

# BookletChart™

## Horseshoe Point to Rock Islands

NOAA Chart 11407

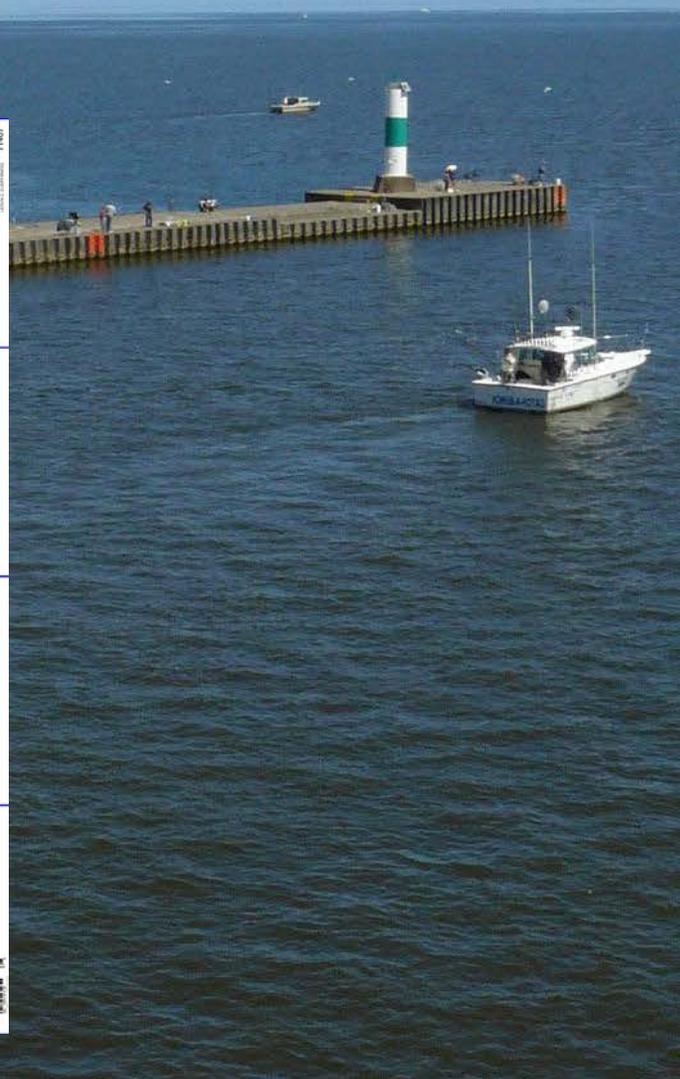
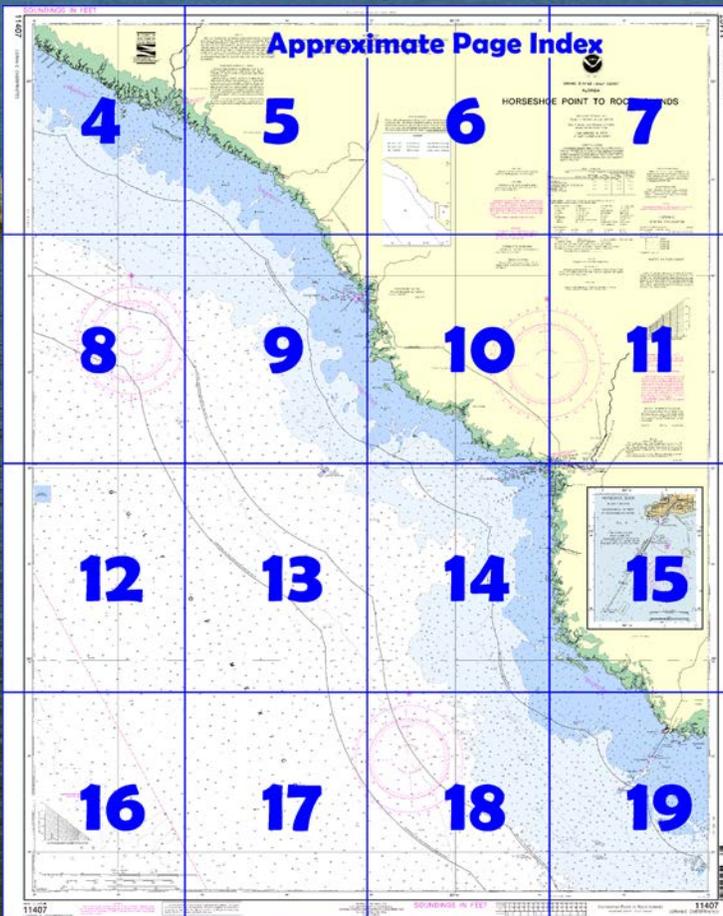


*A reduced-scale NOAA nautical chart for small boaters*

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



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



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

**What are Nautical Charts?**

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

**What is a BookletChart™?**

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

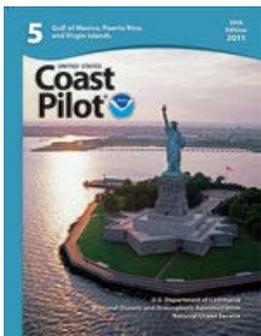
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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

**Notice to Mariners Correction Status**

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

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11407>.



**(Selected Excerpts from Coast Pilot)**

**Horseshoe Beach** is a village on **Horseshoe Point**, which is 5 miles WNW from Shired Creek. The village has a seafood packing plant, several fish wharves, a county wharf, and is a shrimp boat base. State Route 351 connects the village with **Cross City** on U.S. Route 19, the main coastal highway.

**Horseshoe Beach Approach Light 2** (29°23'16"N., 83°20'24"W.), 16 feet above the water and shown from a dolphin with a triangular red daymark, marks the

approach. A dredged channel leads from the Gulf to a turning basin at the 100-foot marginal county wharf. In 2008, the controlling depth in the channel was 2.2 feet (2.7 feet at midchannel) with depths of 2 to 3

feet available in the basin. The channel is marked by lights and daybeacons. A branch channel leads from the turning basin around Horseshoe Point to a basin on the N side of the point. This channel is marked by private stakes.

Spoil banks are on either side of the entrance channel about in the middle of the dredged cut. In 1981, a sunken wreck was reported about 3.5 miles SSW of the entrance light in about 29°20'N., 83°22'W. A fish haven is about 6 miles SE of the entrance light. There are fish wharves on a dredged basin that extends about 1,000 feet NE from the E end of the turning basin. There is a boatyard at the head of the basin with a marine railway that can handle craft up to 50 feet for hull and engine repairs. Berths, gasoline, diesel fuel by truck, wet and dry covered storage, water, ice, marine supplies, and a launching ramp are available.

**Pepperfish Keys**, about 5 miles NW of Horseshoe Point, are the only features that a stranger can recognize between Cedar Keys and St. Marks River. Pepperfish Keys are 0.3 to 1 mile off the mainland and can be made out at a distance of 5 to 6 miles. The white sand beach on the northwesternmost key is easily identified. Protected anchorage is available for small craft N of this key where depths are 3 to 10 feet and the bottom is sand with patches of boulders. The approach to the anchorage is through an unmarked channel that extends in an ESE direction. Boats of less than 3 feet in draft can enter by keeping in dark water; the shoals are discernible by lighter color.

