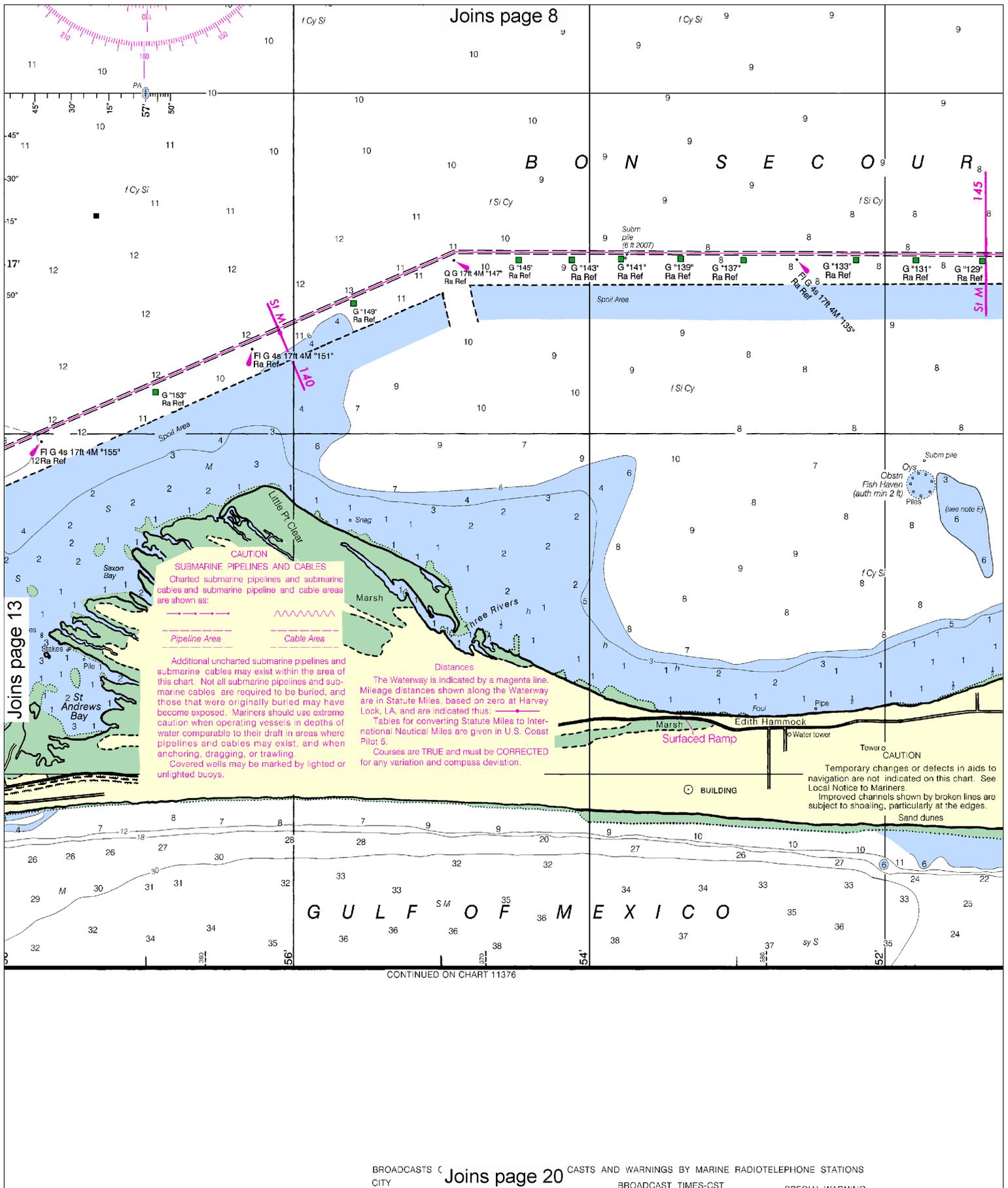
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





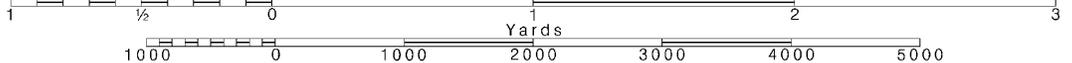
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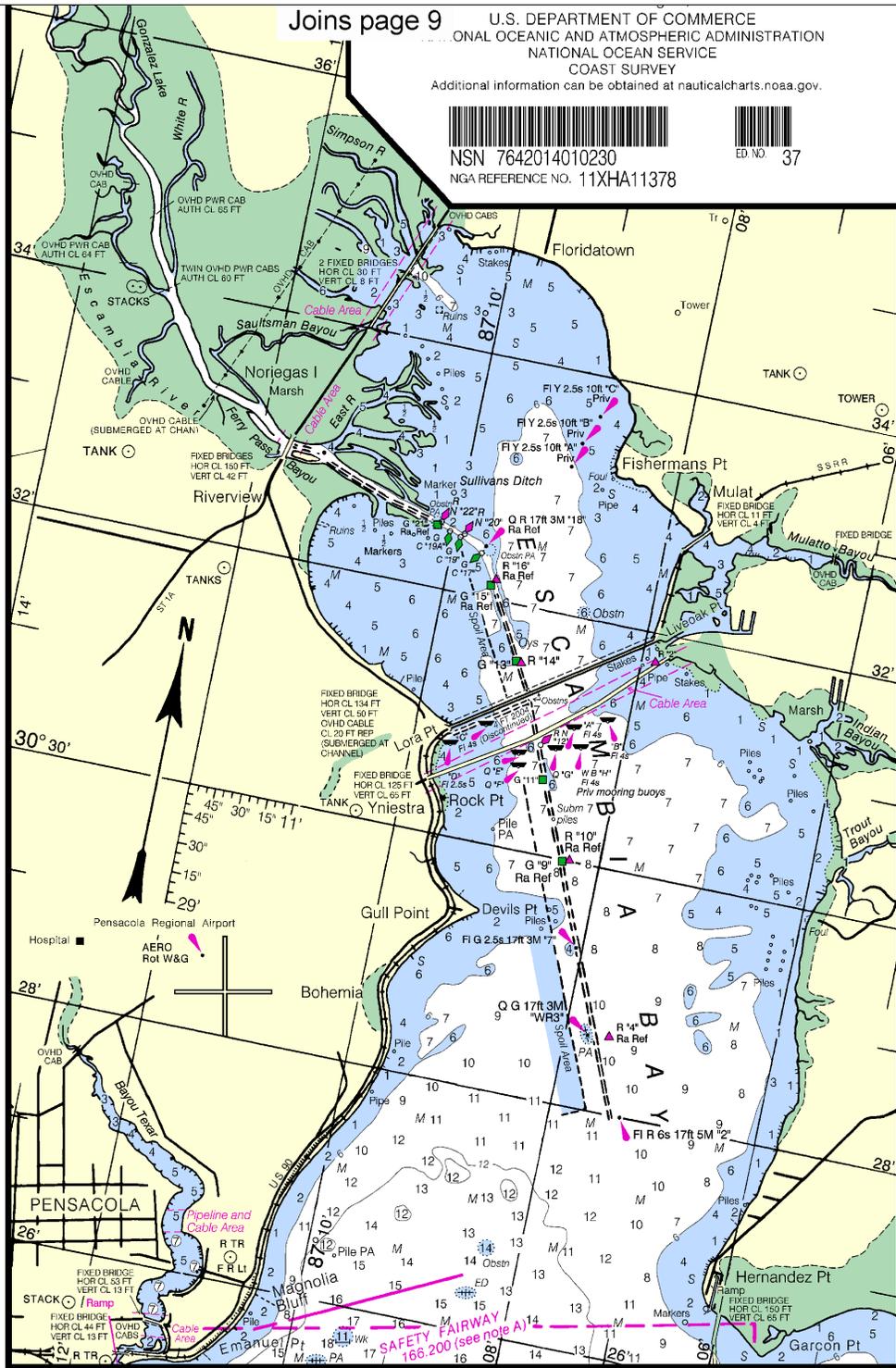
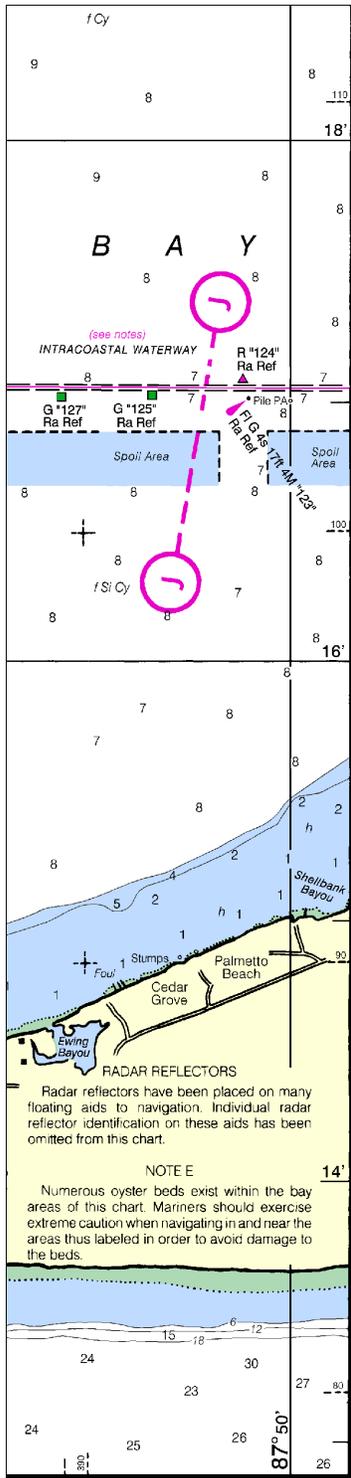
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SCALE 1:40,000
Nautical Miles

