

BookletChart™

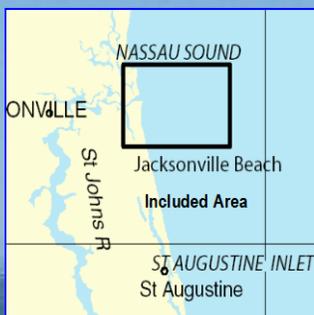


Approaches to St. Johns River and St. Johns River Entrance

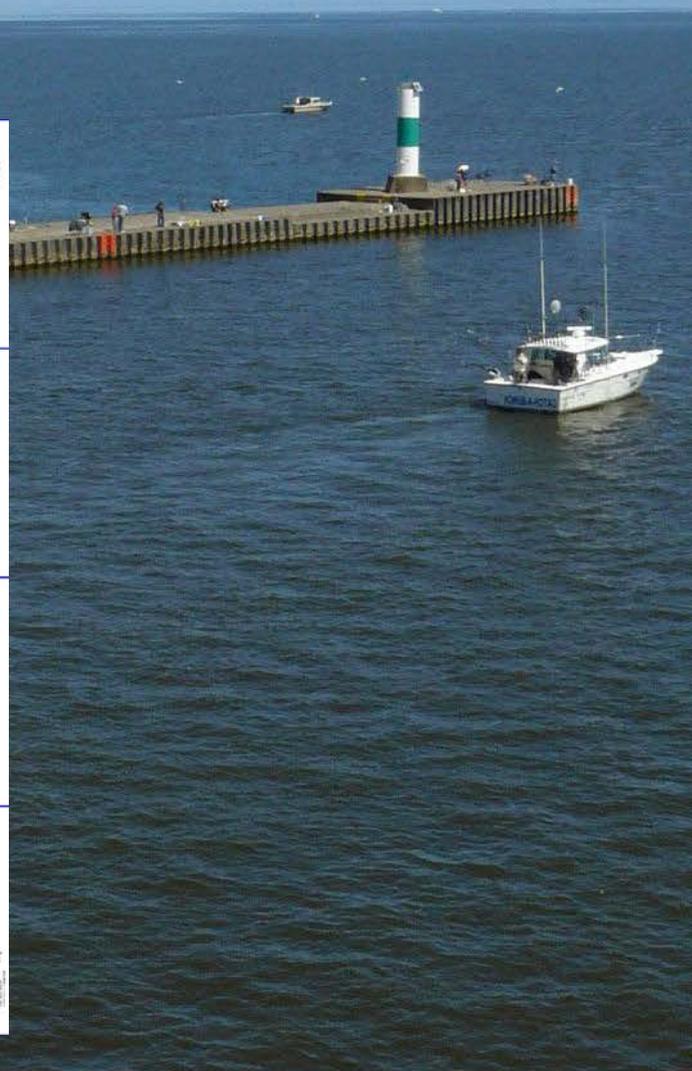
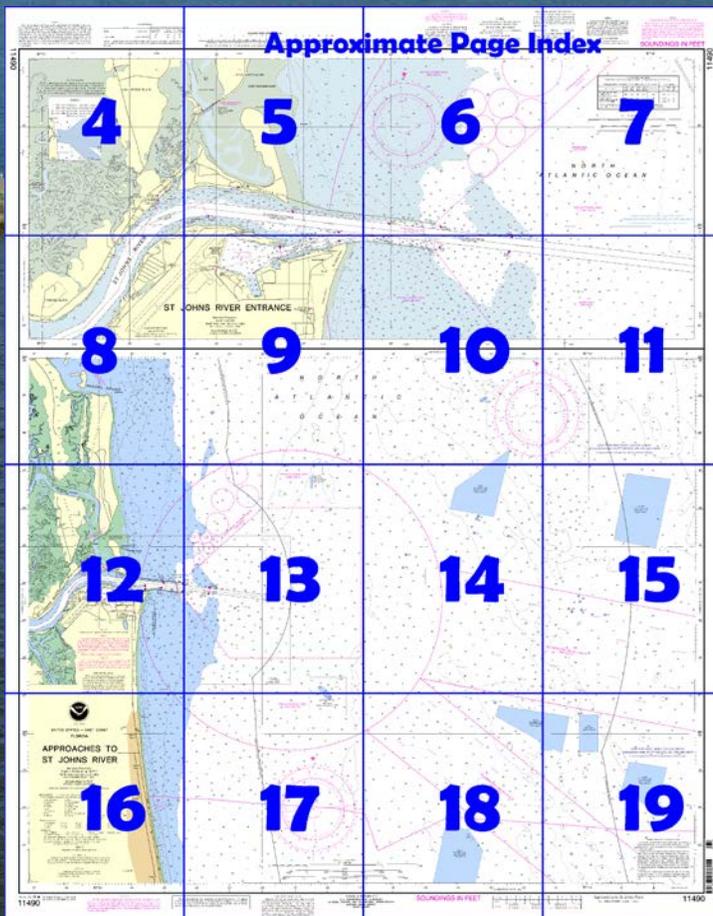
NOAA Chart 11490

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.

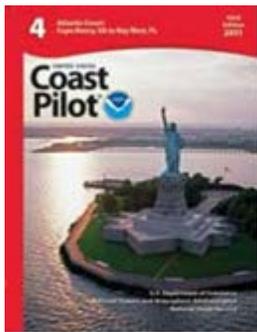
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11490>



(Selected Excerpts from Coast Pilot)
St. Johns River, the largest in eastern Florida, is an unusual major river in that it flows from south to north over most of its length. The river is the approach to the city of Jacksonville and a number of towns near its shores. Some of these places are winter resorts while others are centers of farming districts and citrus groves. Southward of the Jacksonville bridges, commercial traffic is light. Many pleasure craft navigate this part of the river, usually going only as far as

Sanford, though small boats have navigated the river as far as Lake Washington.

Numerous fish havens are eastward of the entrance to St. Johns River; the outermost, marked by a private unlighted buoy, is about 27 miles eastward of St. Johns Light.

Along the coast from Charleston to Jacksonville, the course between the outer lighted whistle buoys is from 10 to 15 miles offshore. Vessels making for St. Johns River should guard against an inshore set that may amount to a knot or more due to the currents into the inlets.

Approaching from the southward, vessels clear Hetzel Shoal before **Caution.**—Navigators should bear in mind the prevailing northerly current in this area, which is felt until well inside the 10 - fathom curve, except with northeasterly or northerly winds.

North Atlantic Right Whales.—Approaches to the St. Johns River entrance lie within designated critical habitat for endangered North Atlantic right whales (see **50 CFR 226.203(c)**, chapter 2.) The area is a calving ground from generally November 15 through April 15. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, chapter 2 for limits, regulations, and exceptions.) **Recommended two-way Whale Avoidance Routes** have been established in the approach to the St. Johns River entrance to reduce the likelihood of ship strikes of endangered North Atlantic right whales. All vessels are encouraged to use recommended routes when traveling into or out of the port of Jacksonville. (See **North Atlantic right whales**, indexed as such, chapter 3 for more information on right whales and recommended measures to avoid collisions.)

All vessels 65 feet or greater in length overall (L.O.A.) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in the Southeastern United States Seasonal Management Area between November 15 and April 15. The area is defined as the waters bounded to the north by 31°27'N., to the south by 29°45'N., and to the east by 80°51.6'W. (See **50 CFR 224.105** in chapter 2 for regulations, limitations, and exceptions.)

Communications and areas of concern.—The entrance channel between the jetties is marked by St. Johns Bar Cut Range. Currents which often set across the ends of the jetties are discussed under Tides and Currents in this chapter. Vessels arriving at the bar should give a Security call on VHF-FM channel 13, 30 minutes before entering the jetties. So as not to delay river traffic, low-powered or poor handling vessels intending to enter the river should be prepared to delay up to 45 minutes, if necessary, to allow other vessels to clear outbound or to allow full-powered and more maneuverable vessels to precede them through the jetties. Entry into the St. Johns River through the jetties must be with careful regard to wake and speed in consideration of persons fishing off the jetties and adjacent shoreline.

Areas of particular concern.—Four areas in the St. Johns River are considered to be particularly troublesome. These areas are listed in order of ascension when proceeding from sea. Vessels should make every effort to avoid meeting at these areas, and should give Security calls on VHF-FM channel 13 (165.65 MHz) 15 minutes prior to arriving at any one of these areas. The vessel with the fair current should initiate a proposal for meeting or passing and the vessel stemming the current should hold as necessary. Any departure from this procedure should be agreed to by both vessels in a timely manner

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

RCC Miami Commander
7th CG District (305) 415-6800
Miami, FL

Table of Selected Chart Notes

Corrected through NM Jan. 08/11
Corrected through LNM Jan. 11/11

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection \pm
Scale 1:15,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

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 Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

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

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)

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.

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).

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

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.863' northward and 0.690' eastward to agree with this chart.

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.
Jacksonville, FL KHB-39 162.55 Mhz

NOTE C
The buoys marking these fish havens are not charted

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. 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.

NOTE B
Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

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.

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

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.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

NOTE D
RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTE
The two-way route shown on this chart is RECOMMENDED for use by all vessels traveling into or out of Jacksonville. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203c, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.

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(precautionary area: 50 CFR 226.203c, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.