**Steinhatchee River** empties into **Deadman Bay** about 15 miles NNW of Horseshoe Point. **Steinhatchee River Light 1** (29°39'24"N., 83°27'24"W.), 30 feet above the water and shown from a pile with a square green daymark, marks the entrance. A dredged channel leads through Deadman Bay to a turning basin at the seafood plants on the S bank of the river about 2 miles above the mouth. In 1999, the controlling depths were 3½ feet (5½ feet at midchannel) to the turning basin, thence 1 to 4 feet in the S half and 4½ to 6 feet in the N half of the basin. Lights and daybeacons mark the channel..

**Steinhatchee** is a small village and fishing resort on the N bank of the river about 1.2 miles above the mouth. It is the base for a commercial fishing fleet. There are marinas with boat lifts and several fish camps. Craft up to 23 feet can be handled for hull and engine repairs, or open or covered storage. Berths, electricity, gasoline, diesel fuel, water, marine supplies, ice, provisions, and launching ramps are available. On the S bank of the river about 0.5 mile above Steinhatchee are seafood packing plants and two private boatyards. Craft up to 50 feet can be handled in an emergency.

**Dallus Creek**, 5 miles NW from Steinhatchee River, has a bar across its mouth that bares at low water. Small boats of not more than 2 feet in draft use the creek as far as **Dallus Creek Landing** a mile above the mouth, where a road connects with the main highway.

The pine trees on **Piney Point**, 10 miles NW from Steinhatchee River, are visible from well offshore on a clear day. Several small villages N of Piney Point have roads connecting with State Route 361 and the U.S. Route 19 coastal highway, but offer no supplies. The village of **Fish Creek** is 0.5 mile above the mouth of Fish Creek, 2 miles N from Piney Point.

**Dallus Creek**, 5 miles NW from Steinhatchee River, has a bar across its mouth that bares at low water. Small boats of not more than 2 feet in draft use the creek as far as **Dallus Creek Landing** a mile above the mouth, where a road connects with the main highway.