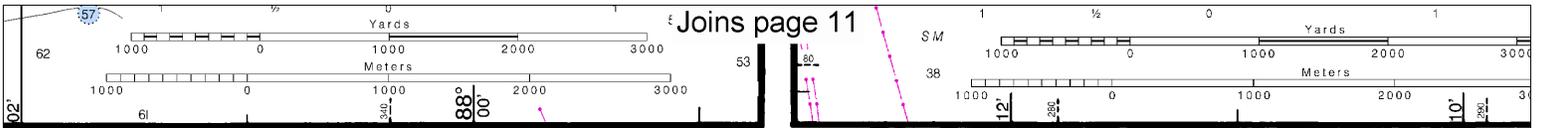
See Note on page 5.





MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE
CITY TELEPHONE NUMBER OFFICE HOURS

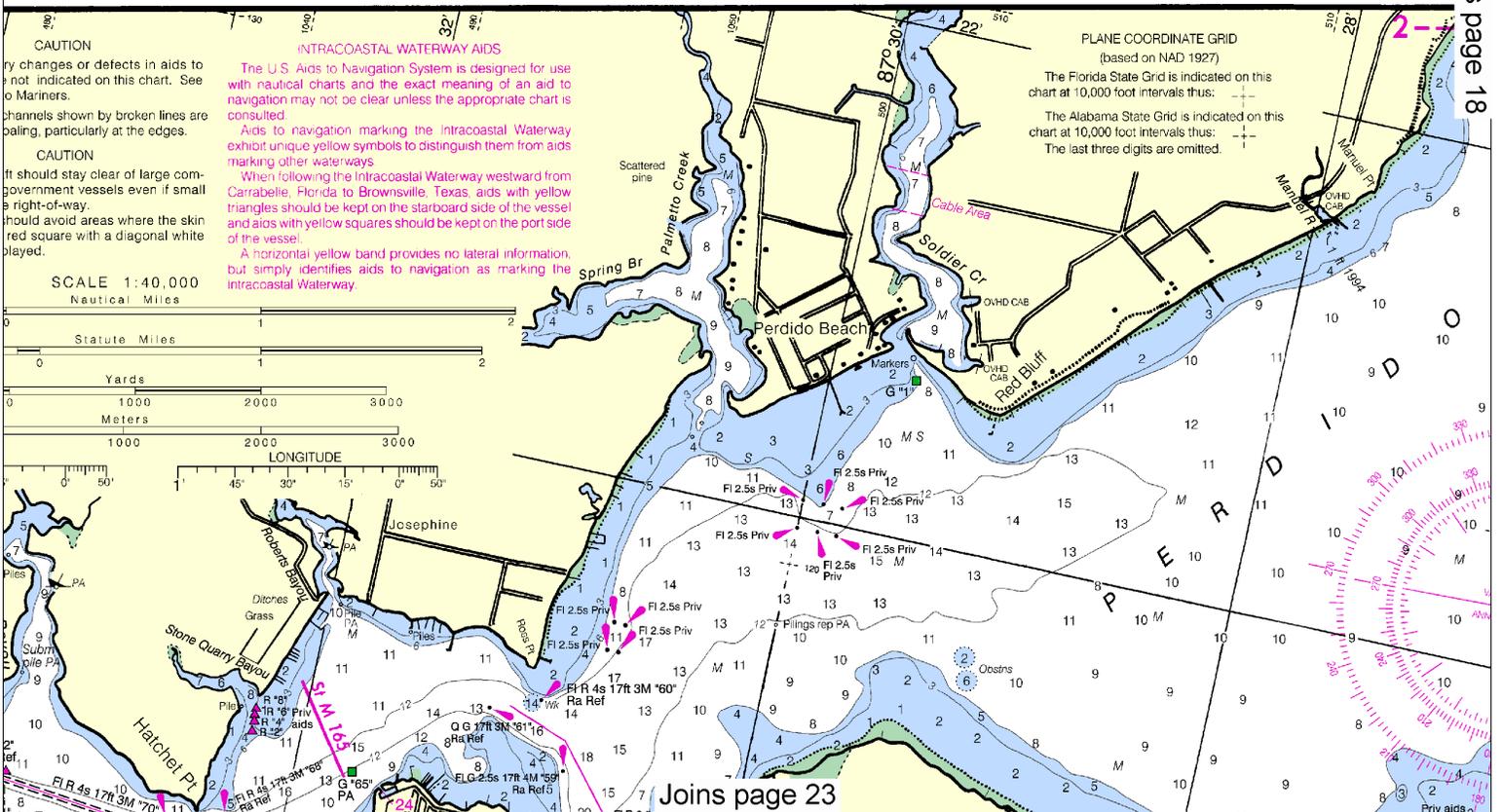
Joins page 21



NO	SMALL CRAFT FACILITY	DEPTHS				SERVICES				SUPPLIES				OTHER							
		APPROACH	LONG	TRANS	CHART	RAMP	REP	BOAT	FOOD	TOILETS	WATER	DRUGS	ON-GASOLINE								
FEET	FEET	FEET	FEET	FEET	REP	REPAIR	RENTAL	DRINKING	WATER	WATER	WATER	WATER									
9	HIVEPORT MARINA	A	12	12	B	E	MR				F	TSLP	C	WI	DG						
10	ROMAR MARINA	A	8	7	B	E						TS	P	WD	C	WI	GH	B	DG		
18B	ZEKE'S LANDING MARINA	A	8	8	B	E	R		20		C	F	T	P	WD	C	WI	GH	B	DG	
16C	SAN ROC CAY MARINA	A	6	6	B	E				M	C	F	T	P	WD	C	WI	GH	B	DG	
17	ORANGE BEACH MARINA	A	8	8	B	E	HM		80		C	F	T	P	WD	C	WI	GH	BT	DG	
18B	HAPPY HARBOR MARINA	A	7	6	B	E	S	HMR		M	CS	F	TS	P	WD	C	WI	GH	BT	DG	
18C	BARBER MARINA	A	10	10	B	E	HMR		89						TSLP	WD	C	WI	GH	BT	DG
19	THE MARINA AT THE WHARF	A	9	9			ME				C	C	FL	T	P	W	C	WI	GH	BT	DG
20	SPORTSMAN MARINA	A	8	8	B	E	M					F	TSLP	WD	C	WI	GH	BT	DG		
24	BEAR POINT MARINA	A	10	8	B	E				M	C	F	TSLP	W	C	WI	GH	BT	DG		
25	HOLIDAY HARBOR MARINA	A	6	6	B	E	S	M				FL	TSLP	WD	C	WI	H	BT	DG		
29	ROD & REEL MARINA	A	12	8	B	E	S	HM		25		F	TSLP	D	WI	H	BT	DG			
33	BAHIA MAR MARINA	A	8	6	B	E	HMR		50			F	TSLP	WD	C	WI	H	BT	DG		
35	PALAFIX PIER	A	17	17	B	E						TSLP			C	WI	GH	BT	DG		
35A	SEVILLE HARBOUR	A	8	6	B	E						F	TSLP		C	WI	GH	BT	DG		
36	PIER ONE MARINA	A	11	11	B	E	S	MR				FL	TSLP		C	WI	GH	BT	DG		
38A	BEACH MARINA, INC.	A	10	8	B	E					C	C	F	T	P	C	WI	GH	BT	DG	
38G	SANTA ROSA YACHT CLUB	A	10	5	B	E							TSLP			WI				DG	
