

# BookletChart™



## Mobile Bay – East Fowl River to Deer River Point

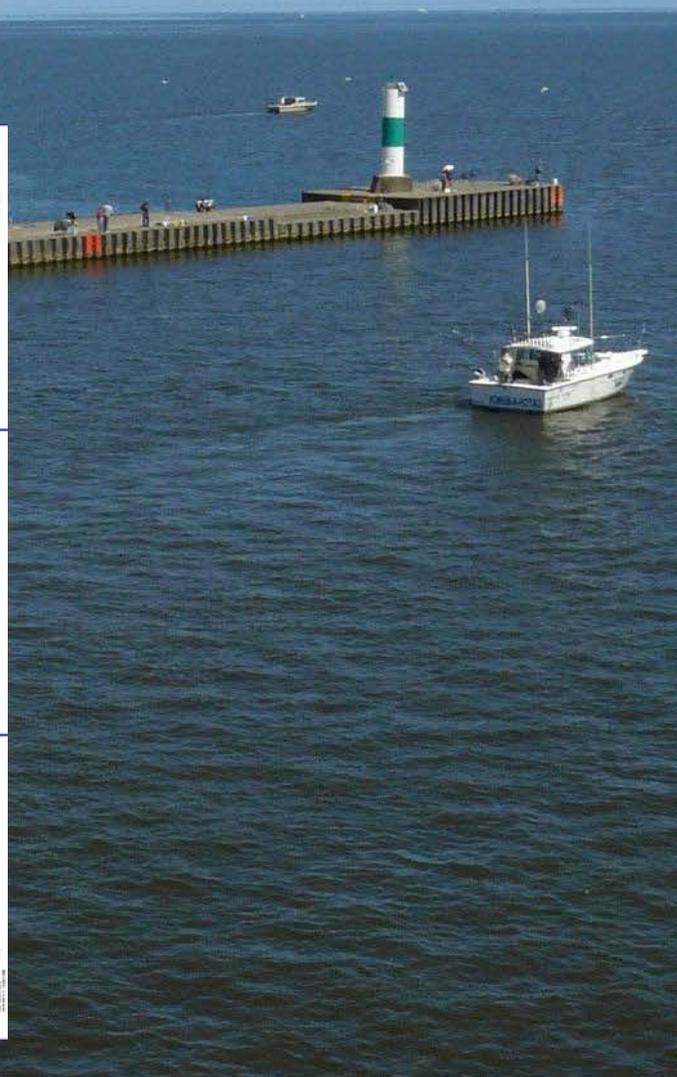
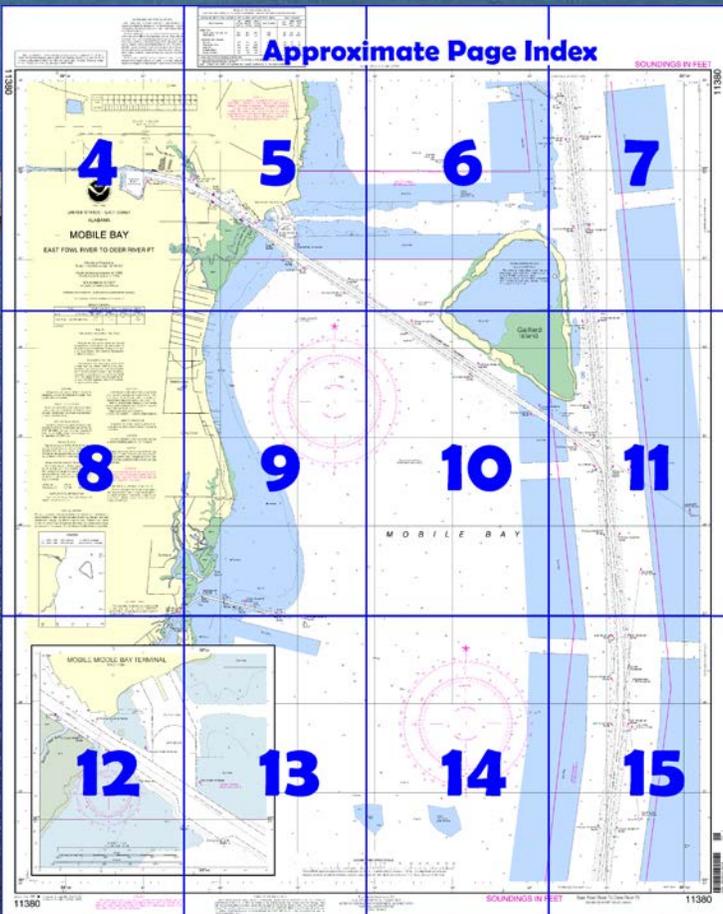
NOAA Chart 11380

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™ ?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

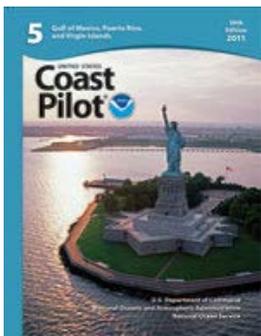
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at [http://www.nauticalcharts.noaa.gov/nsd/coastpilot\\_w.php?book=5](http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=5).



**[Selected Excerpts from Coast Pilot].**

**Mobile Bay**, 40 miles W of Pensacola and 90 miles NE of South Pass, Mississippi River, is the approach to the city of Mobile and to the Alabama and Tombigbee Rivers. The bay has depths of 7 to 12 feet outside the dredged channels. The entrance is 3 miles wide between Mobile Point on the E and Pelican Point on the W, but most vessels will prefer to follow the dredged channel rather than chance passage between the breakers and shoals that extend 4 miles S

on both sides.

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

**Caution.**—The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 3 miles above Mobile Point at Lighted Buoys 25 and 26. Situations resulting in collisions, groundings, and close quarters passing have been reported by both shallow and deep-draft vessels. 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.

**Anchorage.**—Vessels should anchor in the Mobile Bay Anchorage, S of and between the safety fairways. (See 166.100 through 166.200, chapter 2.) The best anchorages in the lower bay for deep-draft vessels are found N and NW of Mobile Point in depths ranging from 20 to 45 feet with excellent holding ground. This anchorage is secure, but during a norther a short heavy choppy sea is raised which may be uncomfortable for small vessels. A circular **explosives anchorage** is just N of Mobile Point. (See 110.1 and 110.194, chapter 2, for limits and regulations.) A **general anchorage** for unmanned and other nondescript vessels is near Cedar Point. (See 110.1 and 110.194a, chapter 2, for limits and regulations.)

