

# BookletChart™

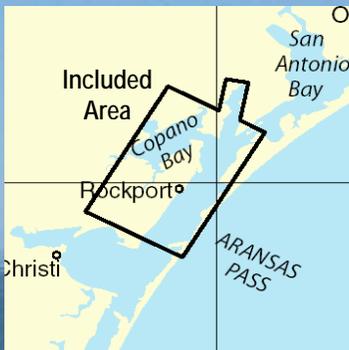


## Intracoastal Waterway – Carlos Bay to Redfish Bay

NOAA Chart 11314

*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					
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**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.

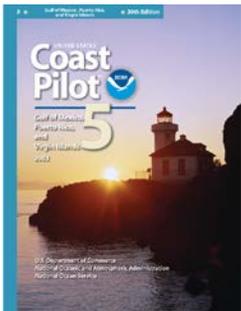
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/searchbychart.php?chart=11314>



**[Selected Excerpts from Coast Pilot]  
Vessels should approach Aransas Pass through the prescribed Safety Fairways. (See 166.100 through 166.200, chapter 2.) Note:** The Aransas Pass Safety Fairway, the SE approach to Aransas Pass, consists of partially divided parallel shipping fairways instead of a single fairway. These parallel fairways are not a traffic separation scheme. However, in the interest of vessel traffic safety, the use of the NE lane for inbound

(298°) traffic and the SW lane for outbound (118°) traffic is recommended.

A **safety zone** has been established around loaded liquified petroleum gas (LPG) vessels transiting Corpus Christi Channel between the outer

end of Aransas Pass jetties and Port of Corpus Christi Oil Dock No. 10, including La Quinta Channel. (See 165.1 through 165.8, 165.20, 165.23, and 165.808, chapter 2, for limits and regulations.)

The Coast Guard advises vessels to exercise particular caution where the channel intersects the alternate route of the Intracoastal Waterway at Lydia Ann Channel, about 1.6 miles above the entrance jetties, and where Corpus Christi Channel intersects the Intracoastal Waterway main route, about 7.1 miles above Lydia Ann Channel. 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 channels 12 and 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.

**Anchorage.—Vessels should anchor off Aransas Pass in the Aransas Pass Fairway Anchorages. (See 166.100 through 166.200, chapter 2.) A special anchorage** is in Corpus Christi Bay. (See 110.1 and 110.75, chapter 2, for limits and regulations.)

**Currents.—**The currents at times have velocities exceeding 2.5 knots in Aransas Pass; they are greatly influenced by winds. Predictions may be obtained from the Tidal Current Tables.

It is reported that the currents outside Aransas Pass are variable. South-bound currents when reinforced by northerly winds have produced a drift that has been reported as high as four knots across the mouth of the jetties.

Winds from any E direction make a rough bar and raise the water inside as much as 2 feet above normal. Winds from any W direction have an opposite tendency. A sudden shift of the wind from S to N makes an especially rough bar for a short time. During summer months, S winds prevail, becoming moderate to fresh in the afternoon

**Aransas River**, emptying into the NW end of Copano Bay, is shallow and navigable only for small craft of 1 foot or less. The State Route 136 highway bridge across the mouth has a 41-foot fixed span with a clearance of 15 feet. There is a small marina on the W side at the S end of the bridge. The channel leading to the facility had a reported controlling depth of 4 feet in August 1982, and was privately marked by stakes. Water, ice, open and covered berths with electricity, marine supplies, and a launching ramp are available. The marina is closed during the winter season. Overhead power and telephone cables at the bridge have clearances of 17 feet.

**Fulton**, an incorporated city on the W shore of Aransas Bay, is the site of a commercial fish harbor and yacht basin protected by a dike and breakwater. The harbor is entered from Aransas Bay through a dredged channel marked by lights and daybeacons. In October 1999, the controlling depths were 6.0 feet in the entrance channel and 7.0 to 8.0 feet in the basin.

**Key Allegro**, a resort center built on filled-in marshland, is about a mile S of Fulton. **Little Bay** between the key and **Live Oak Peninsula** is shoal.

**Rockport** is a commercial fishing and resort city on the W shore of Aransas Bay. A spoil bank area extends along the NW side of the Intracoastal Waterway, through which are several openings marked by daybeacons.

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander  
8<sup>th</sup> CG District  
New Orleans, LA

(504) 589-6225

## Table of Selected Chart Notes

### 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.

**PUBLIC BOATING INSTRUCTION PROGRAMS**

The United States Power Squadrons (USPS) and U.S. Coast Guard (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 Blair Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70112, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-02), Second Street, SW, Washington, DC 20593

**ACKNOWLEDGMENT**

The National Ocean Service acknowledges the exceptional cooperation received from members of the Ft. Worth and San Antonio Power Squadrons, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.

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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.

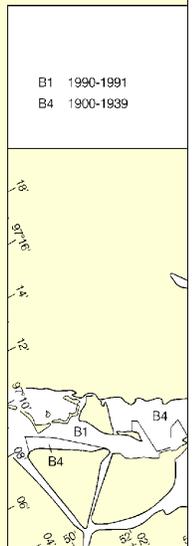
**CAUTION  
WARNINGS CONCERNING LARGE VESSELS**

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."

The outlined area survey information banded in this chart by the U.S. Army not shown on this chart.



B1 1990-1991  
B4 1900-1939

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3. Learn your cha
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MINERAL DEVELOPMENT ST Obstruction lights and sound **Joins page 10**