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

RCC New Orleans

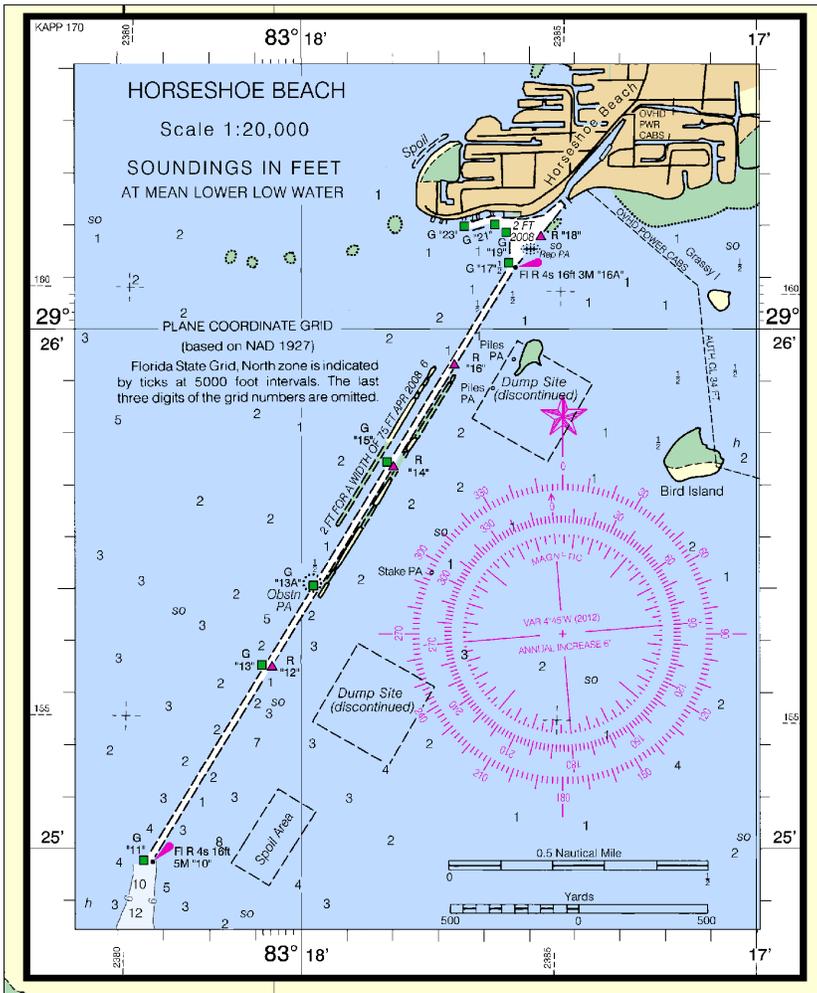
Commander

8th CG District

New Orleans, LA

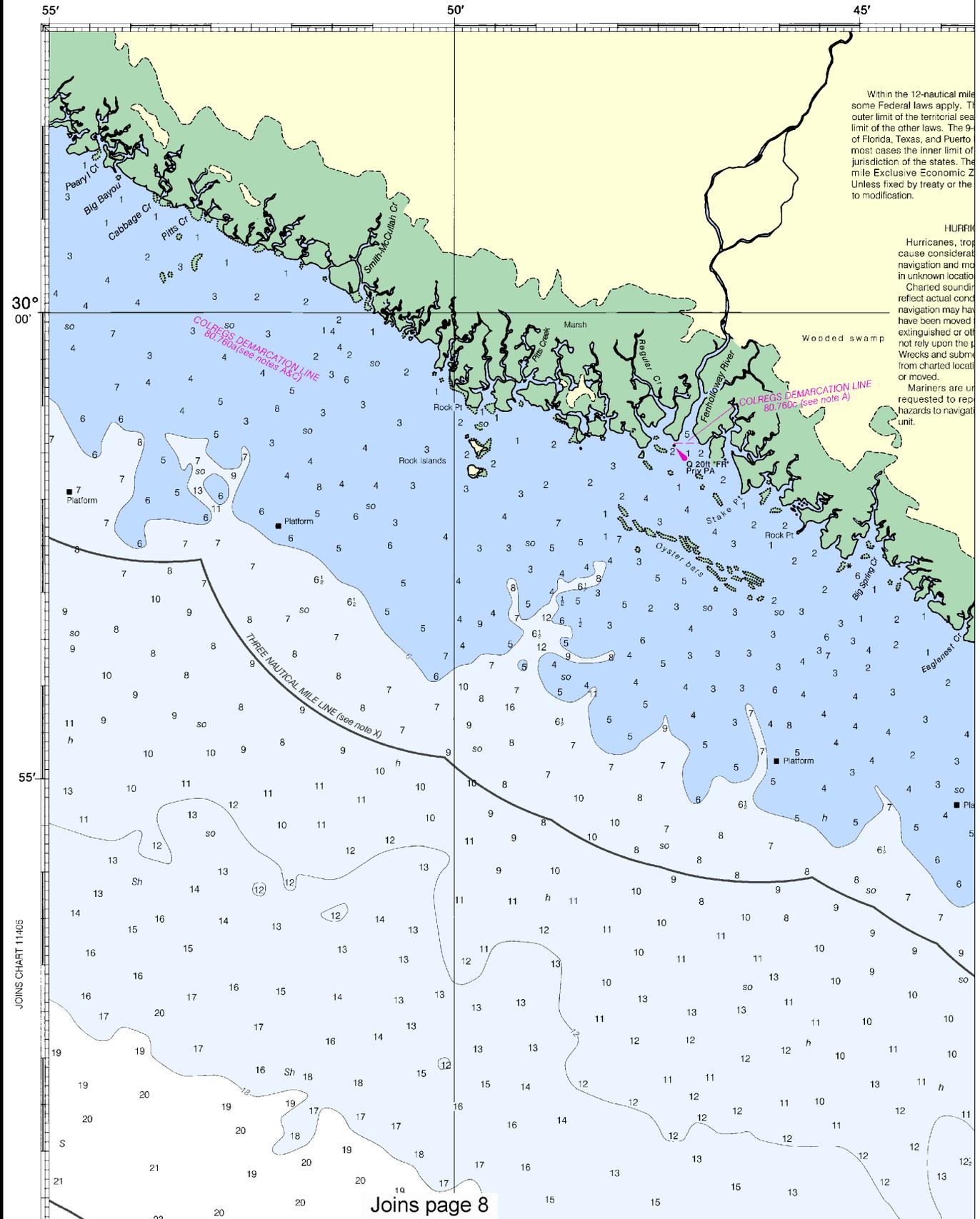
(504) 589-6225

# Table of Selected Chart Notes



# SOUNDINGS IN FEET

11407



Within the 12-nautical mile outer limit of the territorial sea limit of the other laws. The 9-mile Exclusive Economic Zone most cases the inner limit of jurisdiction of the states. The mile Exclusive Economic Zone Unless fixed by treaty or the to modification.

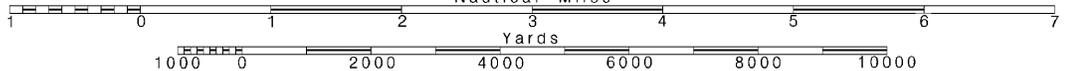
**HURRICANES**

Hurricanes, tropical storms, and typhoons cause considerable damage to navigation and may result in unknown locations. Charted soundings reflect actual conditions but navigation may have been moved, extinguished or otherwise not rely upon the published soundings. Mariners are requested to report hazards to navigation unit.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



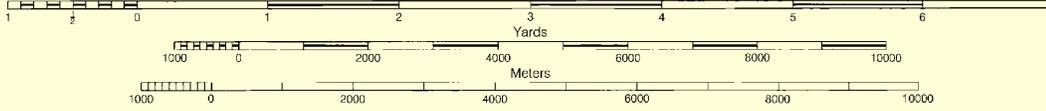
4

Note: Chart grid lines are aligned with true north.

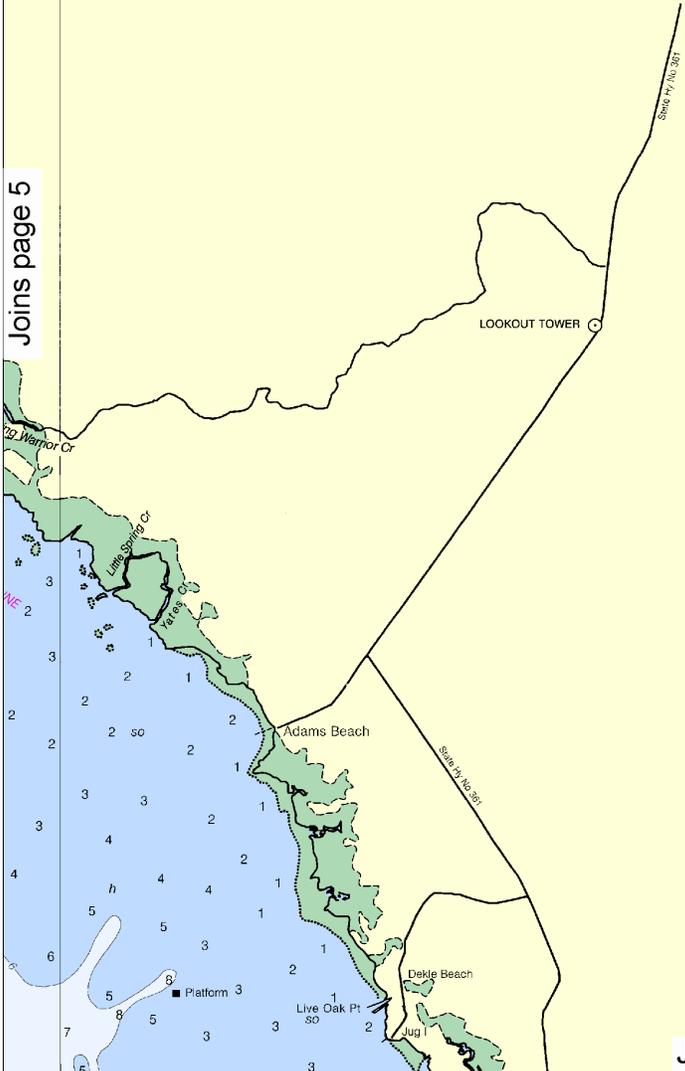


40' 35' 83°30'

SCALE 1:80,000  
Nautical Miles

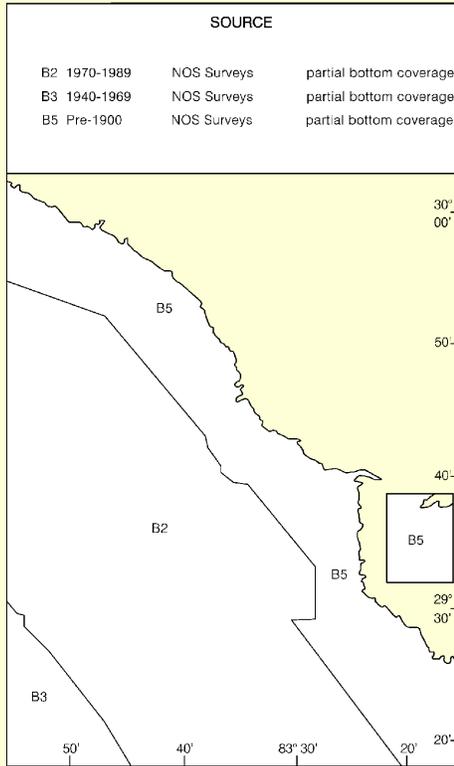


Joins page 5



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.



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Temp navigation  
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Coast Pilot 5. A  
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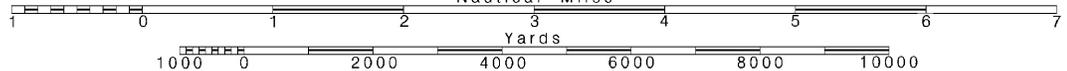
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



25'

20'

15'

30°03'00.8"N  
83°15'00"N



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST  
FLORIDA

# HORSESHOE POINT TO ROCK ISLANDS

Mercator Projection  
Scale 1:80,000 at Lat. 29°40'  
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](http://nauticalcharts.noaa.gov).