39	GULF SHORES YACHT CLUB AND MARINA	A	10	10	B	E						C	F	TS	P	WD	C	WI	GH	BT	DG

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS. THE TABULATED APPROACH FEET (REPORTED) IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY. THE TABULATED PUMP-OUT STATION IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

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TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

PENSACOLA HARBOR ENTRANCE CHANNEL
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2012 AND SURVEY OF JAN 2012

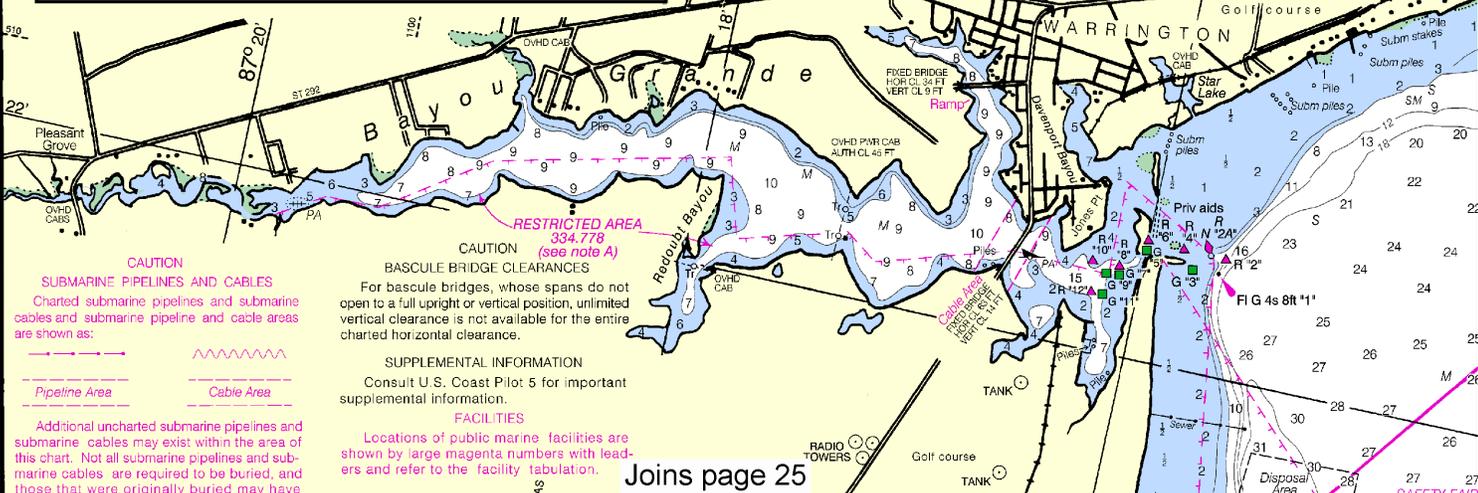
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
CAUCUS CHANNEL	35.0	35.0	35.0	35.0	11-10, 1-12	A500	3.1	A35
BARRANCAS CHANNEL	35.0	35.0	35.0	35.0	10-11, 1-12	A500	1.7	A35
PICKENS CHANNEL	43.6	45.5	46.5	B45.9	1-09,10	A500	2.8	A35

A. PROJECT DIMENSIONS OF 44 FEET FOR A WIDTH OF 800 FEET PROVIDED BY THE U.S. NAVY. AUTHORIZED USAGE PROJECT IS 35 FEET FOR A WIDTH OF 500 FEET.
B. EXCEPT FOR A 43 FT OBSTRUCTION REPORTED BY AN NOS SURVEY AT 30°19'57.7" N, 087°16'39.3" W.

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.

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.



CONTINUED ON CHART 11376

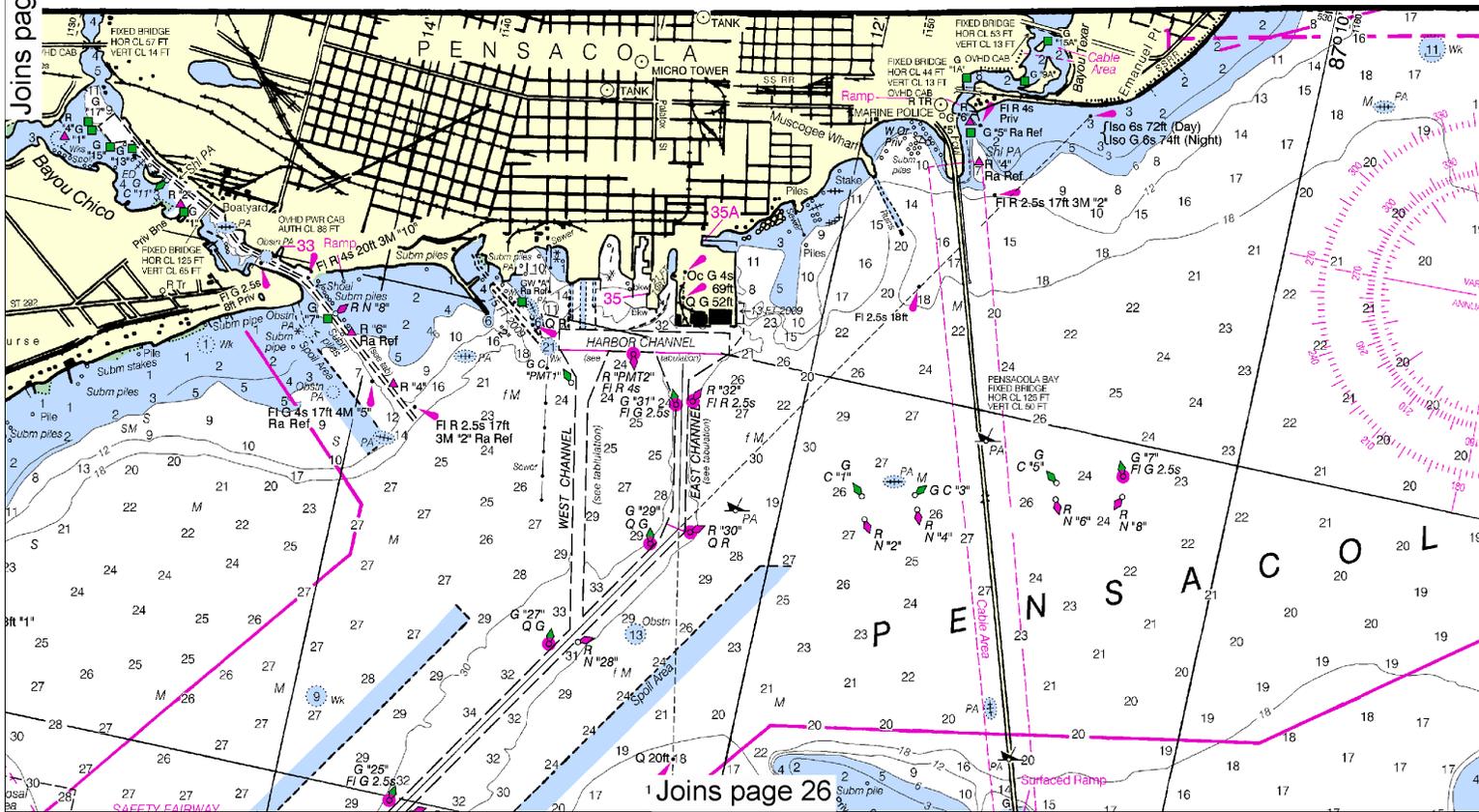
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING
Mobile, AL	WLO	2572 kHz	6:00 AM, 7:00 PM & Midnight	*On receipt
		8808.8 kHz		
		4397.7 kHz		
		13178.8 kHz		
		22707.6 kHz		
		(Ch 25) 161.85 MHz		
New Orleans, LA	NMG	2670 kHz	4:35, 6:35, 10:35 & 11:50 AM	*On receipt
		157.1 MHz		
			4:35 & 11:50 PM	On receipt

* Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

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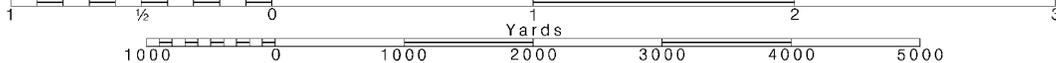


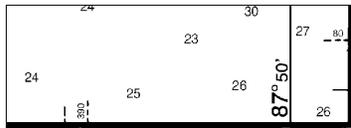
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





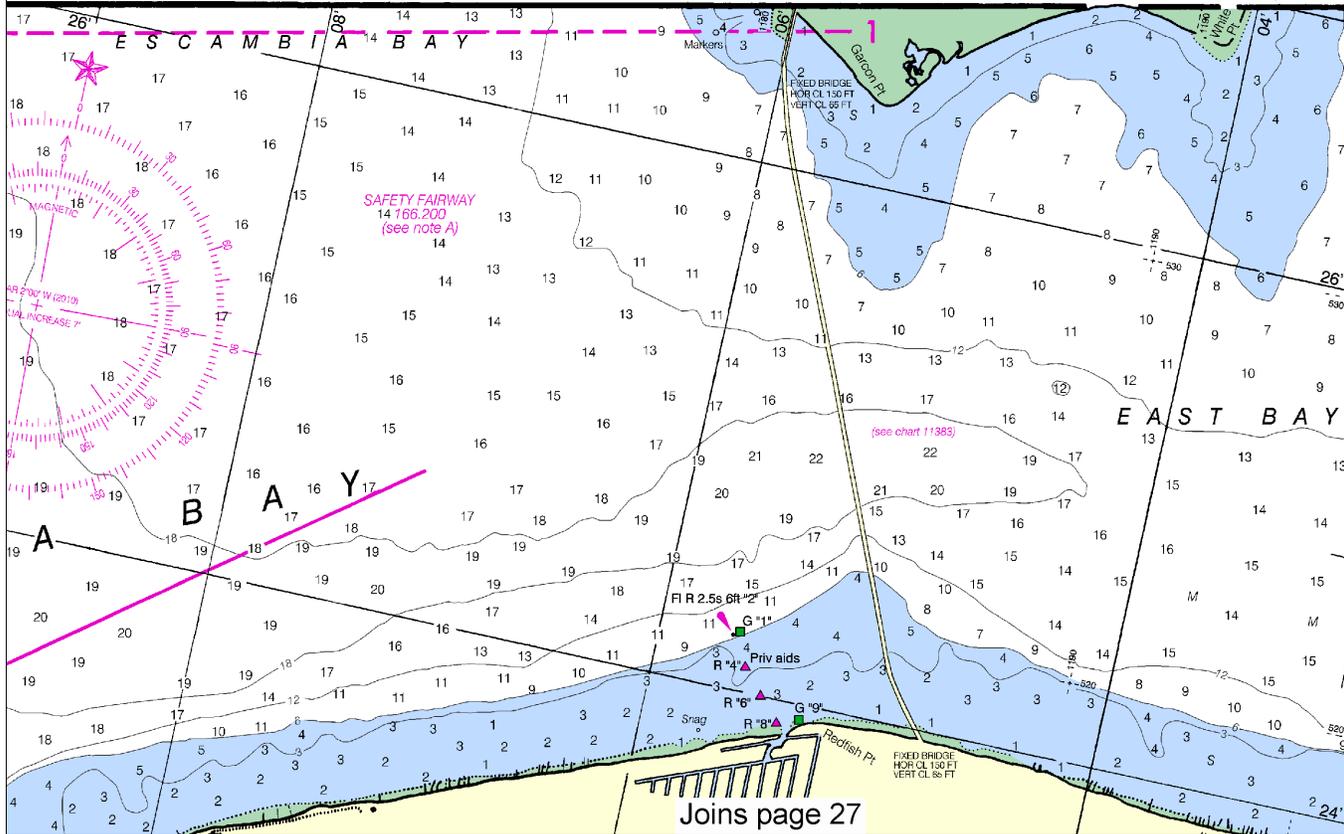
CONTINUED ON SIDE A

MARINE WEATHER FORECASTS
 NATIONAL WEATHER SERVICE
 CITY TELEPHONE NUMBER OFFICE HOURS
 Mobile, AL (251) 633-6443 8:00 AM-5:00 PM (Mon.-Fri.)