**4**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



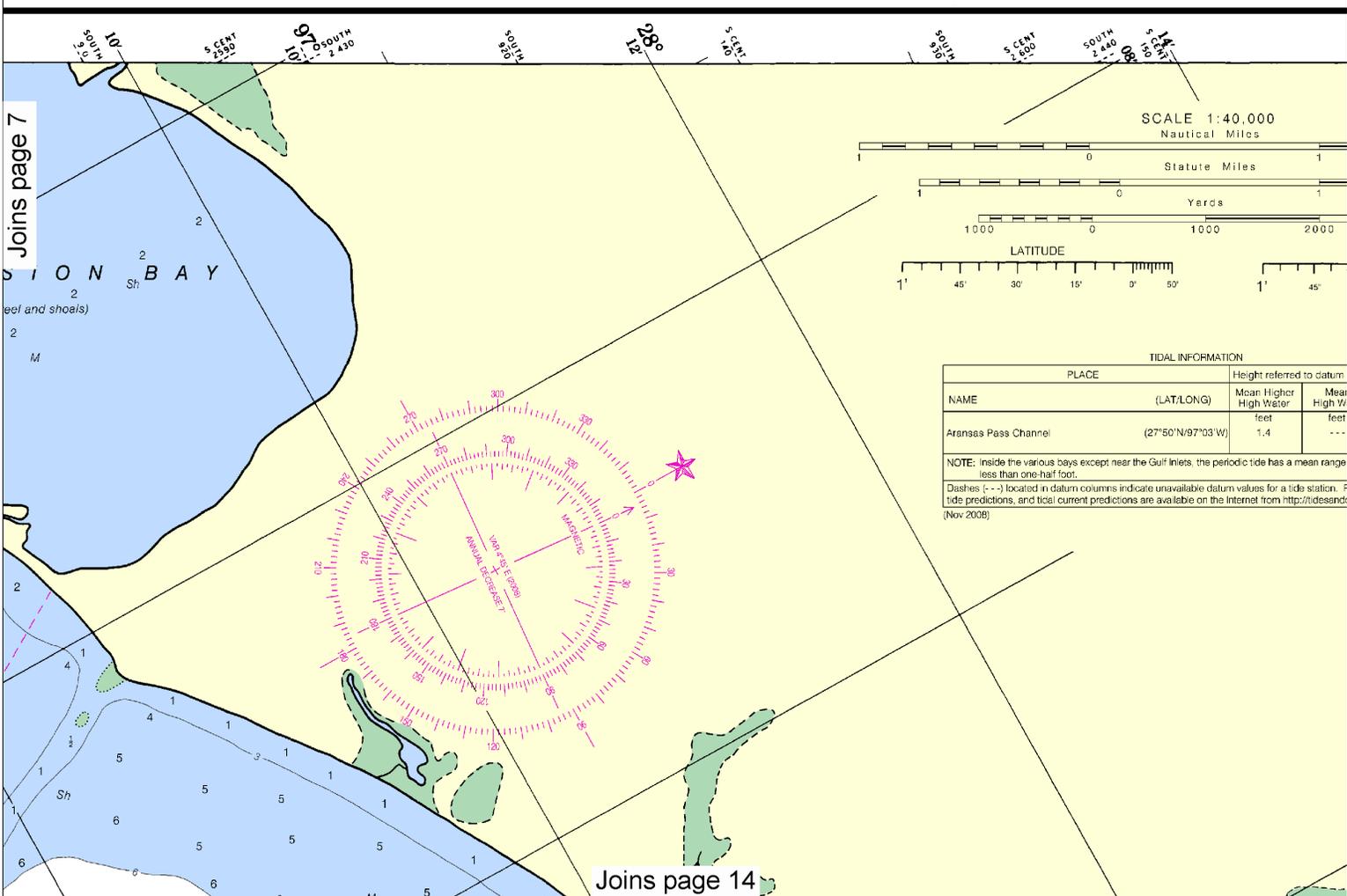






SUPPLIES								
WATER		BAIT/TACKLE		DIESEL OIL/GASOLINE				
NAUTICAL CHART SALES		GROCERIES/HARDWARE		WINTER STORAGE WE/FORY				
SHOWERS/LAUNDRY		PUMP OUT STATION		PUMPING				
C	FL	TSLP	WD	C	WI	GH	BT	DG

BY MAGENTA NUMBERS AND LEADERS.  
 NATURAL OR DREDGED CHANNEL TO THE FACILITY.  
 PUMPING OUT BOAT HOLDING TANKS.



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



# NAUTICAL CHART 11314

## INTRACOASTAL WATERWAY



### TEXAS

# CARLOS BAY TO REDFISH BAY

## INCLUDING COPANO BAY

11314

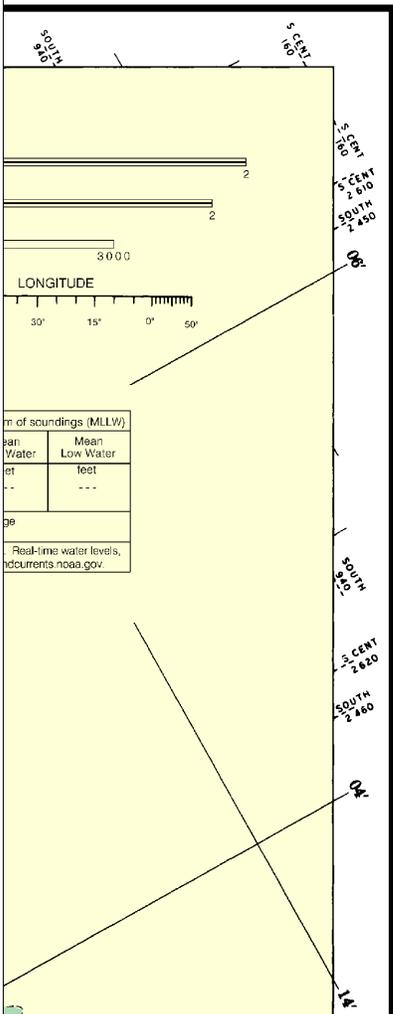


Chart 11314 25th Ed., Nov./08 ■  
Corrected through NM Nov. 15/08, LNM Nov. 11/08

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

MERCATOR PROJECTION, SCALE 1:40,000 AT LAT 28°00'  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://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.

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

**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 date shown in the lower-left hand corner. Check updates corrected from Notices to Mariners.

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SIDE

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."

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).

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.

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.

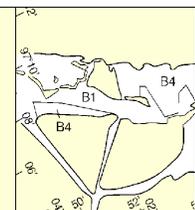
Covered wells may be marked by lighted or unlighted buoys.

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.

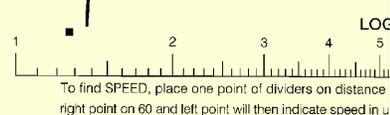
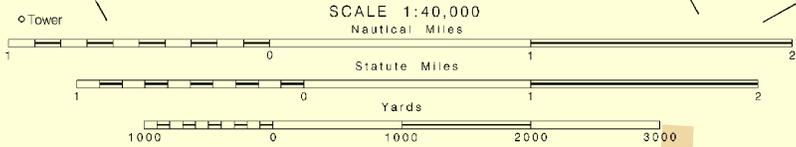
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.



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SIDE B

Vertical coordinate labels on the left side: SOUTH 2 550, SOUTH 2 560, SOUTH 2 470, SOUTH 2 400, SOUTH 2 370, SOUTH 2 300, SOUTH 2 270, SOUTH 2 240, SOUTH 2 210, SOUTH 2 180, SOUTH 2 150, SOUTH 2 120, SOUTH 2 90, SOUTH 2 60, SOUTH 2 30.



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ARANSAS PASS

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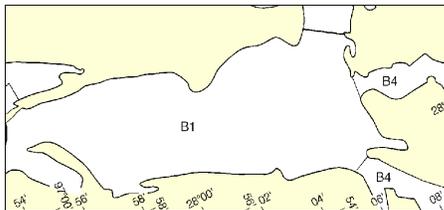
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.





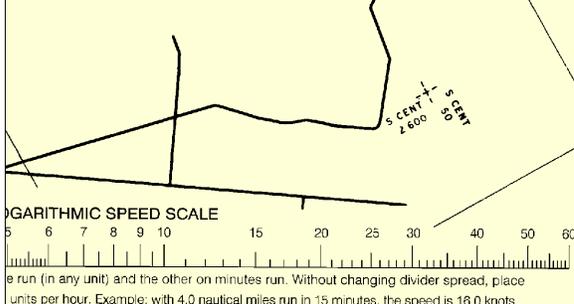
**SAFETY HINTS**

Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.  
Read carefully all notes printed on your chart, each is vital to your safety.  
Understand the meaning of each symbol and abbreviation on your chart from Chart No. 1.  
Use a compass on your chart shows the variation from true bearing; however you must also correct your bearing for the deviation of your boat.  
Use your chart from the beginning to end of your trip. Keep in mind the orientation of your boat with respect to the chart.  
Determine your position on the chart by relating charted landmarks with those you can identify in your surroundings.

