

BookletChart™

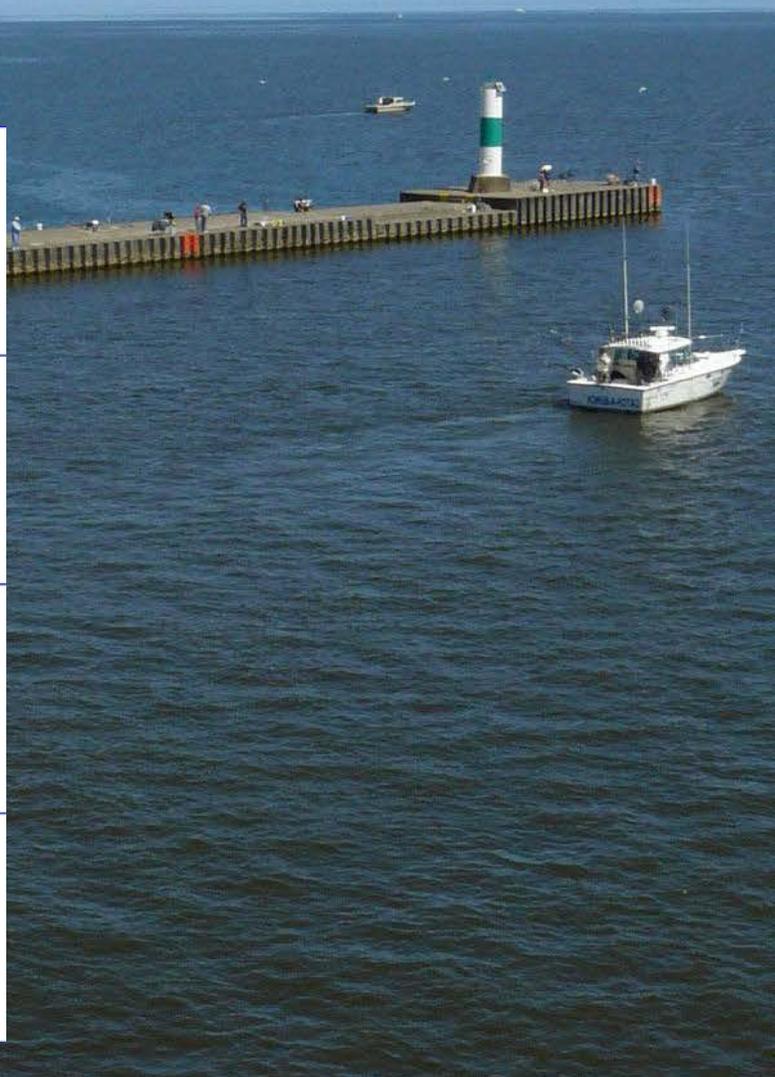
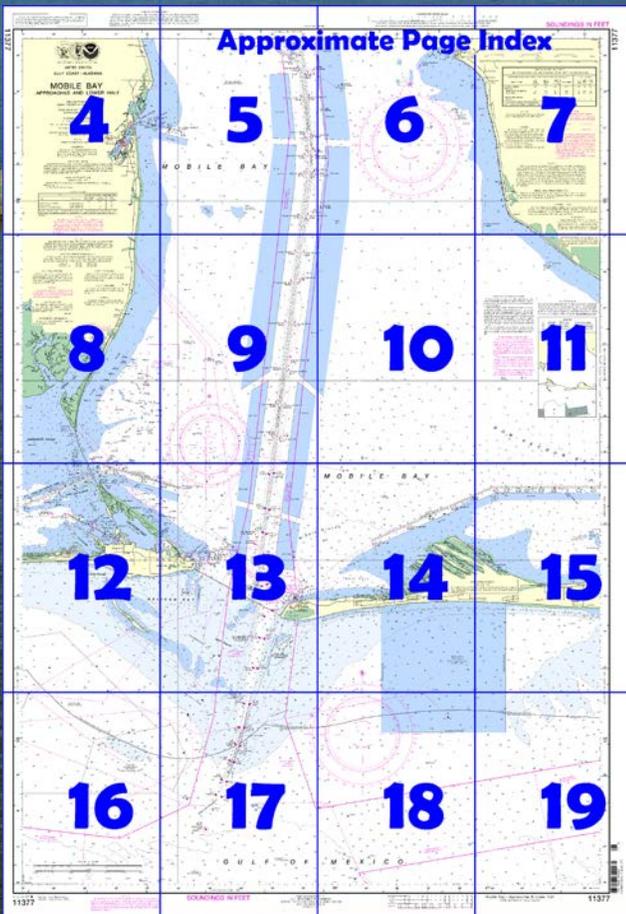


Mobile Bay – Approaches and Lower Half NOAA Chart 11377

*A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.*



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



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

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

What is a BookletChart™?

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

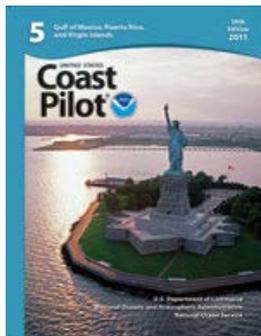
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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

Notice to Mariners Correction Status

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

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=5.



[Selected Excerpts from Coast Pilot]

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.)

Channels.—**Main Ship Channel**, the entrance or bar channel, leads from the Gulf between Southeast Shoal and Mobile Point on the E and Sand Island and West Bank on the W. Federal project depth is 47 feet over the bar. (See Notice to Mariners and latest editions of charts for controlling depths.) In addition to the dredged channel across the bar, the natural channel has depths of 18 feet or more. Inside the bar, depths in the channel increase to as much as 56 feet, with a least width of 500 yards between the shoals which rise abruptly from deep water. The wreck of the MAGNOLIA, on the E side of the channel 0.7 mile SW of Mobile Point, is marked by a lighted buoy. The channel is marked by lighted buoys and a **020°55'** lighted range on Mobile Point. The rear range light is on the same structure and below Mobile Point Light.

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. An 850-foot fishing pier extends into the passage S from Dauphin Island. The best water can be found by passing to the S of **Dauphin Island Spit** before shaping a course N into Mobile Bay. Significant shoaling has occurred in the area and in 2008, Pelican Passage was reported to be closed to vessel traffic.

From E, only about 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. The federal project depth is 45 feet to and in a turning basin off **Magazine Point** at the head of Mobile Ship Channel. Although the channel is subject to shoaling, the project depth is generally maintained. (See Notice to Mariners and latest editions of charts for controlling depths.) The channel is well marked with lighted ranges, lights, and lighted and unlighted buoys.

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.

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.

**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

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

11377



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
GULF COAST - ALABAMA

MOBILE BAY APPROACHES AND LOWER HALF

Mercator Projection
Scale 1:40,000 at Lat 30°17'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
Additional information can be obtained 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: ---

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.

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.722" northward and 0.008" eastward to agree with this chart.

PLANE COORDINATE GRID
(based on NAD 1927)
The Alabama State Grid, west zone is indicated on this chart at 10,000 foot intervals thus: ---
The last three digits are omitted.