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	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
Atlantic Beach, Florida	5.7 feet	5.4 feet	0.2 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>. (Nov 2010)

ST. JOHNS RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2006 AND SURVEYS TO FEB 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS	
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	DEPTH (FEET)
ST. JOHNS BAR CUT RANGE, EAST SECTION	43.5	48.5	48.5	47.8	2-12	800	3.2
ST. JOHNS BAR CUT RANGE, WEST SECTION	38.0	38.8	38.5	38.4	2-12	750-800	1.8
MAYPORT ENTRANCE CHANNEL	37.0	43.0	47.0	39.0	2-12	500	0.8
PILOT TOWN CUT RANGE	35.3	41.6	43.2	42.3	2-12	850-900	0.9

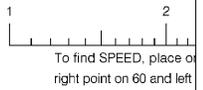
NOTES (1) THE RANGE LIGHTS DO NOT IN EVERY INSTANCE MARK THE CENTERLINE OF THE CHANNEL.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE X

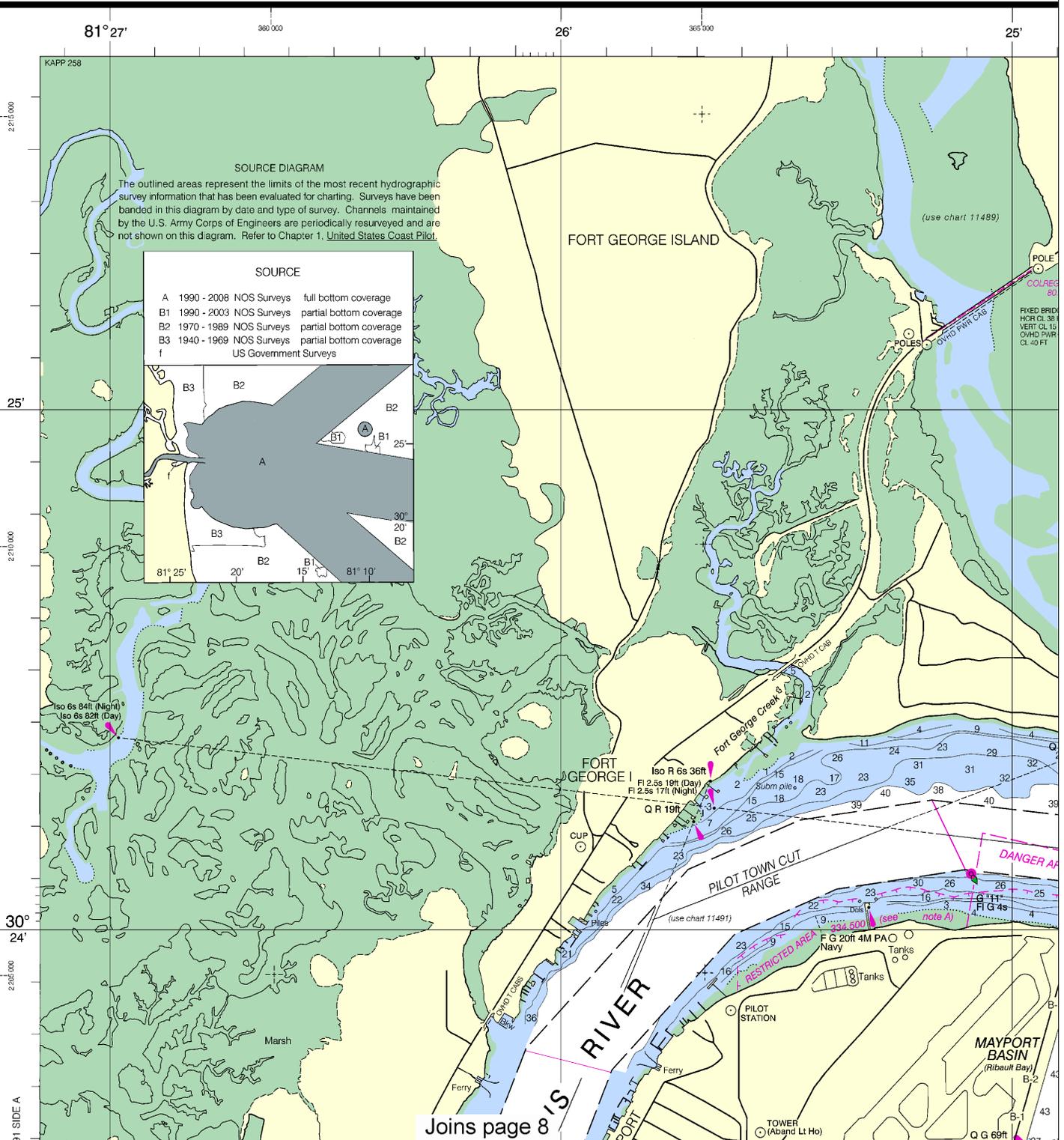
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TIDAL INFORMATION				
PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Atlantic Beach, Florida	(30°20'N/081°24'W)	5.7	5.4	0.2

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>. (Nov 2010)



11490



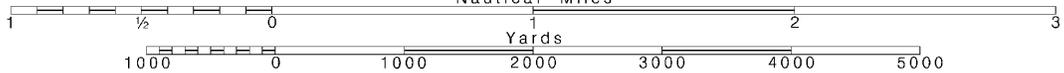
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



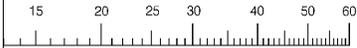
WARNING
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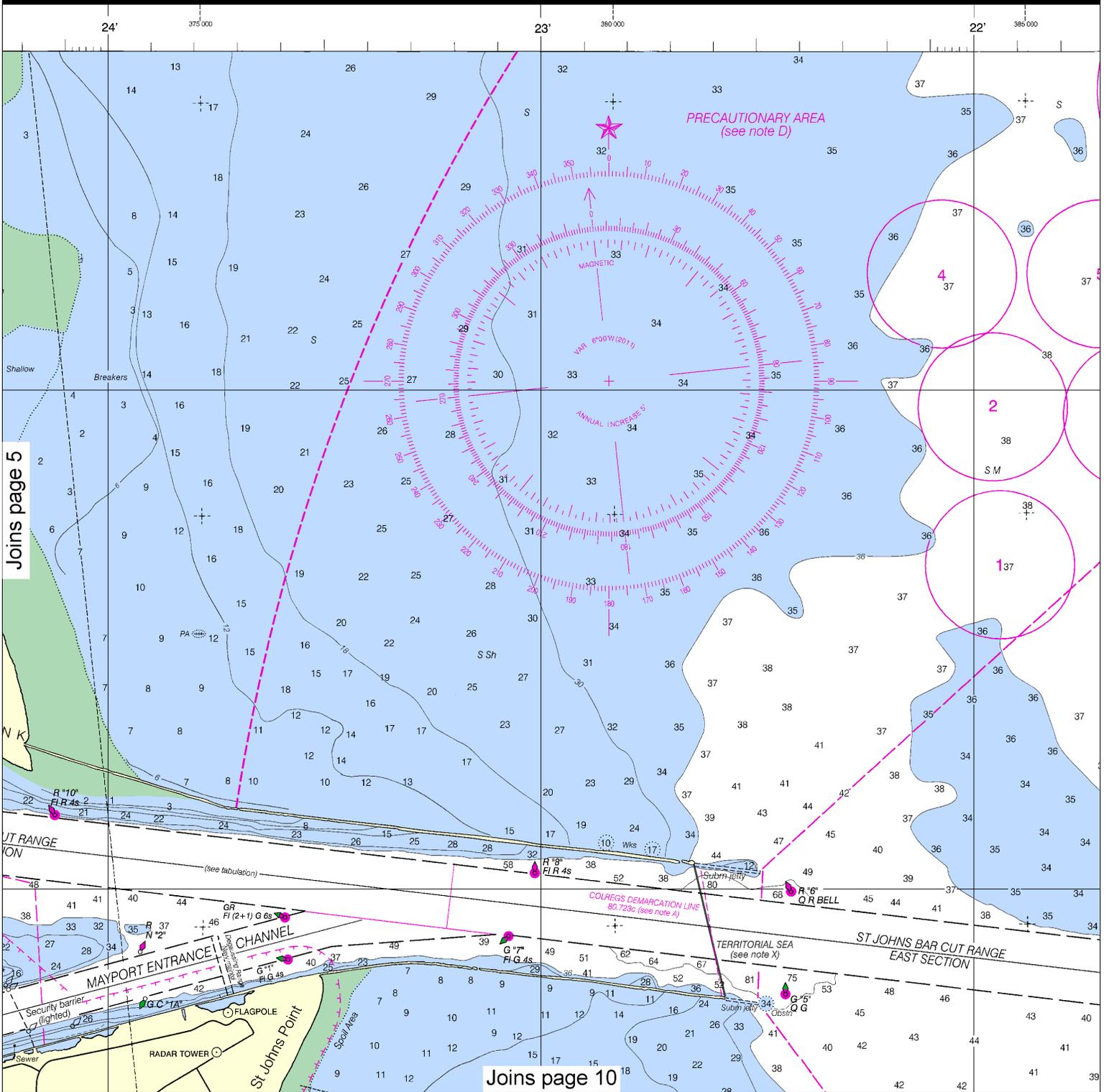
SUPPLEMENTAL INFORMATION
Consult U.S. Coast P supplemental information

RADAR REFLECTOR
Radar reflectors have be floating aids to navigatio reflector identification on omitted from this chart.