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

**PLANE COORDINATE GRID**  
(based on NAD 1927)  
Texas State Grid, south zone, and south central zone, are indicated by dashed ticks at 10,000 foot intervals thus  
The last three digits are omitted

**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.



**LOGARITHMIC SPEED SCALE**  
The run (in any unit) and the other on minutes run. Without changing divider spread, place units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

**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.

**CAUTION**  
Gas and Oil Well Structures  
Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

**FISHING AND HUNTING STRUCTURES**  
Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

**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

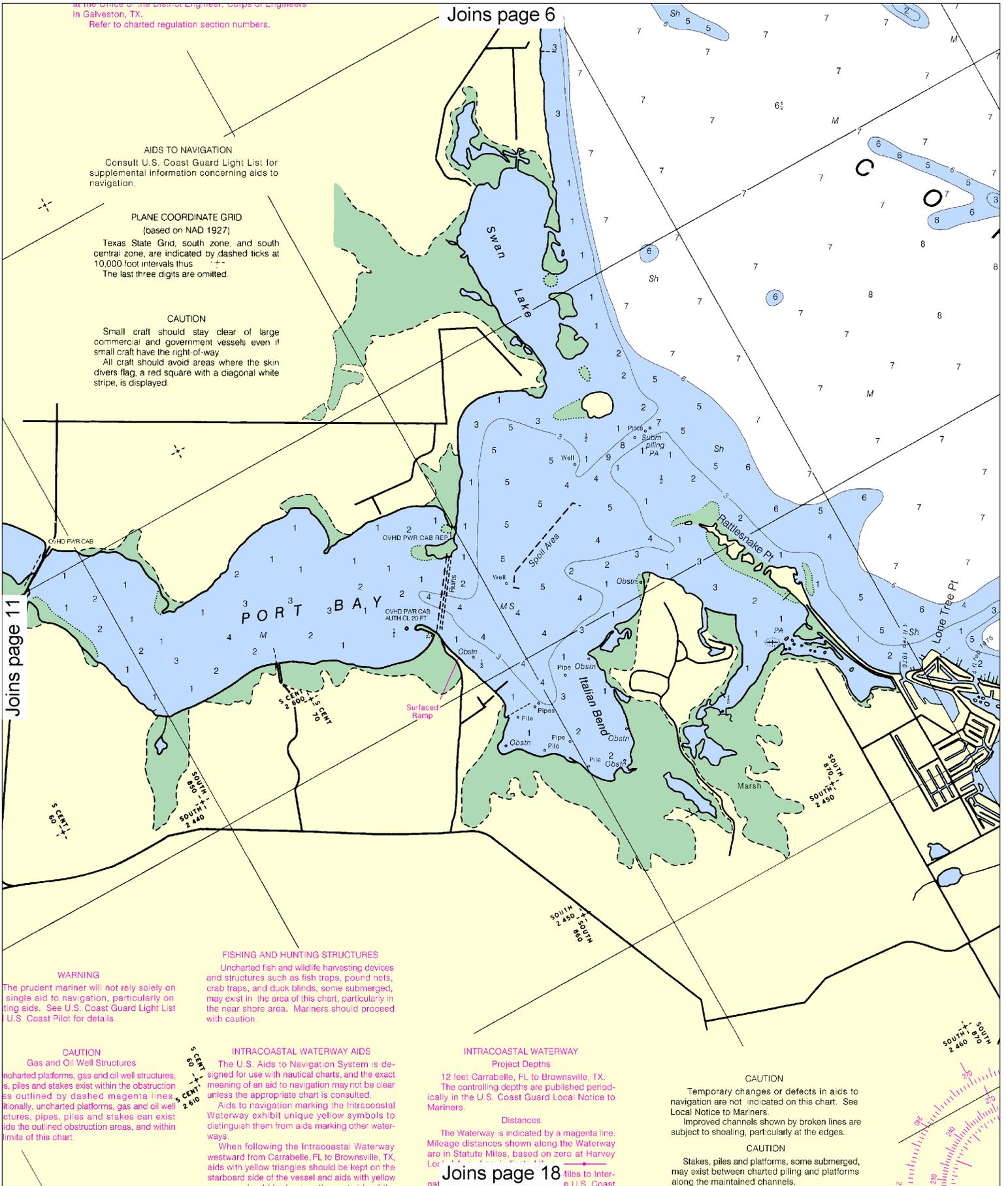
**INTRACOASTAL WATERWAY**  
Project Depth 12 feet Carrabelle, FL to Brownsville, TX. The controlling depths are indicated in the U.S. Coast Guard Notices to Mariners.  
Distances shown are in Statute Miles, based on the National Nautical Miles are

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

**PLANE COORDINATE GRID**  
(based on NAD 1927)  
Texas State Grid, south zone, and south central zone, are indicated by dashed ticks at 10,000 foot intervals thus  
+ - -  
The last three digits are omitted.

**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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

**CAUTION**  
Gas and Oil Well Structures  
Uncharted platforms, gas and oil well structures, pipes and stakes exist within the obstruction as outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within limits of this chart.

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**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.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

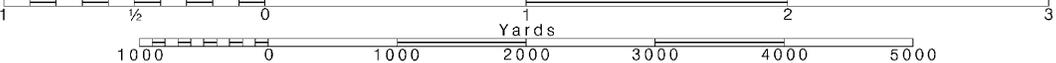
**CAUTION**  
Stakes, piles and platforms, some submerged, may exist between charted piling and platforms along the maintained channels.

Note: Chart grid lines are aligned with true north.