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
Mobile Point (Fort Morgan)		(30°14'N/88°01'W)	1.2	1.2	0.0
Dauphin Island		(30°15'N/88°05'W)	1.2	1.2	0.0

Dashes (---) located in column 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> (Oct 2015)

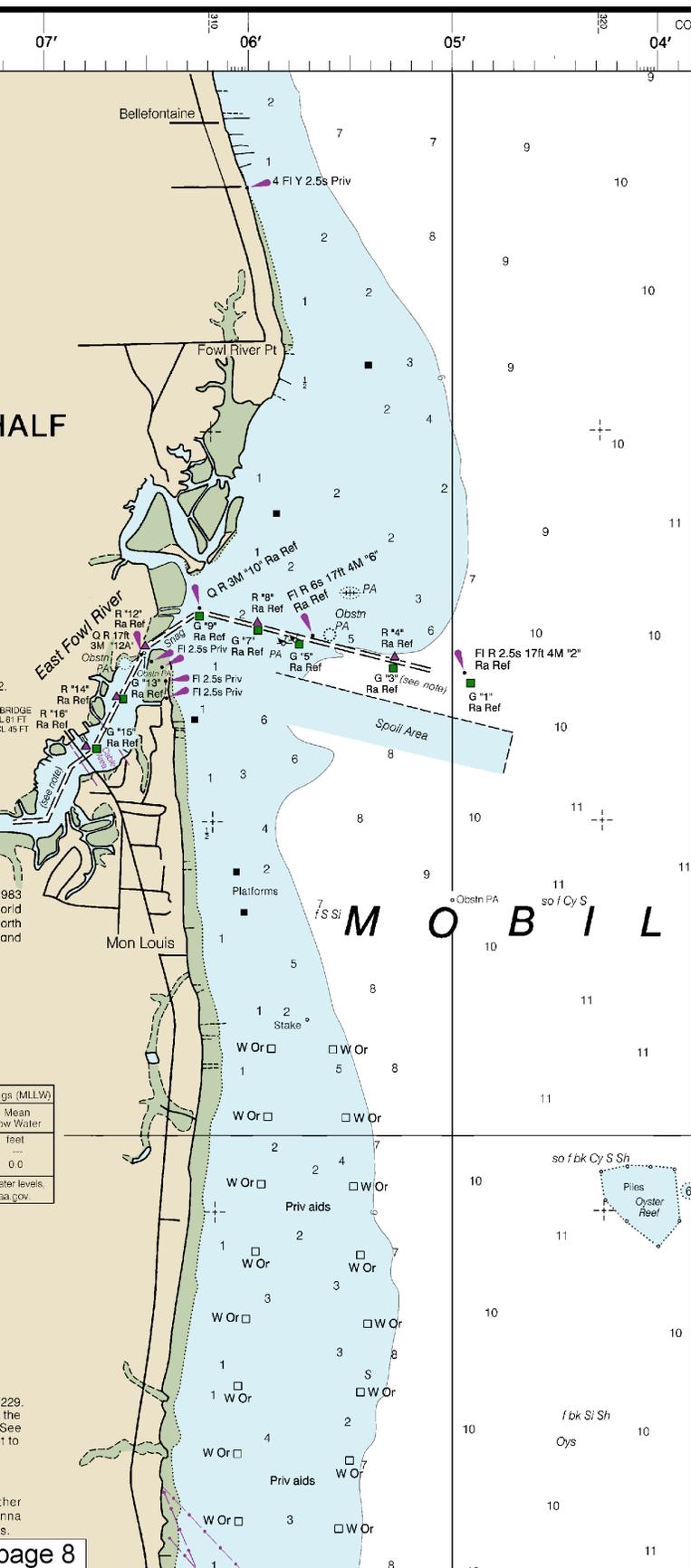
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.
Refer to charted regulation section numbers.

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.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception 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 MH
Pensacola, FL KEC-86 162.40 MH

Joins page 8



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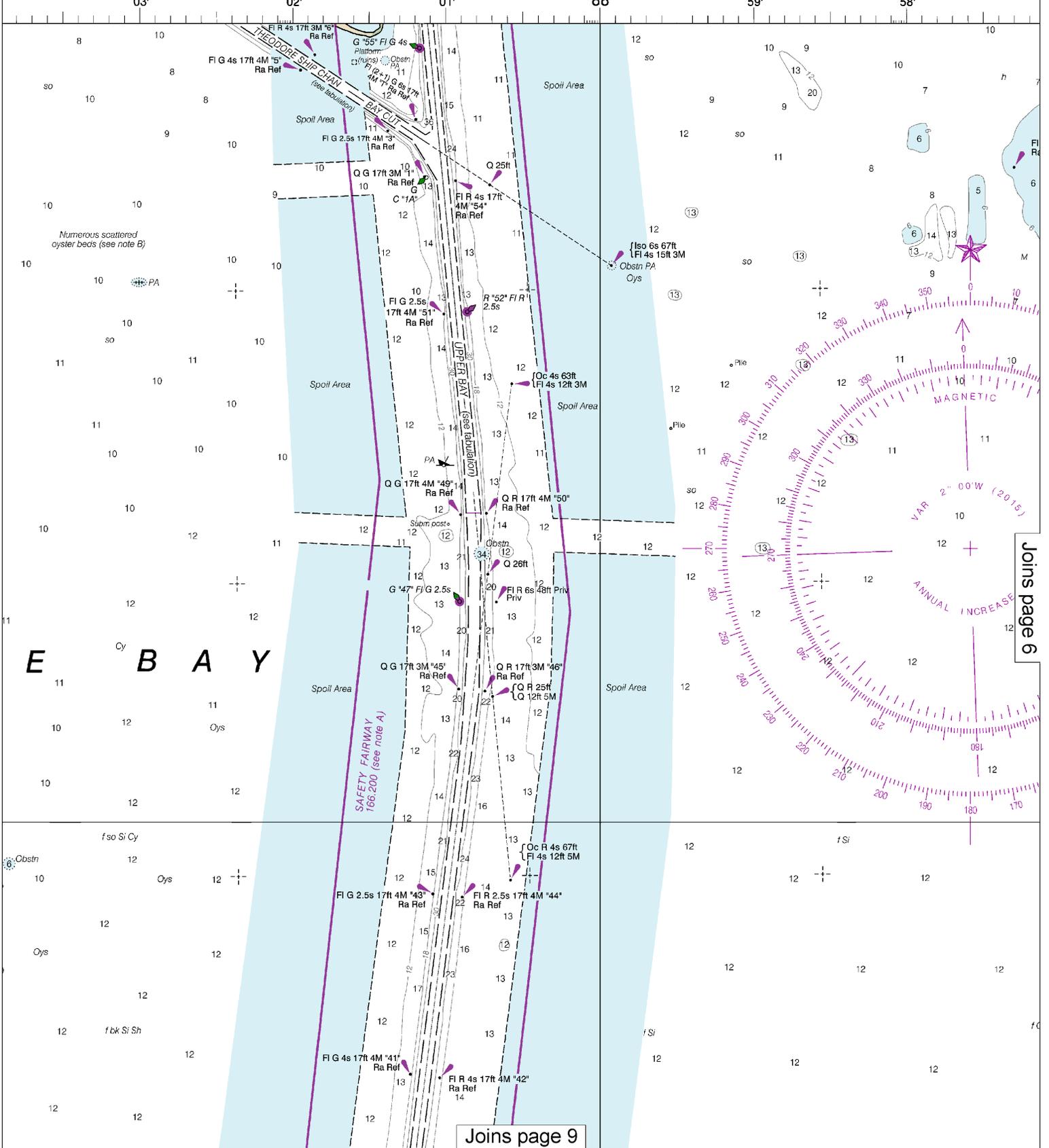
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