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

Formerly C&GS 509, 1st Ed., Nov. 1953 G-1953-838



Joins page 5

Joins page 10

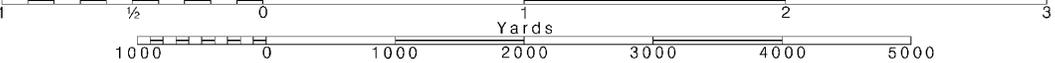


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SCALE 1:40,000
Nautical Miles

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NOAA WEATHER RADIO BROADCASTS

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Jacksonville, FL KHB-39 162.55 MHz

POLLUTION REPORTS

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NOTES

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AIDS TO NAVIGATION

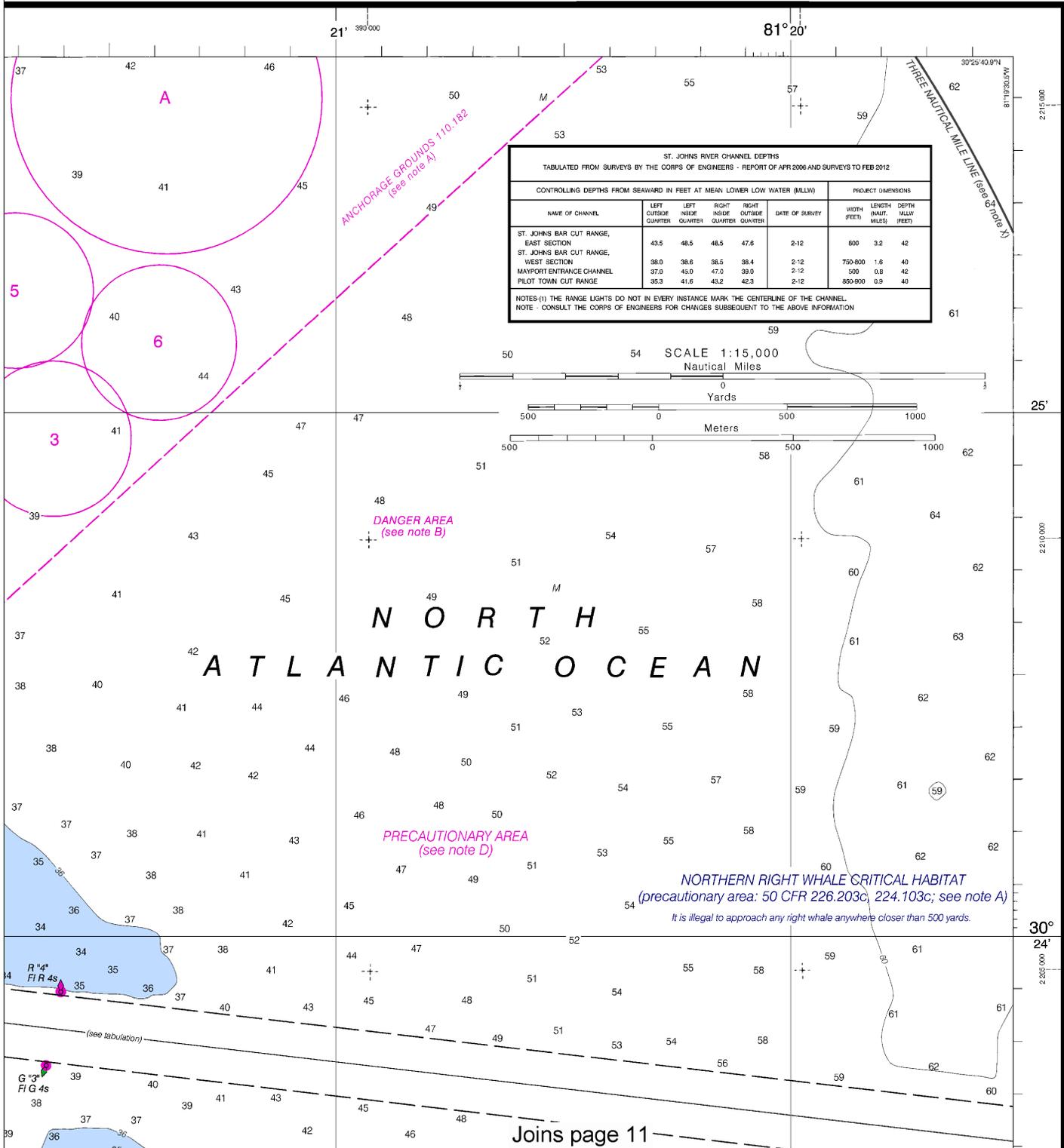
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NOTE D

RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTE

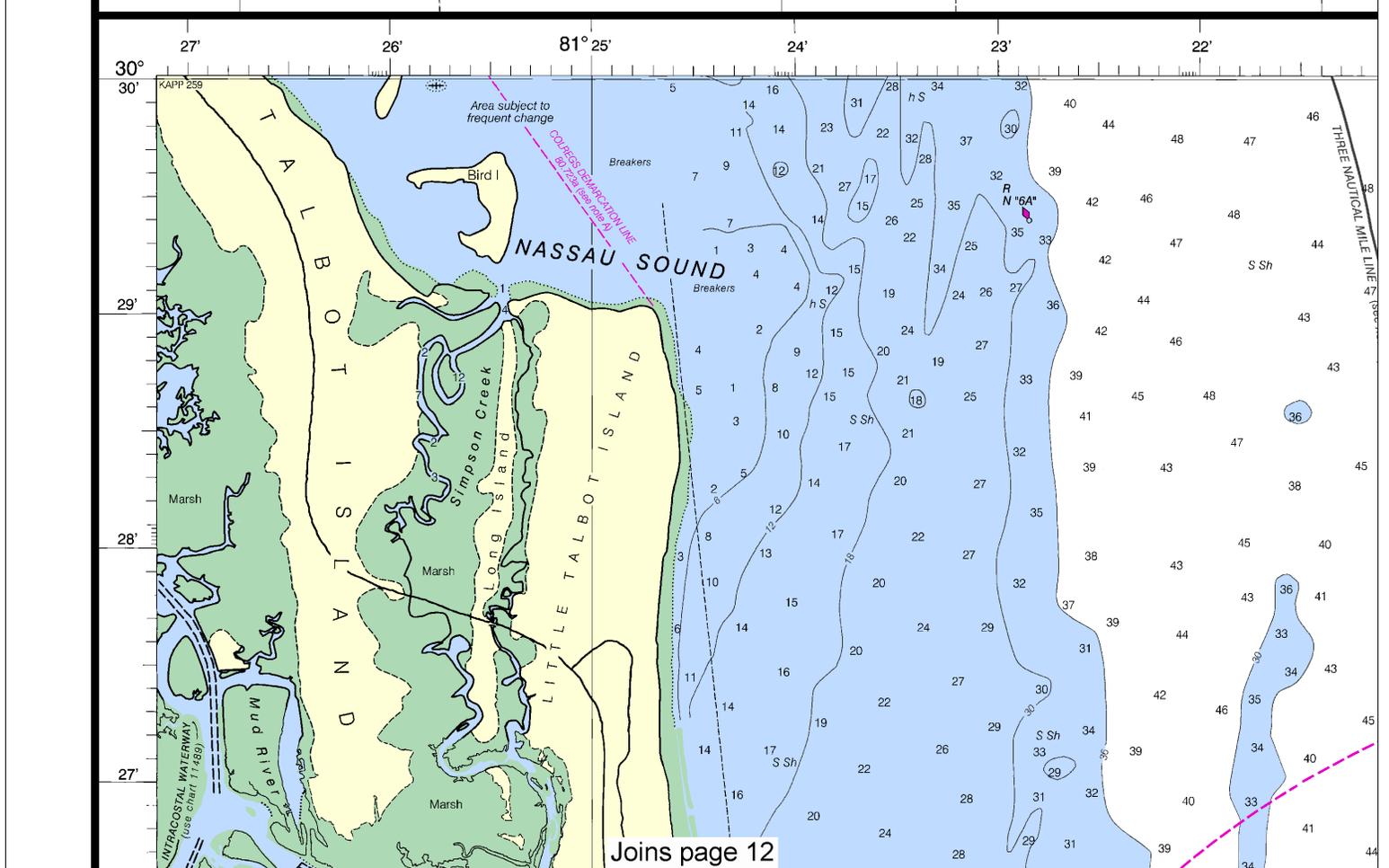
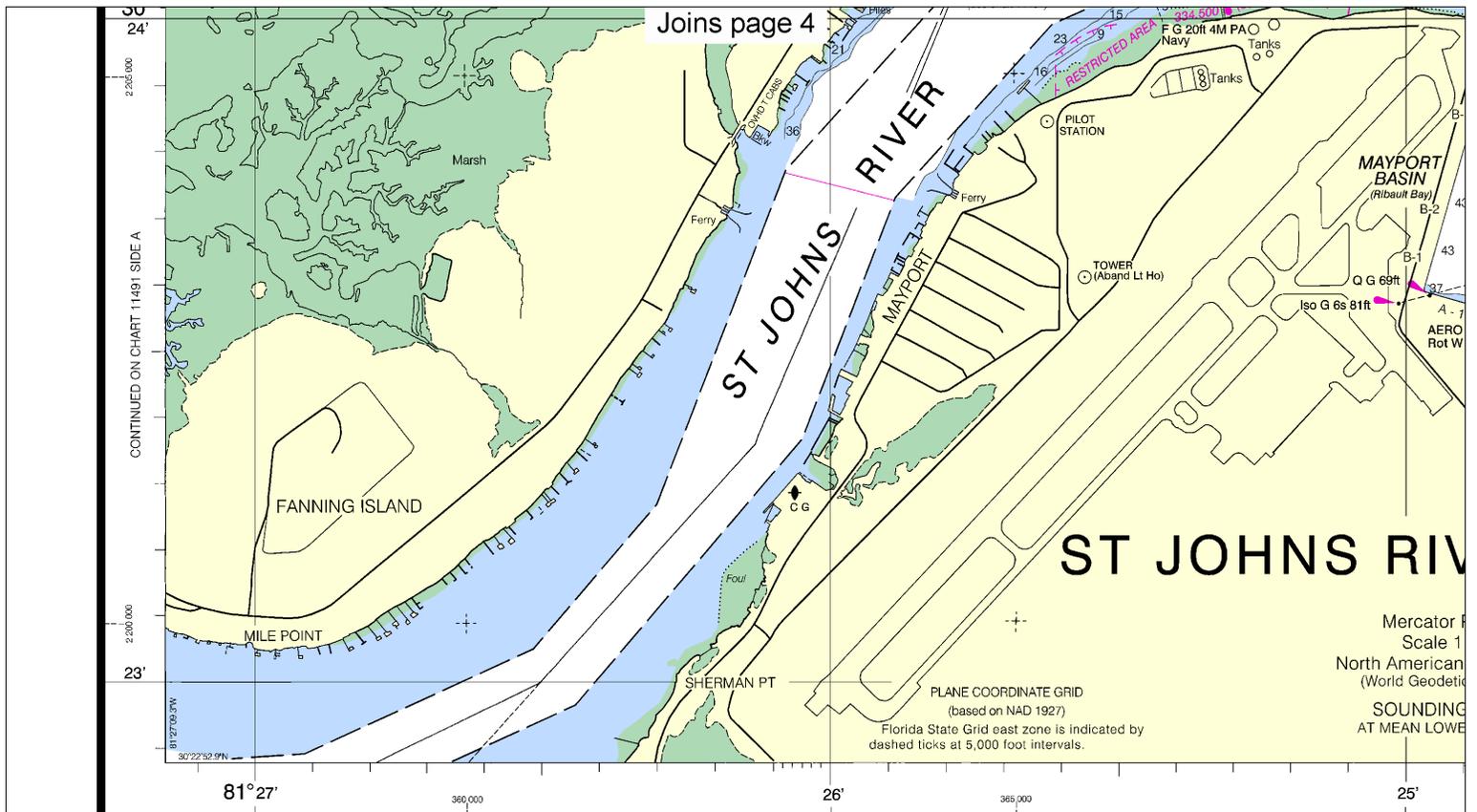
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SOUNDINGS IN FEET