Vessels are not permitted to anchor in the Bar Channel, Mobile Bay Channel, or Mobile River Channel.

In emergencies, light-draft vessels can anchor in Mobile River above Cochrane (U.S. Route 90) highway bridge with permission of the harbormaster.

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 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. 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.

**Pilotage, Mobile and Mobile Bay.**—Pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade. Pilotage is optional for coastwise vessels that have on board a pilot licensed by the Federal Government.

**East Fowl River** enters the W side of Mobile Bay about 13.8 miles N of the bay entrance. It extends generally SW. The entrance is marked by lights and daybeacons. In 2011, the controlling depth was 5 feet from the entrance in Mobile Bay to the head of the project about 1 mile above the mouth. Above this point, the reported controlling depth was 2 feet to West Fowl River in 1982; local knowledge is advised. A marina on the N side of East Fowl River just E of the bridge has berths with water and electricity, gasoline, diesel fuel, ice, a launching ramp, limited marine supplies, and a pump-out station. East Fowl River leads into West Fowl River, and thence into Fowl River Bay.

**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

Corrected through NM Apr. 10/10  
Corrected through LNM Mar. 30/10

## HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

## 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 0.703" northward and 0.010" eastward to agree with this chart.

## 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).

## AUTHORITIES

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

## 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.

## NOAA WEATHER RADIO BROADCASTS

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

|               |        |             |
|---------------|--------|-------------|
| Mobile, AL    | KEC-61 | 162.550 MHz |
| Pensacola, FL | KEC-86 | 162.400 MHz |

Mercator Projection  
Scale 1:20,000 at Lat. 30°28'30"  
North American Datum of 1983  
(World Geodetic System of 1984)

## SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

## 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.

## CAUTION

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

## 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)

## MINERAL DEVELOPMENT STRUCTURES

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

## 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.

## EAST FOWL RIVER

The controlling depth was 4½ feet for a width of 100 feet from the entrance (30°26'58"N, 88°05'06"W) in Mobile Bay to a point located at (30°26'20"N, 88°07'09"W).

Mar 2012

## AIDS TO NAVIGATION

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

## CAUTION

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

## NOTE D

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

## 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.

## 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.

## 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.

## TIDAL INFORMATION

| PLACE                        | Height referred to datum of soundings (MLLW) | Height referred to datum of soundings (MLLW) |                 |                |
|------------------------------|--|--|-----------------|----------------|
|                              |  | Mean Higher High Water                       | Mean High Water | Mean Low Water |
| NAME (LAT/LONG)              | feet   | feet   | feet            | feet           |
| Fowl River (30°26'N/88°07'W) | 1.5  | ----   | ----            | ----           |

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>. (Apr 2010)

## MOBILE BAY AND RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2012 SURVEYS TO MAR 2012

| NAME OF CHANNEL               | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | PROJECT DIMENSIONS |                |                   |
|-------------------------------|----------------------|------------------------|-----------------------|----------------|--------------------|----------------|-------------------|
|                               |                      |                        |                       |                | WIDTH (FEET)       | LENGTH (MILES) | DEPTH MLLW (FEET) |
| <b>MOBILE BAY:</b>            |                      |                        |                       |                |                    |                |                   |
| LOWER BAY (TO LIGHT 50)       | 42.4A                | 44.6                   | 41.7                  | 11,12-11;1-12  | 400                | 13.3           | 45                |
| UPPER BAY                     | 40.3                 | 43.6                   | 39.9                  | 1-12           | 400                | 15.4           | 45                |
| <b>THEODORE SHIP CHANNEL:</b> |                      |                        |                       |                |                    |                |                   |
| BAY CUT                       | 33.7B                | 36.5                   | 33.4                  | 3-12           | 400                | 5.3            | 40                |
| ANCHORAGE AREA                | 35.3                 | 38.2                   | 39.4                  | 3-12           | 300                | 0.2            | 40                |
| LAND CUT                      | 36.7                 | 39.9                   | 39.6                  | 3-12           | 300                | 1.7            | 40                |
| TURNING BASIN                 | 40.0C                | 39.2D                  | 37.6E                 | 3-12           | 1400               | 0.3            | 40                |
| BARGE CHANNEL                 | 9.9F                 | 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 SHOALING TO 33.1 FEET IN BEND WIDENING AREA.  
C. EXCEPT FOR SHOALING TO 36.7 FEET IN SOUTHWEST CORNER.  
D. EXCEPT FOR SHOALING TO 36.9 FEET WITHIN 50 FEET OF THE END OF PROJECT.  
E. EXCEPT FOR SHOALING TO 33.4 FEET WITHIN 50 FEET OF THE END OF PROJECT.  
F. EXCEPT FOR SHOALING TO 9.6 FEET IN TURNING BASIN.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

| NAME OF CHANNEL               | CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER |                        |                       |
|-------------------------------|---|------------------------|-----------------------|
|                               | LEFT OUTSIDE QUARTER  | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER |
| <b>MOBILE BAY:</b>            |   |                        |                       |
| LOWER BAY (TO LIGHT 50)       | 42.4A   | 44.6                   | 41.7                  |
| UPPER BAY                     | 40.3  | 43.6                   | 38.9                  |
| <b>THEODORE SHIP CHANNEL:</b> |   |                        |                       |
| BAY CUT                       | 33.7B   | 36.5                   | 33.4                  |
| ANCHORAGE AREA                | 35.3  | 38.2                   | 39.4                  |
| LAND CUT                      | 36.7  | 39.9                   | 39.5                  |
| TURNING BASIN                 | 40.0C   | 39.2D                  | 37.6E                 |
| BARGE CHANNEL                 | 9.9F  | 11.2                   | 10.5                  |

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**HURRICANES AND TROPICAL STORMS**