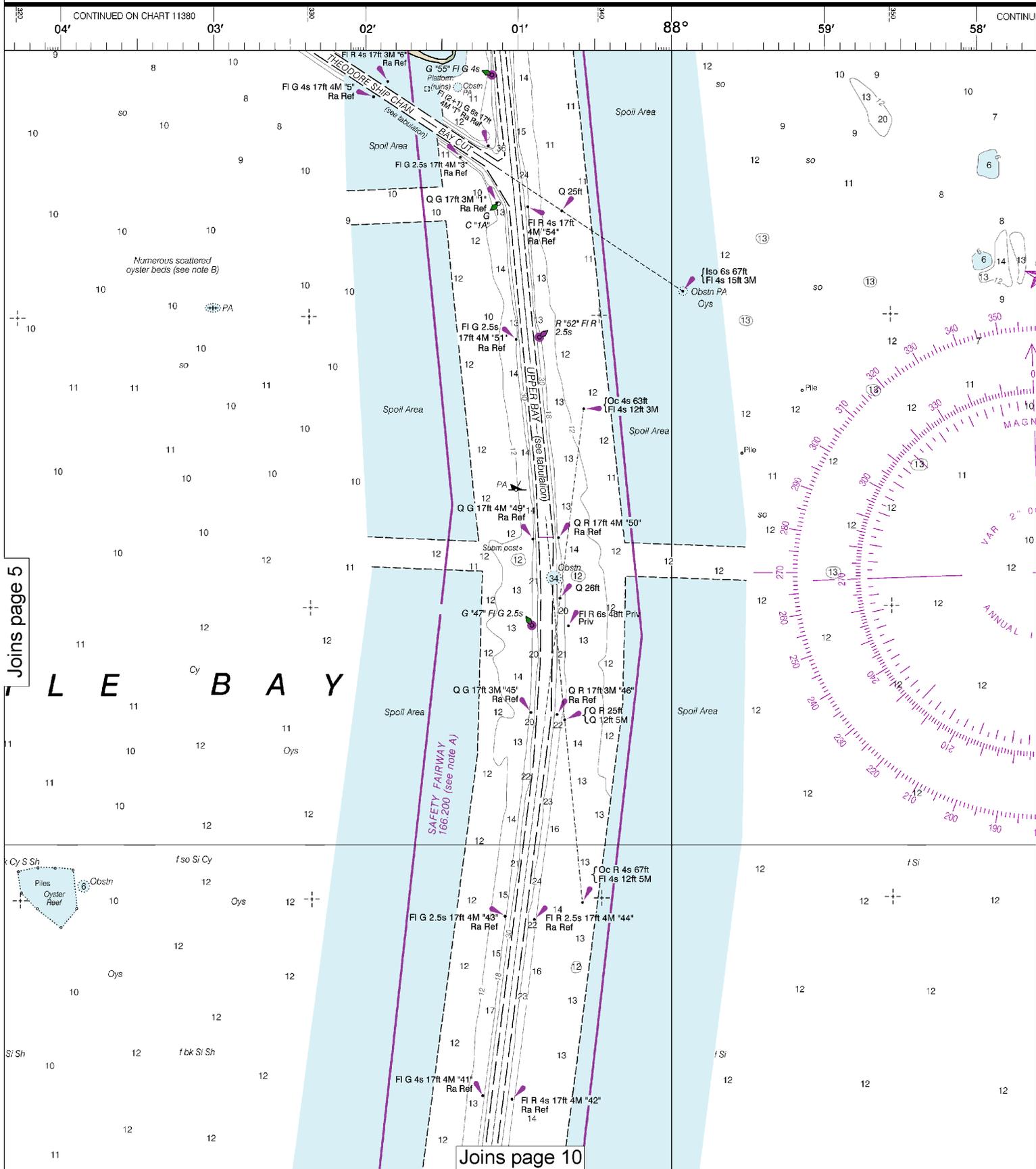
E B A Y

Joins page 9

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.





Joins page 5

Joins page 10

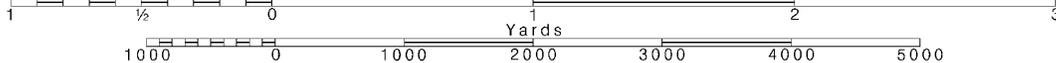


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

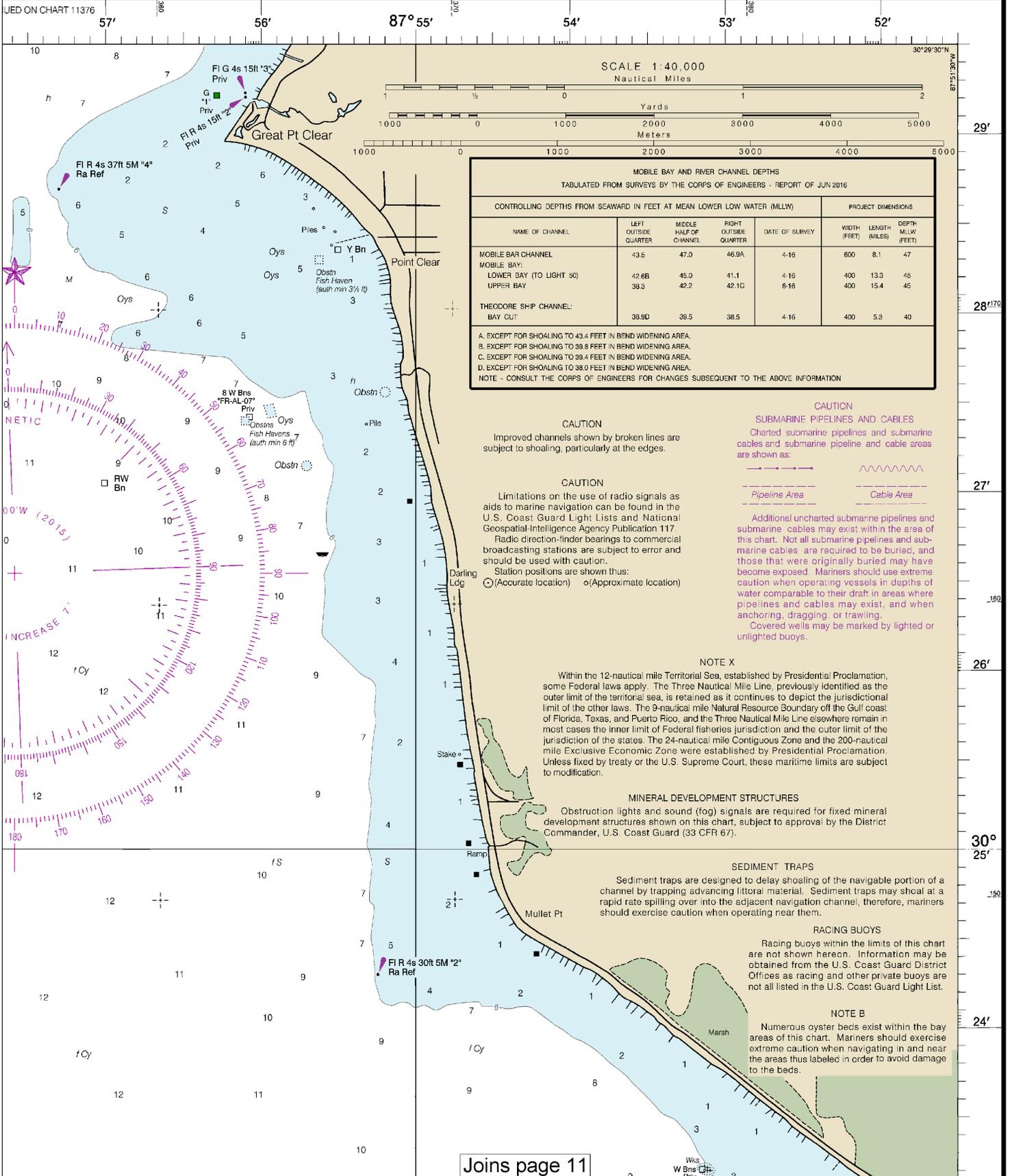
SCALE 1:40,000
Nautical Miles

See Note on page 5.