11490





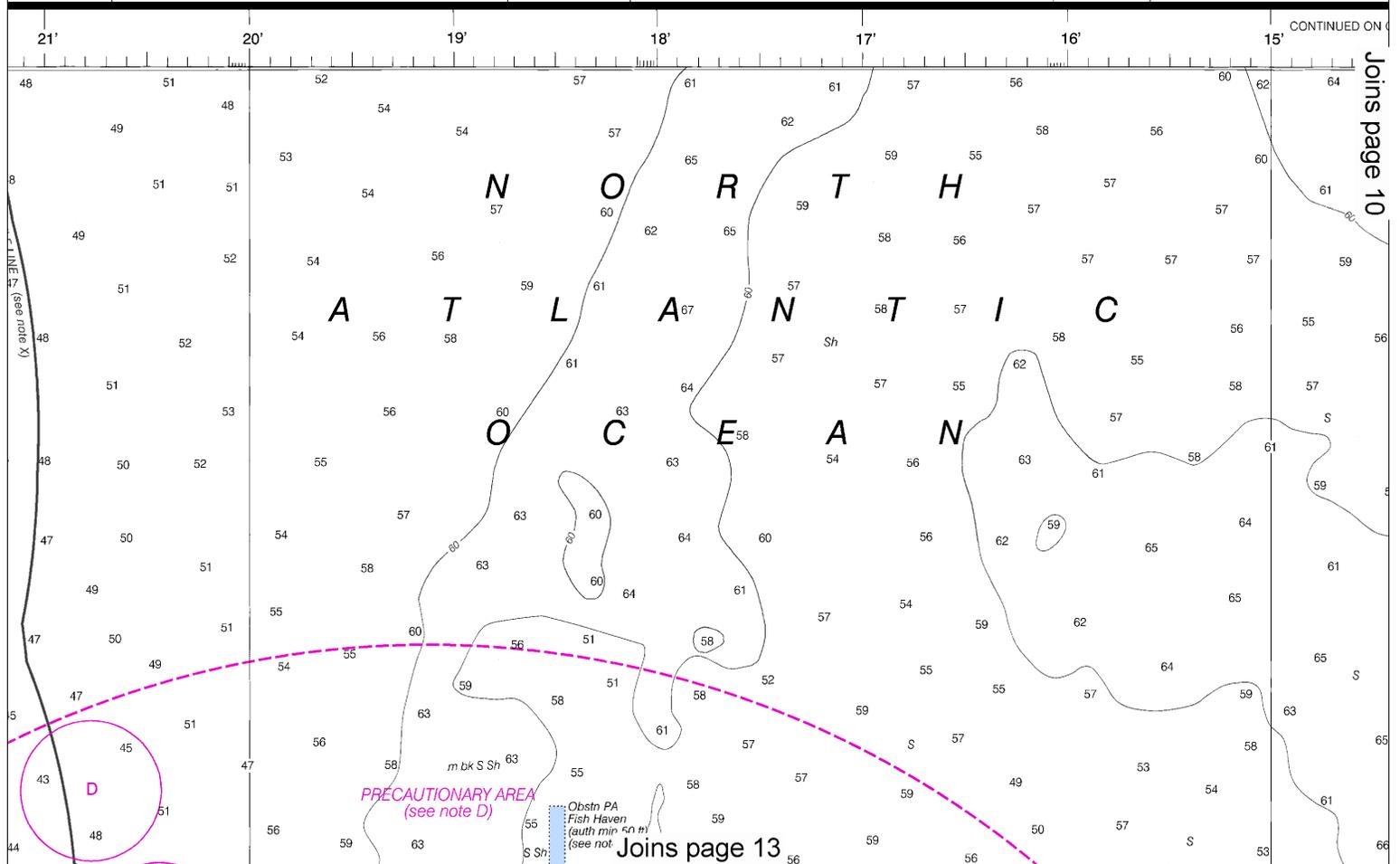
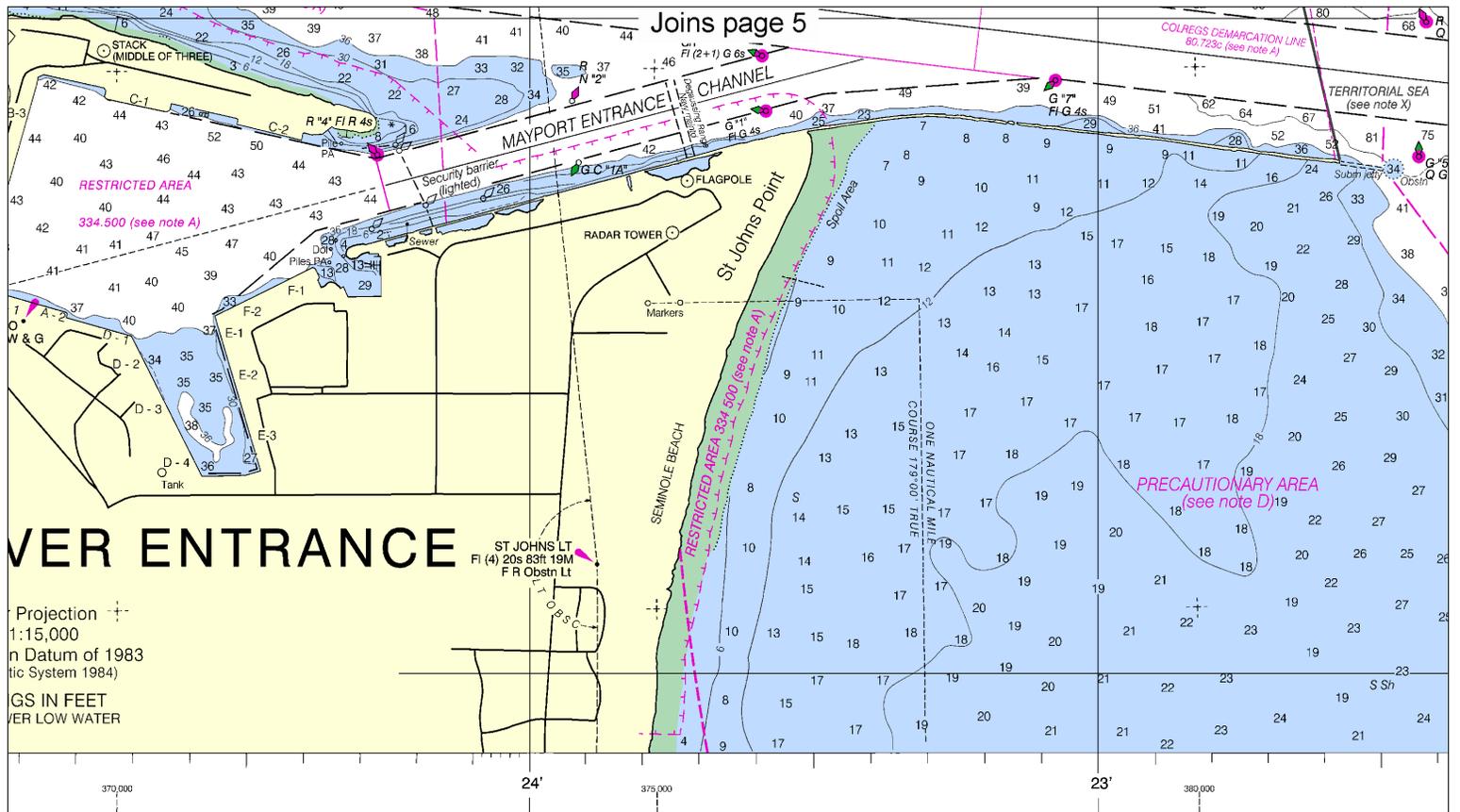
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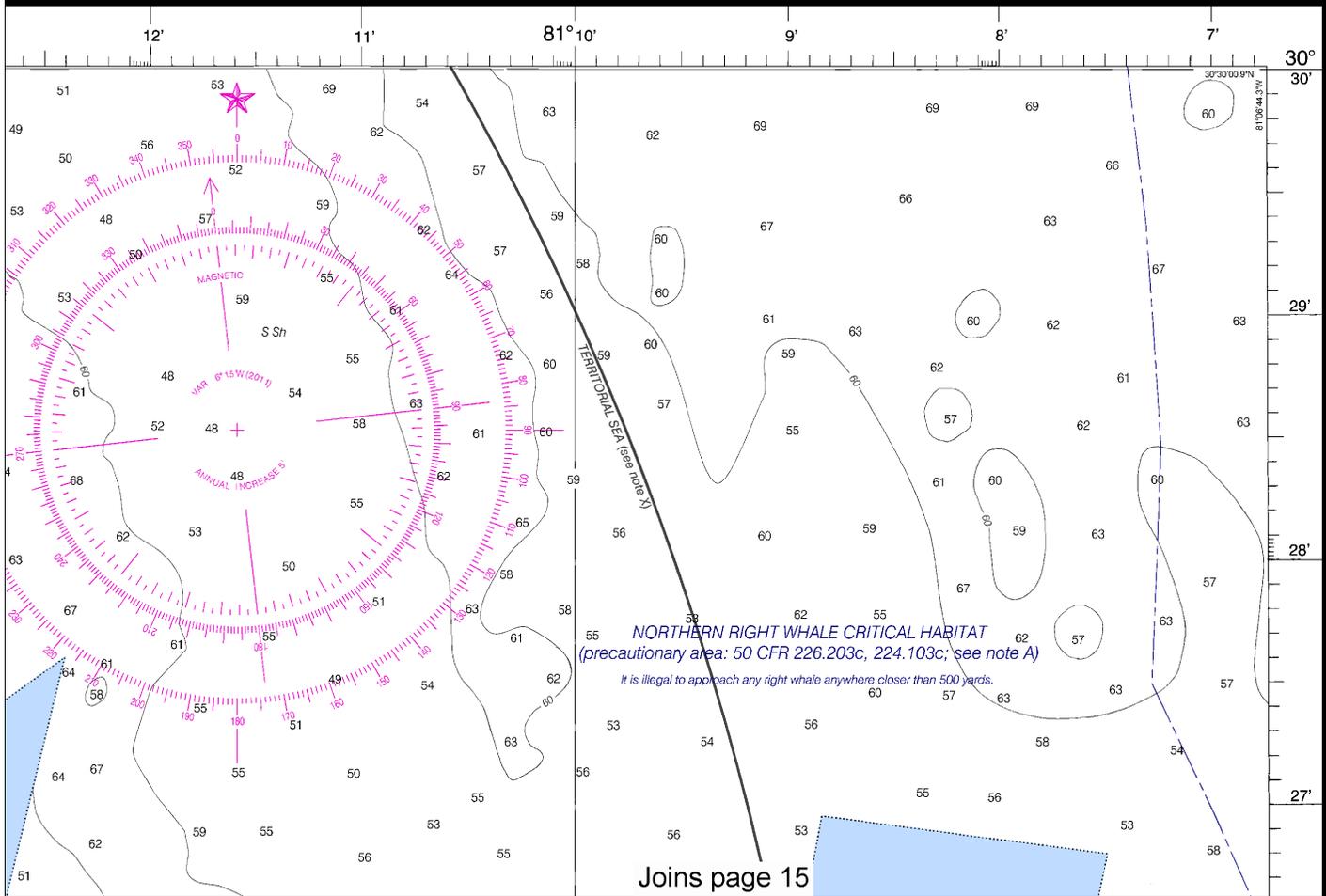