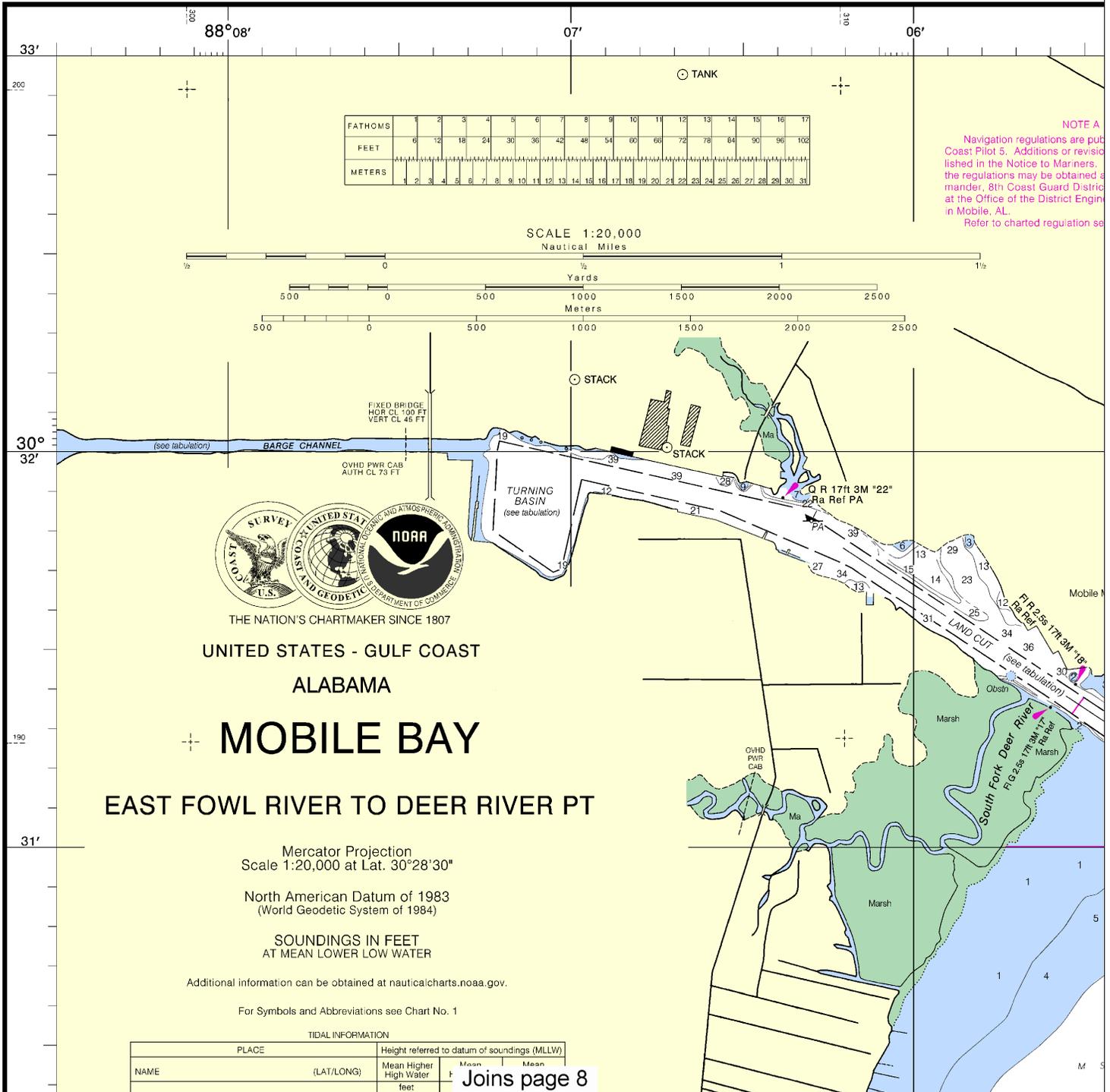
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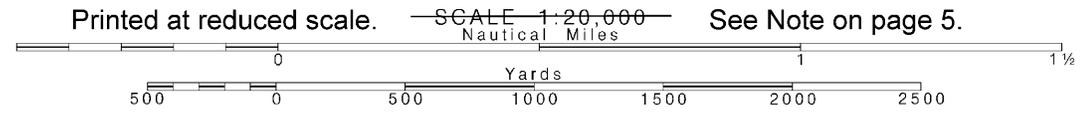
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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Note: Chart grid lines are aligned with true north.