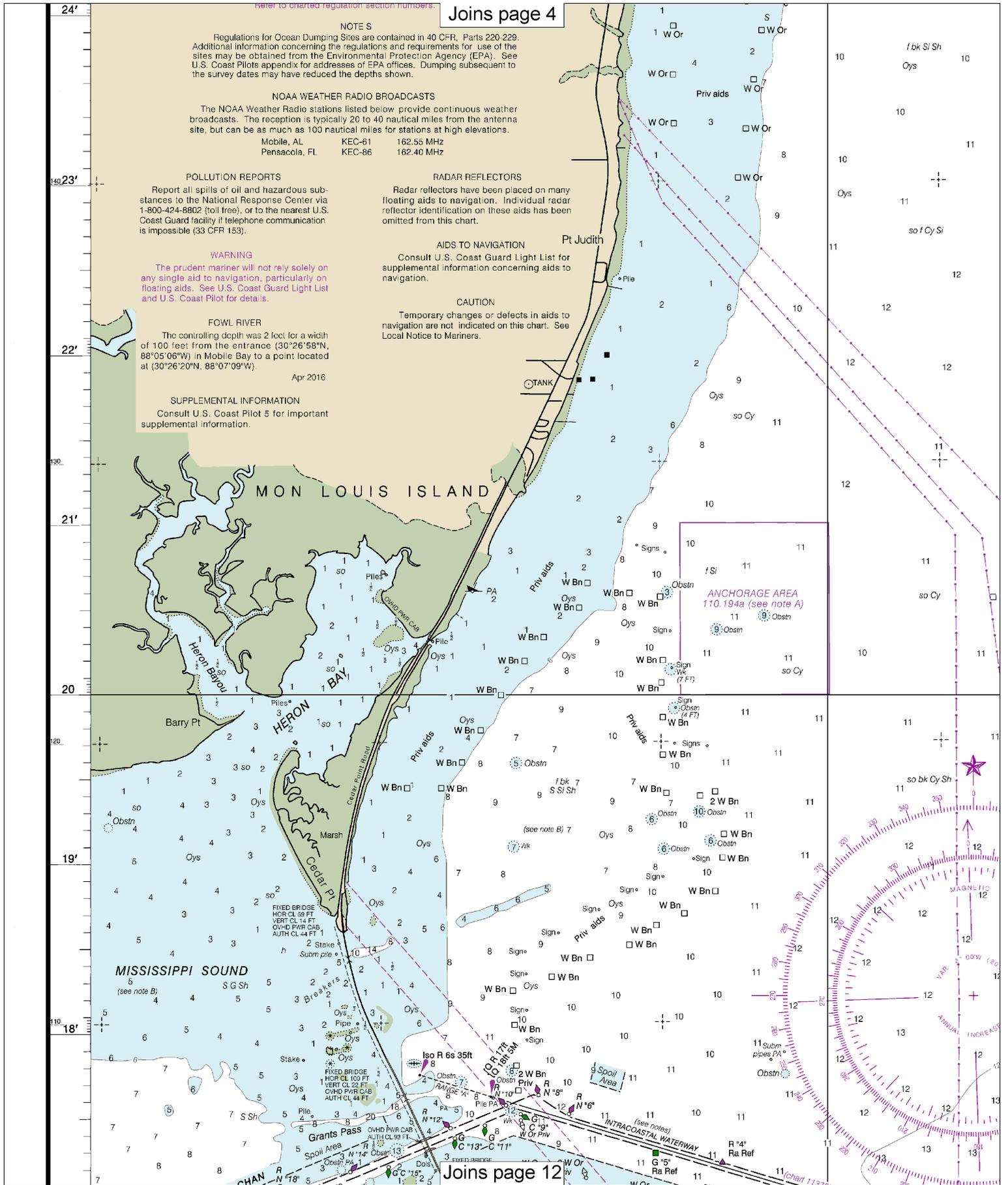
SOUNDINGS IN FEET

11377



11th Ed., Nov. 2015. Last Correction: 11/9/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 4416 (10/29/2016)