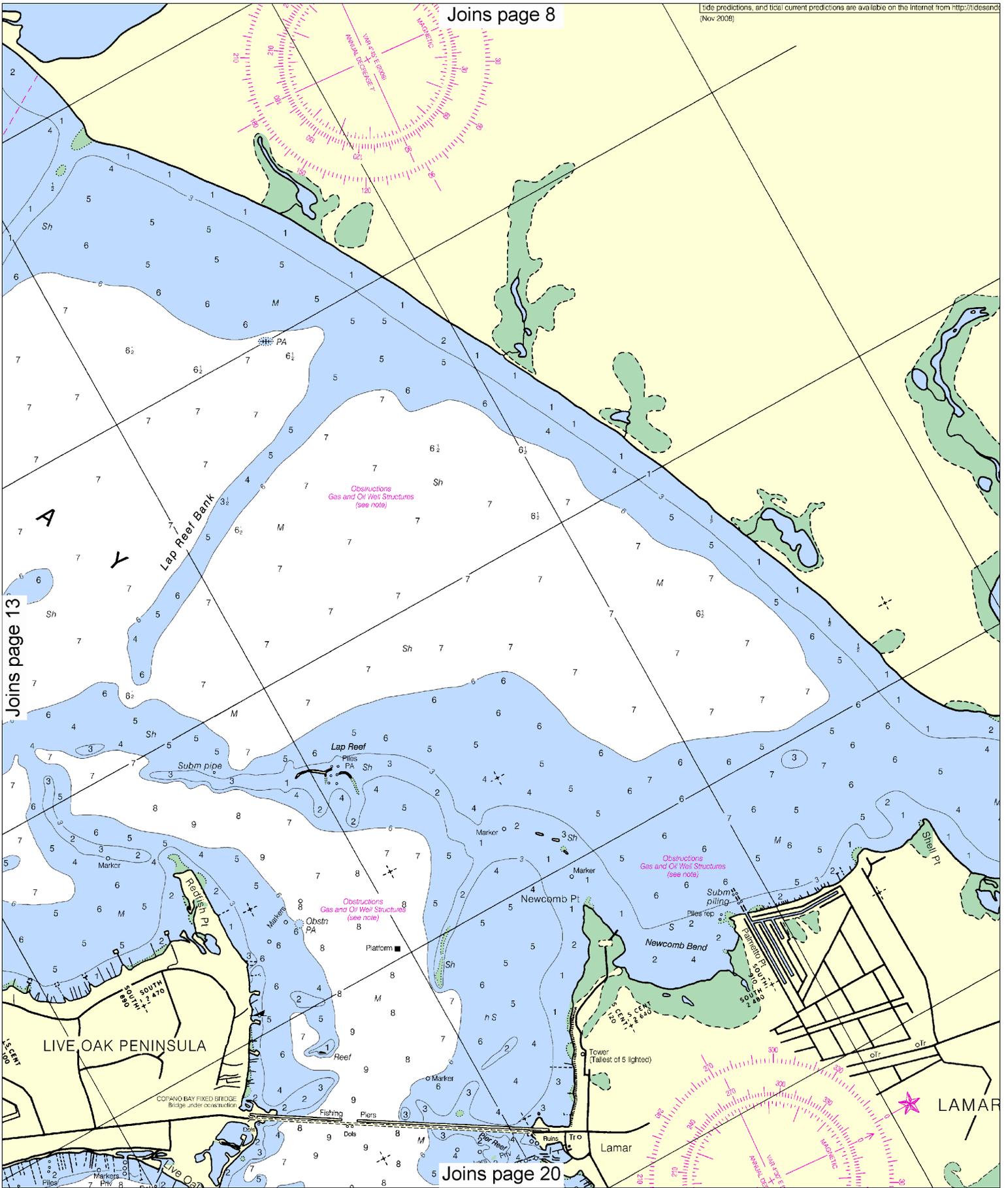
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







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Joins page 20

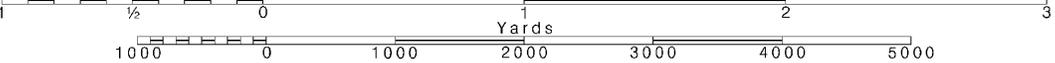
14

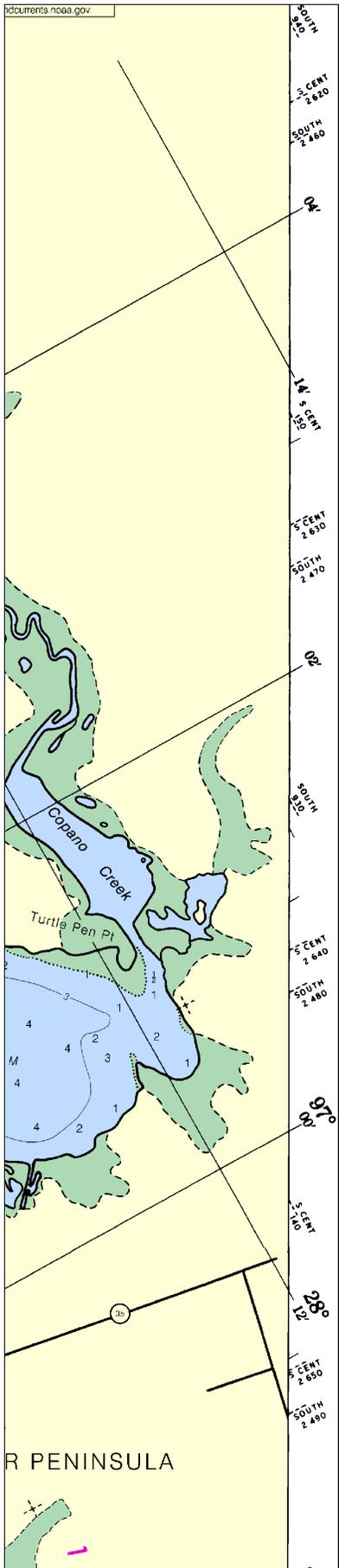
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Joins page 9

MERCATOR PROJECTION, SCALE 1:40,000 AT LAT 28°00'  
 SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
 North American Datum of 1983  
 (World Geodetic System 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://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.

SUPPLEMENTAL INFORMATION  
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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 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

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 1.063" northward and 0.964" westward to agree with this chart.

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

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

Bottom characteristics:

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

Miscellaneous:  
 AUTH authorized      Obstr obstruction      PD position doubtful      Subm submerged  
 ED existence doubtful      PA position approximate      Rap reported  
 (1) 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.

FACILITIES  
 Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

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).