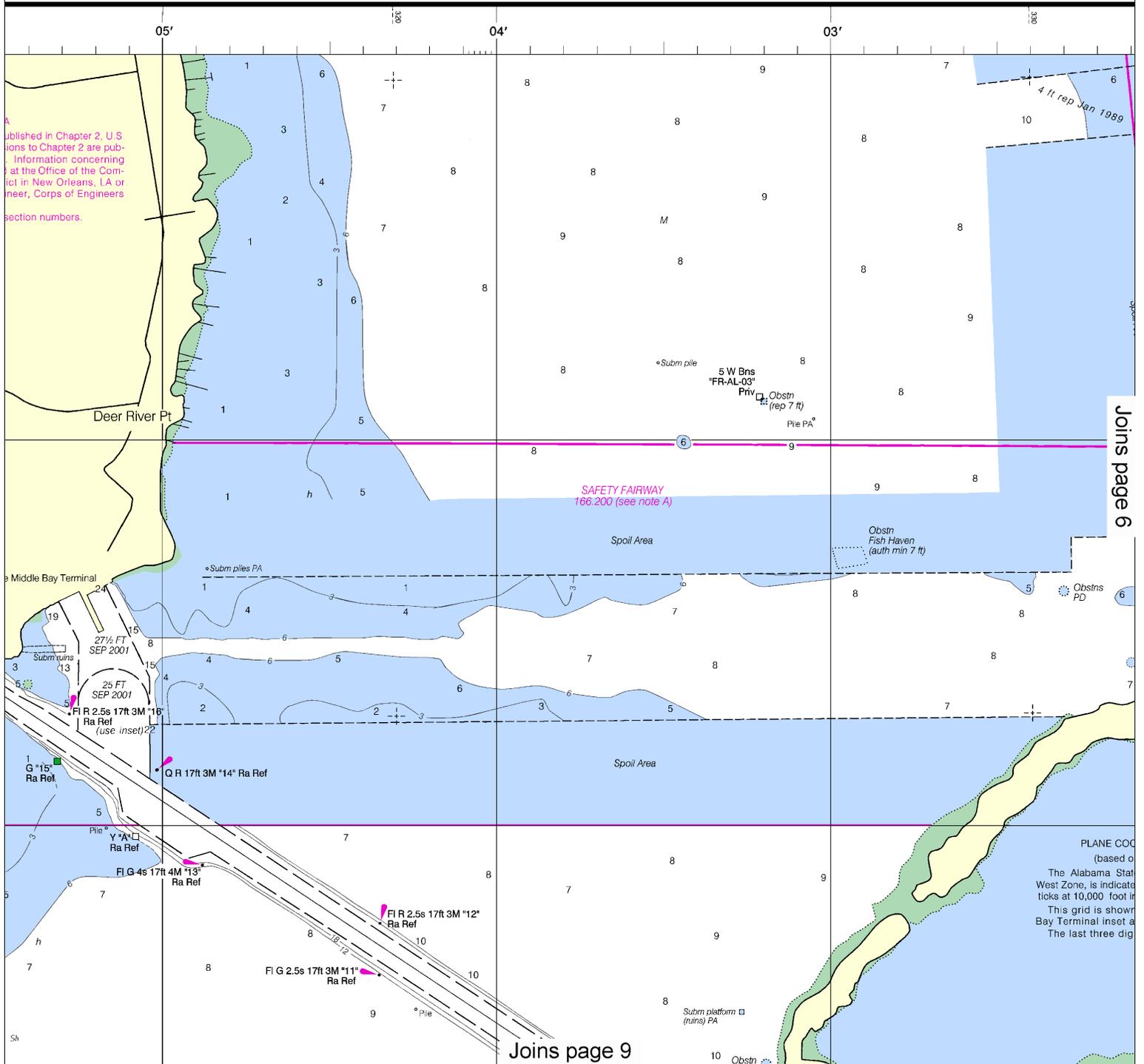


| WATER (MLLW)   |              | PROJECT DIMENSIONS |                     |  |
|----------------|--------------|--------------------|---------------------|--|
| DATE OF SURVEY | WIDTH (FEET) | LENGTH (MILES)     | DEPTH (MLLW) (FEET) |  |
| 11,12-11;1-12  | 400          | 13.3               | 45                  |  |
| 1-12           | 400          | 15.4               | 45                  |  |
| 3-12           | 400          | 5.3                | 40                  |  |
| 3-12           | 300          | 0.2                | 40                  |  |
| 3-12           | 900          | 1.7                | 40                  |  |
| 3-12           | 1400         | 0.3                | 40                  |  |
| 11-11          | 100          | 1.3                | 12                  |  |

OBJECT.  
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REFER TO THE ABOVE INFORMATION

Formerly 11379, 1st Ed., Apr. 1991 KAPP 2888

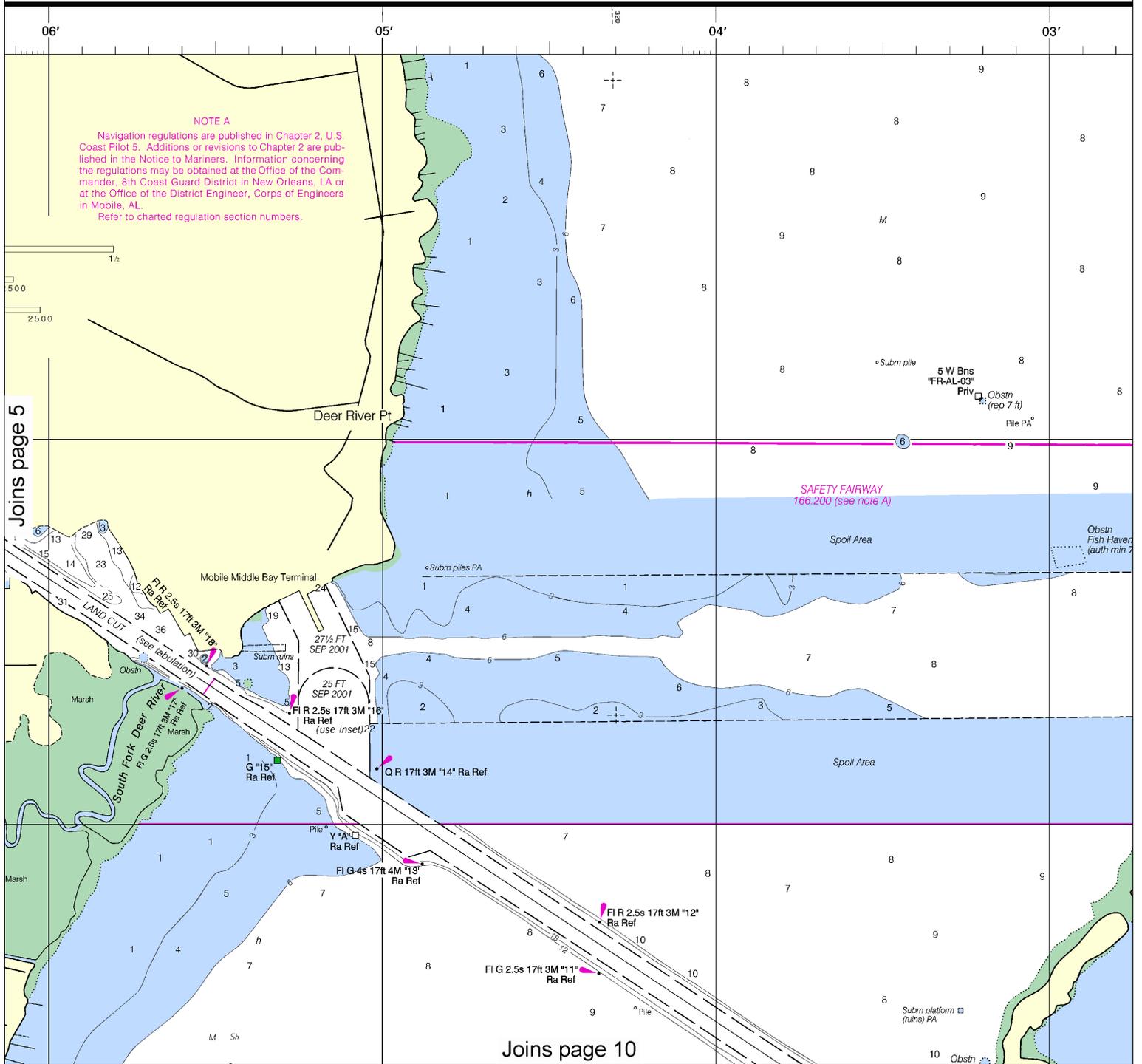


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

| NAME OF CHANNEL       | SIG 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 (FEET) |
| FAIRWAY (TO LIGHT 50) | 42.4A  | 44.6                   | 41.7                  | 11,12-11;1-12  | 400                | 13.3           | 45           |
|                       | 40.3   | 43.6                   | 39.9                  |                | 400                | 15.4           | 45           |
| SHIP CHANNEL:         |  |                        |                       |                |                    |                |              |
| DREDGE AREA           | 33.7B  | 36.5                   | 33.4                  | 3-12           | 400                | 5.3            | 40           |
|                       | 36.3   | 38.2                   | 39.4                  |                | 300                | 0.2            | 40           |
| TURNING BASIN         | 36.7   | 39.9                   | 39.6                  | 3-12           | 900                | 1.7            | 40           |
|                       | 40.0C  | 39.2D                  | 37.6E                 |                | 1400               | 0.3            | 40           |
| TURNING CHANNEL       | 9.9F   | 11.2                   | 10.5                  | 11-11          | 100                | 1.3            | 12           |
|                       |  |                        |                       |                |                    |                |              |

