BookletChart™

Mobile Bay
NOAA Chart 11376

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

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

Approximate Page Index
Southeast Shoal around Mobile Point. It is necessary to pass very close to shore; the passage should only be attempted under most favorable weather conditions and with local knowledge. The channels shift frequently.

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

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

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

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

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

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

The wreck of the Civil War vessel TECUMSEH is N of Mobile Point Light in 30°13'47.5"N., 88°01'37.5"W. The wreck is marked by a buoy with iron, and concrete, have been or may be established on the bottom covered 3 feet, are on the W side.

The wreck is covered 1 foot, and **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.

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

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

**Speed limit**—No vessel, except launches, shall exceed 6 m.p.h. in the inner harbor between Mobile Channel Light 76 to and including Chickasaw Creek, and shall take all possible precautions to prevent disturbance of vessels berthed at marginal wharves.

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**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.


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.


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[Coast Pilot 5, Chapter 9 excerpts]

From W, boats drawing up to 6 feet can enter Mobile Bay via **Pelican Passage** and **Pelican Bay**, only with local knowledge, owing to the shifting character of the bottom. The channel passes between the shoal SE of Pelican Passage and Dauphin Island, thence E into Pelican Bay. The best water can be found by passing to the S of **Dauphin Island Spit** before shaping a course N into Mobile Bay. From E, only 3 feet can be taken across the shoal at Mobile Point. It is necessary to pass very close to shore; the passage should only be attempted under most favorable conditions and with local knowledge. The channels shift frequently.

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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

To use the side channel chart symbols, see the chart below.
Within the 12-nautical mile Territorial sea, Federal laws apply. The three outer limits of the territorial sea are restricted in the outer limits of the Exclusive Economic Zone. The 24-nautical mile Exclusive Economic Zone (EEZ) is designated by the U.S. for international waters.

<table>
<thead>
<tr>
<th>PLACE</th>
<th>TID</th>
<th>ID</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chopinite Island</td>
<td>20110</td>
<td>537 4</td>
</tr>
<tr>
<td>Mobile Point Light House</td>
<td>20114</td>
<td>537 4</td>
</tr>
<tr>
<td>Mobile State Dock</td>
<td>20124</td>
<td>537 4</td>
</tr>
</tbody>
</table>

Directions to the charted feature are indicated by solid arrows, and side channels are identified by dashed lines.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
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 radar signals as aids to marine navigation can be found in the U.S. Coast Guard Light List and National Geospatial-Intelligence Agency Publication 117. Radar detection renders beacons to commercial broadcasting stations subject to error and should be used with caution. Station positions are shown thus: (accurate location or approximate location).

CAUTION

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

WARNINGS

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 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 submarine cables may exist, and when anchoring, dredging, or trawling. Covered wells may be marked by lights or colored buoys.

CAUTION

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

BAYOU COSEN

The controlling depth from the intersection with Bayou La Batre Channel to the mouth of Bayou Cozen was 13.3 feet for a mile width.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE: 1/180,000

See Note on page 5.
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 Cumbrailie, 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.

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 shorelines may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoyage may have been moved from their charted positions, damaged, sunk, fogged-out or otherwise made inaccessible. Mariners should not rely upon the positions or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipeline may have become unsecured 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.

Printed at reduced scale.

See Note on page 5.
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.

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx |
| Chart and chart related inquiries and comments | http://ocsdata.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 |

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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.