NSN 7642014010220  
 NGA REFERENCE NO: 11XHA11314



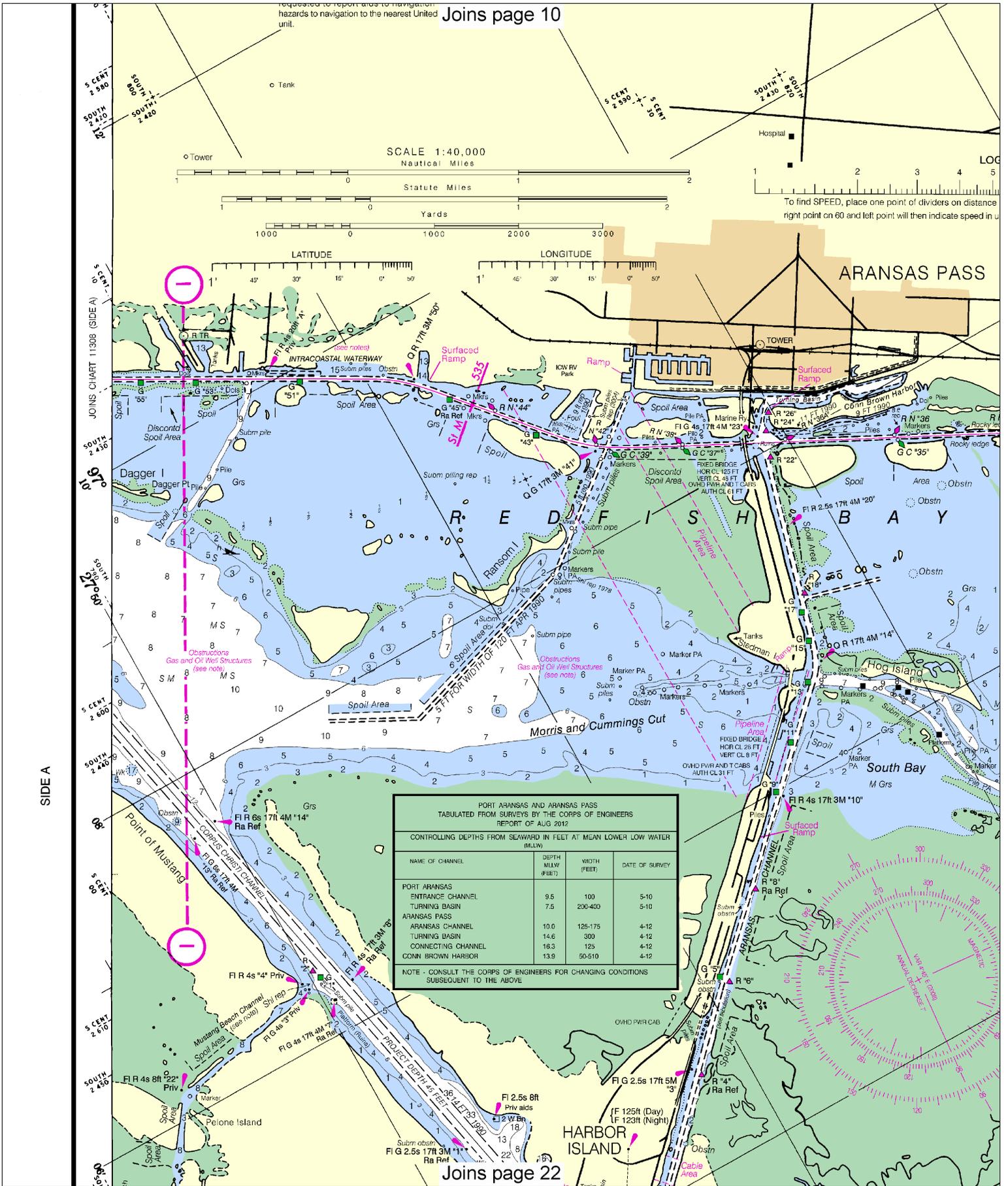
ED NO 25

SIDE B

R PENINSULA

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11314

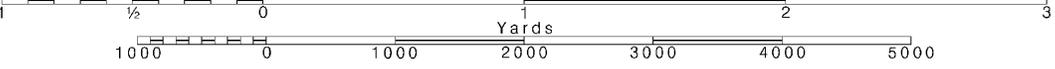


Note: Chart grid lines are aligned with true north.

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SCALE 1:40,000 Nautical Miles

See Note on page 5.



LOGARITHMIC SPEED SCALE



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

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WARNING

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CAUTION

Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

FISHING AND HUNTING STRUCTURES

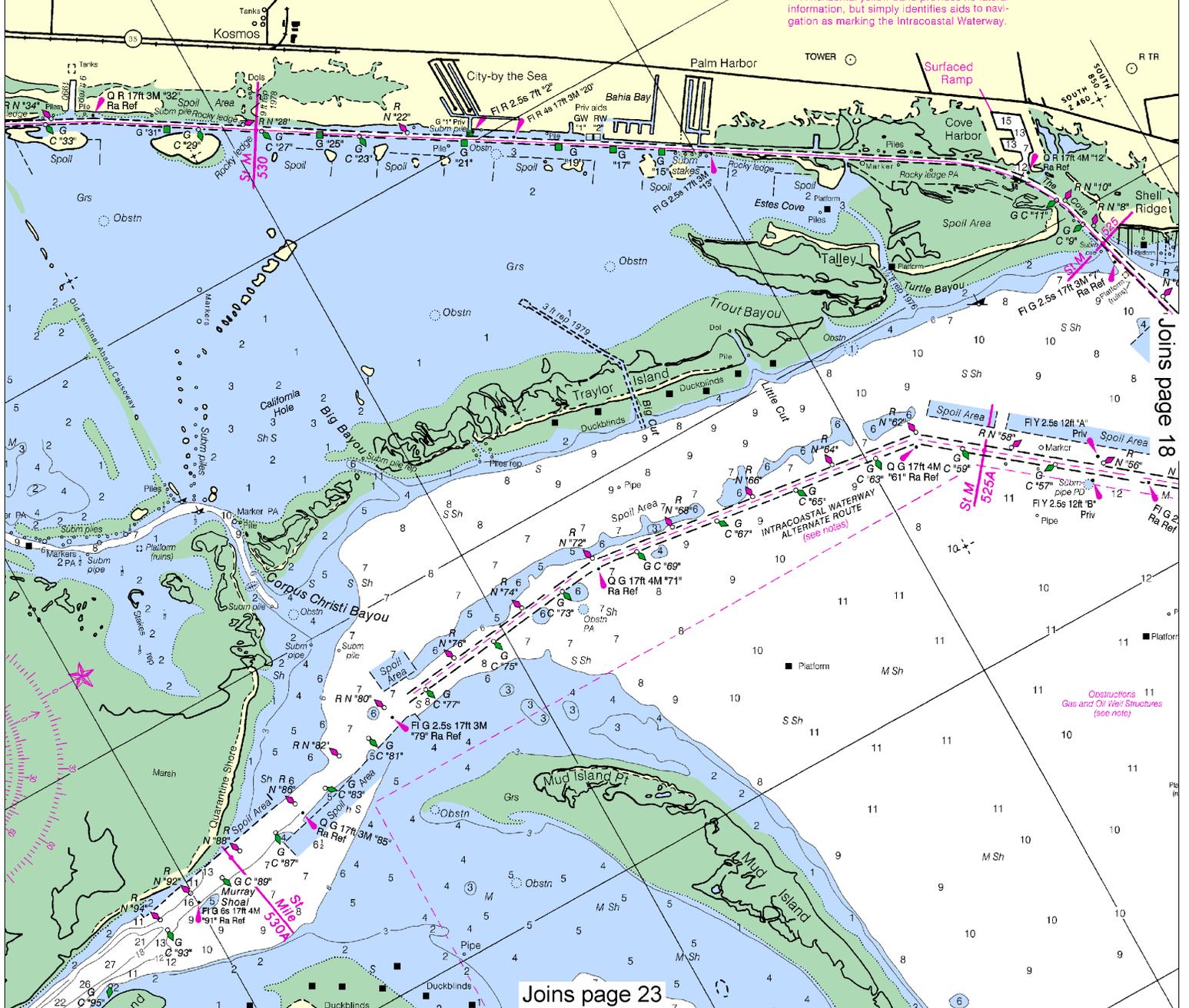
Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

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.

INTRACOASTAL WATERWAY

Project Depth
12 feet Carrabelle, FL to Brownsville, TX. The controlling depths are indicated in the U.S. Coast Guard Light List. Distances
The Waterway is indicated in Statute Miles, based on Lock, LA, and are indicated in the U.S. Coast Pilot 5. Tables for converting Statute Miles are in the U.S. Coast Pilot 5.



Obstructions
Gas and Oil Well Structures
(see notes)

FISHING AND HUNTING STRUCTURES

Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

WARNING

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

CAUTION

Gas and Oil Well Structures Uncharted platforms, gas and oil well structures, pipes and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within limits of this chart.

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.

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.