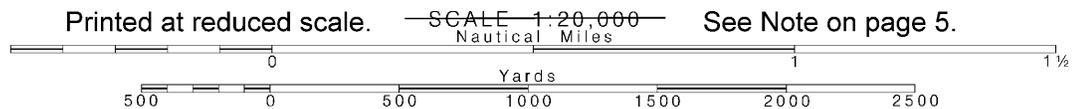
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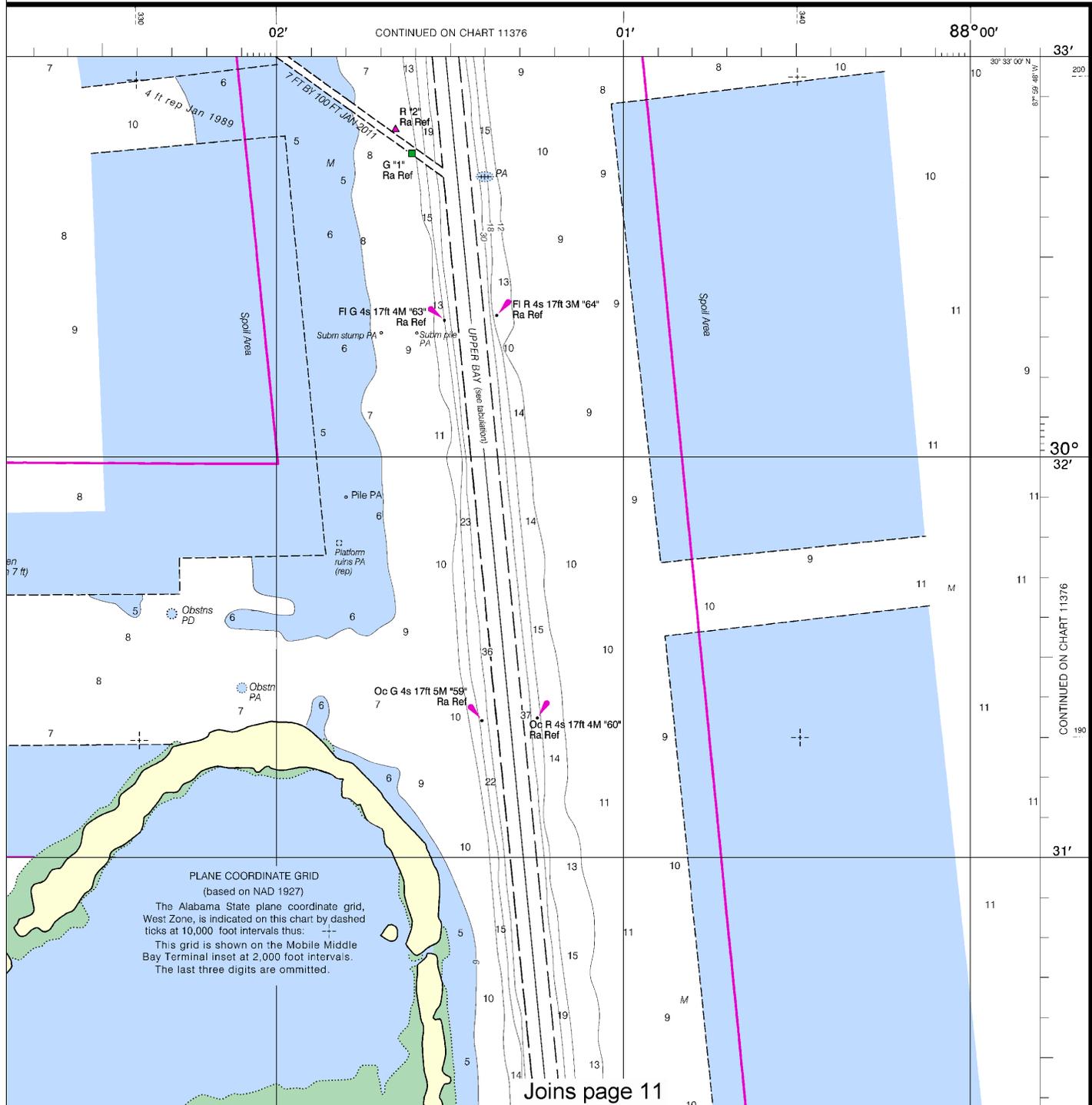
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Note: Chart grid lines are aligned with true north.



# SOUNDINGS IN FEET

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This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,  
 NGA Weekly Notice to Mariners: 4812 12/1/2012,  
 Canadian Coast Guard Notice to Mariners: n/a.



| NAME       | (LAT/LONG)        | High Water<br>feet | F    |
|------------|-------------------|--------------------|------|
| Fowl River | (30°26'N/88°07'W) | 1.5                | ---- |

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Joins page 4

**HEIGHTS**  
Heights in feet above Mean High Water.

**AUTHORITIES**  
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**HORIZONTAL DATUM**  
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**CAUTION**  
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**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.