### 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 do not require conversion to NAD 83 for plotting on this chart.

### CAUTION

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

### CAUTION

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

### NOTE A

Regulations are published in Chapter 2, U.S. Coast Pilot. Additions or revisions to Chapter 2 are published to Mariners. Information concerning regulations may be obtained at the Office of the Commander, 1st District in Miami, Florida, or at the Office of the Engineer, Corps of Engineers in Jacksonville.

Charted regulation section numbers.

### WARNING

Prudent mariner will not rely solely on this aid to navigation, particularly on lights. See U.S. Coast Guard Light List or Coast Pilot for details.

### SUPPLEMENTAL INFORMATION

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

### AIDS TO NAVIGATION

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

### TIDAL INFORMATION

NAME	PI ACF (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Rock Islands	(29°58' N/83°50' W)	3.3	3.0	0.6
Steinhatchee River Ent., Deadman Bay	(29°40' N/83°23' W)	3.8	3.5	0.7
Pepperfish Keys	(29°30' N/83°22' W)	3.4	3.0	0.6

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> (Sep 2012)

### 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	Q interrupted quick	N nun	Rot rotating
B black	iso isochase	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 diaphone	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 radiobeacon	Y yellow

### Bottom characteristics:

Bids 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	Rep 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.

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 Nations

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### 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).

### 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.

### NOTE C

Colorog demarcation lines follow the general trend at the seaward high water shoreline except where charted.

### CAUTION

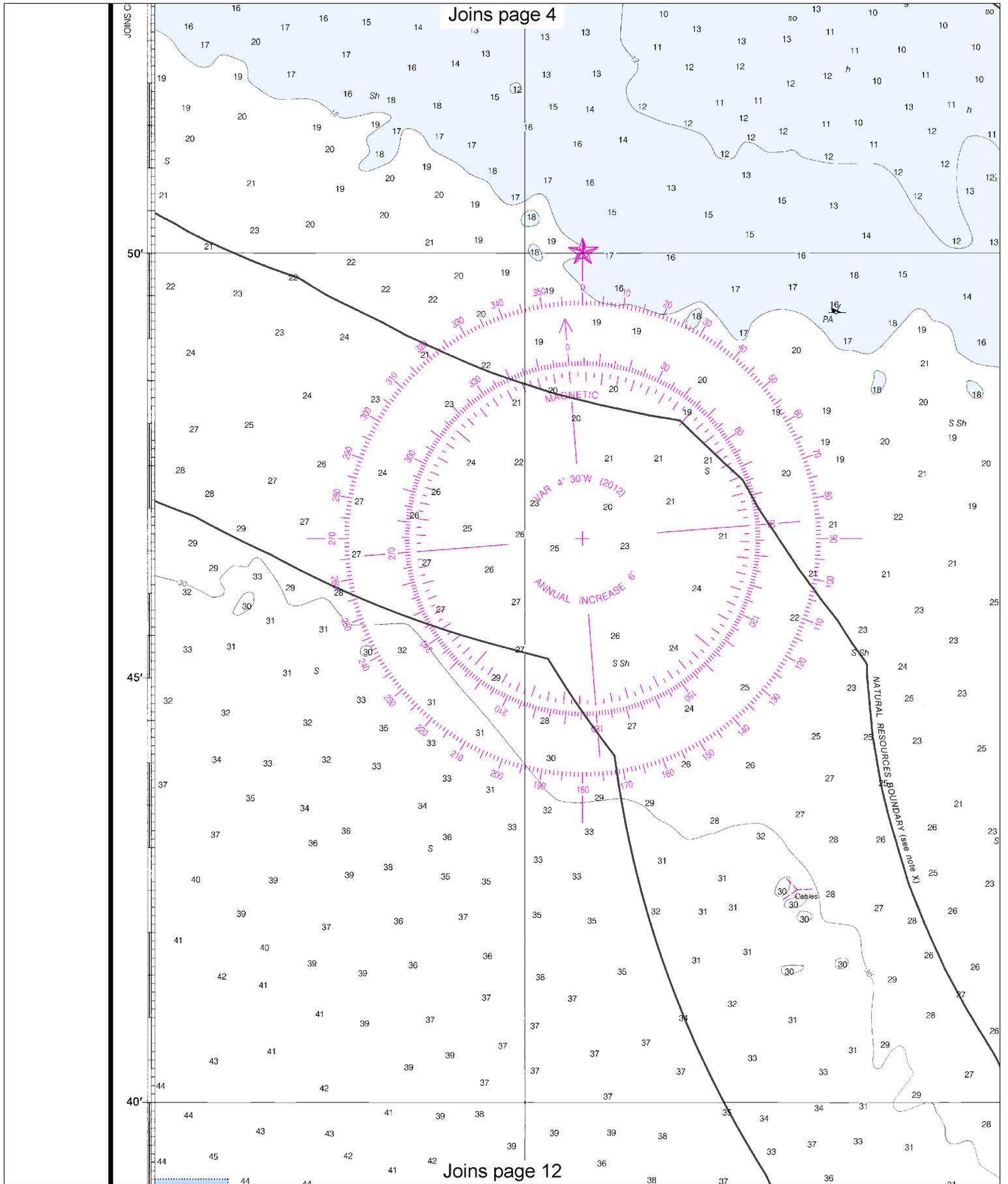
#### SUBMARINE PIPELINES AND CABLES

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.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