CAUTION

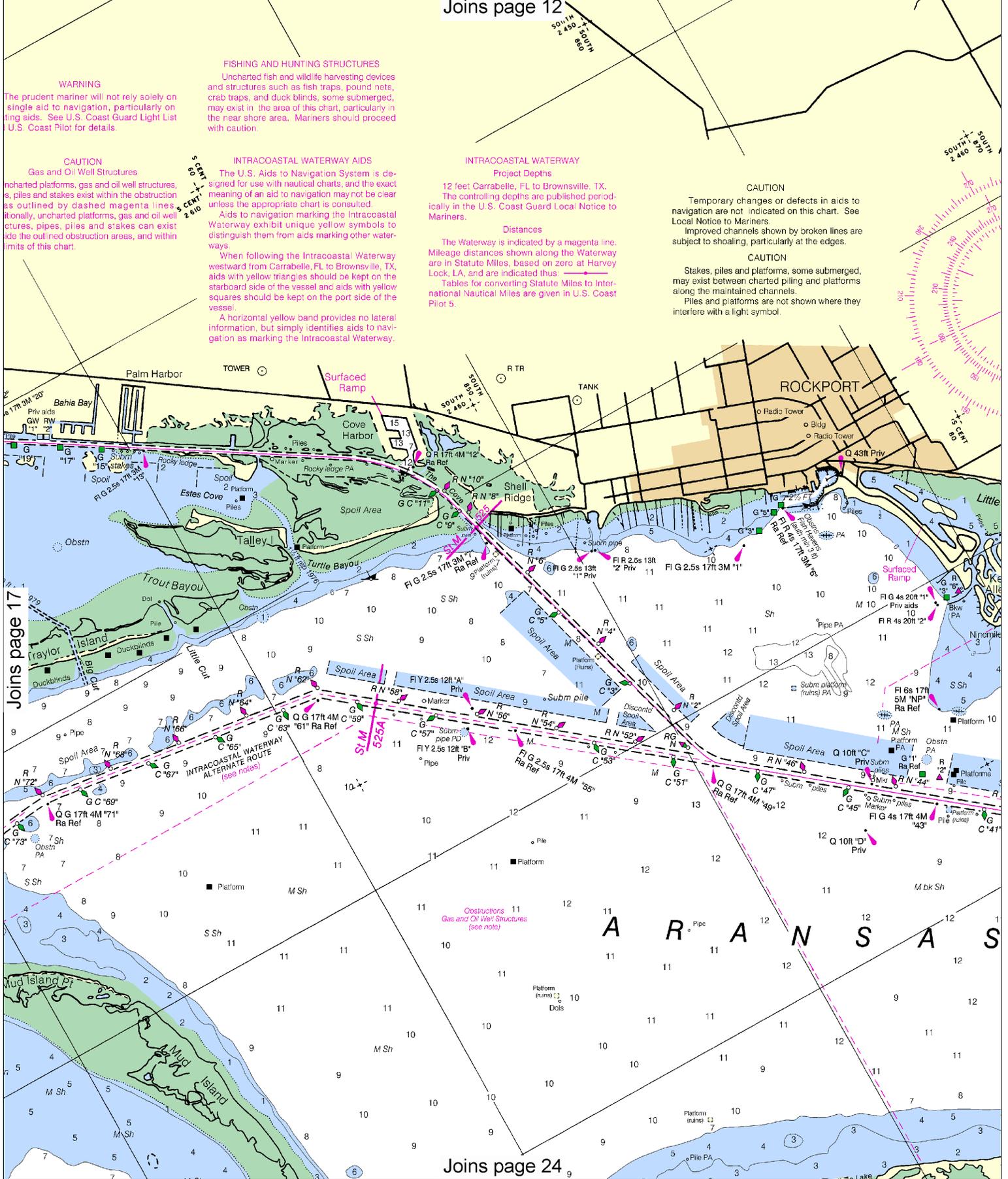
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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

CAUTION

Stakes, piles and platforms, some submerged, may exist between charted piling and platforms along the maintained channels.

Piles and platforms are not shown where they interfere with a light symbol.



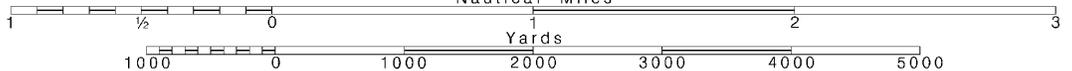
Joins page 17

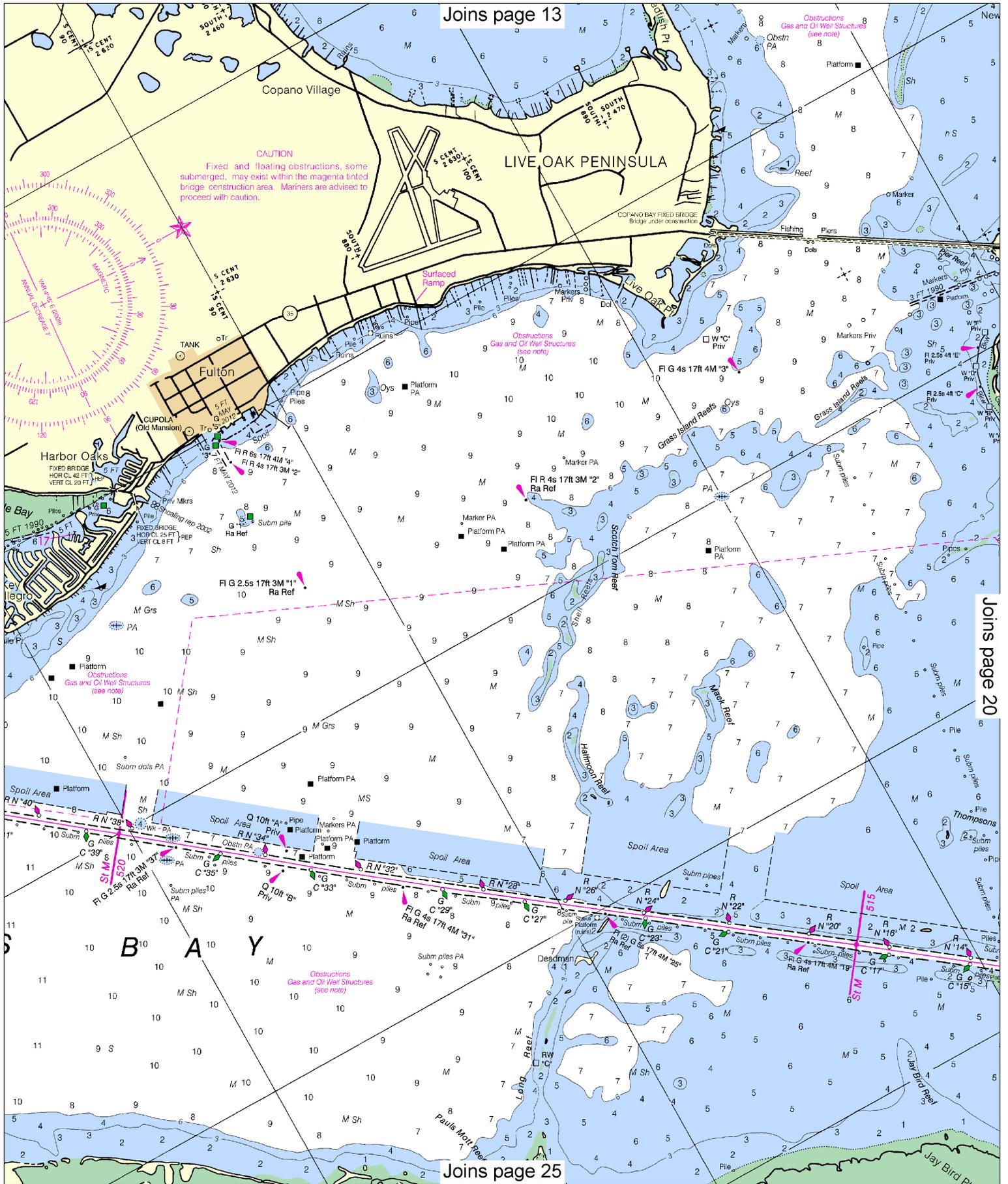
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.