7

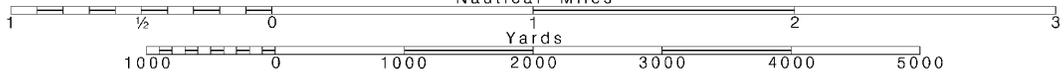


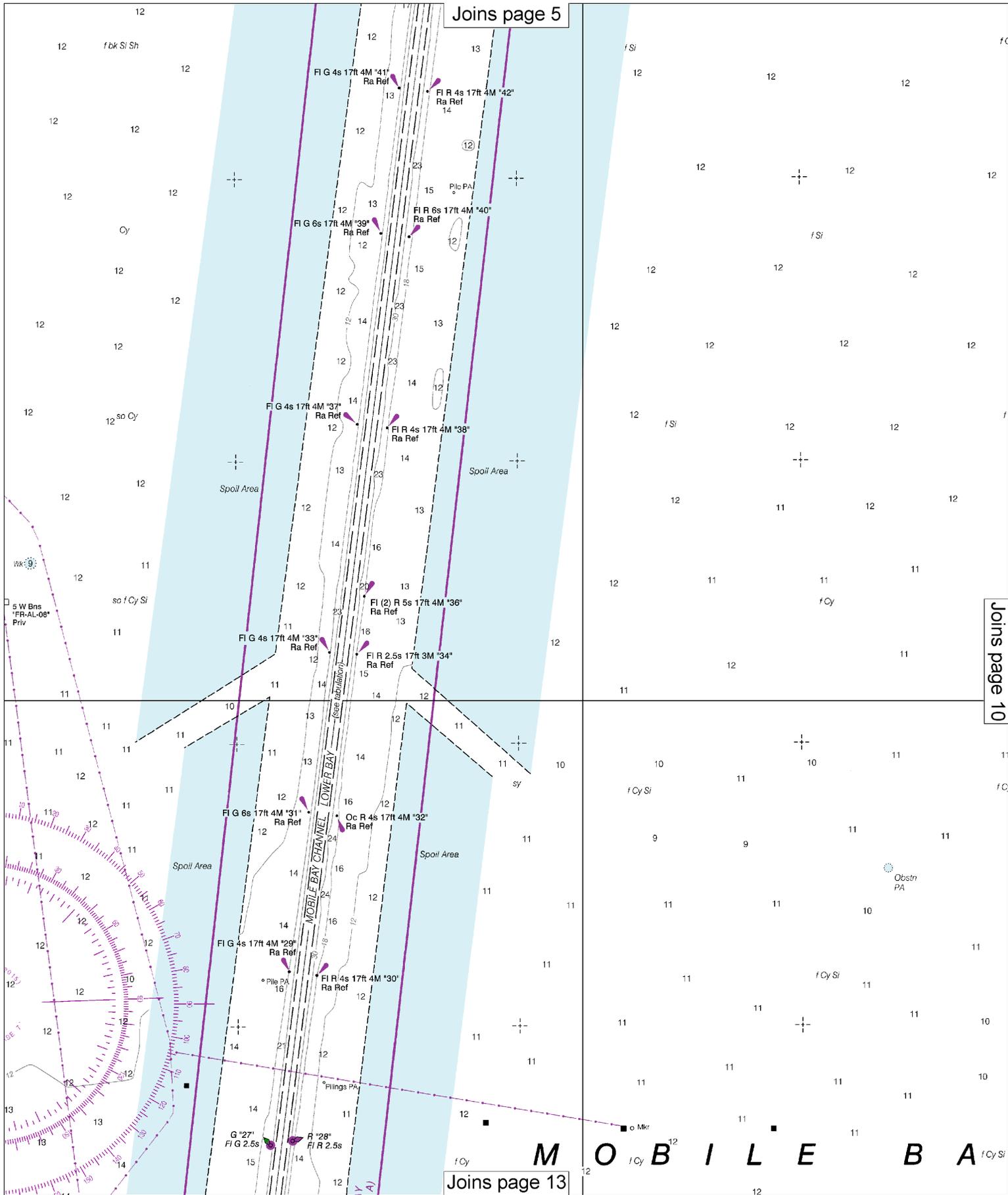
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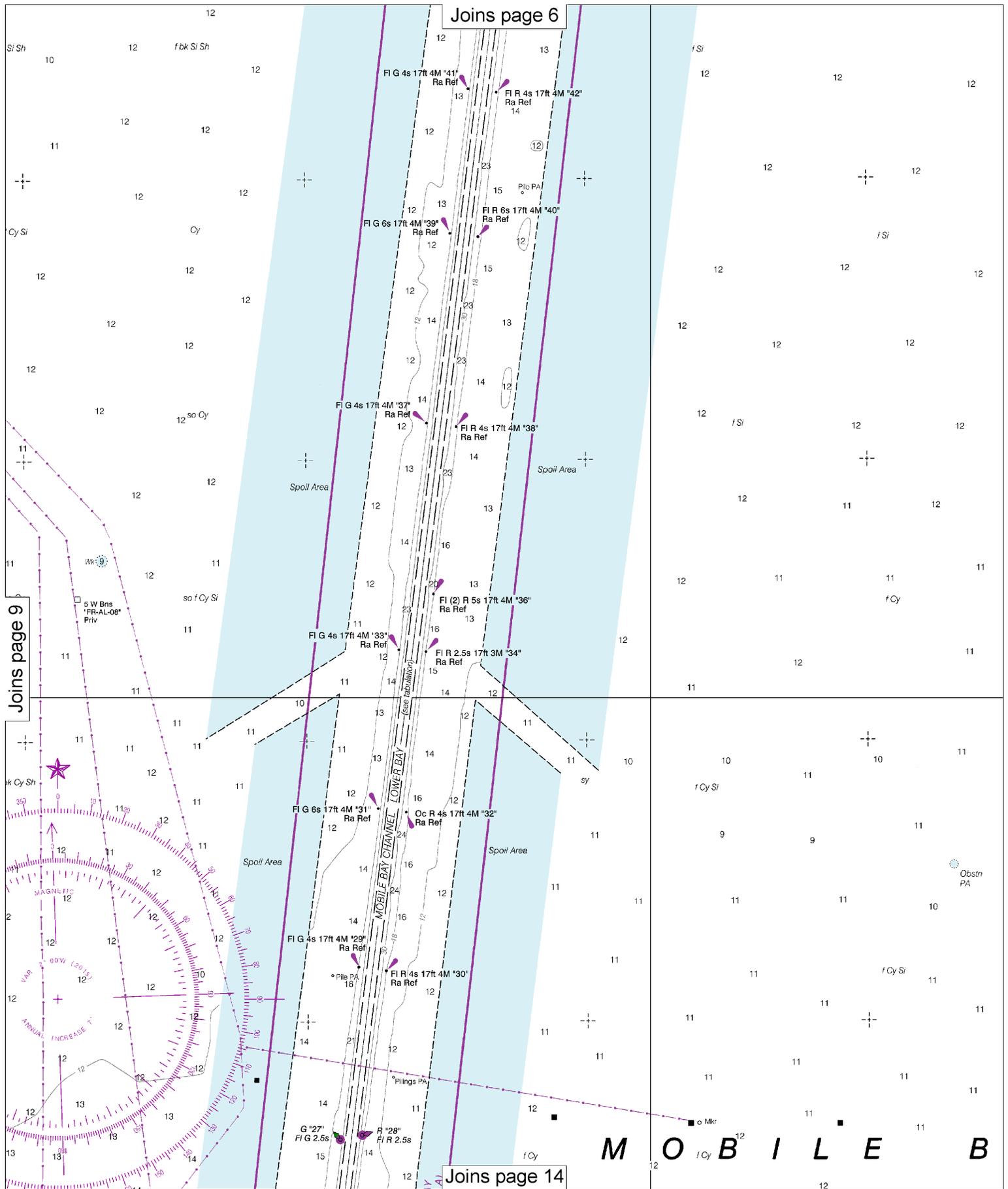
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SCALE 1:40,000
 Nautical Miles

See Note on page 5.







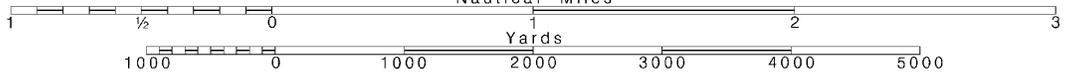
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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.

Wks. Ch. Priv. Pile

HURRICANES AND TROPICAL STORMS

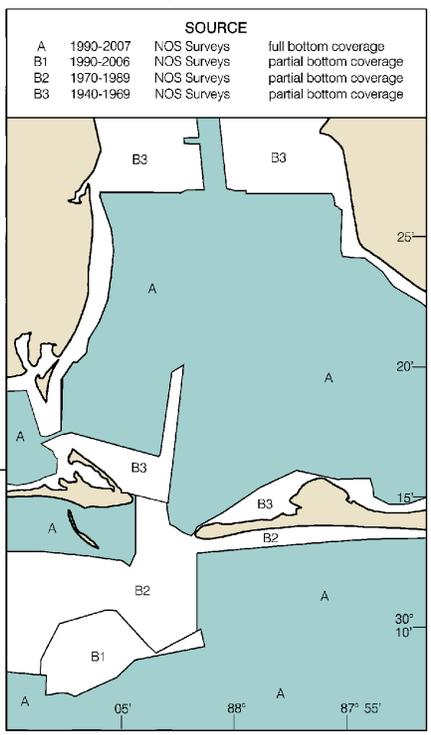
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed 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.

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.

SOURCE DIAGRAM

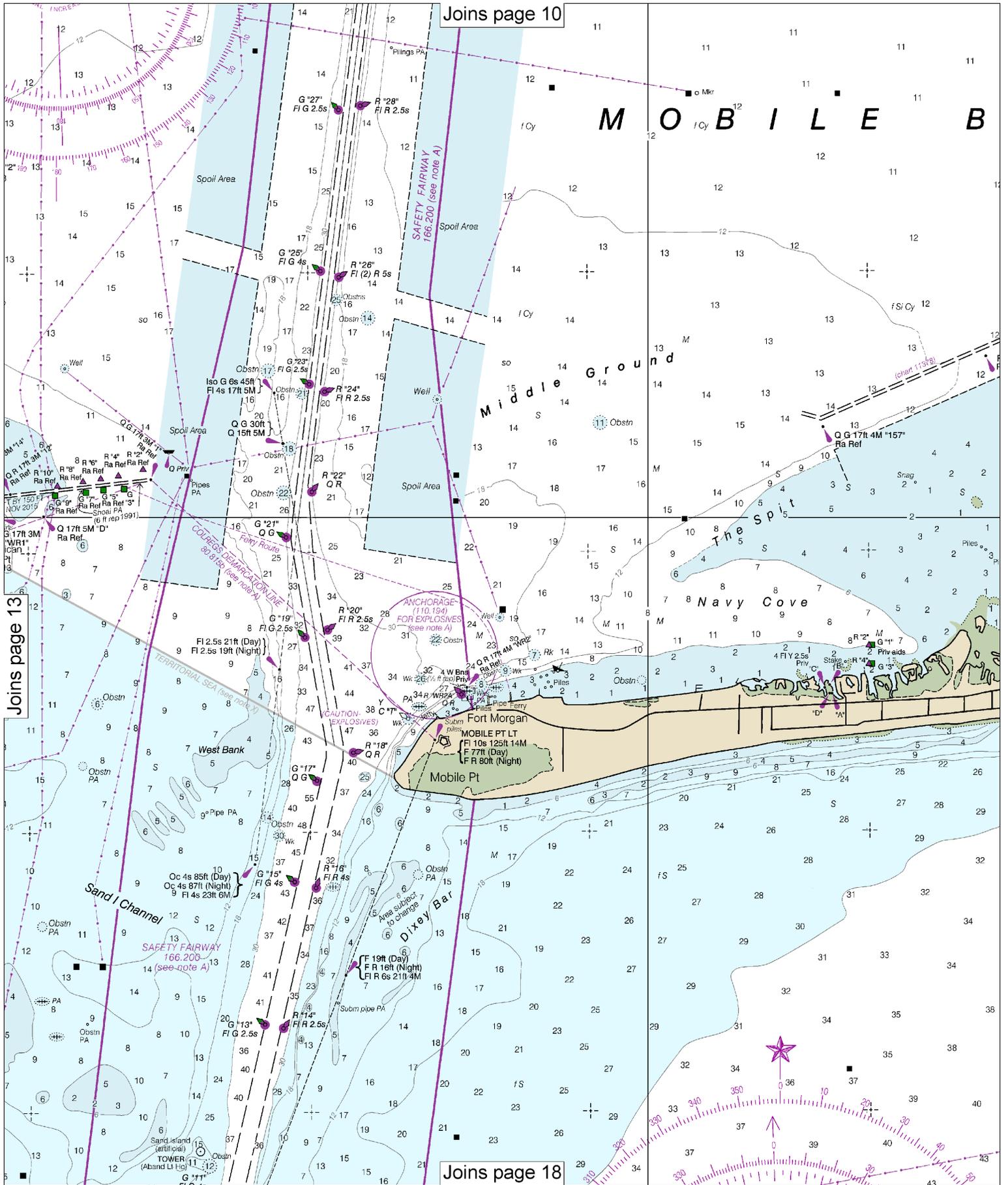
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on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