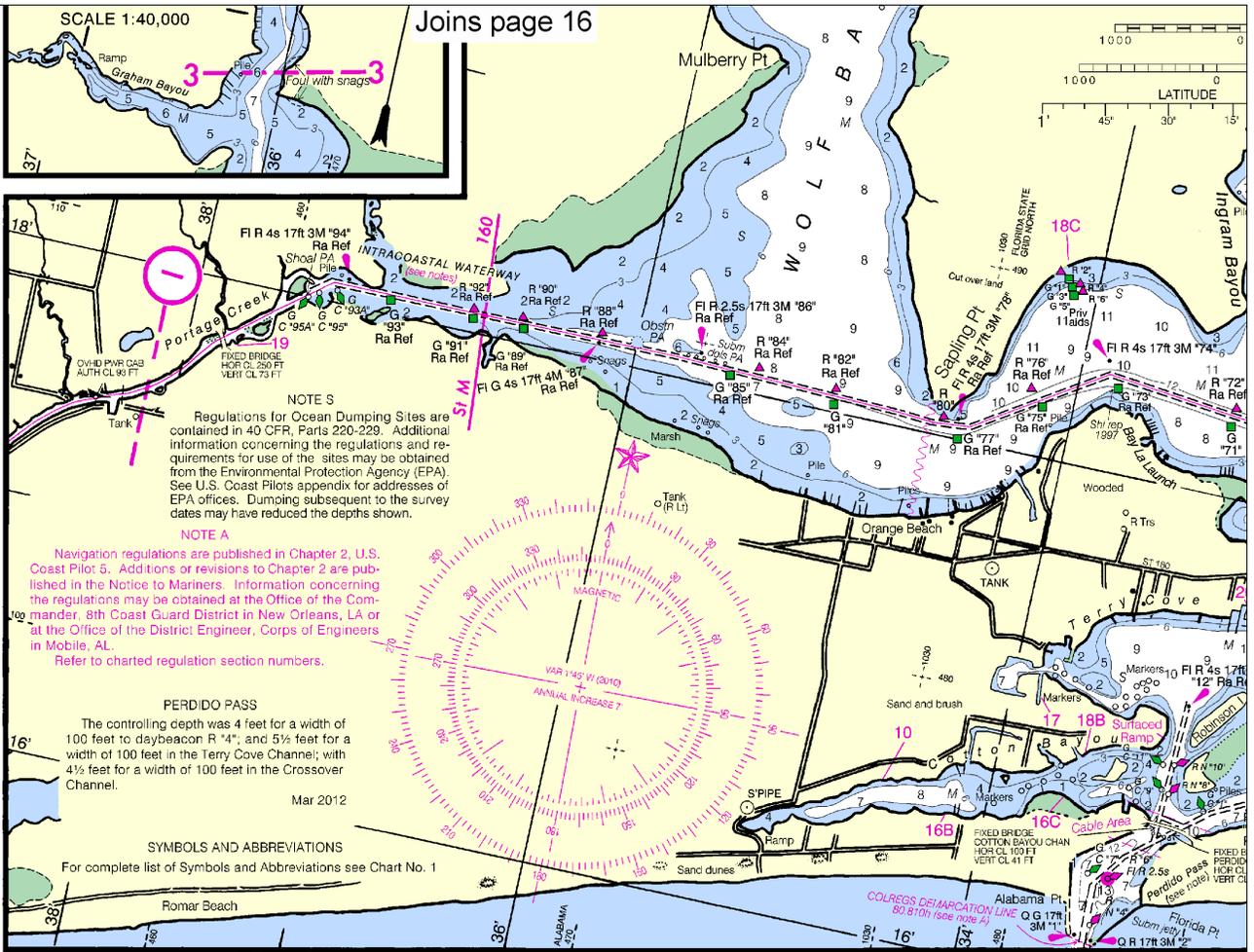
NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ.	BROADCAST TIMES
Mobile, AL	KEC-61	162.55 MHz	24 hours daily
Pensacola, FL	KEC-88	162.40 MHz	24 hours daily
Gulfport, MS	KIH-21	162.40 MHz	24 hours daily

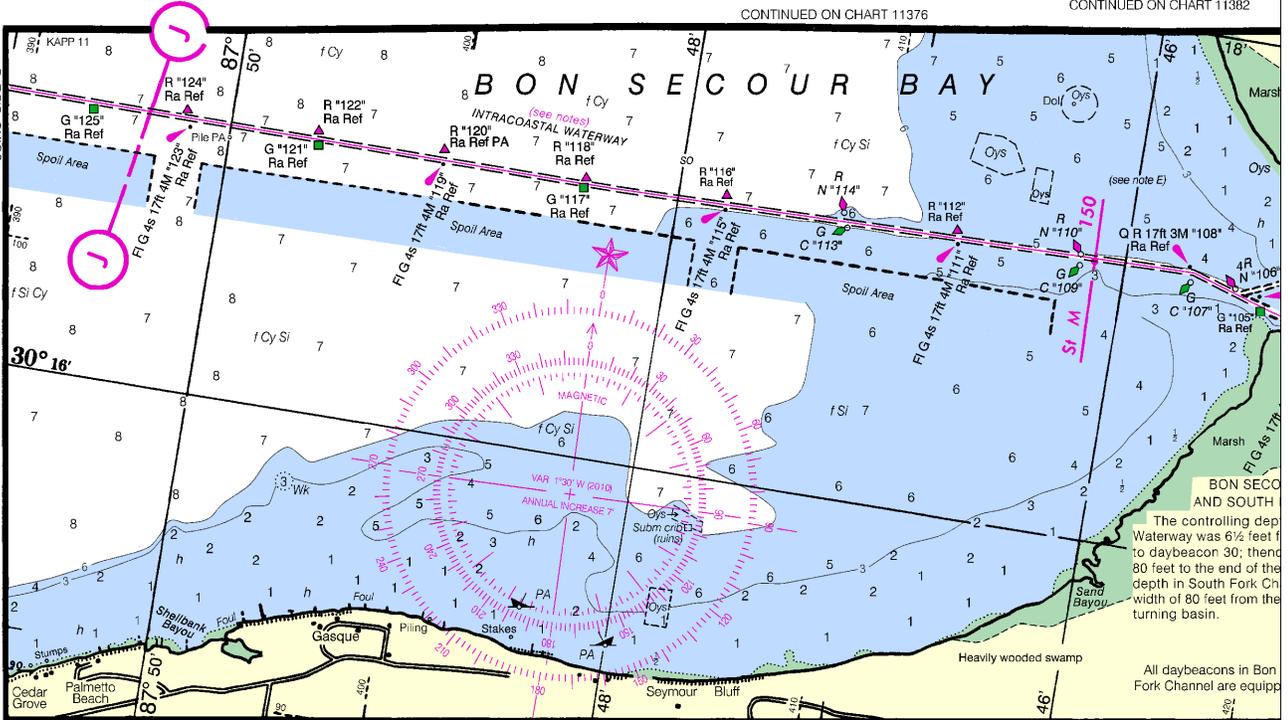
CONTINUED ON ESCAMBA BAY EXTENSION (SIDE B)



Joins page 27



SIDE A



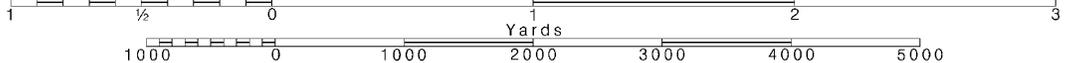
11378 37th Ed., Jun/10 Corrected through NM Jun 05/10, LNM May 25/10