**POLLUTION REPORTS**  
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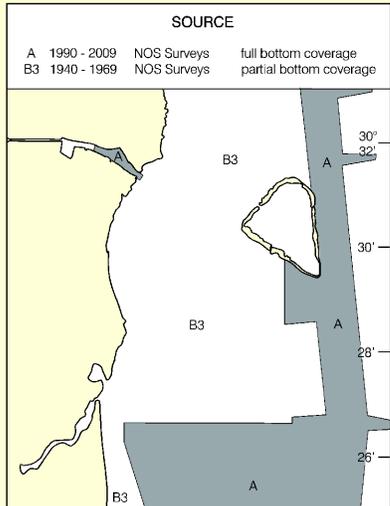
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**SUPPLEMENTAL INFORMATION**  
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**SOURCE DIAGRAM**  
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**CAUTION**  
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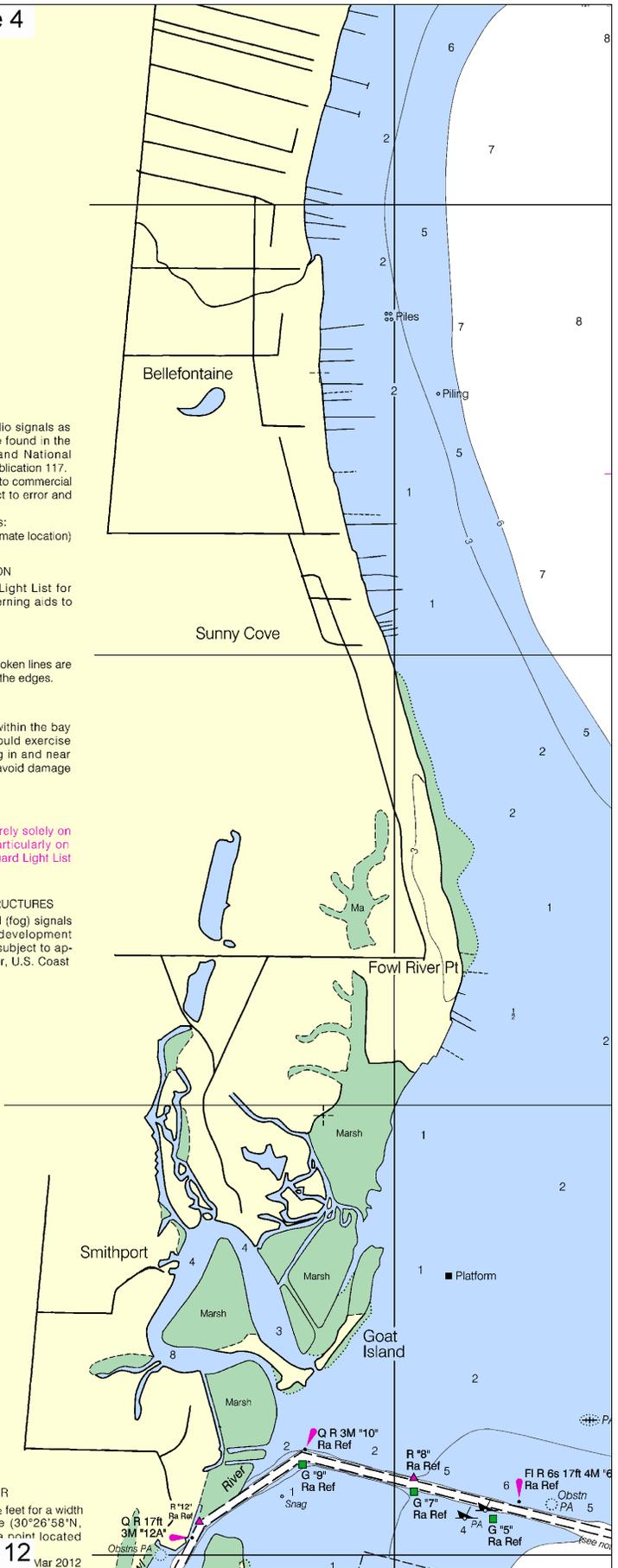
**AIDS TO NAVIGATION**  
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**CAUTION**  
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**NOTE D**  
Numerous oyster beds exist within the bay areas of this chart. Mariners should exercise extreme caution when navigating in and near the areas thus labeled in order to avoid damage to the beds.

**WARNING**  
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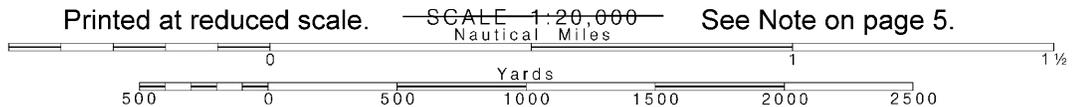
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Joins page 12  
Mar 2012



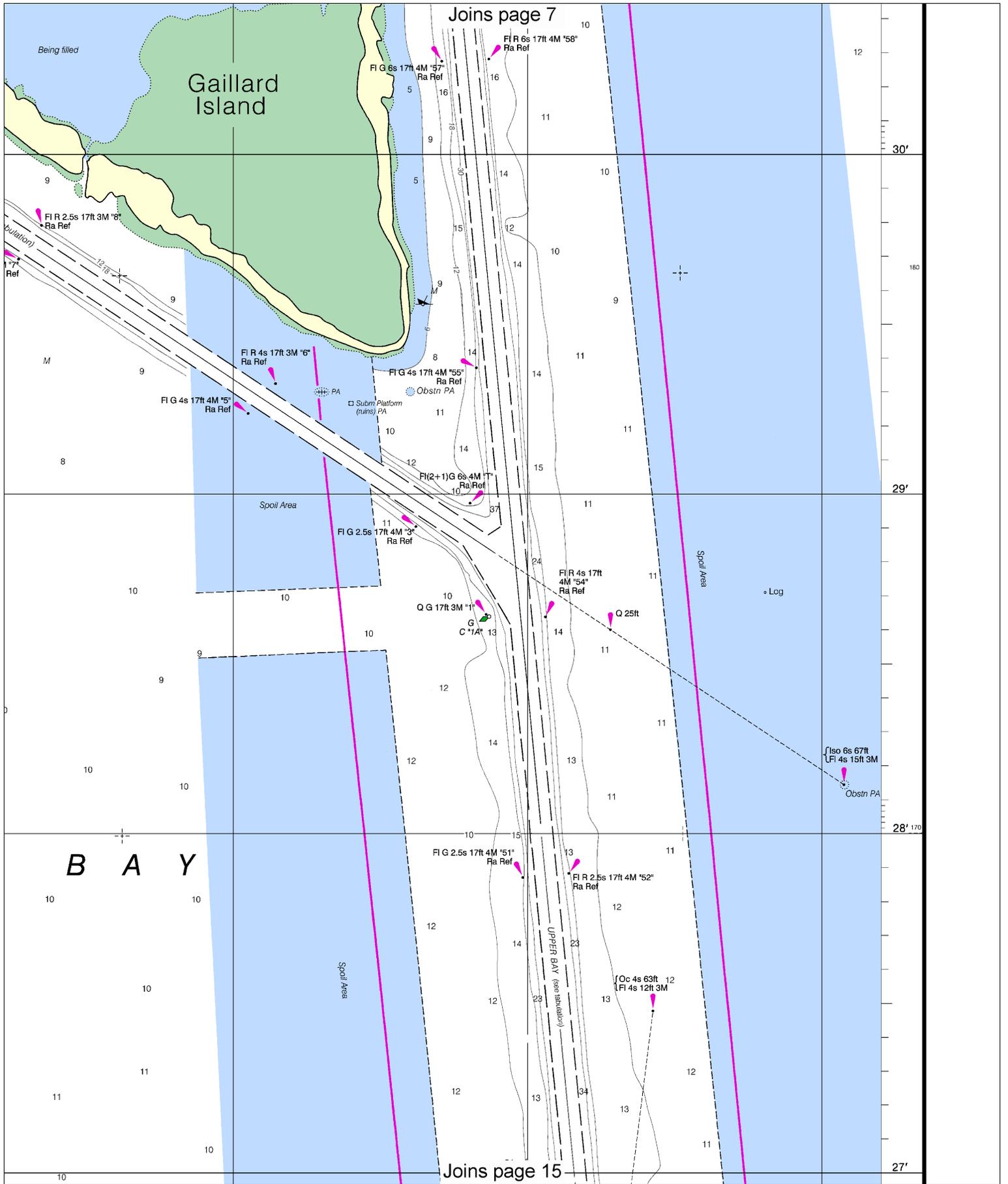
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See Note on page 5.