24'
23'
22'
21'
20'
19'
18'

CONTINUED ON CHART 11376

110



Joins page 10

Joins page 13

Joins page 18

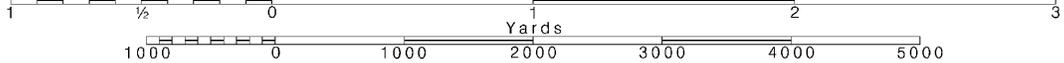
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Note: Chart grid lines are aligned with true north.

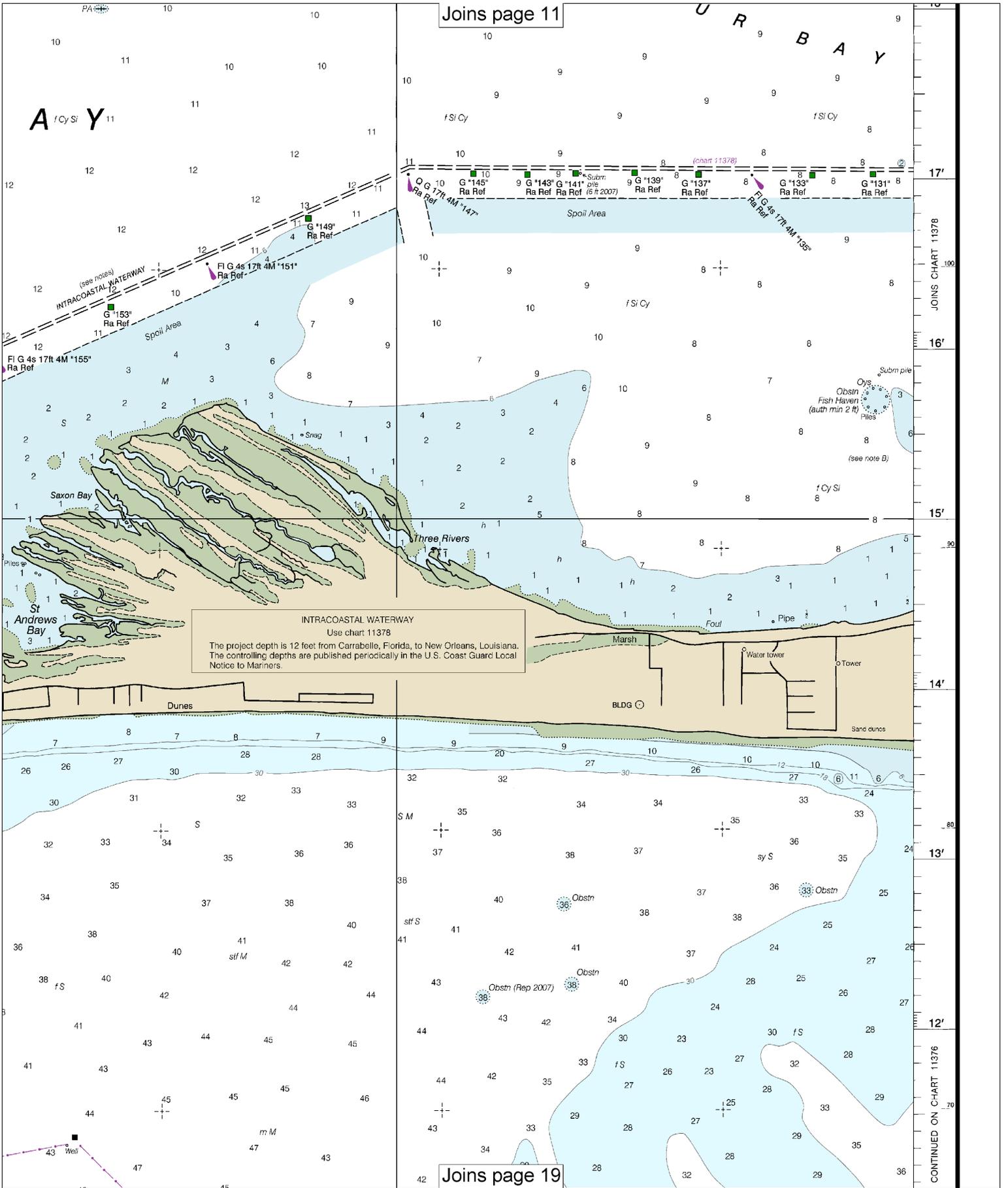
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



A f Cy Sl Y 11



JOINS CHART 11378

17'

16'

