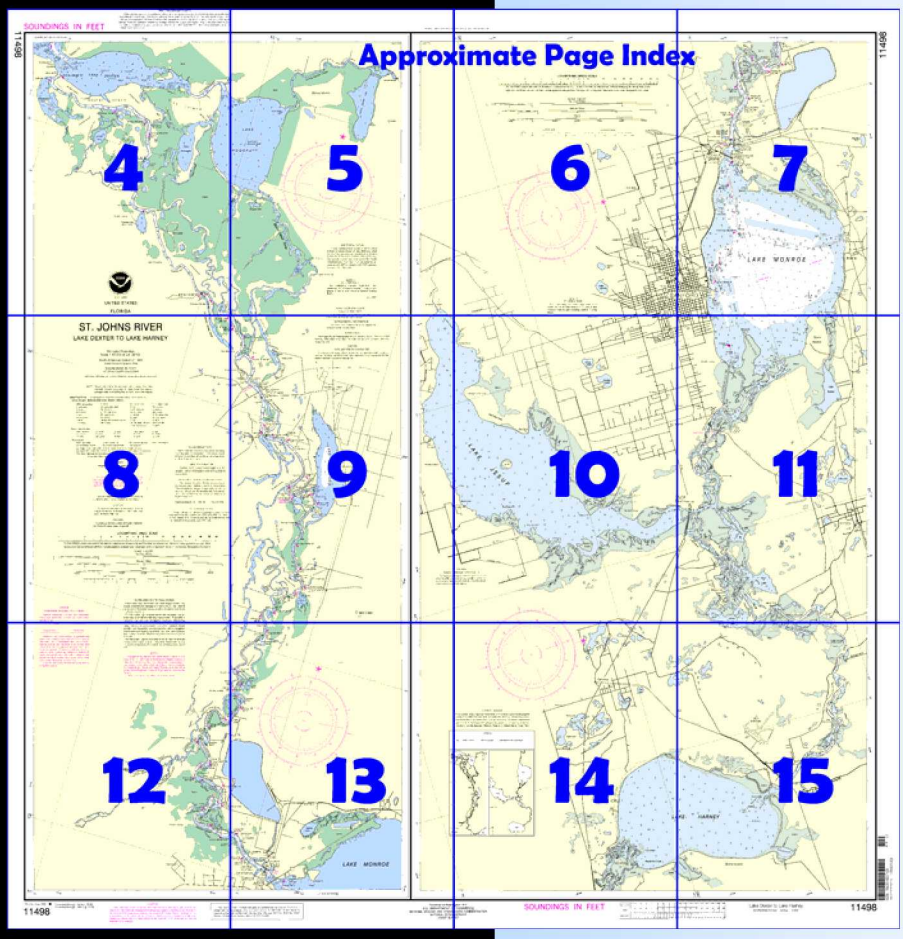
BookletChart™

St Johns River - Lake Dexter to Lake Harney

(NOAA Chart 11498)

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 all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

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™?

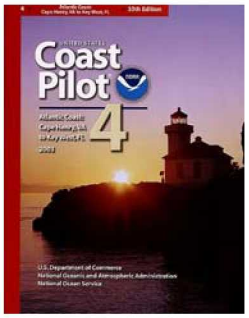
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this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



[Coast Pilot 4, Chapter 9 excerpts]

(1) **St. Johns River**, the largest in eastern Florida, is 248 miles long and is an unusual major river in that it flows from south to north over most of its length.

(136) **St. Johns River south of Jacksonville bridges**. Many pleasure craft ply the river south of Jacksonville, going as far as Sanford.

(137) The route from Jacksonville to Sanford is marked by lights and daybeacons, and is easy to navigate. The upper reaches of the river are partly obstructed by hyacinths at certain times of the year, and floating obstructions are a menace to navigation. The unimproved creeks tributary to the St. Johns River may be obstructed by logs and hyacinths.

(138) Fish traps, pilings, and remains of wharves are found close inshore or on the bars in midstream. Fish traps are constructed of small poles. In some cases, they extend several feet above high water and can be avoided in daylight hours. In some places they have been broken off below the water and are a serious menace to small craft.

(139) A Federal project provides a channel 13 feet deep from Jacksonville for 48 miles to Palatka, thence 12 feet deep for 75 miles to Sanford, and thence 5 feet deep for 18 miles to Lake Harney. This project has not been maintained in recent years because of the light commercial traffic.