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

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

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

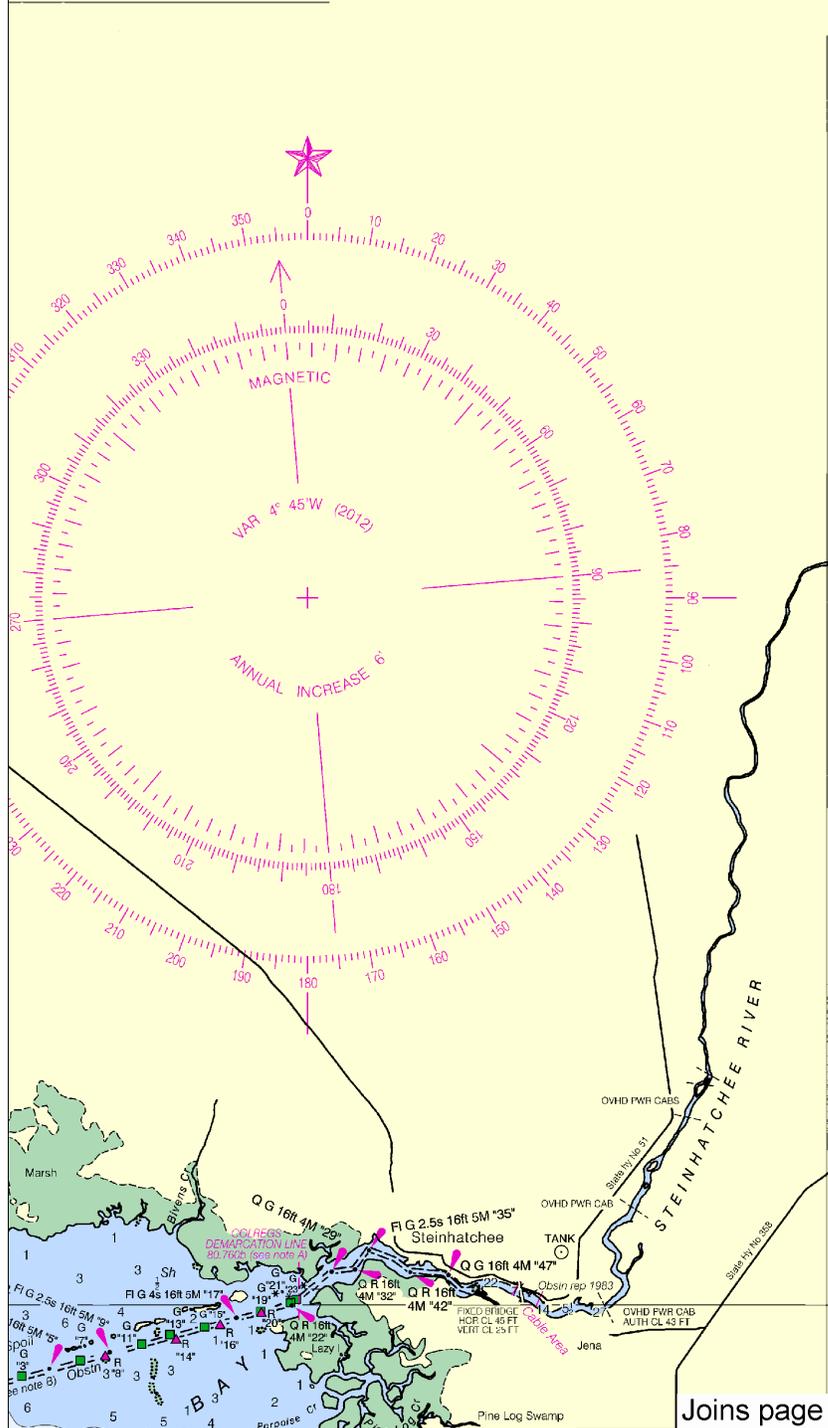
FIXED Fl flashing	MICROWAVE Mkr marker	Bottom characteristics:		
		Co coral	gy gray	Oye oysters
		bk broken	G gravel	Rk rock
		Cy clay	h hard	S sand
		Grs grass	M mud	so soft
				Sh shells
				sy sticky
Miscellaneous:				
AUTH authorized	Obstrn obstruction	PD position doubtful	Subm submerged	
ED existence doubtful	PA position approximate	Rep reported		
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:				

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 Covered wells may be marked by lighted or unlighted buoys.

**NOAA WEATHER RADIO BROADCASTS**  
 The NOAA Weather Radio station listed below provides 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.  
 Salem, FL WWF-88 162.425 MHz

**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 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>

**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:  
 (O)(Accurate location) (o)(Approximate location)

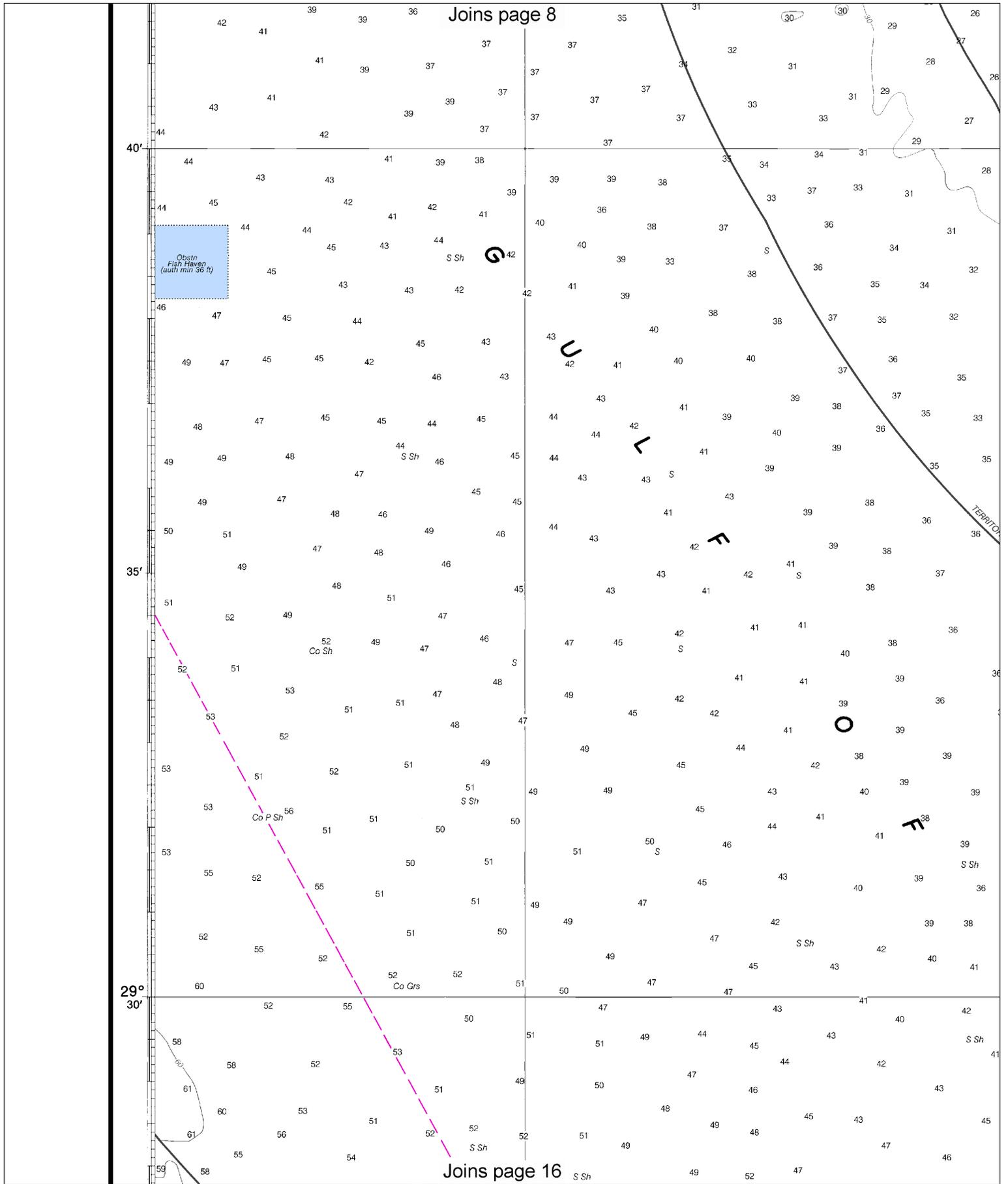


**NOTE B**  
**STEINHATCHEE RIVER**  
 The controlling depth was 5½ feet for a mid-width of 75 feet in the entrance channel, 5½ feet for a mid-width of 50 feet to the turning basin, and 6½ feet in the left outside quarter of the turning basin, with shoaling to 1 foot in the remainder of the basin.  
 The channel in Steinhatchee River is marked by numerous uncharted daybeacons upstream of daybeacon "23".  
 Feb. 1999

50'

45'

40'



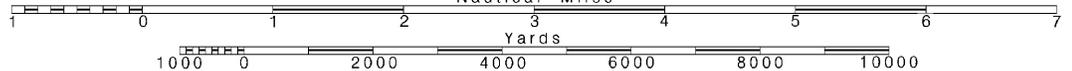
12

Note: Chart grid lines are aligned with true north.

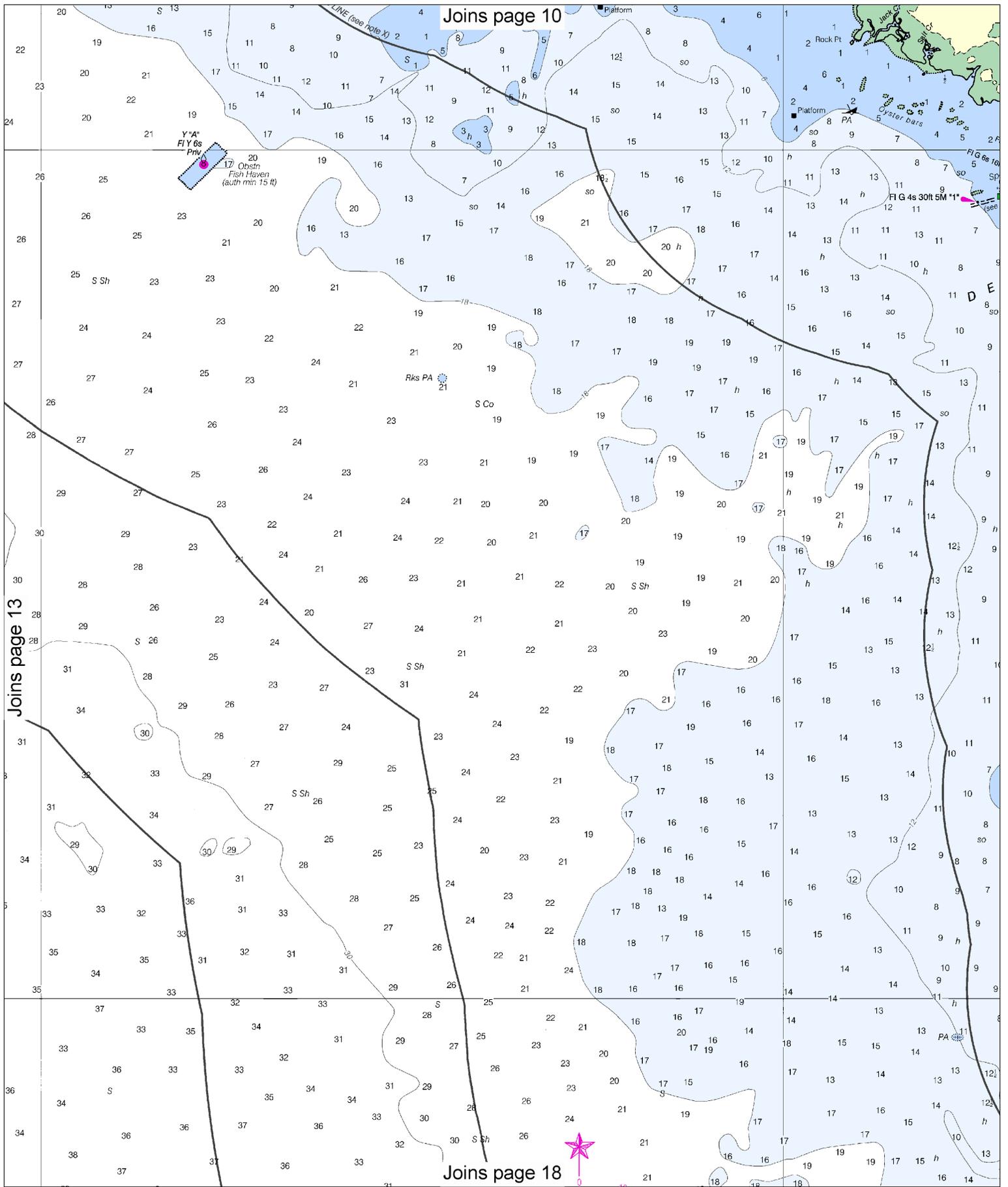
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SCALE 1:80,000  
Nautical Miles

See Note on page 5.





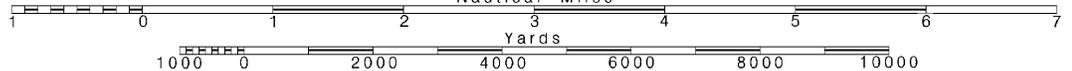


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Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

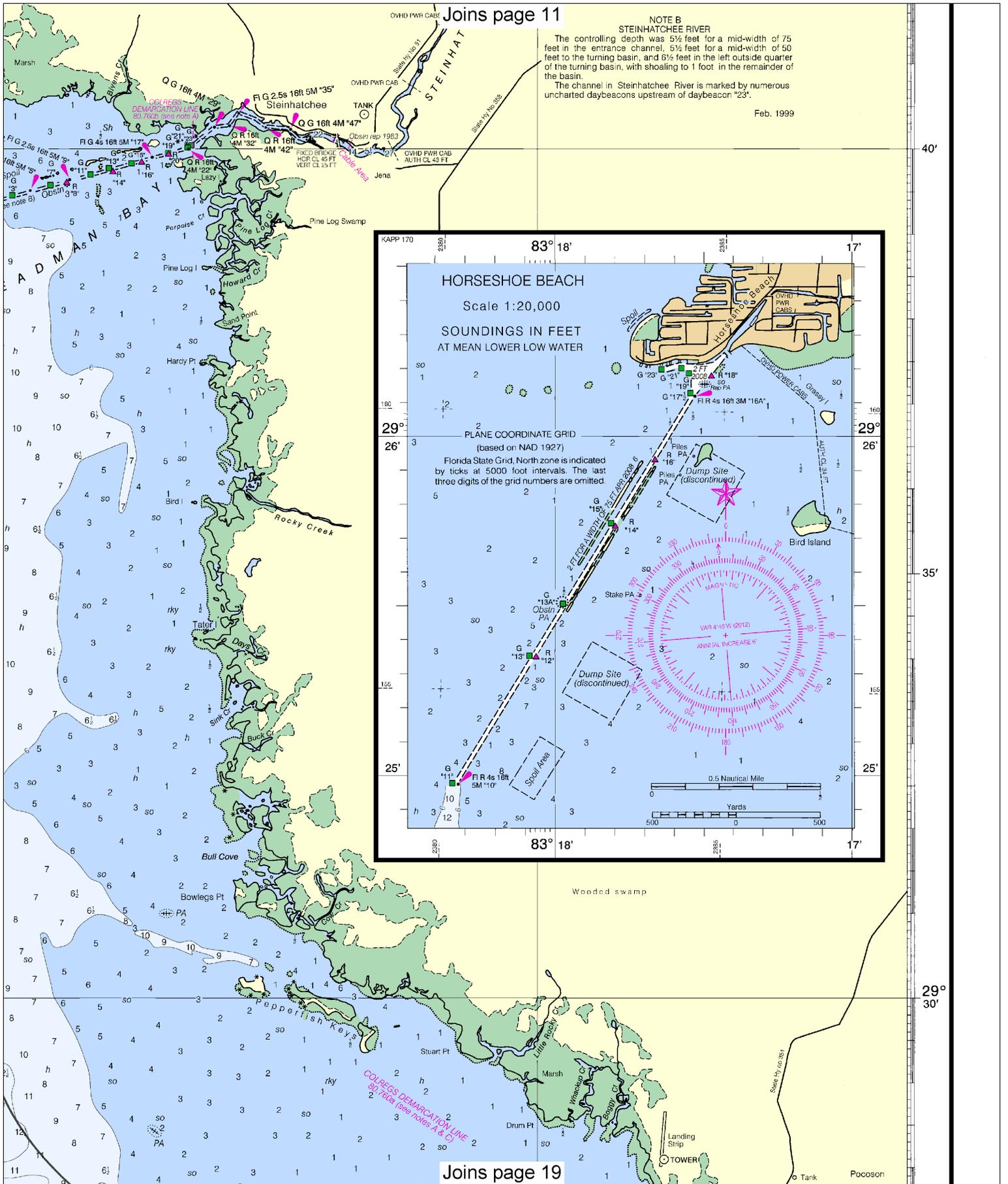


NOTE B  
STEINHATCHEE RIVER

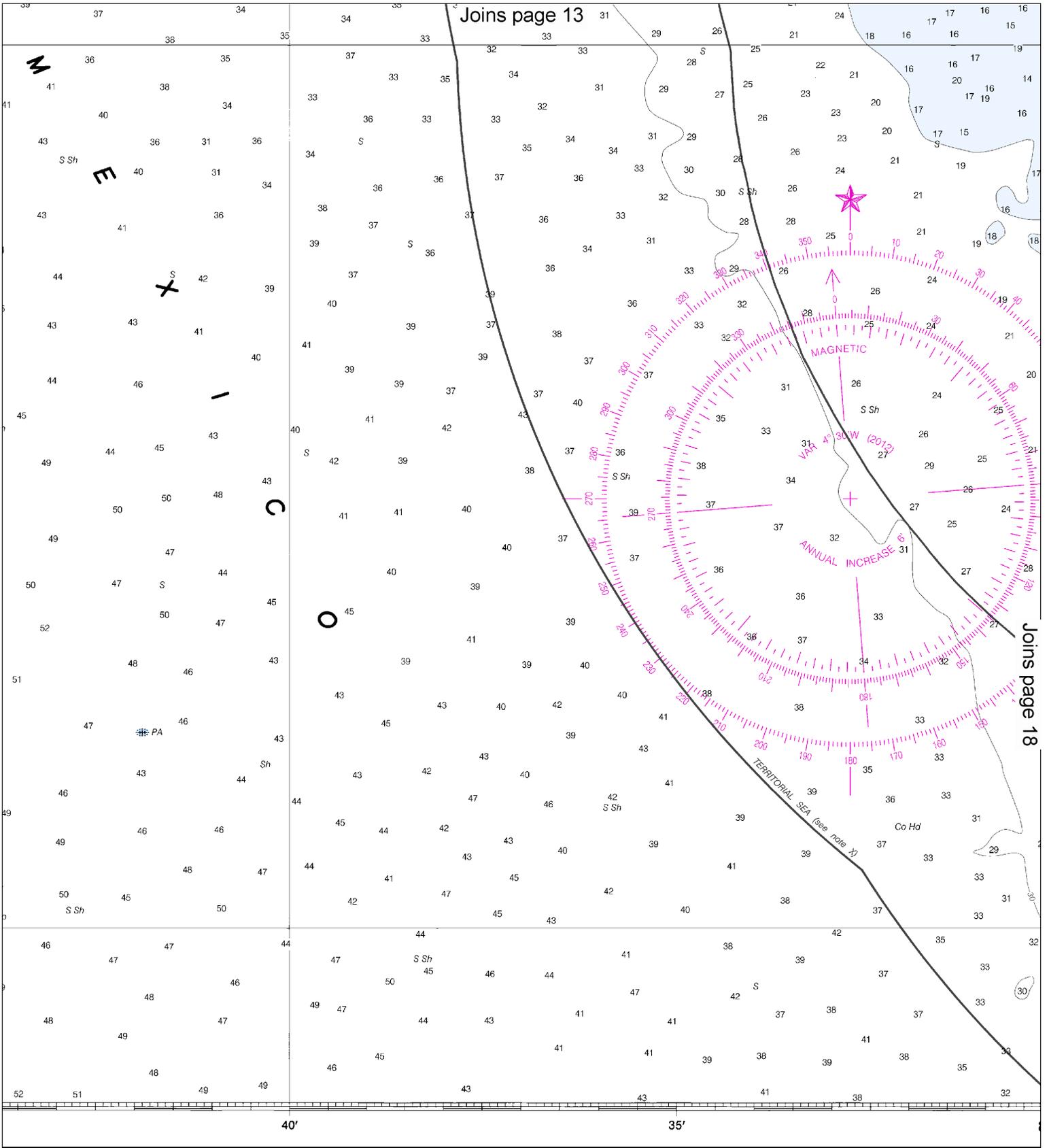
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Feb. 1999