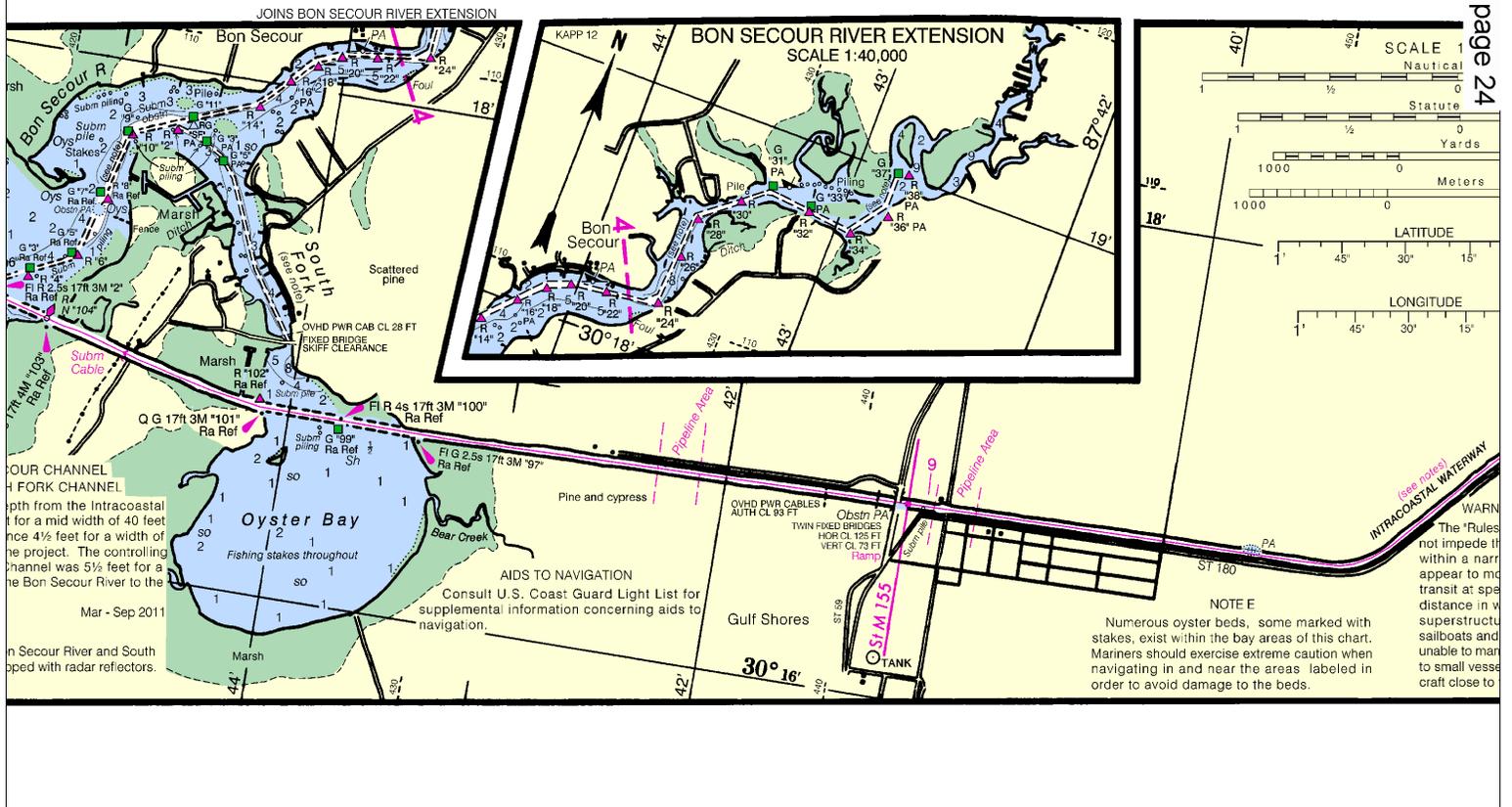
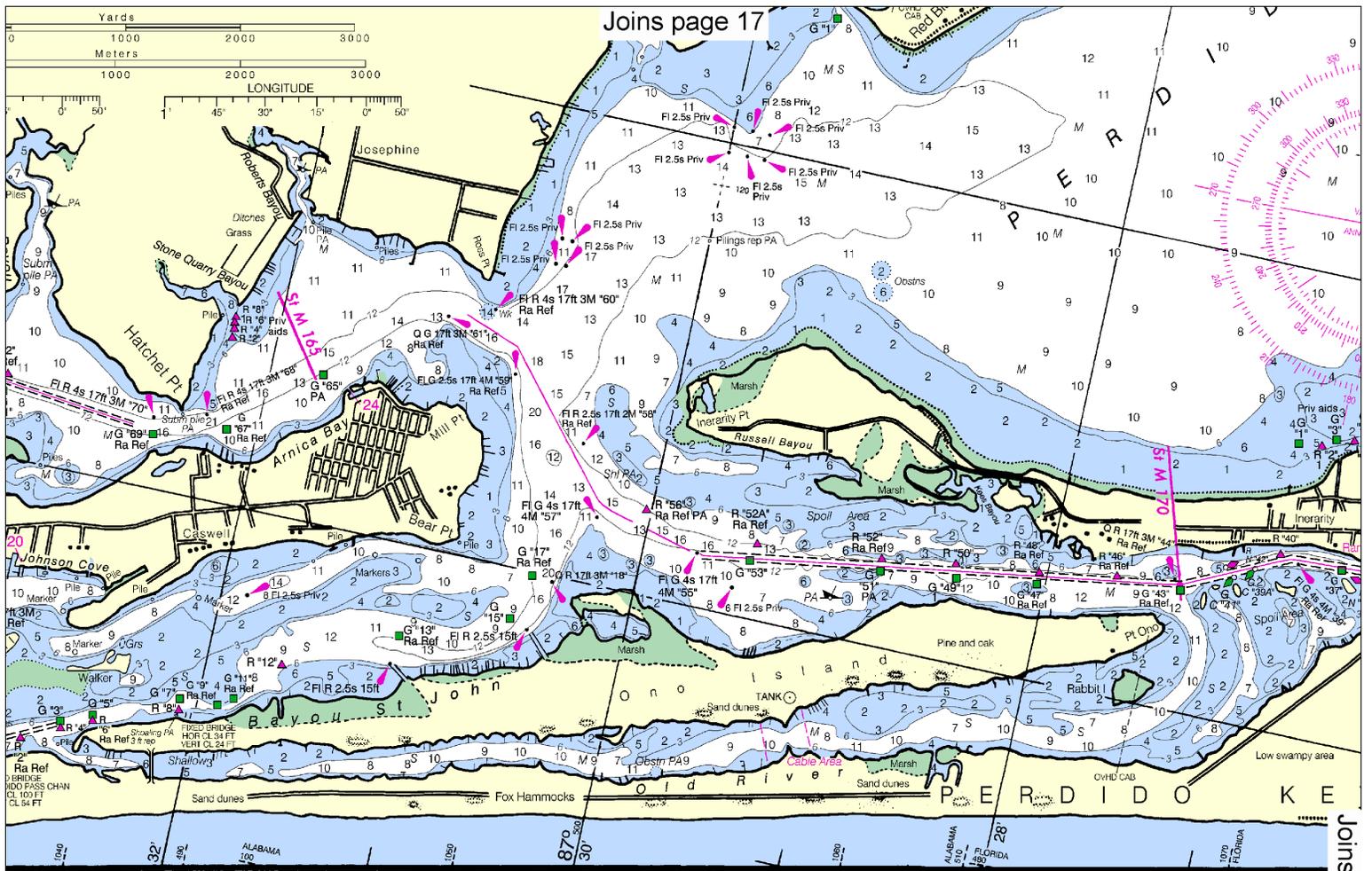
Note: Chart grid lines are aligned with true north.