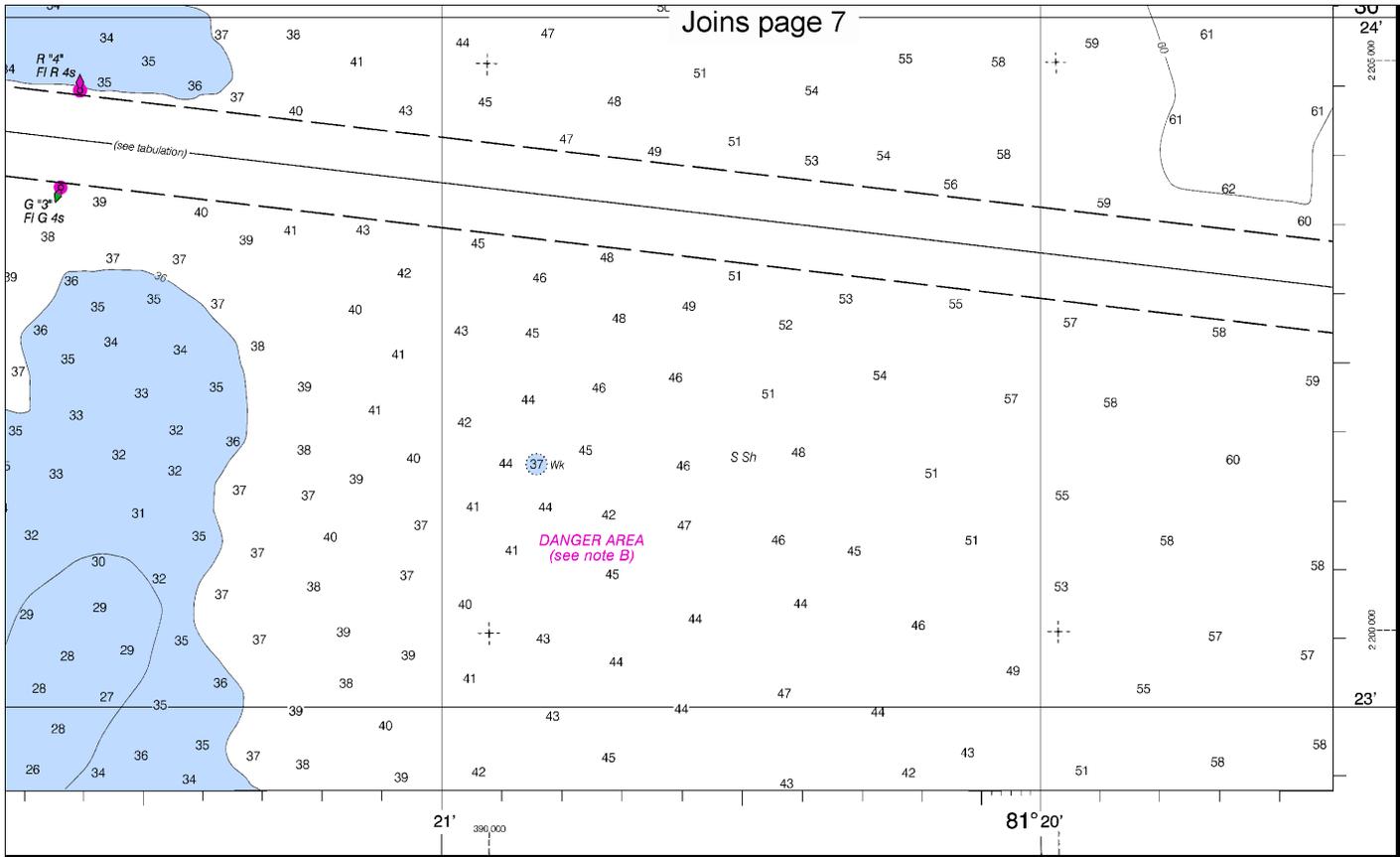
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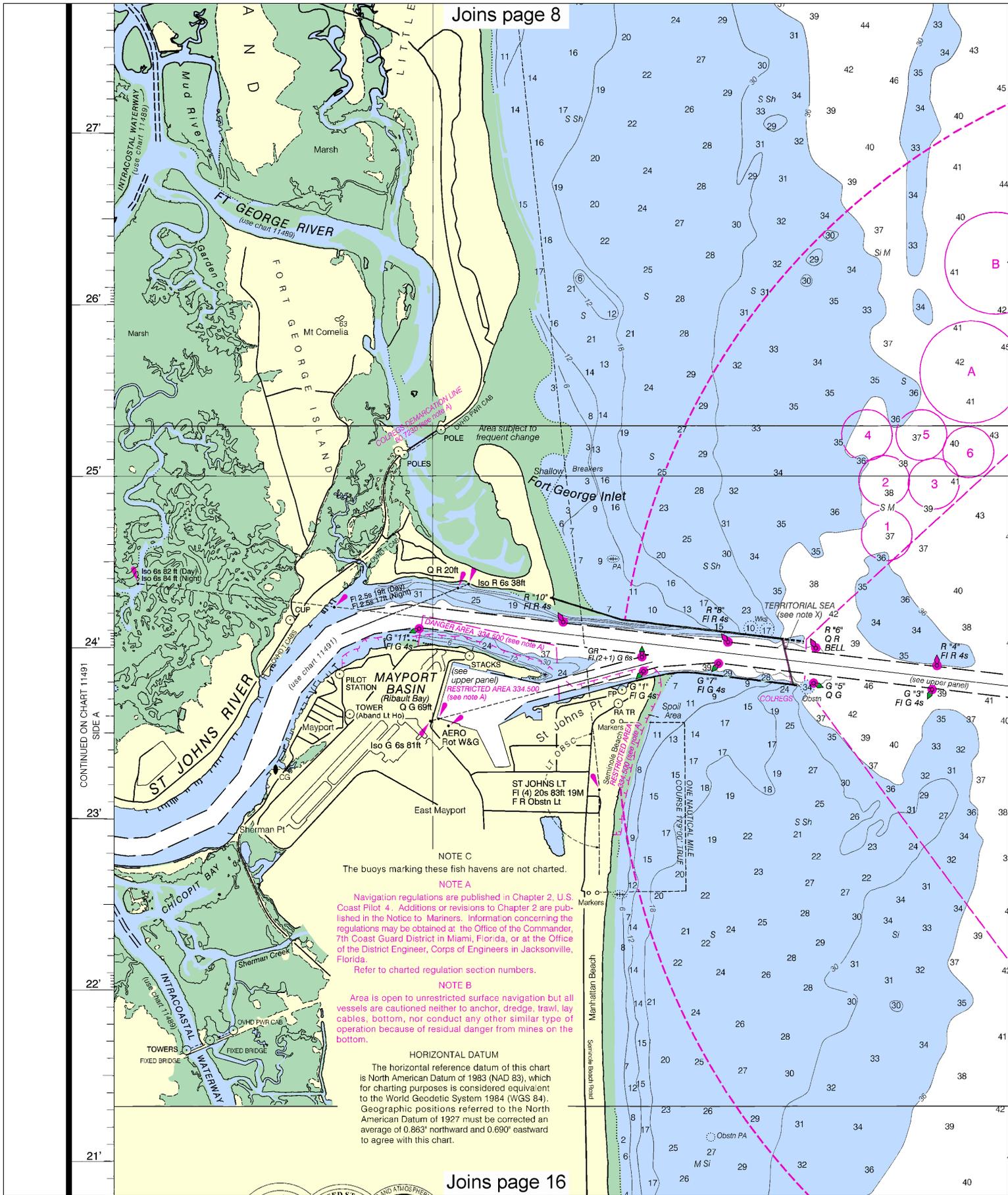
SCALE 1:40,000
Nautical Miles

See Note on page 5.









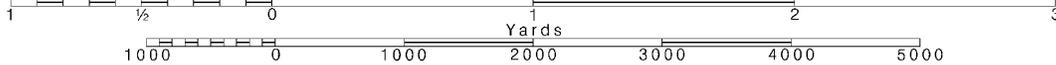
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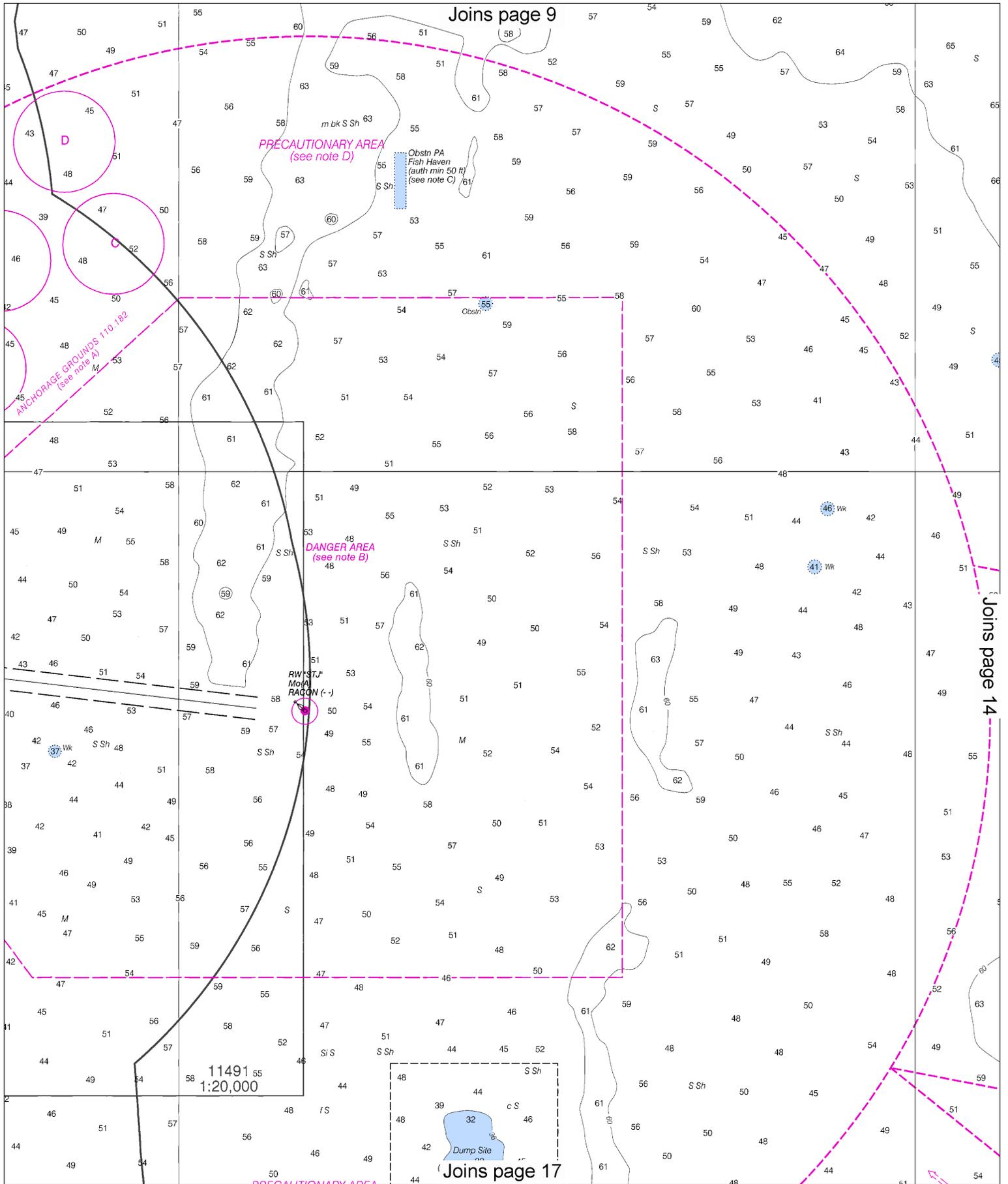
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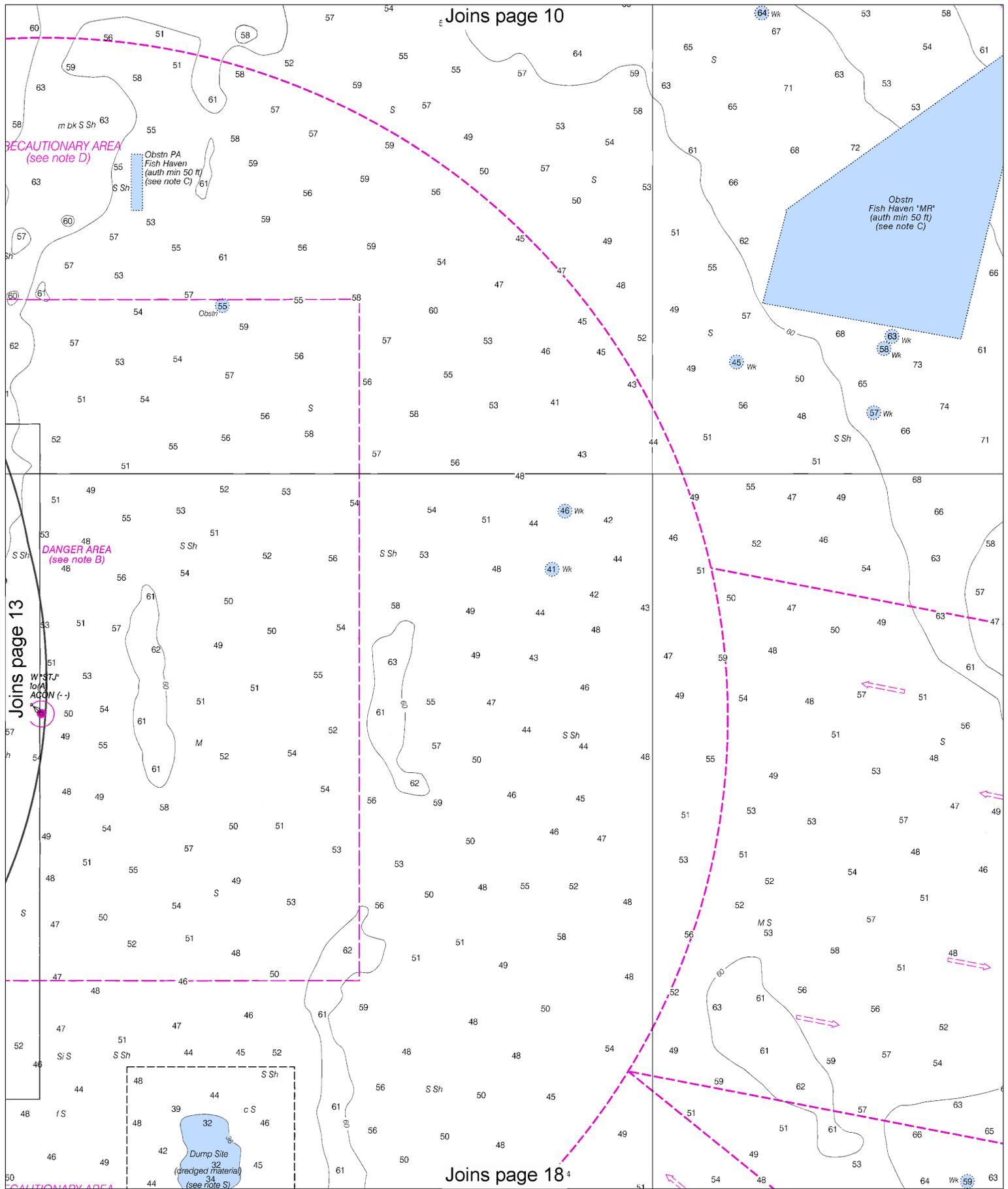
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







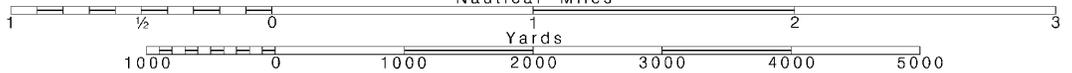
14

Note: Chart grid lines are aligned with true north.

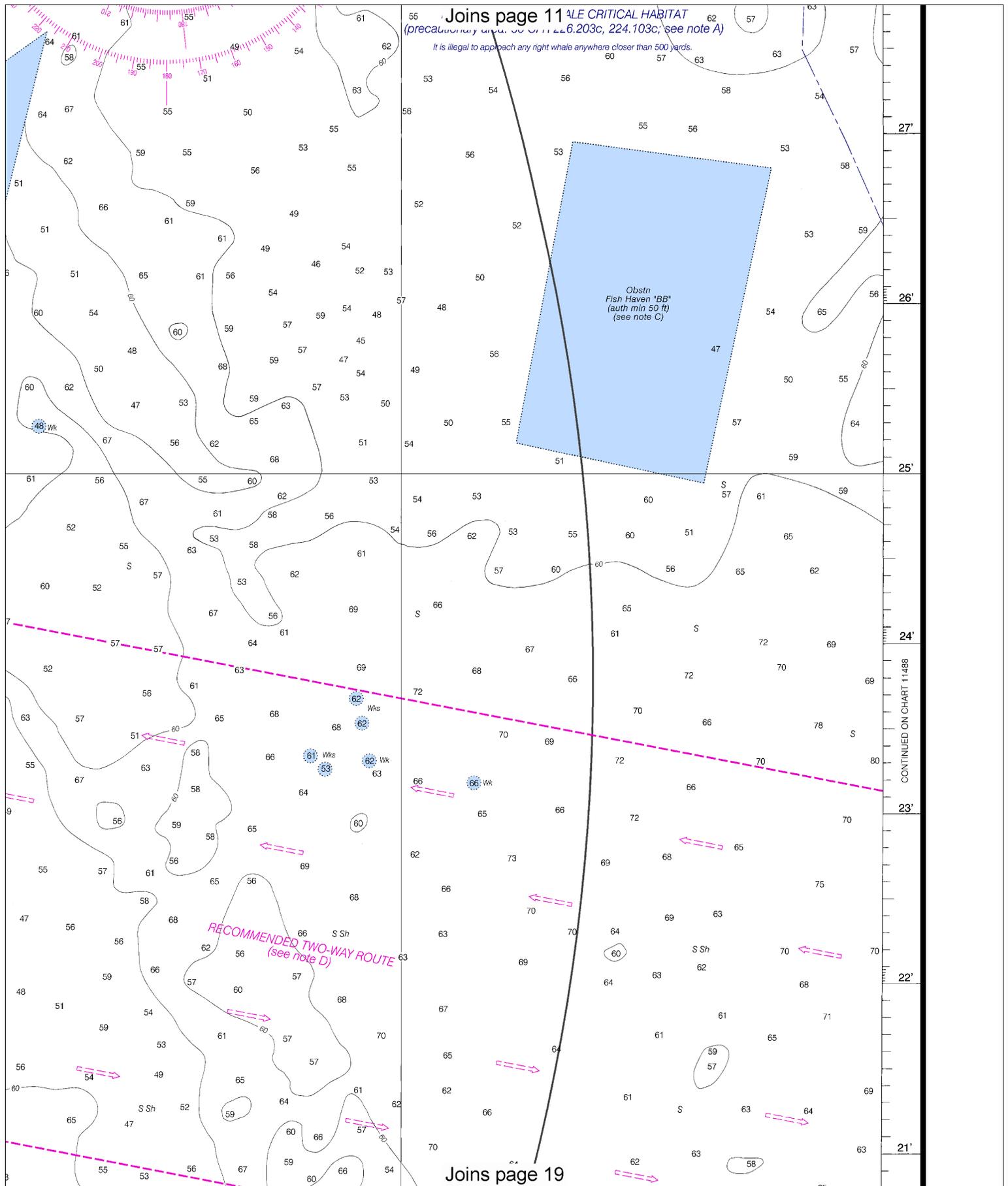
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 11
CRITICAL HABITAT
(precautionary area, 50 CFR 226.203c, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.

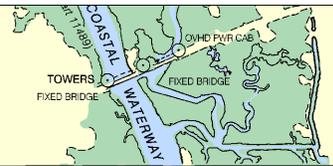


Obstn
Fish Haven "BB"
(auth min 50 ft)
(see note C)

RECOMMENDED TWO-WAY ROUTE
(see note D)

Joins page 19

CONTINUED ON CHART 11488



vessels are cautioned not to operate because of residual danger from mines on the bottom.

Joins page 12

HORIZONTAL DATUM
 The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.863' northward and 0.690' eastward to agree with this chart.



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - EAST COAST
FLORIDA

APPROACHES TO ST JOHNS RIVER

Mercator Projection
 Scale 1:40,000 at Lat. 30°24'
 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.

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

Miscellaneous:			
AUTH authorized	Obstn 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 National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

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

CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, and improving this chart to the Chief, Marine Chart Division, National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

20th Ed., Jan./ 11
 11490
 Corrected through NM Jan. 08/11
 Corrected through LNM Jan. 11/11

16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

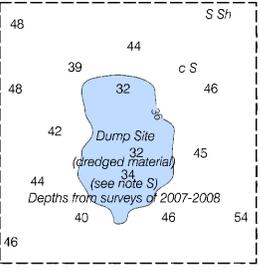
SCALE 1:40,000
 Nautical Miles

See Note on page 5.



11491
1:20,000

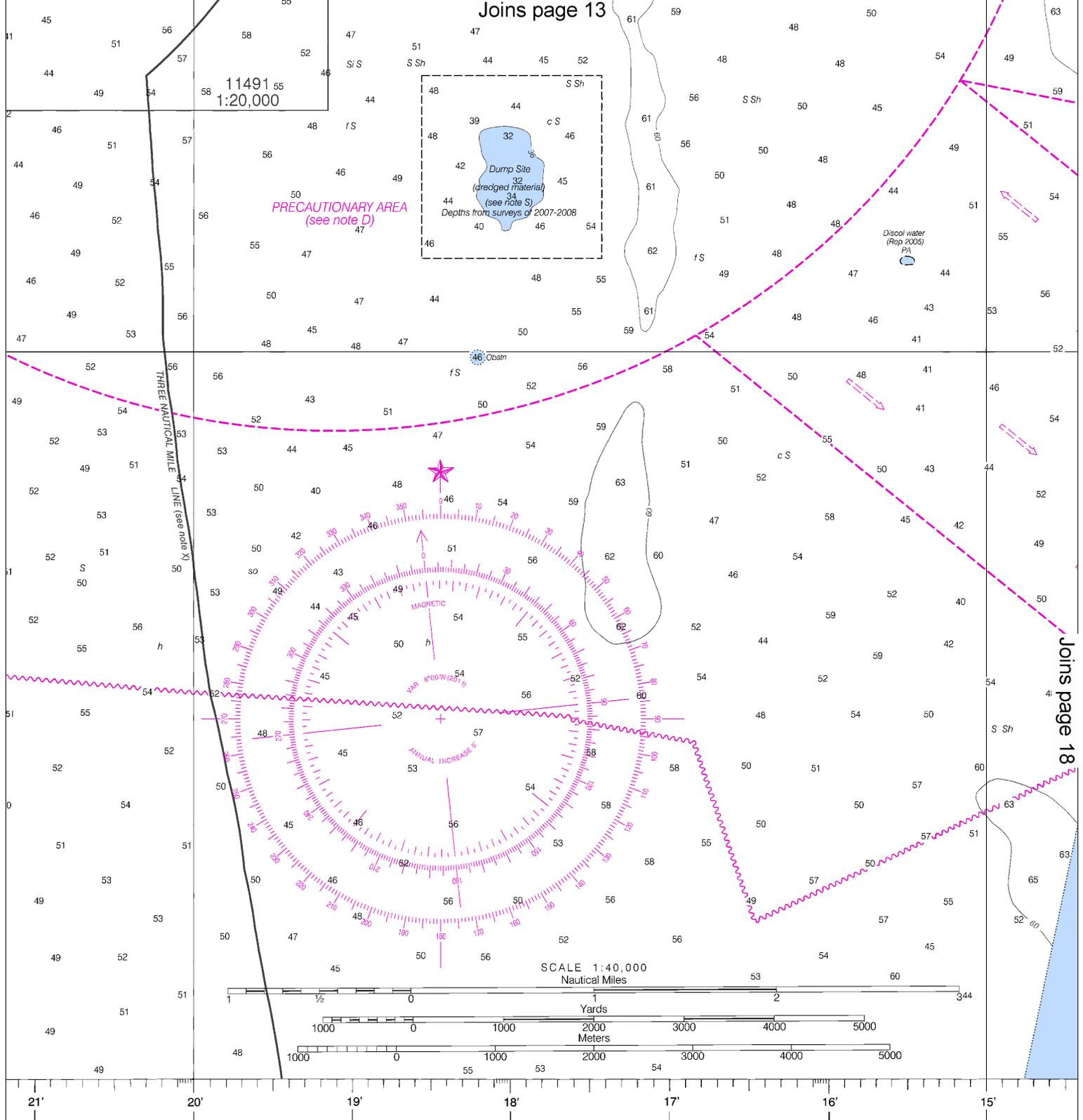
PRECAUTIONARY AREA
(see note D)



Discol water
(Rop 2005)
PA

THREE NAUTICAL MILE
LINE (see note X)

Joins page 18

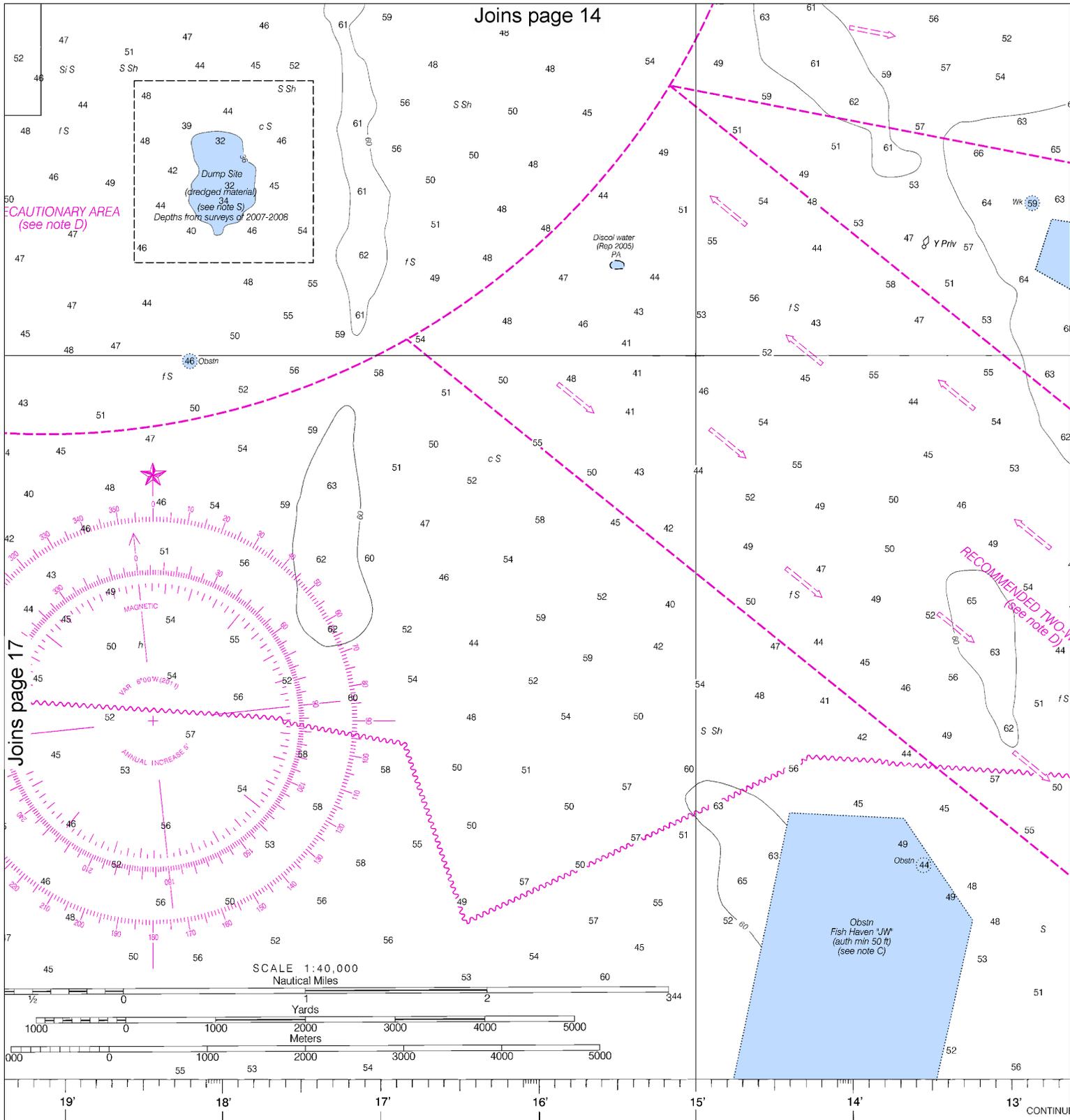


safe navigation. The National
additions, or comments for
(N/CS2), National Ocean

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.nod.noaa.gov/ldr/inquiry.aspx>, or
OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

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COAST SURVEY

SOUNDING



Joins page 17

N-DEMAND CHARTS
 OceanGrafix, offer this chart
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SOUNDINGS IN FEET

FATHOMS
FEET
METERS

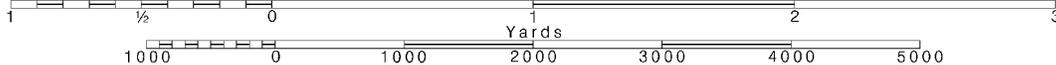
18

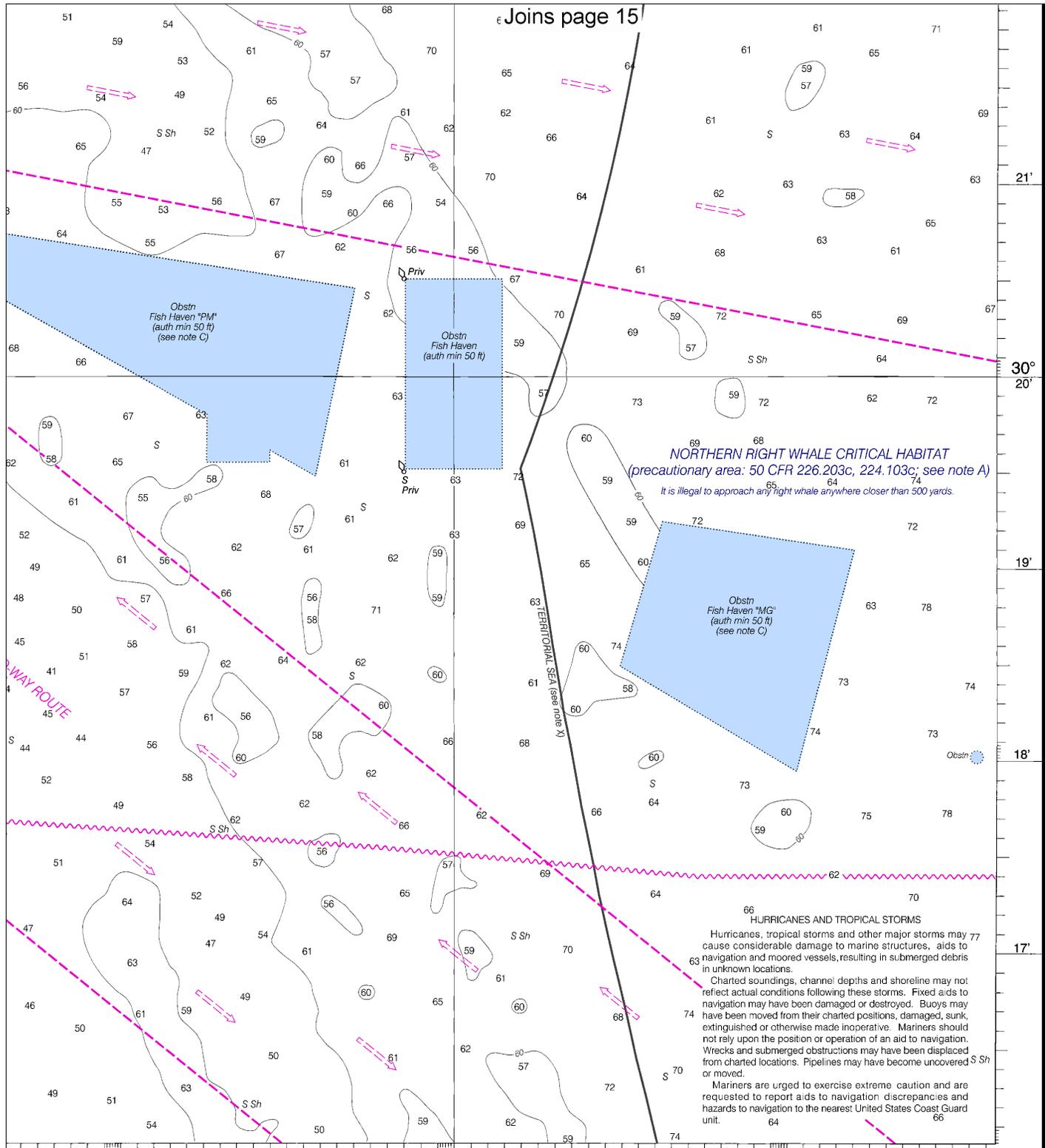
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

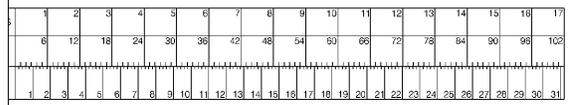




NORTHERN RIGHT WHALE CRITICAL HABITAT
 (precautionary area: 50 CFR 226.203c, 224.103c; see note A)
 It is illegal to approach any right whale anywhere closer than 500 yards.

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.

UED ON CHART 11488 12' 11' 81° 10' 9' 8' 646.5 X 817.7 mm 7'



Approaches to St Johns River
 SOUNDINGS IN FEET - SCALE 1:40,000

11490

ED. NO. 20

NSN 7642014010155
 NGA REFERENCE NO. 11/AHA11490



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>



— 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.