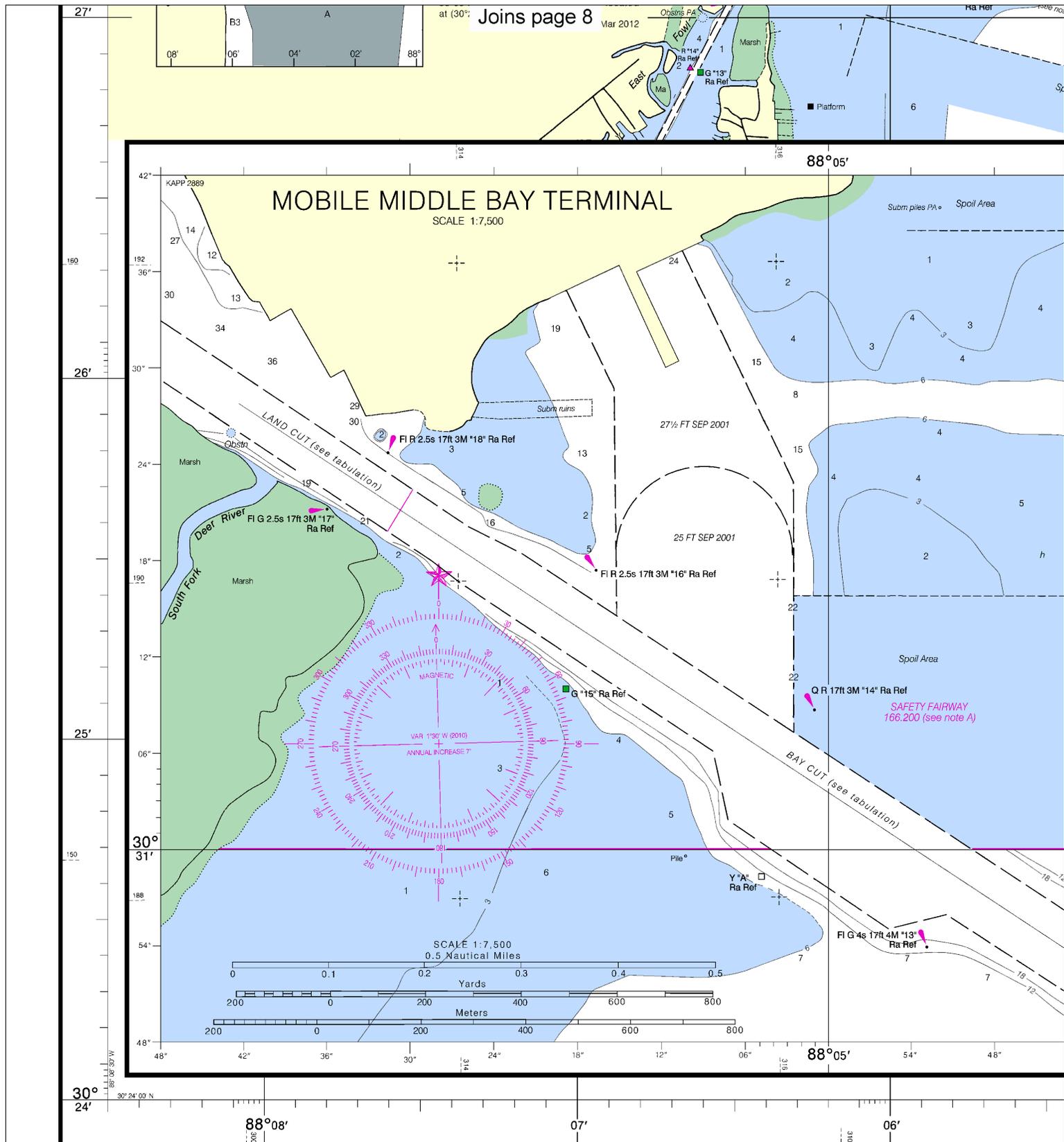






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2nd Ed., Apr. / 10 ■ Corrected through NM Apr. 10/10  
Corrected through LNM Mar. 30/10