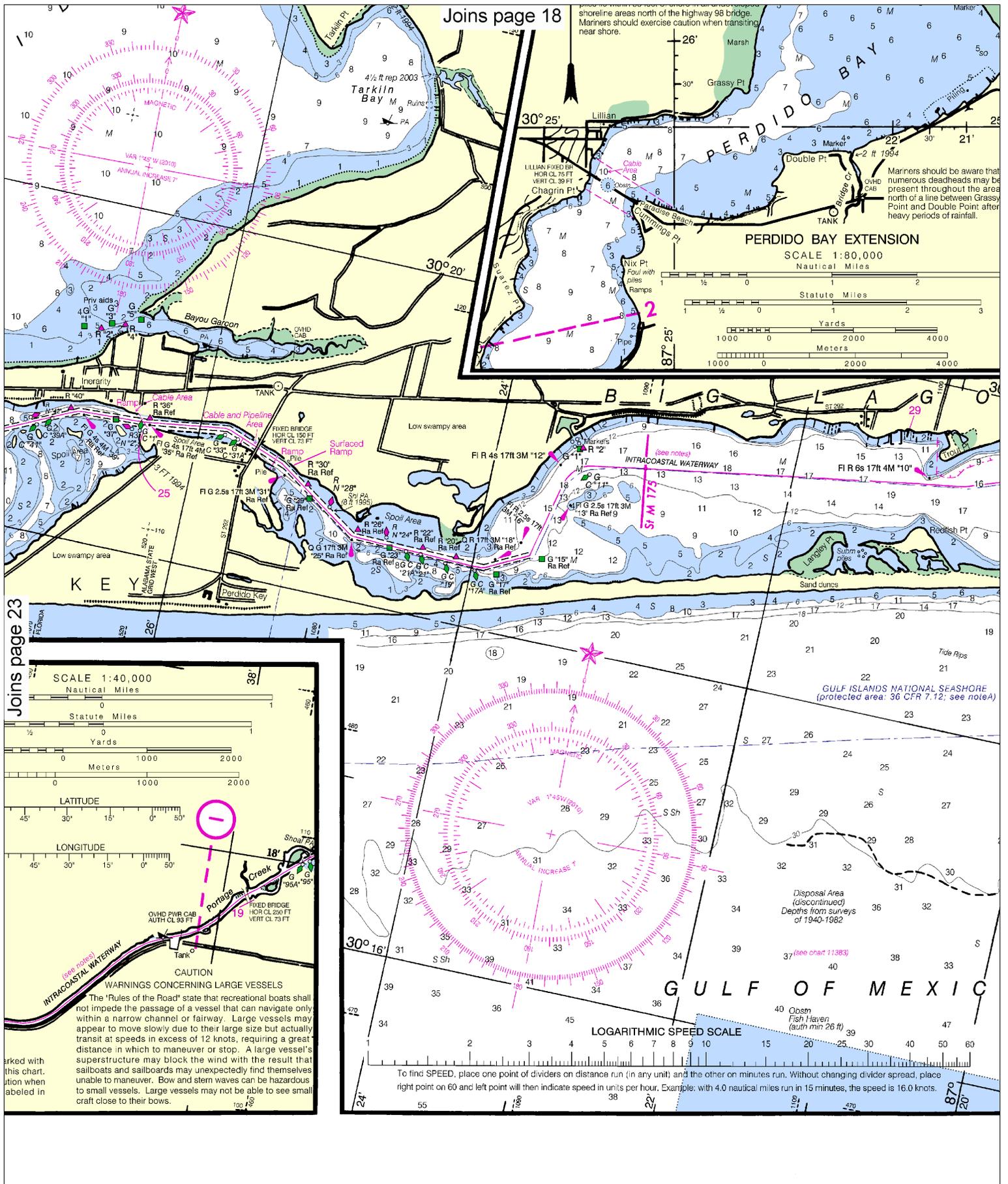
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







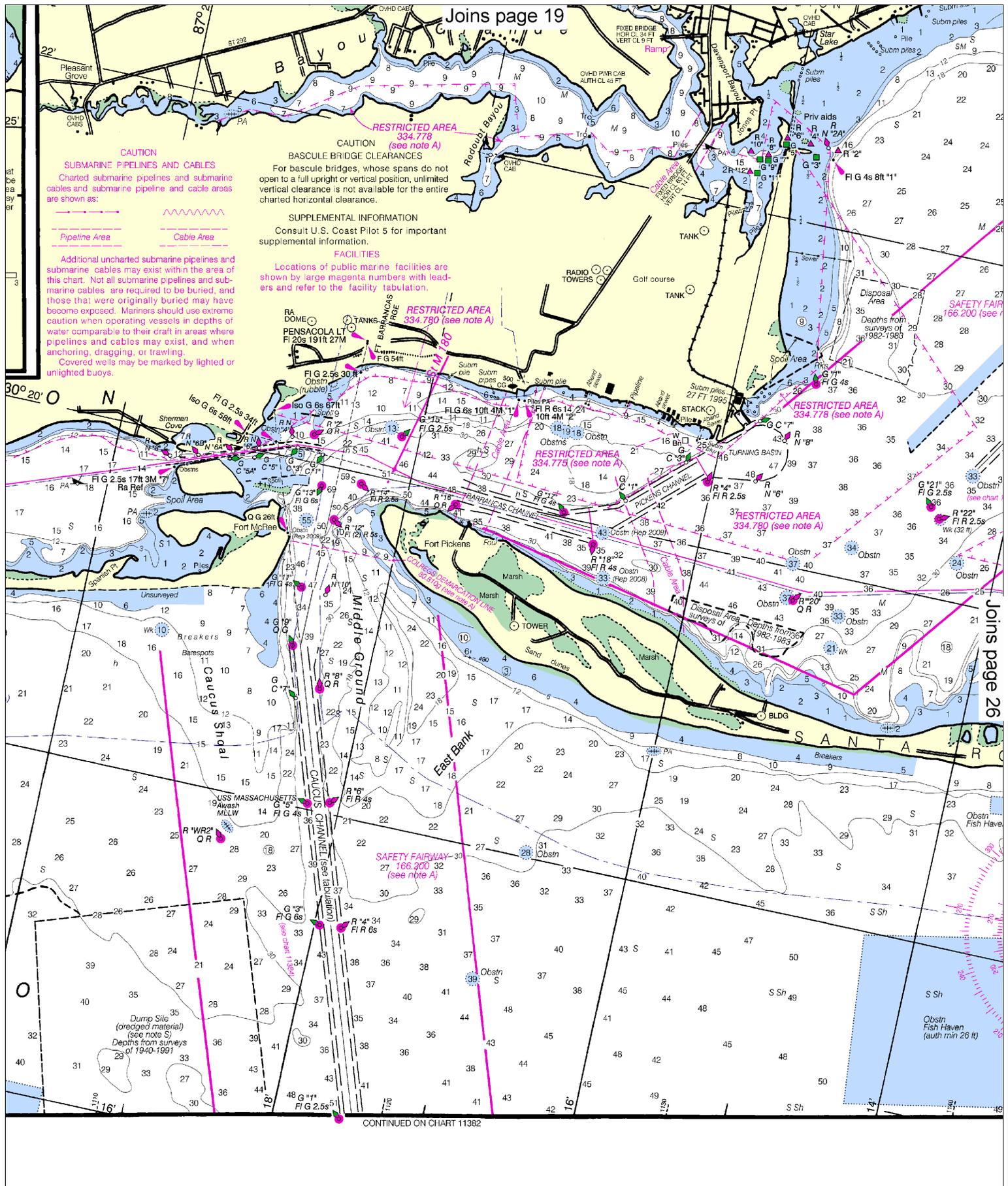
Note: Chart grid lines are aligned with true north.