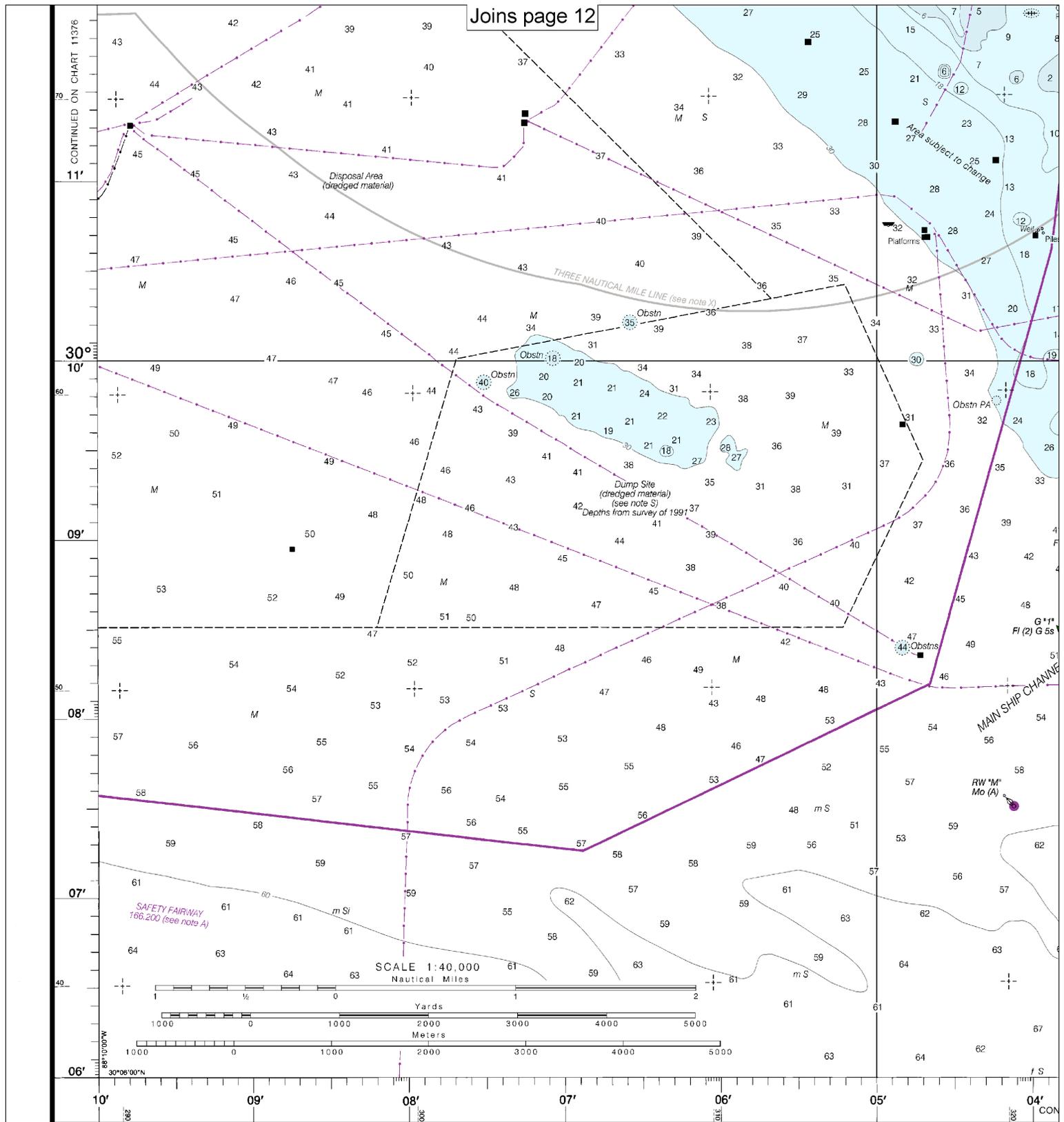
15'

14'

13'

12'

CONTINUED ON CHART 11376



Joins page 12

CONTINUED ON CHART 11376
11'

30° 10'

09'

08'

07'

06'

10' 09' 08' 07' 06' 05' 04' CON

11377

11th Ed., Nov. 2015. Last Correction: 11/9/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4416 (10/29/2016)

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.

SOUNDING

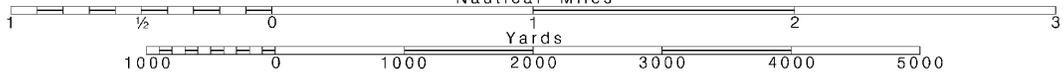
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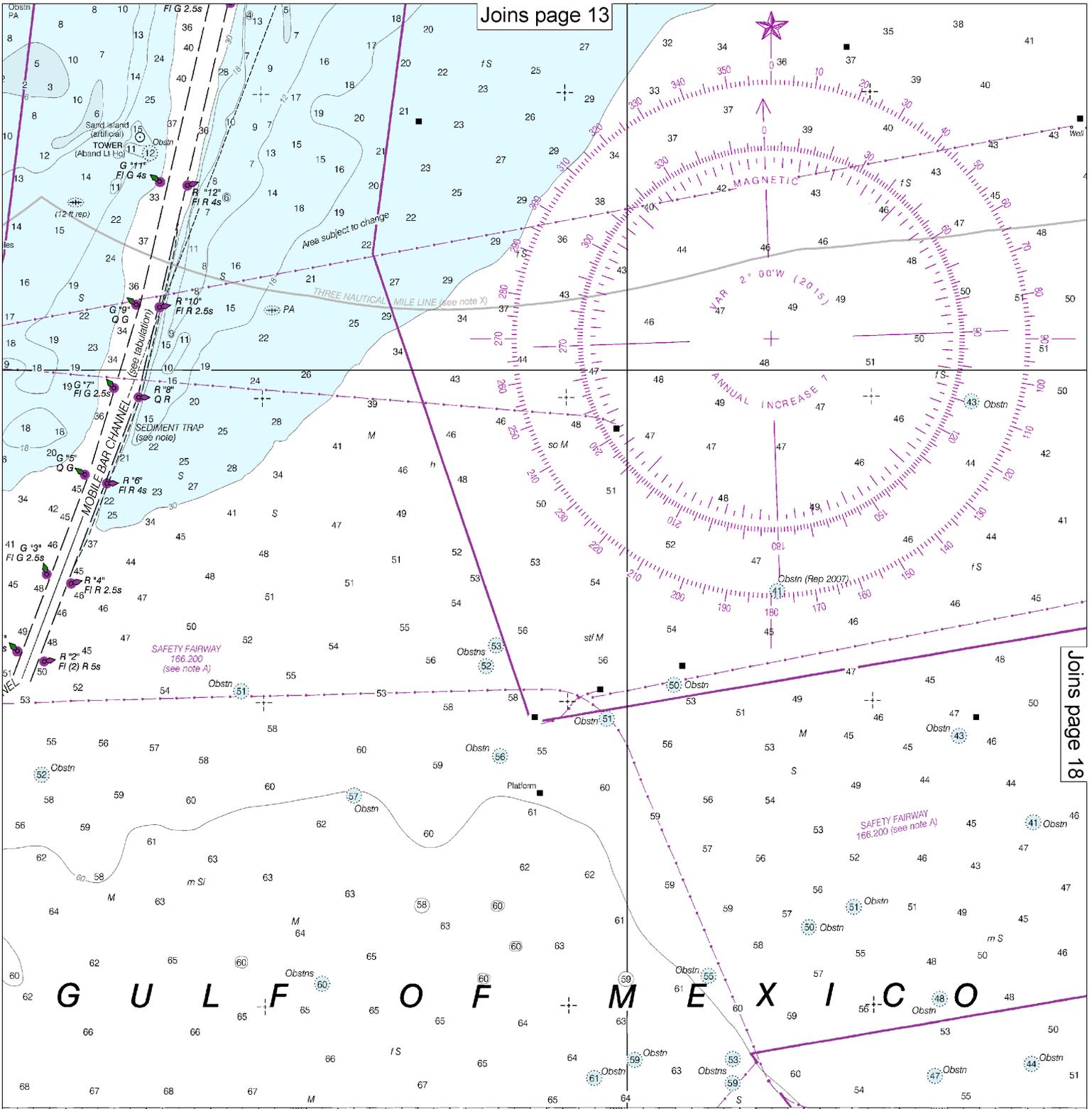
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