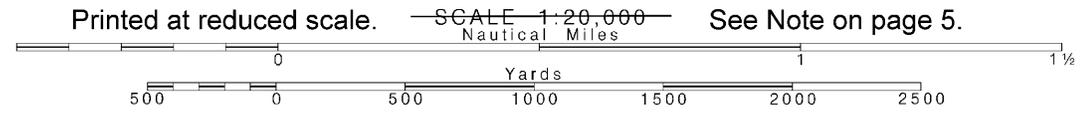
**11380**

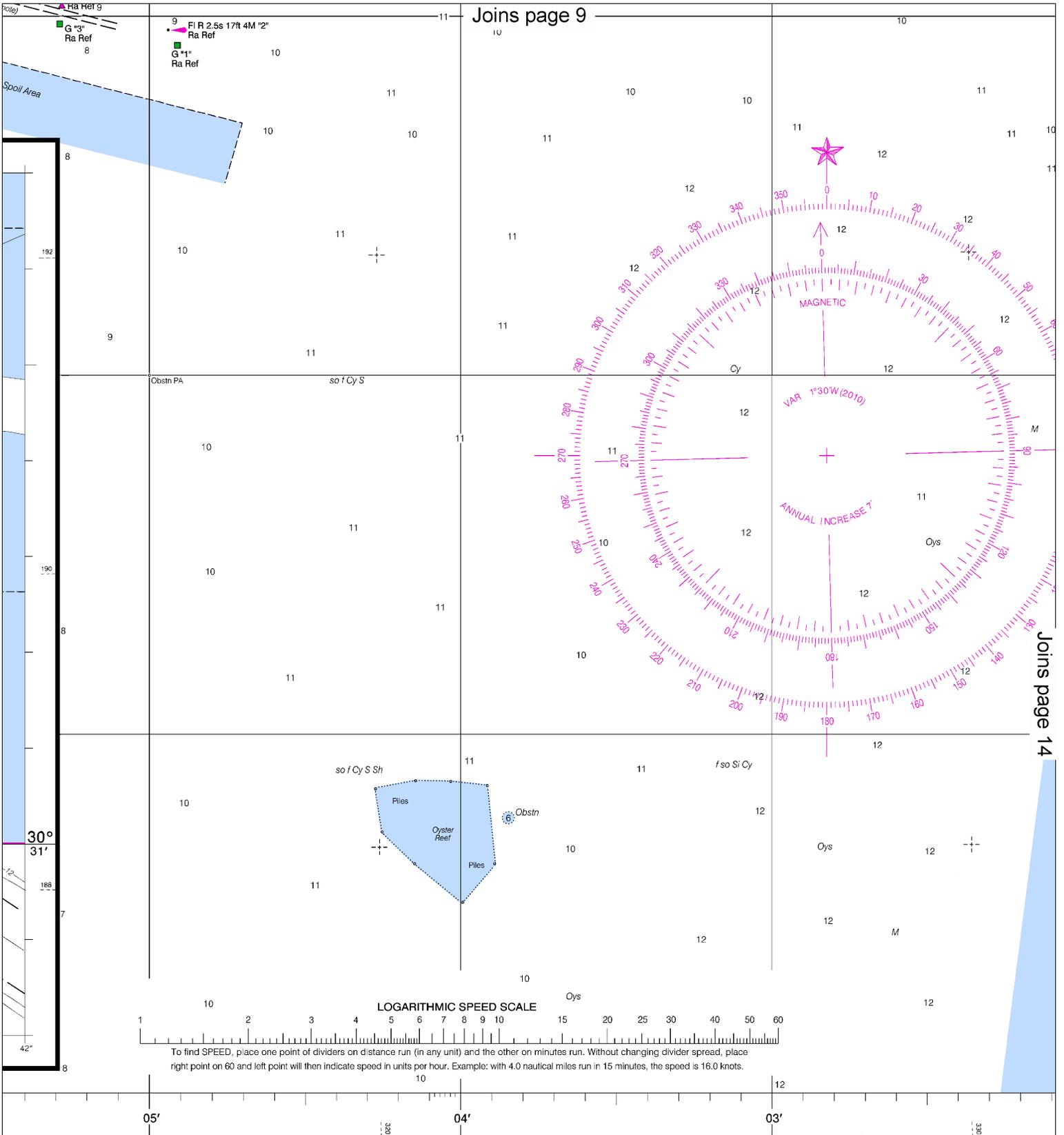
**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected 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).

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**12**

Note: Chart grid lines are aligned with true north.



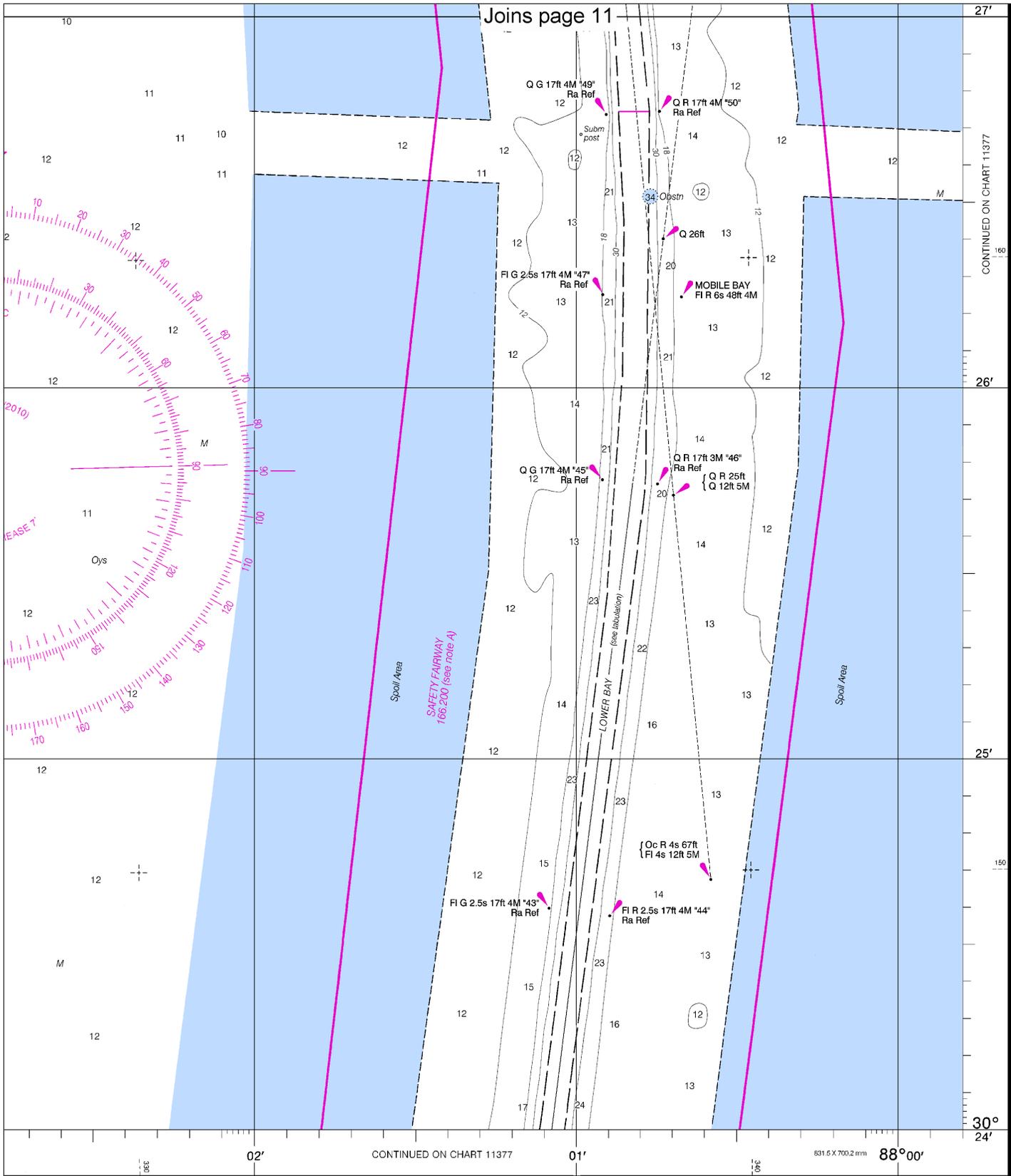


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 NATIONAL OCEAN SERVICE  
 COAST SURVEY

SOUNDING





SOUNDINGS IN FEET

East Fowl River To Deer River Pt  
SOUNDINGS IN FEET - SCALE 1:20,000

11380





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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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.

