NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Formerly C&GS 1266, 1st Ed., Apr. 1920 C-1940-529 KAPP 50

SOUNDINGS IN FEET

11376

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST
ALABAMA

MOBILE BAY

Mercator Projection
Scale 1:80,000 at Lat. 30°25'

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.

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.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical, Al alternating, B black, Bn beacon, C can, DIA diaphone, F fixed, Fl flashing, G green, IQ interrupted quick, Iso isophase, LT HO lighthouse, M nautical mile, m minutes, MICRO TR microwave tower, Mkr marker, Mo morse code, N nun, OBSC obscured, Oc occulting, Or orange, Osc oscillating, Q quick, R red, Ra Ref radar reflector, R Bn radiobeacon, R TR radio tower, Rot rotating, s seconds, SEC sector, St M statute miles, VQ very quick, W white, WHIS whistle, Y yellow

Bottom characteristics: Blds boulders, bk broken, Cy clay, Co coral, G gravel, Grs grass, gy gray, h hard, M mud, Oys oysters, Rk rock, S sand, so soft, Sh shells, sy sticky

Miscellaneous: AUTH authorized, ED existence doubtful, Obstn obstruction, PA position approximate, PD position doubtful, Rep reported, Subm submerged
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

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.

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.

SOURCE			
A	1990-2012	NOS	full bottom coverage
B1	1990-1991	NOS	partial bottom coverage
B2	1970-1989	NOS	partial bottom coverage
B3	1940-1969	NOS	partial bottom coverage
B4	1900-1939	NOS	partial bottom coverage

MOBILE BAY AND RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2016

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
MOBILE BAR CHANNEL	43.5	47.0	46.9A	4-16	600	8.1	47
MOBILE BAY:							
LOWER BAY (TO LIGHT 50)	42.6B	45.0	41.1	4-16	400	13.3	45
UPPER BAY	38.3	42.2	42.1C	6-16	400	15.4	45
UPPER BAY TURNING BASIN	39.5	39.5	39.5	1-16	VARIES	0.4	45
MOBILE RIVER:							
PINTO ISLAND REACH	33.6	39.4	32.1	7-16	700-775	0.8	40-45
MOBILE CHANNEL	32.8	39.6	35.7	7-16	600	1.8	40
MOBILE TURNING BASIN	40.0	38.3	38.2	7-16	740-1000	0.6	40
BLAKELEY ISLAND REACH	40.0D	38.5E	36.7F	7-16	500-1000	1.4	40
ST. LOUIS POINT REACH	19.0	25.0	24.6G	6-16	500	0.2	25
CHICKASAW CREEK CHANNEL	17.4H	22.3	19.5	6-16	250	3.0	25
ARLINGTON CHANNEL	13.5	14.9	12.2	6-16	150	1.7	27
GARROWS BEND CHANNEL	5.1	7.9	10.4	6-16	150	1.3	27
OCEAN TERMINAL TURNING BASIN	11.4	12.1	12.2	6-16	600	0.1	27
THEODORE SHIP CHANNEL:							
BAY CUT	38.9I	39.5	38.5	4-16	400	5.3	40
ANCHORAGE AREA	37.2	39.8	40.4	10-15	300	0.2	40
LAND CUT	37.1	40.0	38.3	4-16	300	1.7	40
TURNING BASIN	35.9	35.6	32.5	4-16	1400	0.3	40
BARGE CHANNEL	8.9	11.5	10.8	1-16	100	1.3	12

A. EXCEPT FOR SHOALING TO 43.4 FEET IN BEND WIDENING AREA.
B. EXCEPT FOR SHOALING TO 39.8 FEET IN BEND WIDENING AREA.
C. EXCEPT FOR SHOALING TO 39.4 FEET IN BEND WIDENING AREA.
D. EXCEPT FOR SHOALING TO 36.6 FEET WITHIN 1,000 FEET OF THE COCHRAN BRIDGE.
E. EXCEPT FOR SHOALING TO 27.4 FEET WITHIN 1,000 FEET OF THE COCHRAN BRIDGE.
F. EXCEPT FOR SHOALING TO 26.1 FEET WITHIN 1,000 FEET OF THE COCHRAN BRIDGE.
G. EXCEPT FOR SHOALING TO 20.6 FEET IN BEND WIDENING AREA.
H. EXCEPT FOR SHOALING TO 15.6 FEET IN BEND WIDENING AREA.
I. EXCEPT FOR SHOALING TO 38.0 FEET IN BEND WIDENING AREA.

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

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

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

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

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

BAYOU CODEN
The controlling depth from the intersection with Bayou La Batre Channel to the mouth of Bayou Coden was 6½ feet for a mid width of 50 feet, from that point to the highway bridge the controlling depth was 8 feet for a mid width of 30 feet.
Daybeacons mark the channel from its mouth to the highway bridge.
May 2015

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

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.708" northward and 0.009" eastward to agree with this chart.

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

SEDIMENT TRAPS
Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

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

Mobile, AL	KEC-61	162.55 MHz
Pensacola, FL	KEC-86	162.40 MHz

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).

FOWL RIVER
The controlling depth was 2 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).
Apr 2016

NOTE B
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 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.

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Height referred to datum of soundings (MLLW)		feet	feet	feet
Dauphin Island	(30°15'N/088°05'W)	1.2	1.2	0.0
Mobile Point (Fort Morgan)	(30°14'N/088°01'W)	1.2	- - -	- - -
Mobile State Dock	(30°42'N/088°02'W)	1.6	1.5	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.
(Oct 2015)

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.

PLANE COORDINATE GRID
(based on NAD 1927)
Alabama State Grid, west zone, is indicated by dotted ticks at 5,000 foot intervals.

FLY CREEK
The controlling depths were 4½ feet for a mid-width of 40 feet from the channel entrance to the basin and 4½ feet for a width of 100 feet in the basin.
Mar. 2016

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
Use charts 11378 and 11374
The project depth is 12 feet from Carrabelle, Florida to New Orleans, Louisiana.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

CONTINUED ON CHART 11360
CONTINUED ON CHART 11378
JOINS CHART 11373
JOINS CHART 11382

SOUNDINGS IN FEET

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.

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

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

58th Ed., Nov. 2015. Last Correction: 11/9/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4416 (10/29/2016)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod