

BookletChart™



Estero Bay to Lemon Bay, Including Charlotte Harbor

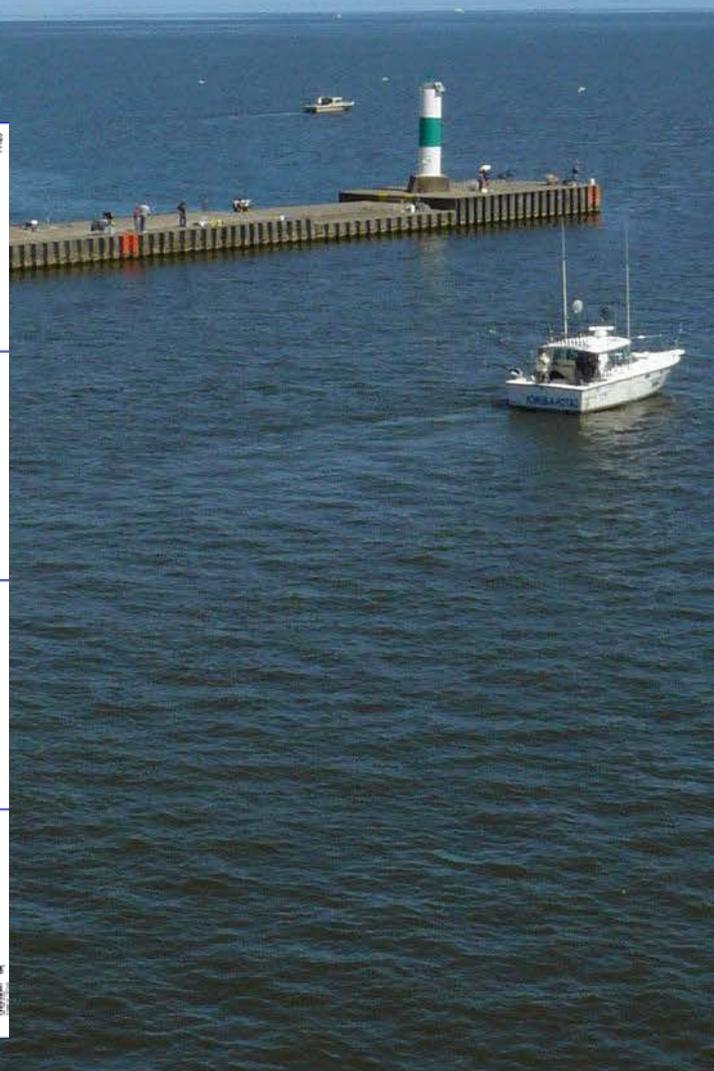
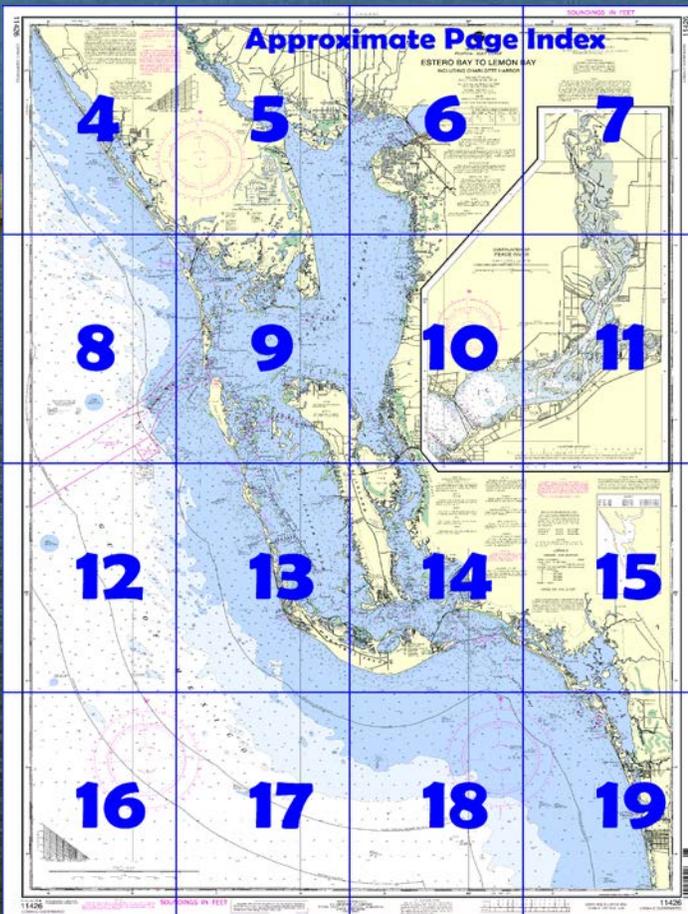
NOAA Chart 11426

A reduced-scale NOAA nautical chart for small boaters

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



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



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

What are Nautical Charts?

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

What is a BookletChart™?

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

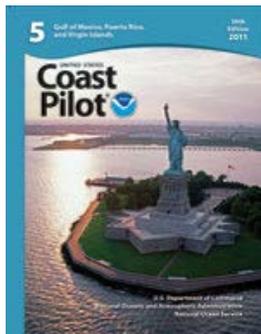
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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

Notice to Mariners Correction Status

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

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11426>.



(Selected Excerpts from Coast Pilot)

Clam Pass, about 5 miles N of Naples, is a shoal drainage canal to **Outer Clam Bay**. The pass is used only by outboards in good weather. A fixed pedestrian bridge with a clearance of 7 feet vertically, and 12 feet horizontally crosses Outer Clam Bay. (See **117.1 through 117.59 and 117.323**, **Wiggins Pass**, 4 miles N of Clam Pass, is subject to frequent changes. The pass is used by small craft entering **Cocohatchee River** and the chain of lagoons and inland

waterways that lead N to the passes in Estero Bay. A private light marks the approach to the pass. Inside the pass, a channel, marked by private daybeacons, leads S to **Water Turkey Bay**. There are several marinas on

the N side of the Cocohatchee River near the mouth that provide gasoline, diesel fuel, water, ice, dry storage, and marine supplies. Hull, engine and electronic repairs can be made; lift to 5 tons.

A highway leads along the coastal beach from **Bonita Beach** on **Little Hickory Island** and crosses Big Hickory Pass on a bridge with a 40-foot fixed span with a clearance of 10 feet.

A microwave tower, about 7 miles inshore between Wiggins Pass and **Big Hickory Pass**, is reported to be prominent. The tower, 715 feet high, is marked at the top by a red aircraft light. A lighted green water tower on **Big Hickory Island** and a hotel between Wiggins Pass and Clam Pass are also reported to be prominent.

In 1992, Big Hickory Pass was open for small craft with local knowledge. Private daybeacons mark the channel from the pass S through Hogue Channel, Big Hickory Bay, and Fish Trap Bay to Imperial River and also N through Broadway Channel to New Pass and Big Carlos Pass. Local knowledge is advised. A marina on the E side of the bridge over Big Hickory Pass has berths with electricity, gasoline, water, and ice.

The highway continues N from Big Hickory Pass over causeways on the islets in the S end of Estero Bay with bridges over New Pass, the pass just N of Big Hickory Island, and Big Carlos Pass. The bridge over New Pass has a clearance of 30 feet, and the one over the entrance to the lagoon on the E side of **Black Island** has a 30-foot fixed span with a clearance of 10 feet. An overhead power cable with a clearance of 36 feet crosses the entrance to the lagoon just W of the bridge.

In 1982, the reported depth was 4 feet in **New Pass** and in the channel leading S to the marinas and fish camps near Big Hickory Pass. Stakes mark the channel. In 1978, a row of pilings, centered in 26°22'42"N., 81°51'53"W., was reported to obstruct the channel through New Pass. **Big Carlos Pass**, marked by lighted and unlighted buoys, is about 1.5 miles NW of New Pass. A bridge with a 50-foot bascule span crossing Big Carlos Pass from Carlos Point to Black Island has a clearance of 23 feet at the center. (See **117.1 through 117.59 and 117.267**, chapter 2, for drawbridge regulations.)

High-rise buildings on the S end of Estero Island are prominent when approaching Big Carlos Pass from the Gulf. Other high-rise and/or lower condominiums dot the Gulf side of Estero Island at its N end.

About 1 mile NW of the bridge, a 2,100-foot privately dredged cut, 150 feet wide with several canals branching off from it, leads to a basin 500 feet long and 200 feet wide. A marina in the basin has gasoline, diesel fuel, electricity, pump-out, water, ice, marine supplies, boat storage, and hull, engine and electronic repairs available. In 2011, a depth of 6 feet was reported in the approach channel and alongside.

A **slow no-wake speed limit** is enforced from Daybeacon 11, at the SE end of San Carlos Bay, to ESE of Daybeacon 28, in Matanzas Pass.

An **idle speed zone** has also been established around Sanibel Island extending about 500 feet from any beach, the city boat ramp, any public launching area and fishing pier.

The highway bridge that connects Fort Myers Beach, on **Estero Island**, with **San Carlos Island** has a fixed span with a clearance of 65 feet. The highway bridge that connects San Carlos Island with the mainland has a 31-foot fixed span with a clearance of 6 feet.

Fort Myers Beach Coast Guard Station is on San Carlos Island near the N end of the bridge from Estero Island.

There are extensive small-craft facilities in the vicinity of the bridges that connect the N end of Estero Island with San Carlos Island and San Carlos Island with the mainland.

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



NOTE E

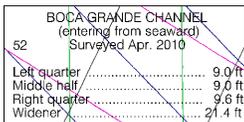
Jug Creek channel is marked by private markers.

NOTE O

The daybeacons are private and positions are approximate.

NOTE N

The channel is marked by private daybeacons numbered "2" thru "16". The controlling depth was 2 feet in 1981.



HEIGHTS

Heights in feet above Mean High Water.

NOTE P

Many of the tributaries of Peace River are marked by private aids.

NOTE J

Hydrography and shorelines in this area are subject to continual changes.

CAUTION

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

NOTE Q

The daybeacons are private and positions are approximate.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

NOTE K

The natural channel location through Stump Pass is subject to continuous change in alignment and depth. DO NOT NAVIGATE in or through the area without absolute knowledge of channel location and depth. The channel is marked by private aids.

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 H

The channel is subject to frequent changes. Channel marked by private aids.

For Symbols and Abbreviations see Chart No. 1

NOTE C

Strong cross currents are encountered especially during ebb of spring tide between daybeacons "2A" and "8".

CAUTION

Loran-C rates 7980-W and 7980-Y are reported to provide the most reliable coverage over the entire charted area.

NOTE F

The channel is marked by private daybeacons. The controlling depth was 5 feet reported in 2002.

AIDS TO NAVIGATION

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

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.

CAUTION

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

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.

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.

Fort Myers, FL	WXX-83	162.475 MHz
Sarasota, FL	WWG-59	162.40 MHz
Naples, FL	WWG-92	162.525 MHz

Mercator Projection
Scale 1:80,000 at Lat. 26°36'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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 1.260' northward and 0.679' eastward to agree with this chart.

NOTE L BRIDGE INFORMATION



NOTE B INTRACOASTAL WATERWAY (Charts 11425, 11427)

The project depth is 9 feet from Caloosahatchee River to the Anclote River, Florida. The controlling depths are published in the U.S. Coast Guard 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

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) ○ (Approximate location)

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).

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.

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida. Refer to charted regulation section numbers.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

7980-W 7980-Y 7980-Z

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.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: ---

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.

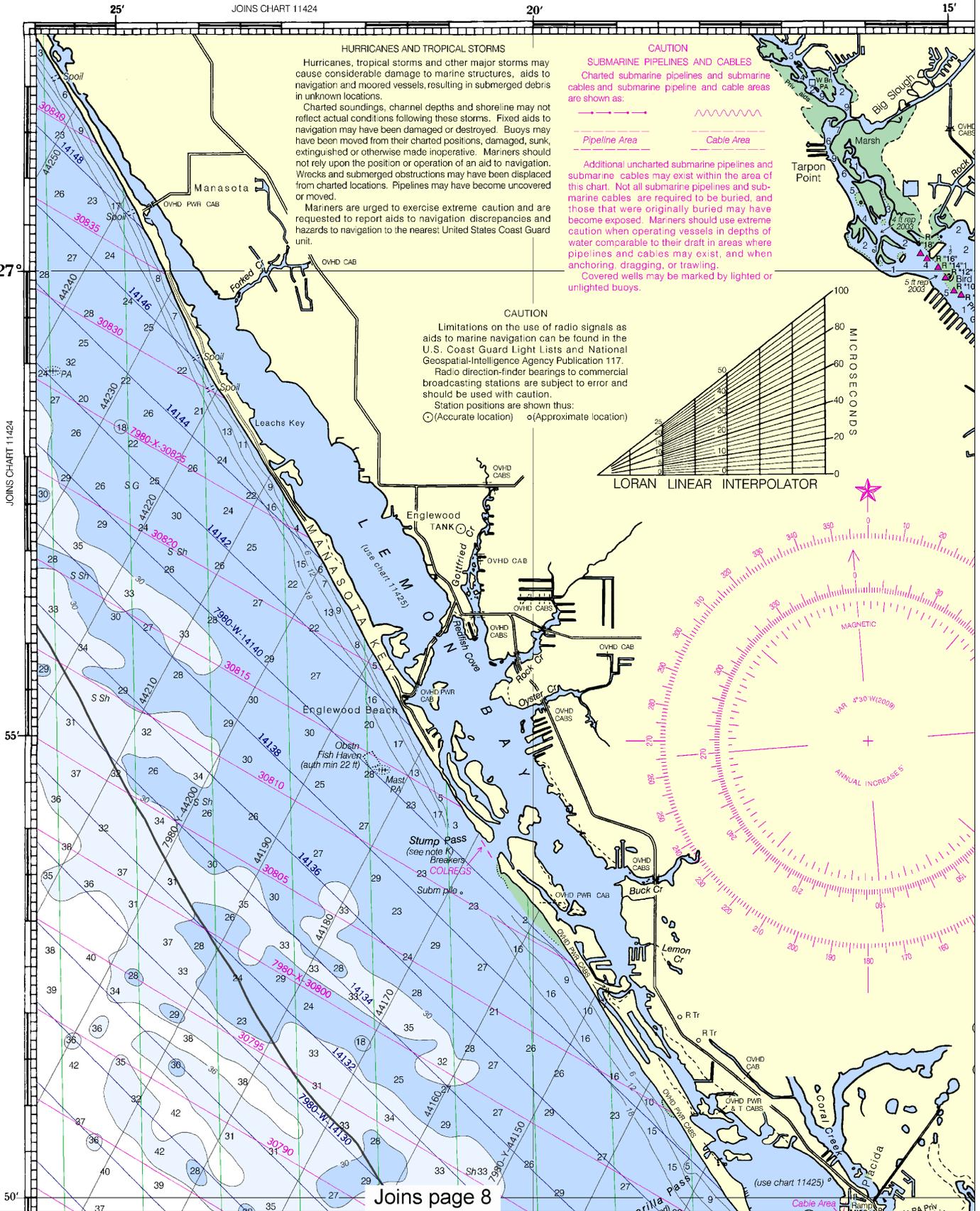
NOTE X

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	(LAT/LONG)	Height: referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Point Ybel	(26°27' N/082°01' W)	2.6 feet	2.3 feet	0.5 feet
Port Boca Grande	(26°43' N/082°15' W)	1.7 feet	1.4 feet	0.4 feet
Punta Gorda	(26°56' N/082°04' W)	1.9 feet	1.5 feet	0.3 feet

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/>. (Mar 2009)

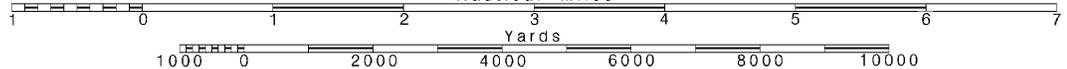


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





ARTMAKER SINCE 1807

UNITED STATES
GULF COAST

FROM LEMON BAY
TO LOTTE HARBOR

Projection
0 at Lat. 26°36'

in Datum of 1983
tic System 1984)

INGS IN FEET
VER LOW WATER

EIGHTS
ove Mean High Water.

btained at nauticalcharts.noaa.gov.

FORMATION

LONG	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
082°01'W)	2.6	2.3	0.5
082°15'W)	1.7	1.4	0.4
082°04'W)	1.9	1.5	0.3

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table on the Internet from <http://tidesandcurrents.noaa.gov>.

TAL INFORMATION

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ION REPORTS

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via 1-800-424-8802 (toll free), or
Guard facility if telephone com-
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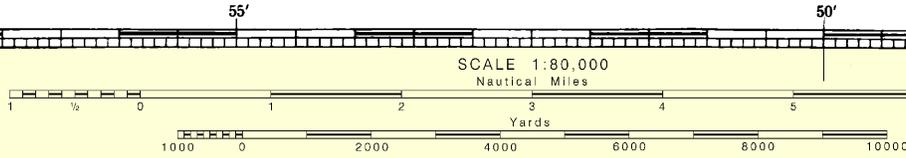
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For Symbols and Abbreviations see Chart No. 1

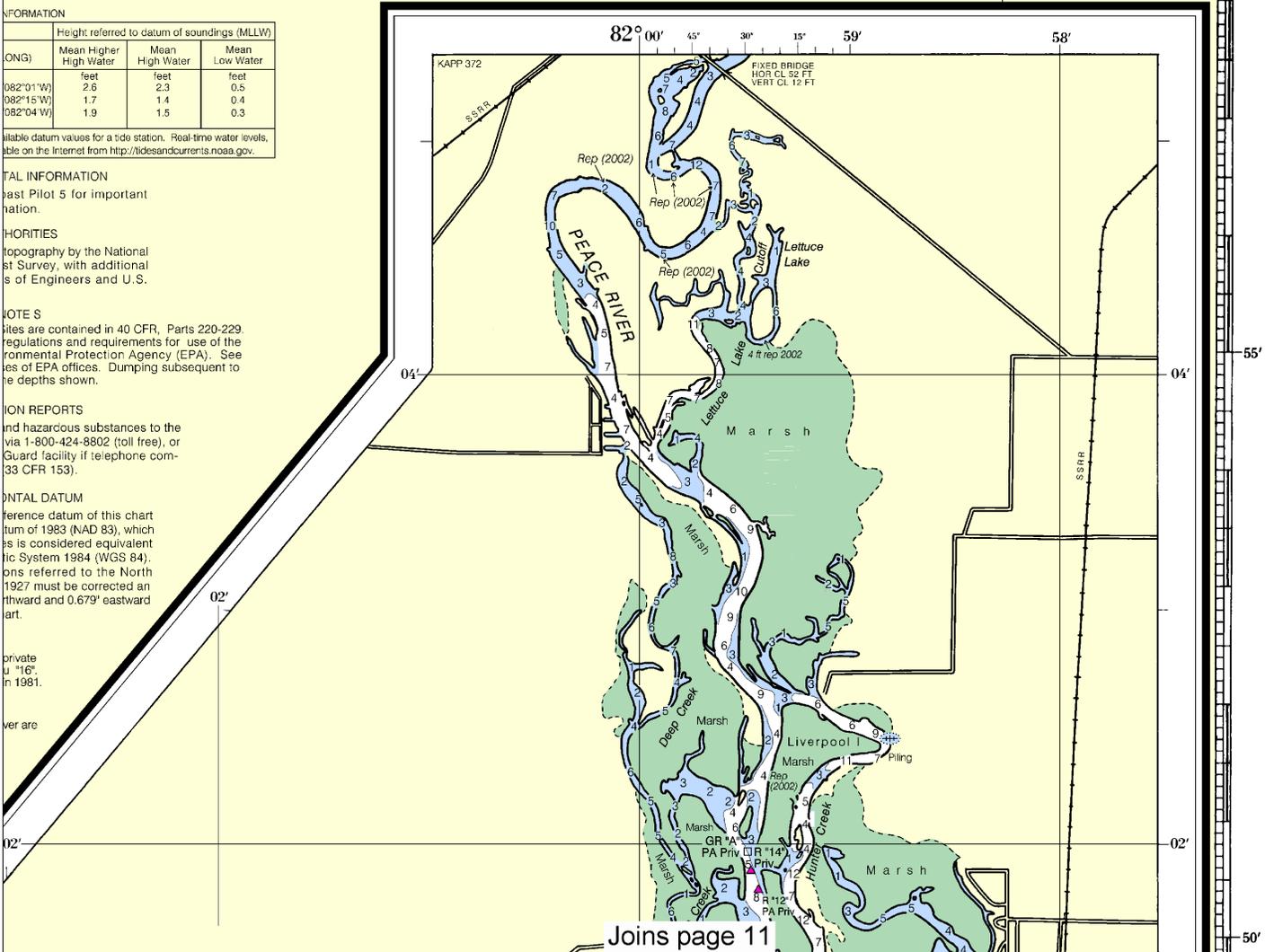
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

ACKNOWLEDGMENT

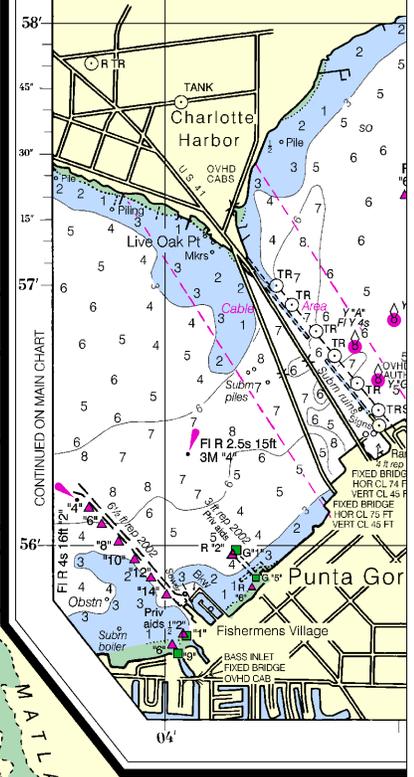
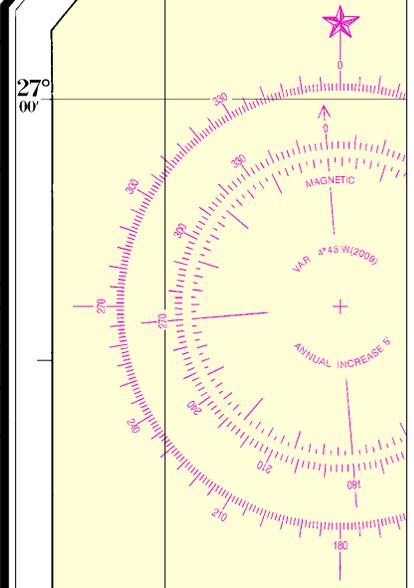
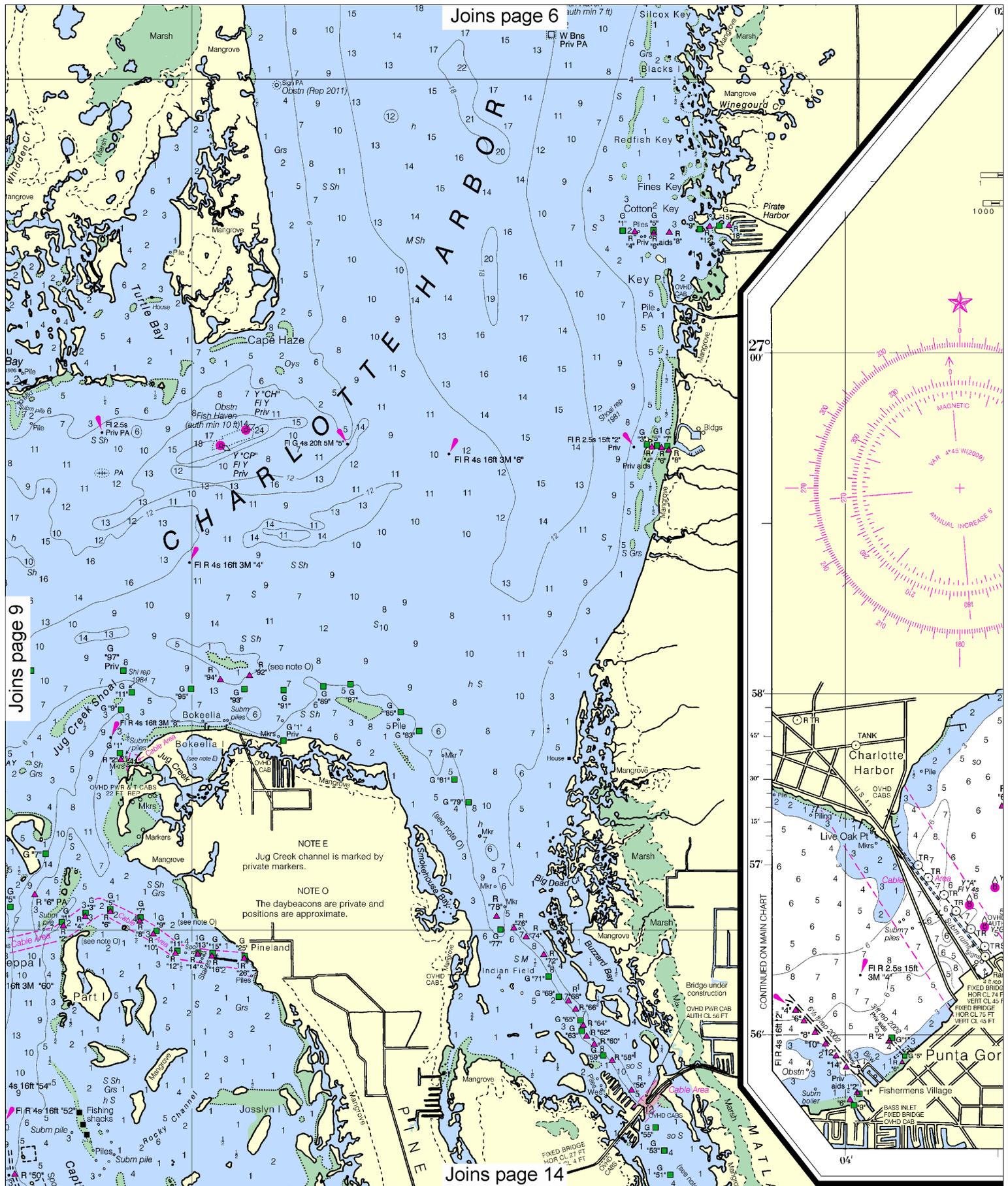
The National Ocean Service acknowledges the exceptional cooperation received from members of the Peace River Power Squadron, District 22, United States Power Squadrons, in continually providing essential information for revising this chart.

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.



Joins page 11



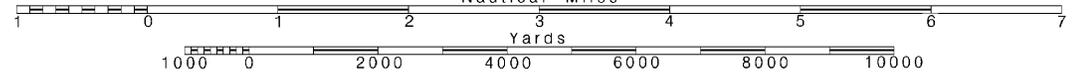
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

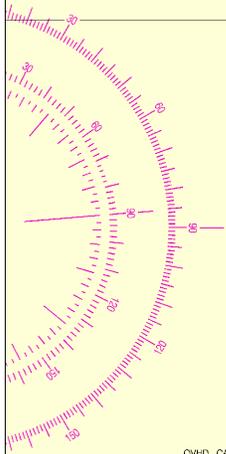
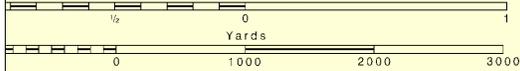


CONTINUATION OF PEACE RIVER

Scale 1:40,000 at Lat. 26°36'

Nautical Miles

Yards



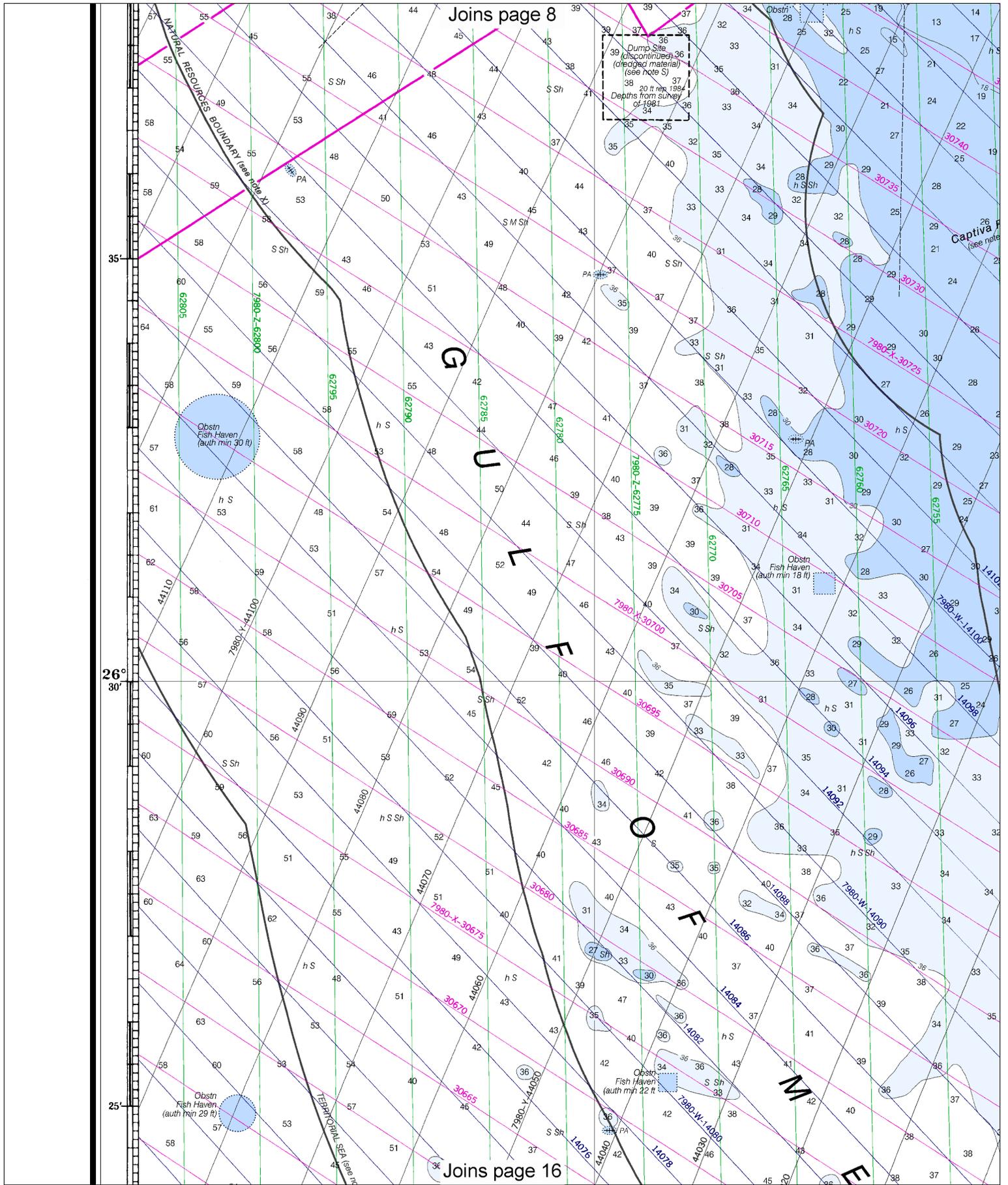
NOTE O
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LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



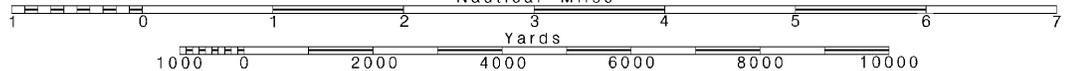
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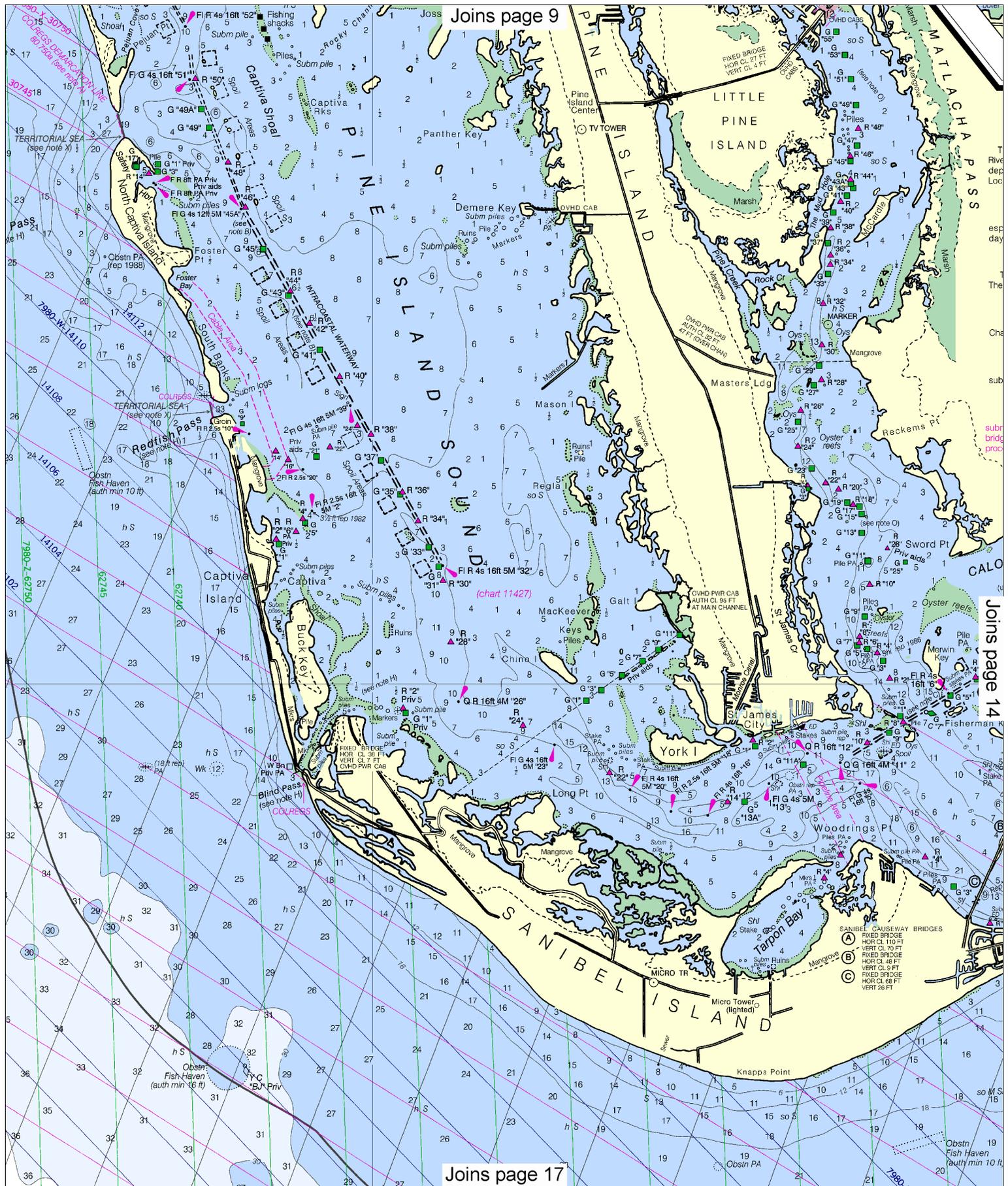
Note: Chart grid lines are aligned with true north.

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SCALE 1:80,000
Nautical Miles

See Note on page 5.

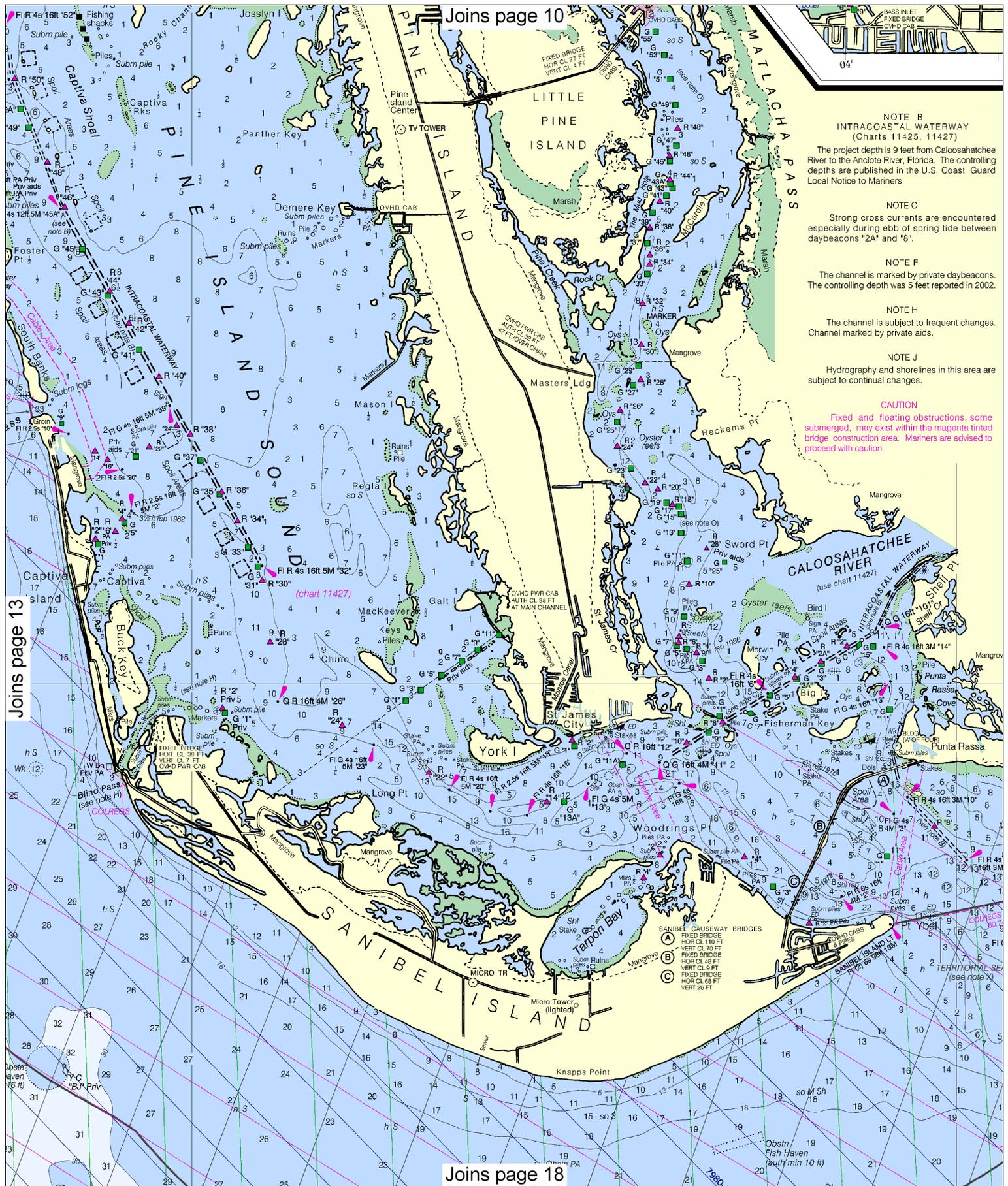




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Joins page 13

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NOTE B
INTRACOASTAL WATERWAY
 (Charts 11425, 11427)
 The project depth is 9 feet from Caloosahatchee River to the Anclote River, Florida. The controlling depths are published in the U.S. Coast Guard Local Notice to Mariners.

NOTE C
 Strong cross currents are encountered especially during ebb of spring tide between daybeacons "2A" and "8".

NOTE F
 The channel is marked by private daybeacons. The controlling depth was 5 feet reported in 2002.

NOTE H
 The channel is subject to frequent changes. Channel marked by private aids.

NOTE J
 Hydrography and shorelines in this area are subject to continual changes.

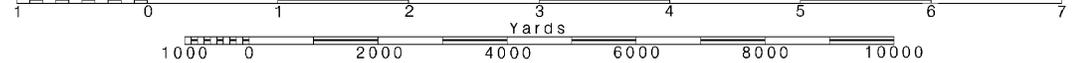
CAUTION
 Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.



To find SPEED, place one point of dividers on distance run (in any unit) right point on 60 and left point will then indicate speed in units per hour.

Joins page 11

Without changing divider spread, place in 15 minutes, the speed is 16.0 knots.

02' 45' 30' 15' 01' 82° 00' 58'

NOTE K

The natural channel location through Stump Pass is subject to continuous change in alignment and depth. DO NOT NAVIGATE in or through the area without absolute knowledge of channel location and depth. The channel is marked by private aids.

CAUTION

Improved 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 Local Notice to Mariners.

AIDS TO NAVIGATION

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

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.

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.

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 A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida. Refer to charted regulation section numbers.

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.

Fort Myers, FL	WXK-83	162.475 MHz
Sarasota, FL	WWG-59	162.40 MHz
Naples, FL	WWG-92	162.525 MHz

CAUTION

Loran-C rates 7980-W and 7980-Y are reported to provide the most reliable coverage over the entire charted area.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
 PULSE REPETITION INTERVAL
 7980.....79,800 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station letter designators).
 M.....Master
 W.....Secondary
 X.....Secondary
 Y.....Secondary
 Z.....Secondary

EXAMPLE: 7980-X

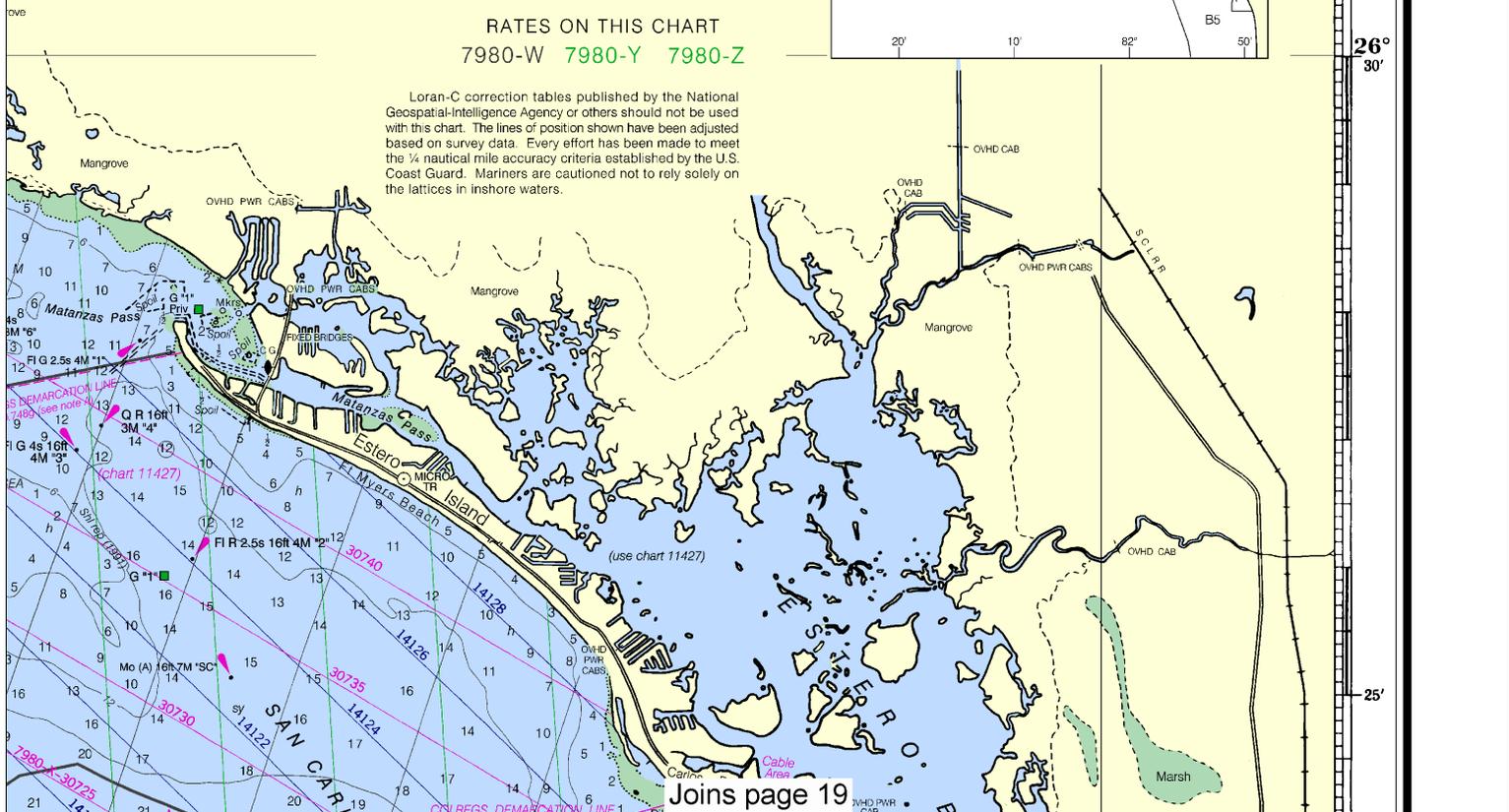
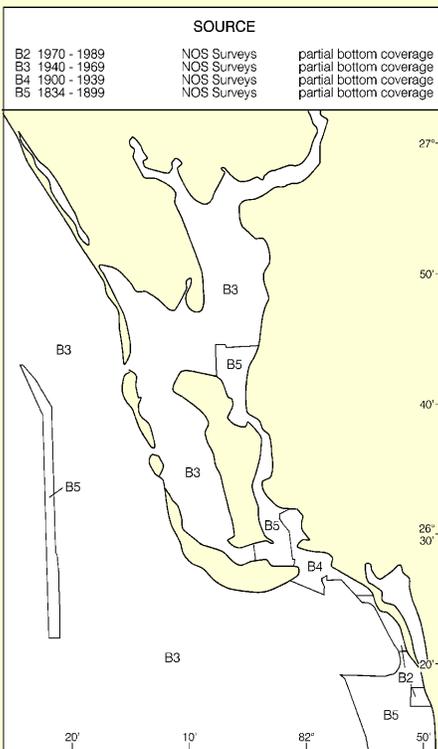
RATES ON THIS CHART

7980-W 7980-Y 7980-Z

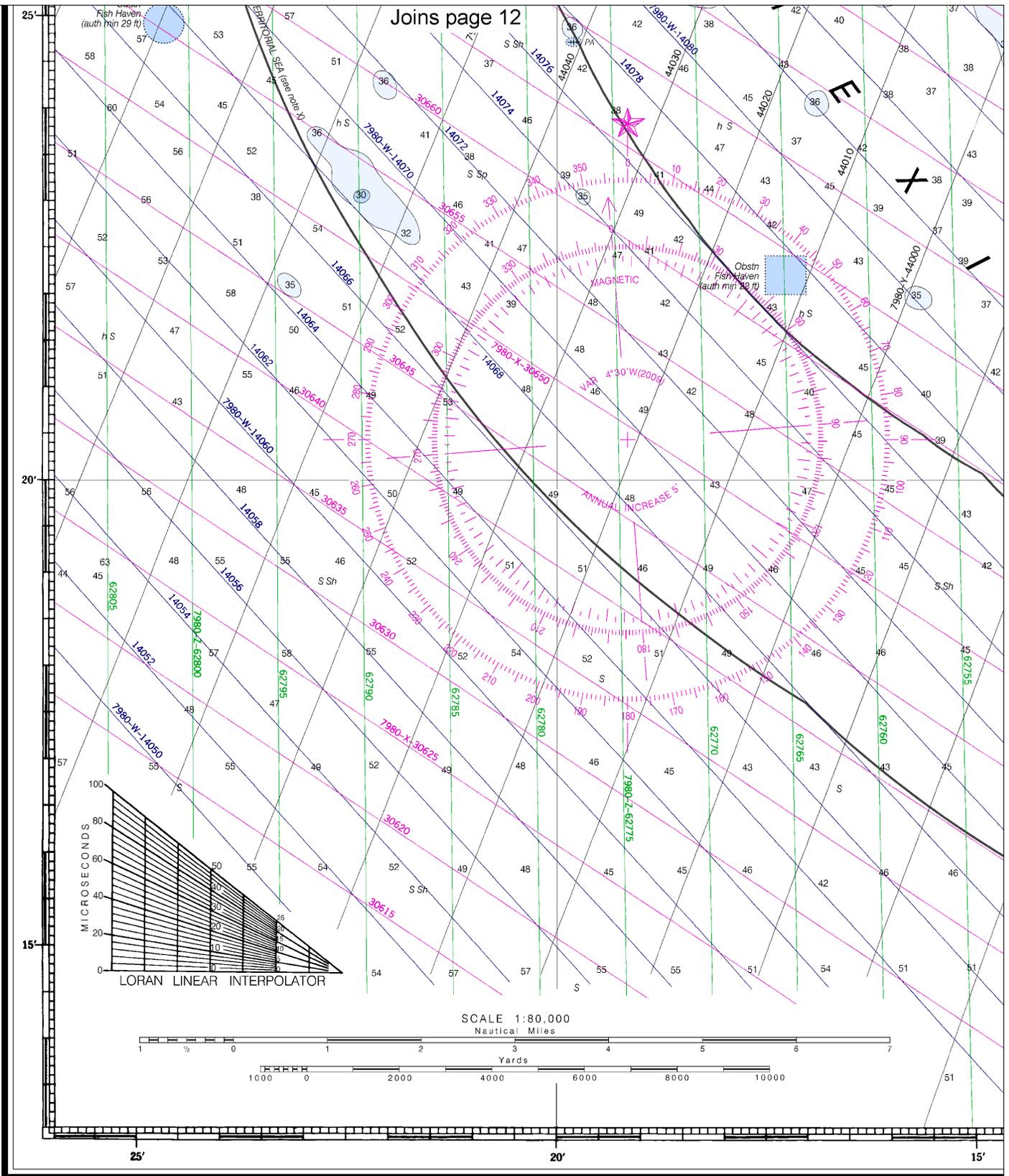
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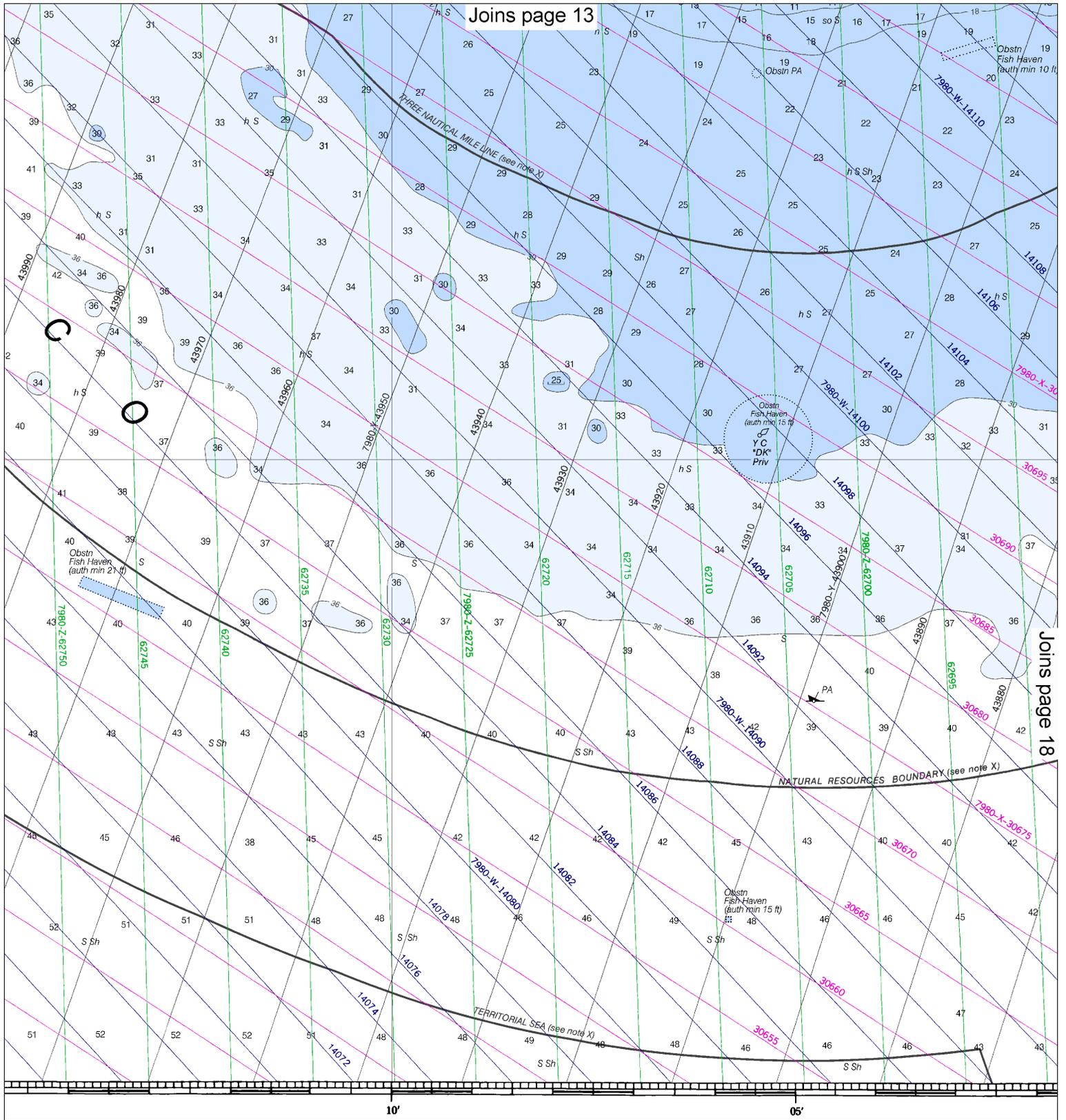
SOURCE DIAGRAM

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.



Joins page 19



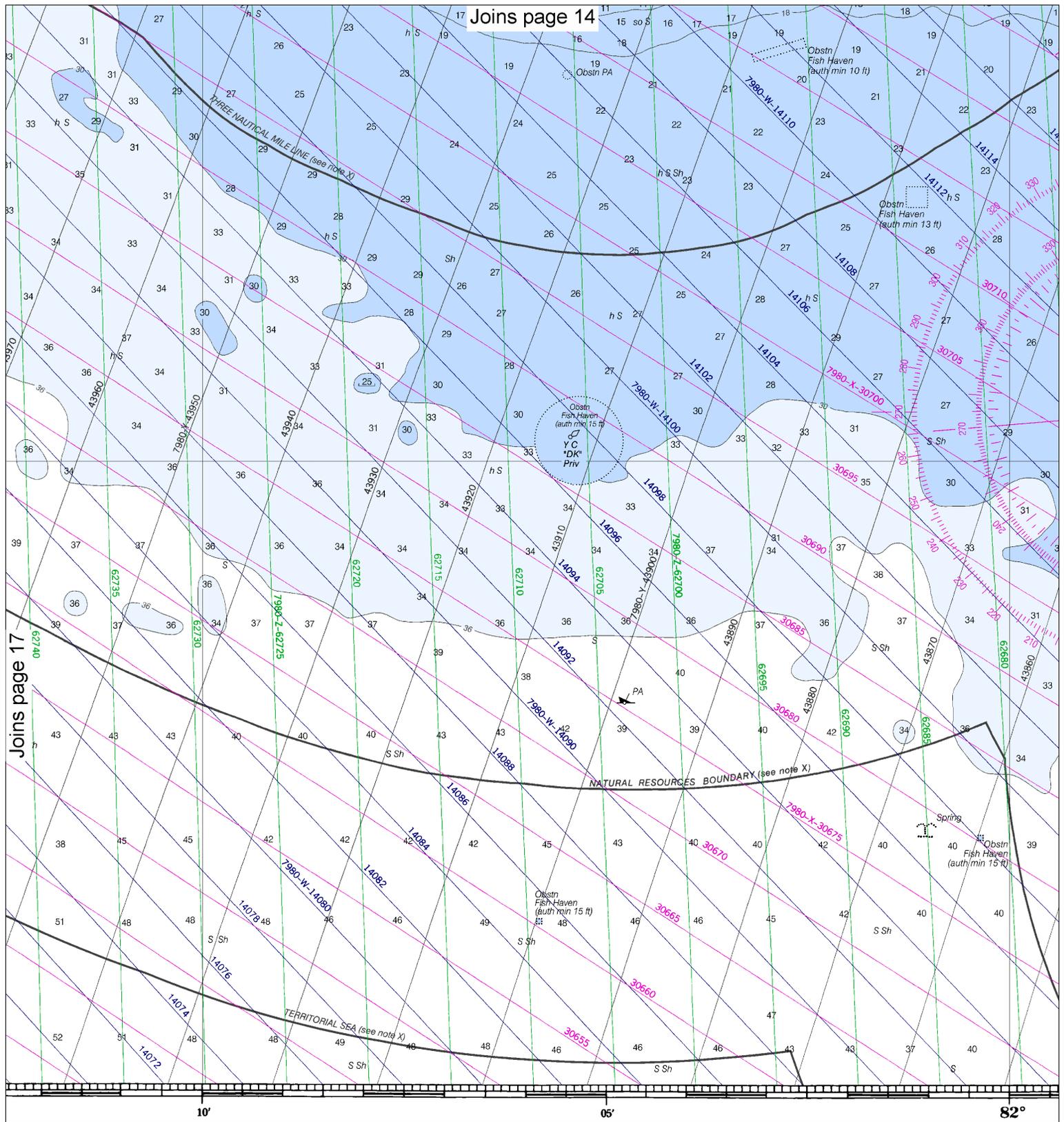


SOUNDINGS IN FEET

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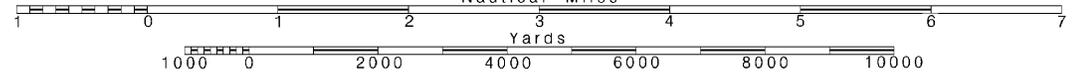
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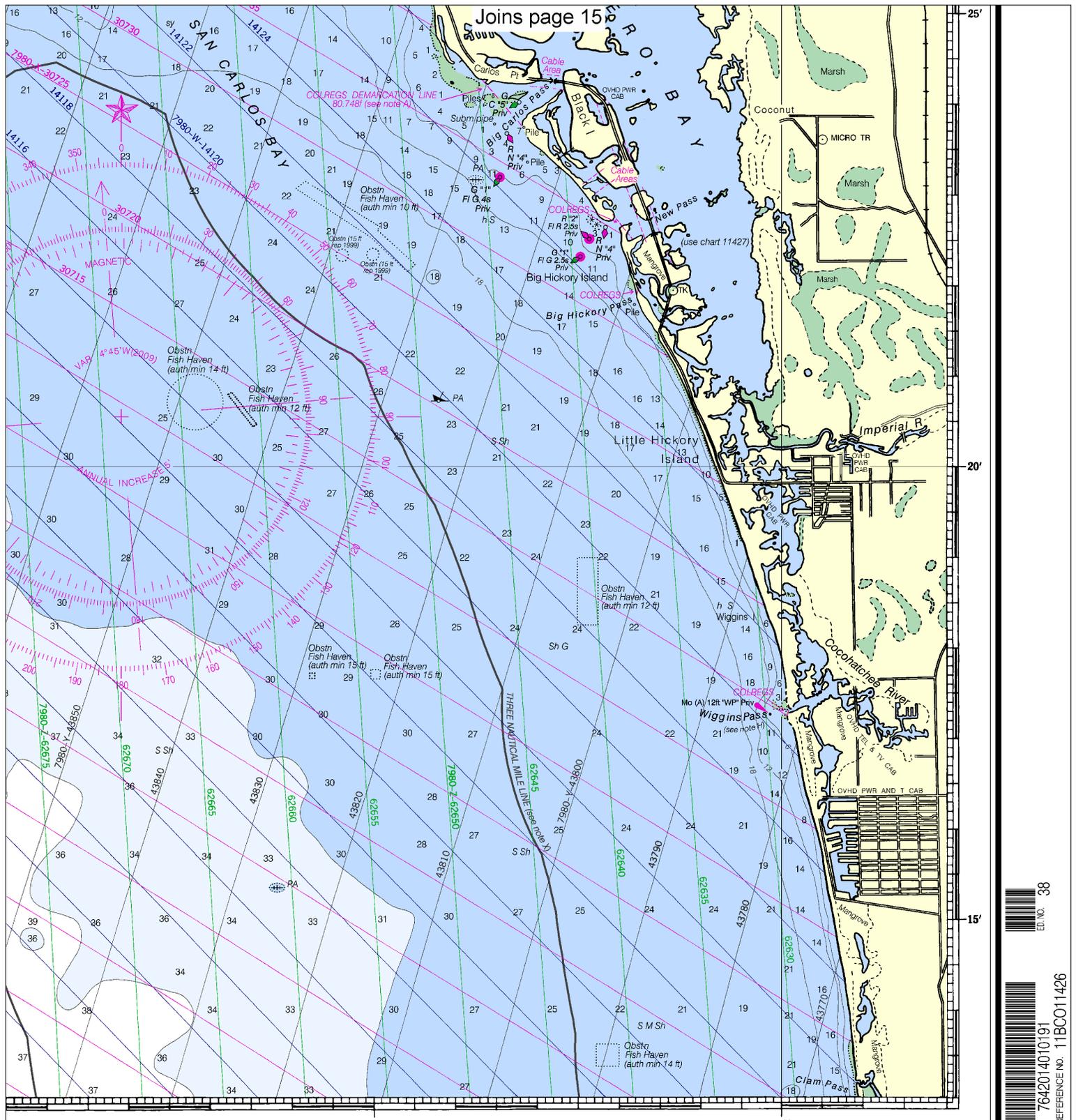
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.





JOINS CHART 11429

55'

(Inner neckline 103.86cm. N.S. x 78.86cm. E.W.)

50'

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Estero Bay to Lemon Bay
SOUNDINGS IN FEET-SCALE 1:80,000

11426
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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
- 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.

NOAA's Office of Coast Survey



The Nation's Chartmaker