**CAUTION**  
 Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

Obstructions Gas and Oil Well Structures (see note)

LIVE OAK PENINSULA

FULTON

Obstructions Gas and Oil Well Structures (see note)

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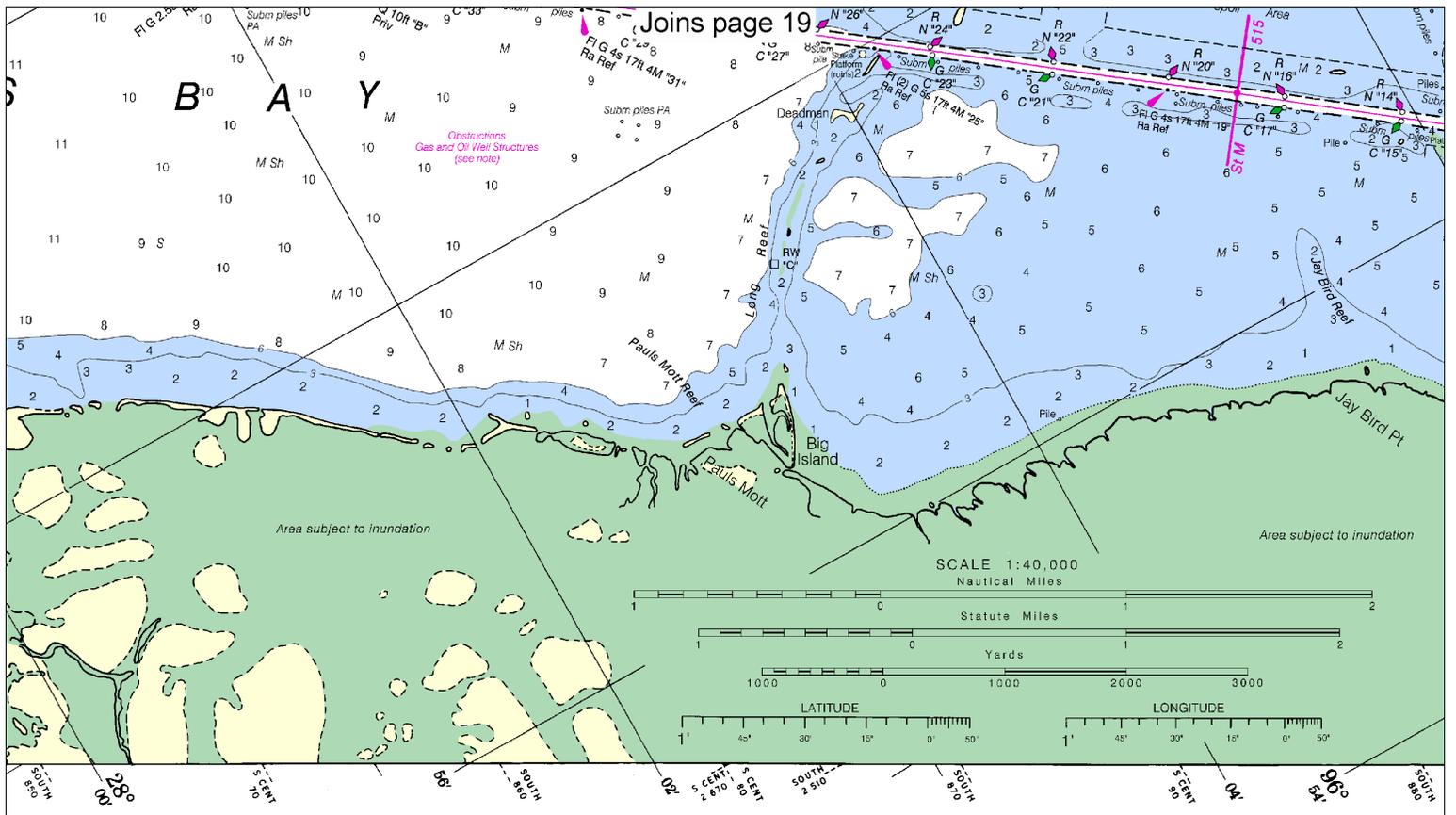