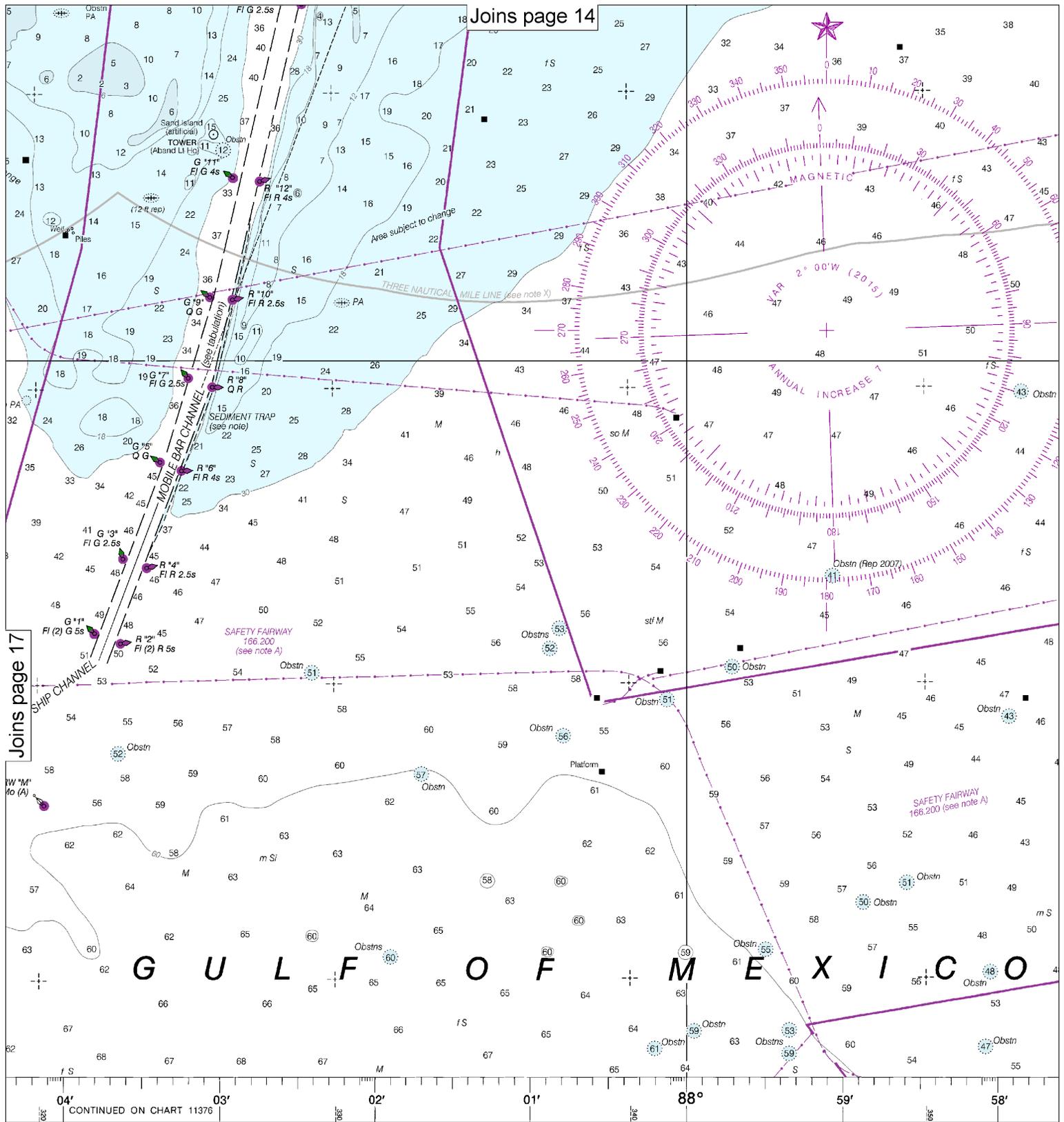
Continued on Chart 11376

03' 02' 01' 88° 59' 58'

NGS IN FEET

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

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6



Joins page 17

Joins page 14

DEPTH SOUNDINGS IN FEET

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

FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1	2	3	4	5

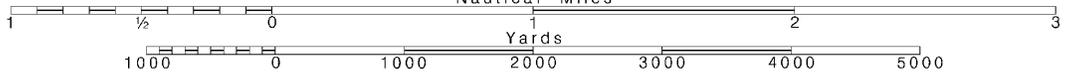
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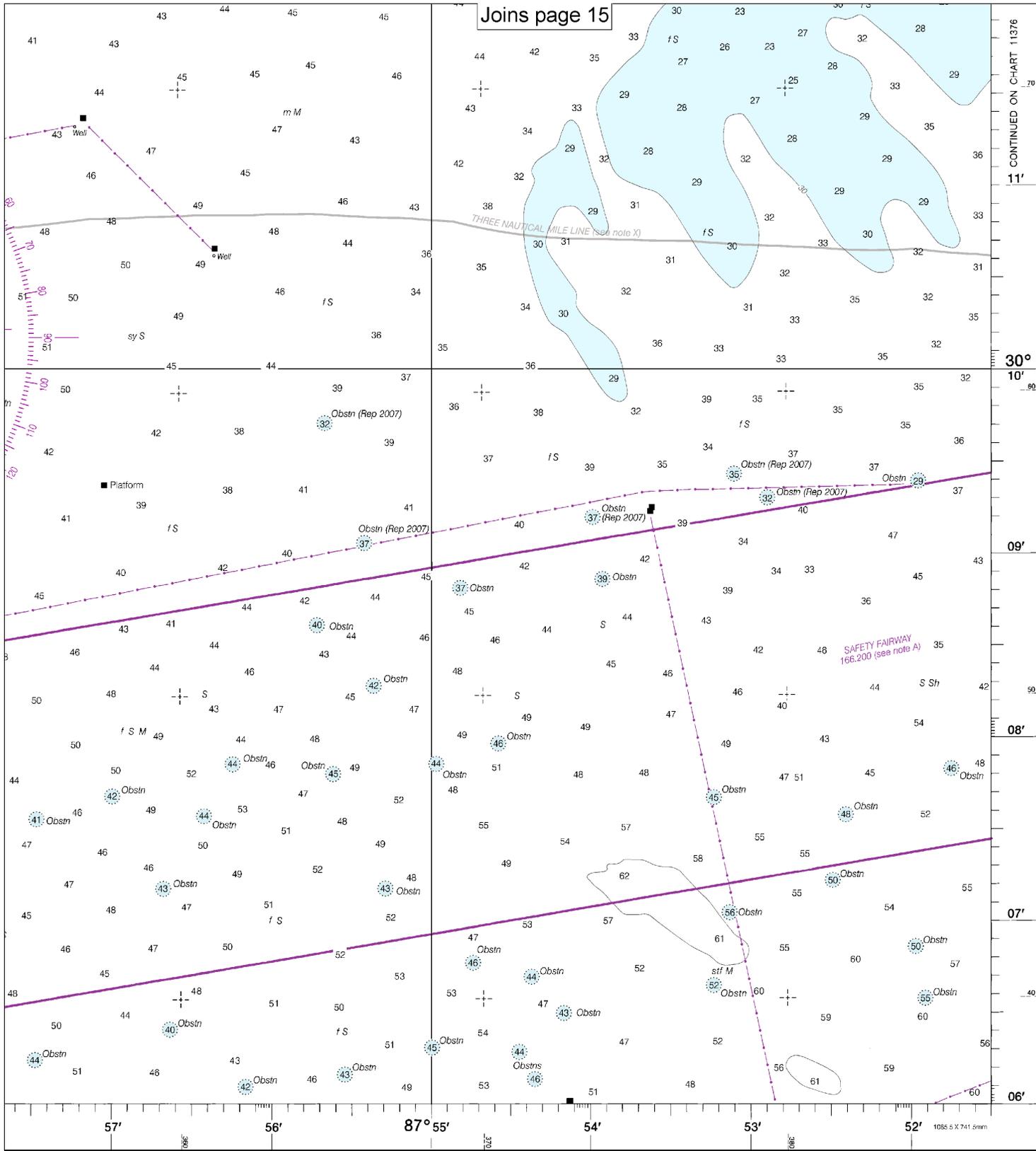
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
20	21	22	23	24	25	26	27	28	29	30	31			

Mobile Bay - Approaches & Lower Half
SOUNDINGS IN FEET - SCALE 1:40,000

11377



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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 @NOAAcharts



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.