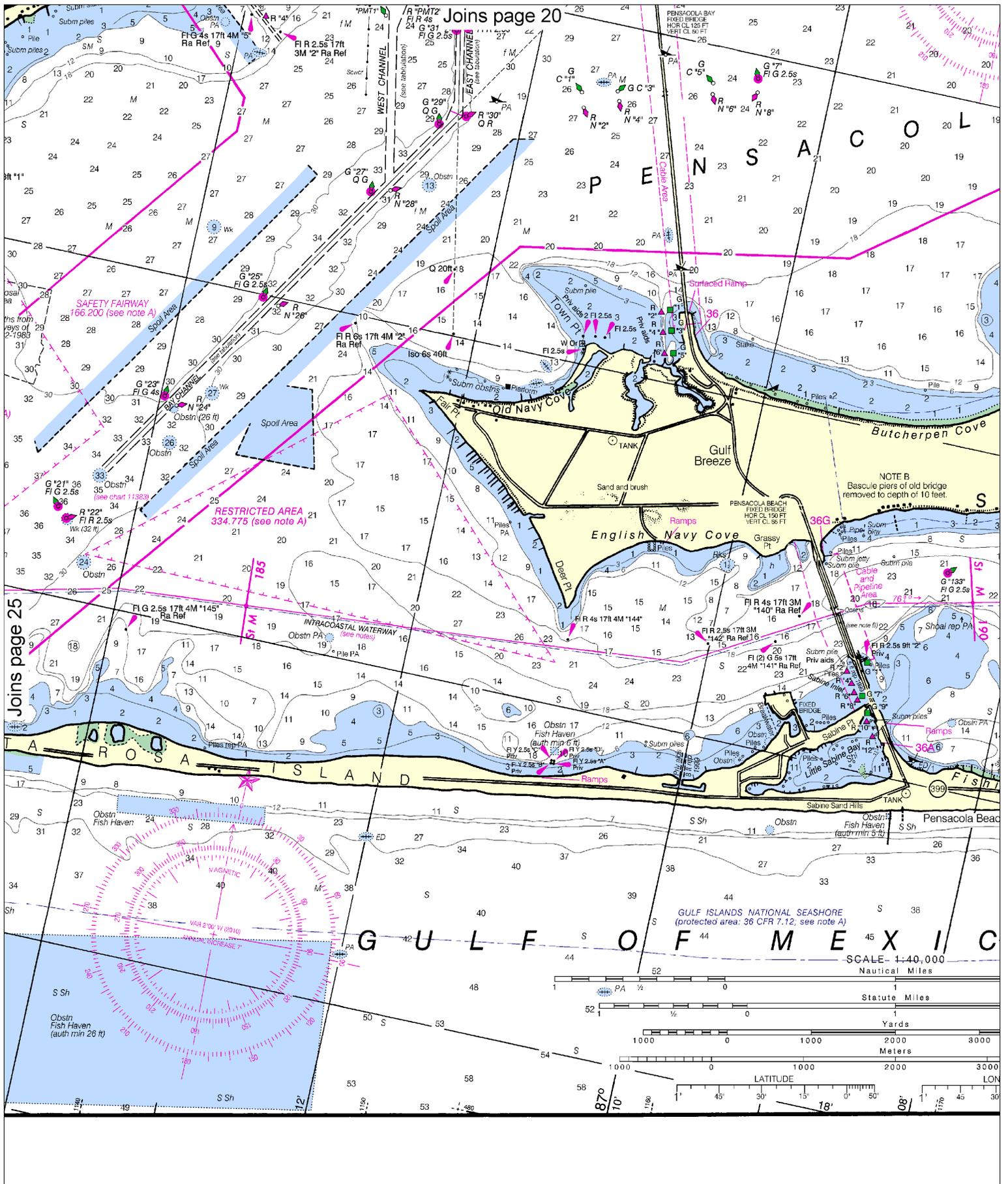
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







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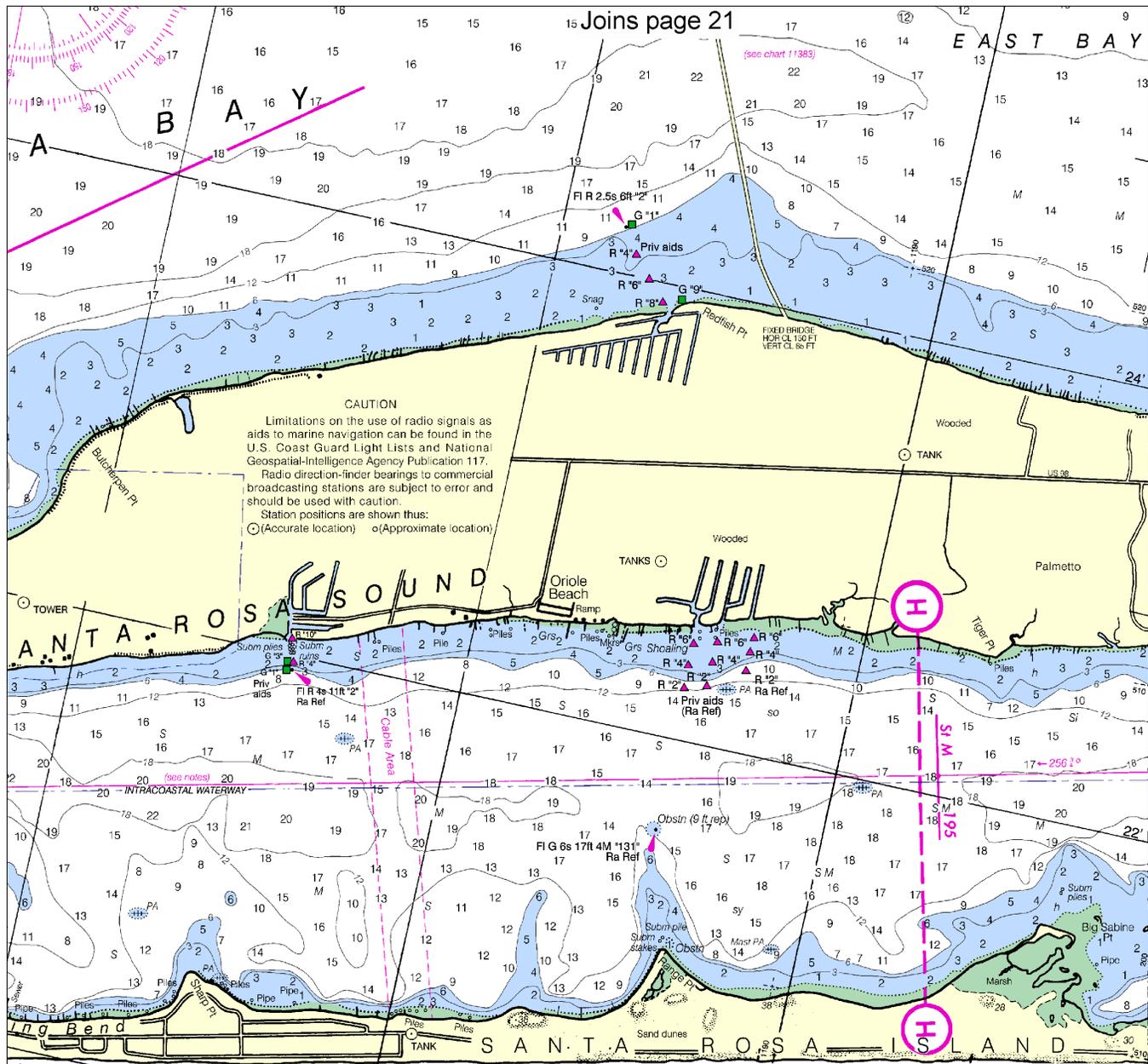
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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)

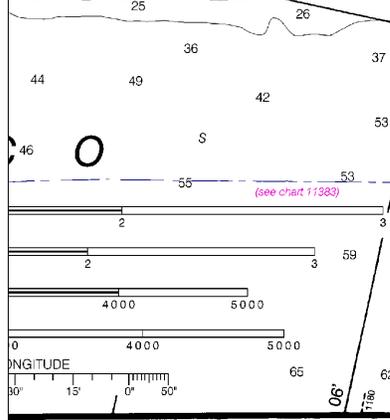
PENSACOLA HARBOR AND BAYOU CHICO CHANNELS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2011 AND SURVEY OF AUG 2011

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
PENSACOLA HARBOR							
BAY CHANNEL	33.0	33.0	33.0	8-11	300	2.7	33
WEST CHANNEL	27.4	27.4	27.8	8-11	300	1.3	33
EAST CHANNEL	31.0	32.2	30.1	8-11	300	0.8	33
HARBOR CHANNEL	28.2	27.3	23.3	8-11	500	0.9	33
BAYOU CHICO CHANNELS							
ENTRANCE CHANNEL	15.0	15.0	13.8	7-11	100	0.8	15
INNER CHANNEL	14.0	14.0	11.9	7-11	75	1.1	14
TURNING BASIN	7.1	10.2	9.2	7-11	500	-	14

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

INTRACOASTAL WATERWAY
 Project Depths
 12 feet Carrabelle, FL to Brownsville, TX.
 The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances
 The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ————
 Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.
 Courses are TRUE and must be CORRECTED for any variation and compass deviation.

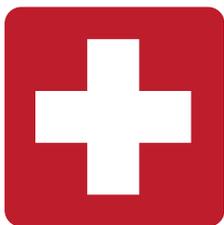


SIDE A

JOINS CHART 11385 (SIDE B)

CONTINUED ON CHART 11382

11378



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>



— For the latest news from Coast Survey, follow @nauticalcharts



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.