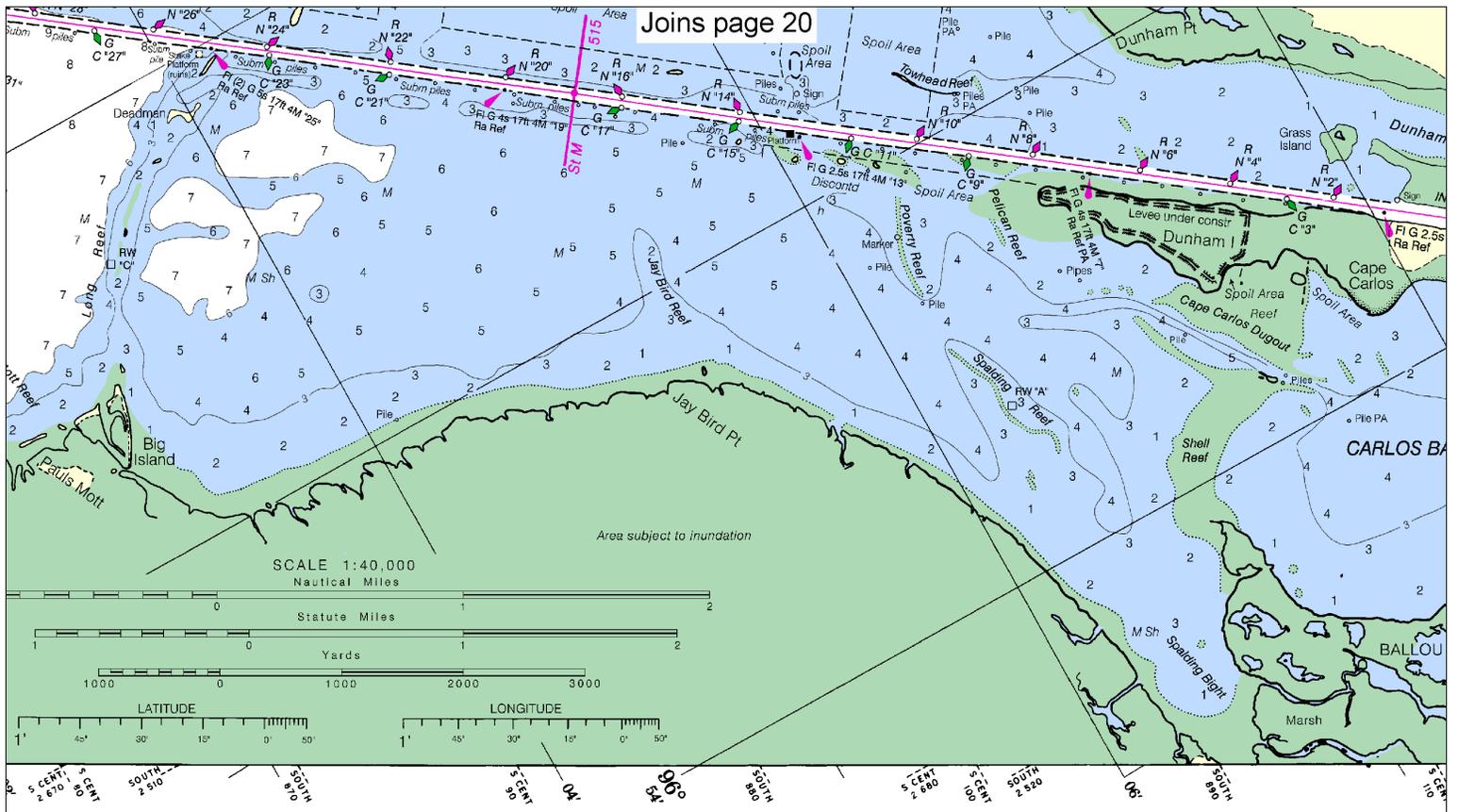








Joins page 26



Joins page 25

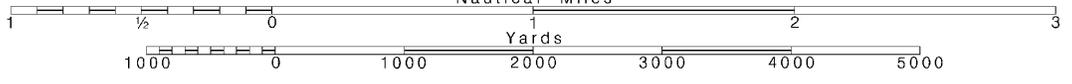
# 26

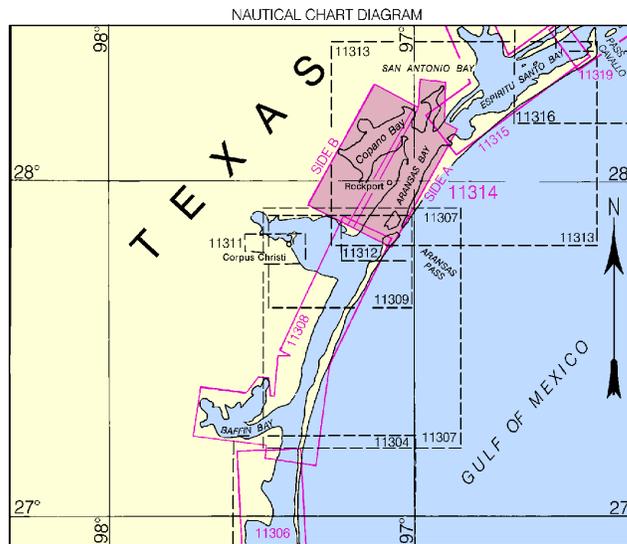
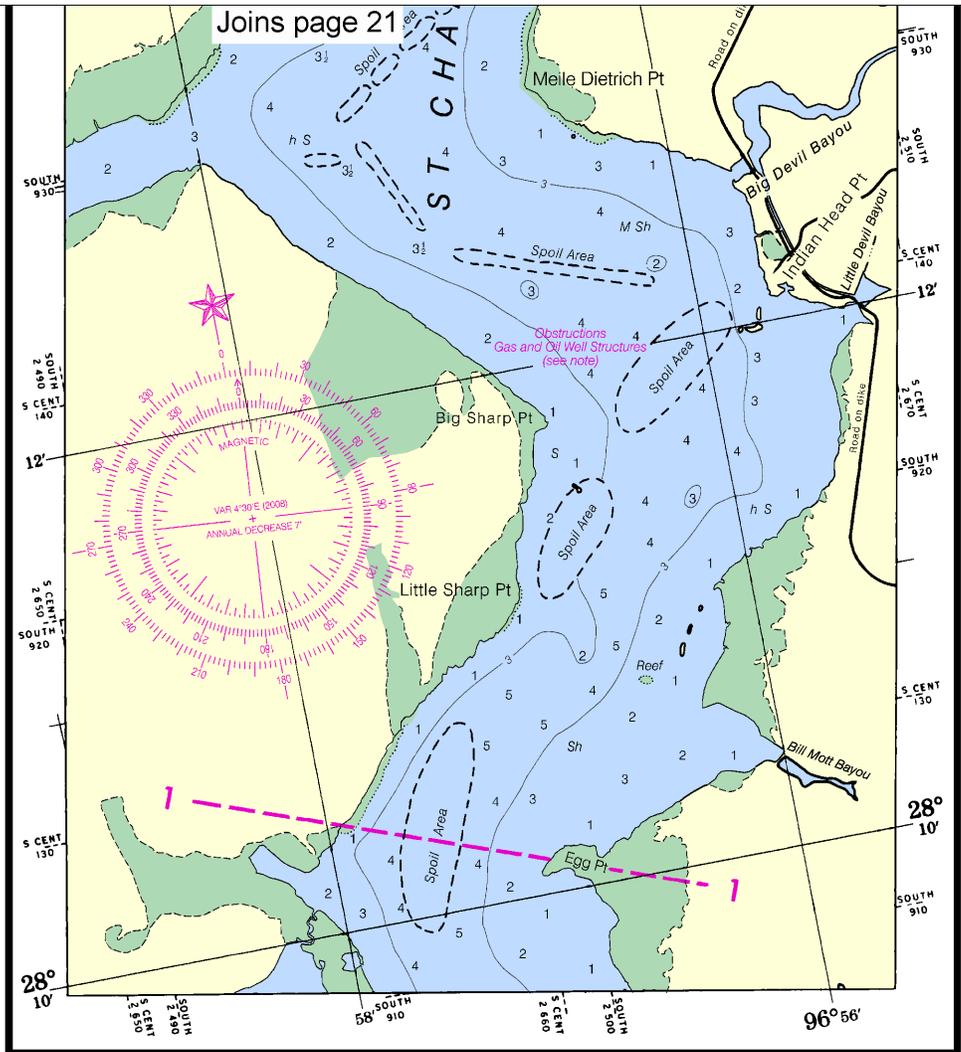
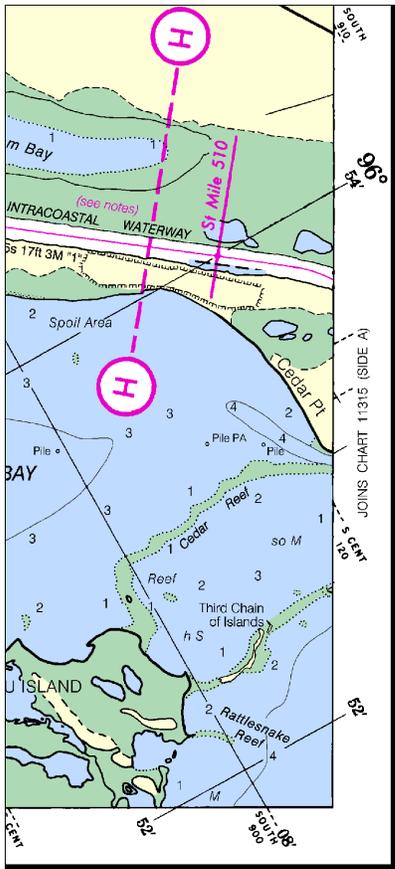
Note: Chart grid lines are aligned with true north.

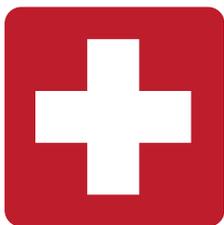
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







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>



— 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.