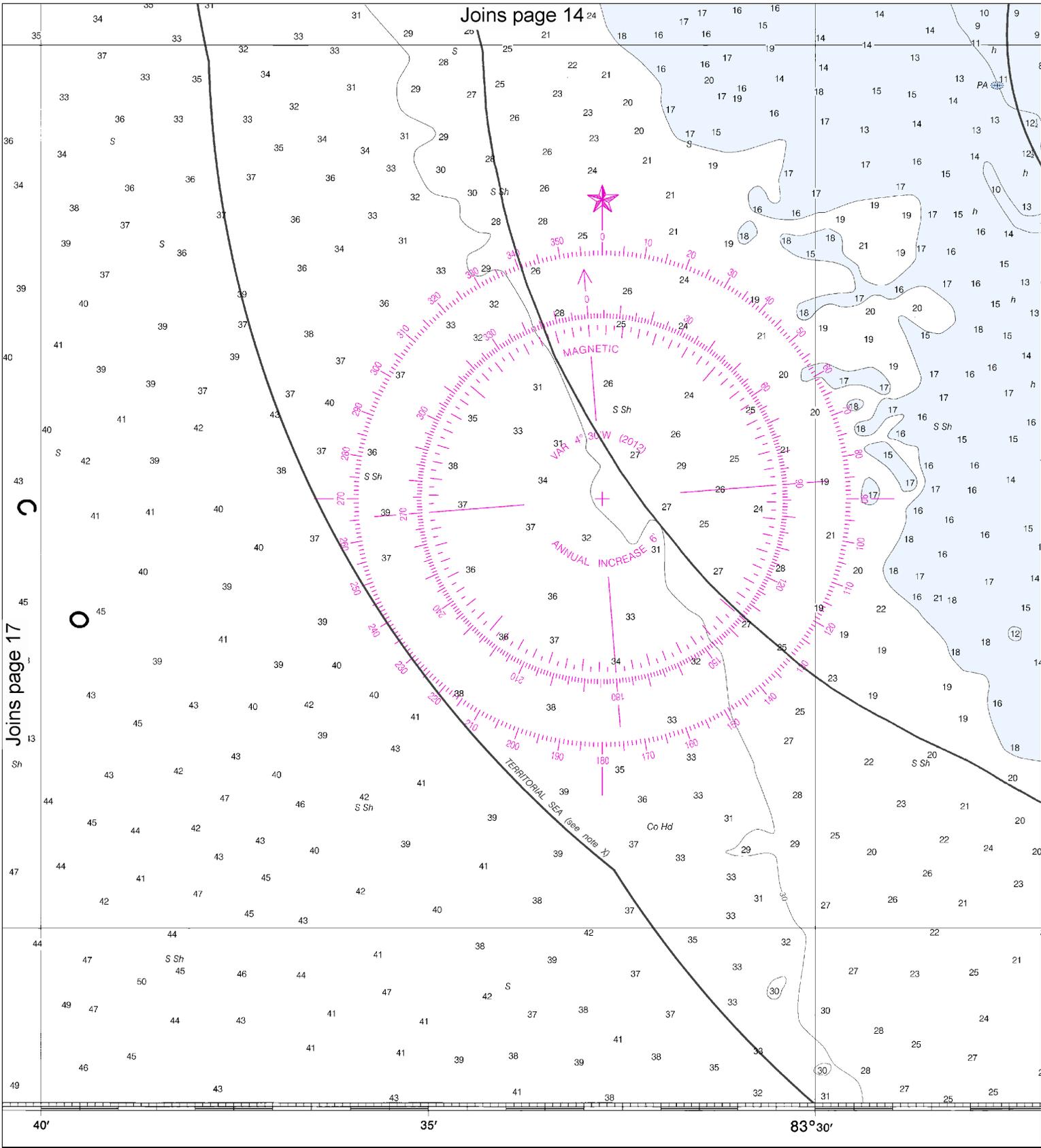
40'

35'

For more information on how to use this chart, please visit [www.noaa.gov](http://www.noaa.gov) to promote safe navigation. The National Ocean Service provides corrections, additions, or comments for this chart to the Hydrographic Survey Division (N/CS2), National Ocean Service, 1315 East-West Highway, Silver Spring, MD 20910-3282.

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

SOUNDING



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

SOUNDINGS IN FEET

FATHOMS
FEET
METERS

18

Note: Chart grid lines are aligned with true north.

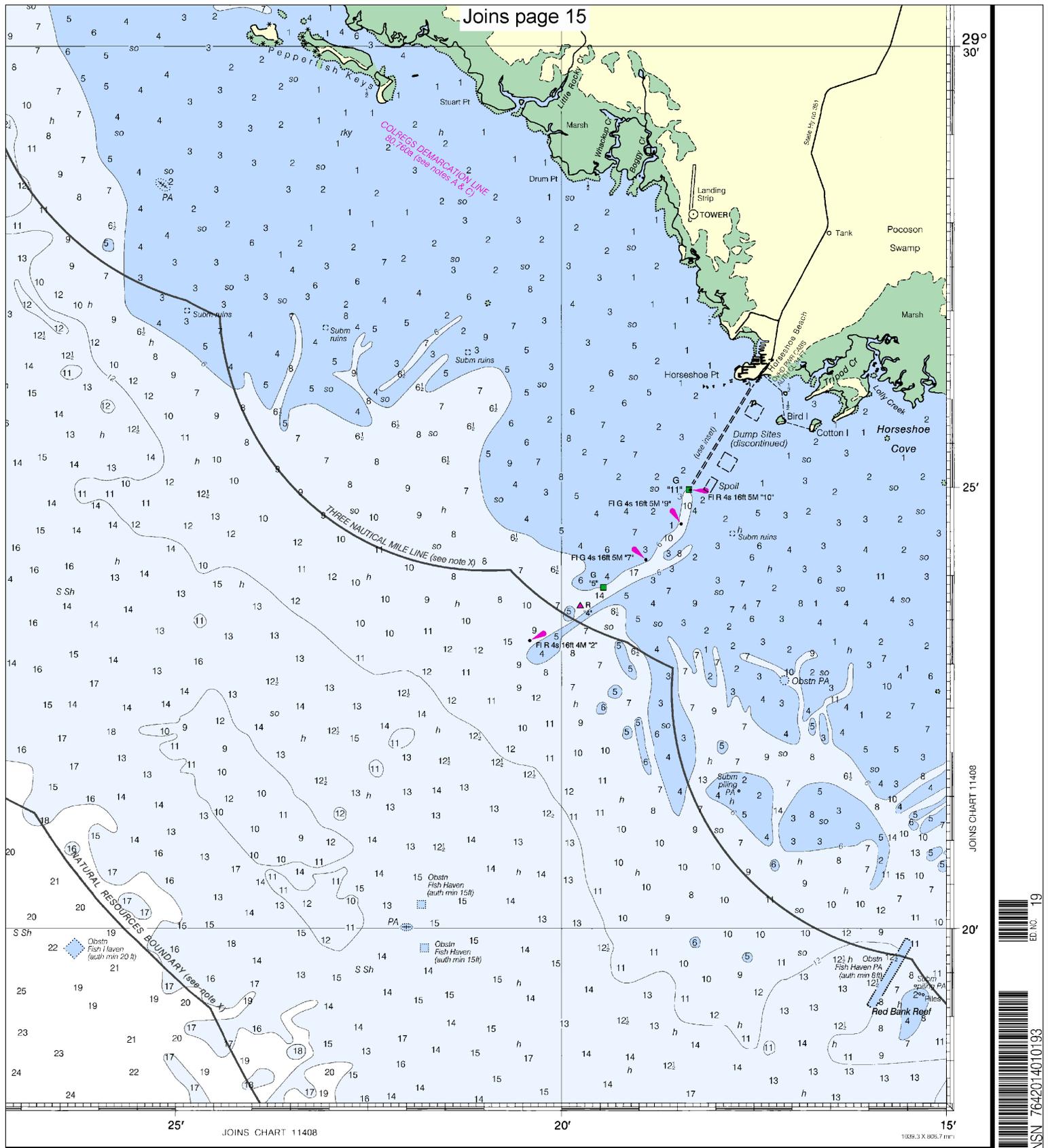
Printed at reduced scale.

SCALE 1:80,000  
 Nautical Miles

See Note on page 5.



29° 30'



25'

JOINS CHART 11408

20'

25' JOINS CHART 11408

20'

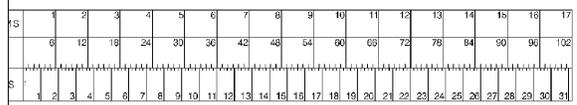
15'

10X9.3 X 803.7 mm

### Horseshoe Point to Rock Islands

SOUNDINGS IN FEET - SCALE 1:80,000

# 11407





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.