(204) The main channel of St. Johns River flows through **Lake Dexter**. A draft of 3 feet could be carried east through **Lake Dexter**, **Tick Island Creek, Lake Woodruff, Spring Garden Creek,** and northern **Spring Garden Lake** to **De Leon Springs.** De Leon Springs is a privately owned tourist attraction.

(205) On the **St. Johns River** at **Crows Bluff,** the river is crossed by Route 44 bridge which has a clearance of 15 feet. A marina is on the east side of the river 0.2 mile north of the bridge; berths with electricity, water, ice, gasoline, launching ramp, are available. On the east side of the river just north of the bridge, is a park with boat basin, small piers, and launching ramp. General depths of 7 feet were in the basin. Water can be obtained at the park. Just south of the bridge, gasoline is available at a landing that had a depth of 4½ feet alongside.

(206) Several fishing resorts are between the bridge at Crows Bluff and Lake Beresford; berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, and launching ramps are available.

(207) **Lake Beresford**. A yacht club, fish camp, and boatyard are on the west side of the lake, and two fish camps are on the east side. Gasoline, water, and ice are available at the fish camps. The boatyard has berths with depths of 5 to 7 feet alongside, wet and covered storage, marine supplies, water. **Beresford**. The depth was 3 feet to and alongside the dock of a fish camp at the town.

(208) A motorboat prohibited zone for the protection of manatees is in **Blue Springs Run,** and regulated speed zones are at its junction with St. Johns River, about 2 miles above Lake Beresford.

(209) **Wekiva River** had a depth of 3 feet for 3 miles above the mouth; above this point the river is little used and is obstructed by trees, logs, and hyacinth. The entrance is difficult to distinguish.

(210) **Lake Monroe**. Near the west end of the lake the river is crossed by three bridges. The Railroad and the Route 17 span have a minimum clearance of 7 feet. On the north side of the river just east of the highway bridge is the small dredged basin of a State Park with depths of 5 feet. Berths and launching ramps are available.

(211) **Enterprise** is on the north shore of Lake Monroe. A channel, marked by daybeacons, leads to the wharf of a powerplant west of the town. The depth was 7½ feet.

(212) **Sanford.** The modern well-equipped yacht harbor has two fueling stations that pump gasoline and diesel fuel, and ice, water, electricity, and other supplies and services are available. A motel is adjacent to the harbor. Depths are 6 feet. Another small-craft facility in the Sanford area is at a boatworks just off the St. Johns River 3 miles east of the city; the facility is on the south bank of **Indian Mound Slough,** northwest of the highway bridge. Freshwater, gasoline, diesel fuel, ice, and electricity are available here.

(213) The route from Lake Monroe to Lake Harney is marked by markers which have not been maintained since 1940. Navigation is not difficult except during periods of high water when the banks are flooded.

(214) Route 415 bridge crossing the St. Johns River, 3 miles east of Sanford, has a clearance of 25 feet.

(215) At the entrance to **Lake Jessup,** Route 46 bridge crosses the channel entering the lake. It has a clearance of 14 feet. A section of the old bridge downstream extends 45 feet from the west shore and is used as a fishing pier. **Lake Jessup** is shallow at the entrance and little used. General depths in the lake are 6 to 8 feet.

(216) **Lake Harney**. The lake is 3.6 miles long with a greatest width of 2.2 miles. It is uniformly 6 to 7 feet deep except along the shores where it shoals. Boats do not generally go above the lake.

Table of Selected Chart Notes

Corrected through NM Aug. 26/06
Corrected through LNM Aug. 22/06

HEIGHTS
Heights in feet above Mean High Water.

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

PLANE COORDINATE GRID
(based on NAD 1927)

Florida State Grid east zone, is indicated by dotted ticks at 10,000 foot intervals.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

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

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 0.927" northward and 0.763" eastward to agree with this chart.

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.

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

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

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.

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.

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.

Daytona Beach, FL KIH-26 162.40 MHz

NOTE D
ST. JOHNS RIVER

The controlling centerline depth from Lake Dexter Bn. 13 to Lake Monroe Bn. 7 was 9 feet; thence 6 feet to and including Sanford Turning Basin.

June 2001

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.

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.

Additional information can be obtained at nauticalcharts.noaa.gov.

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

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.

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, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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	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	Obstn 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:

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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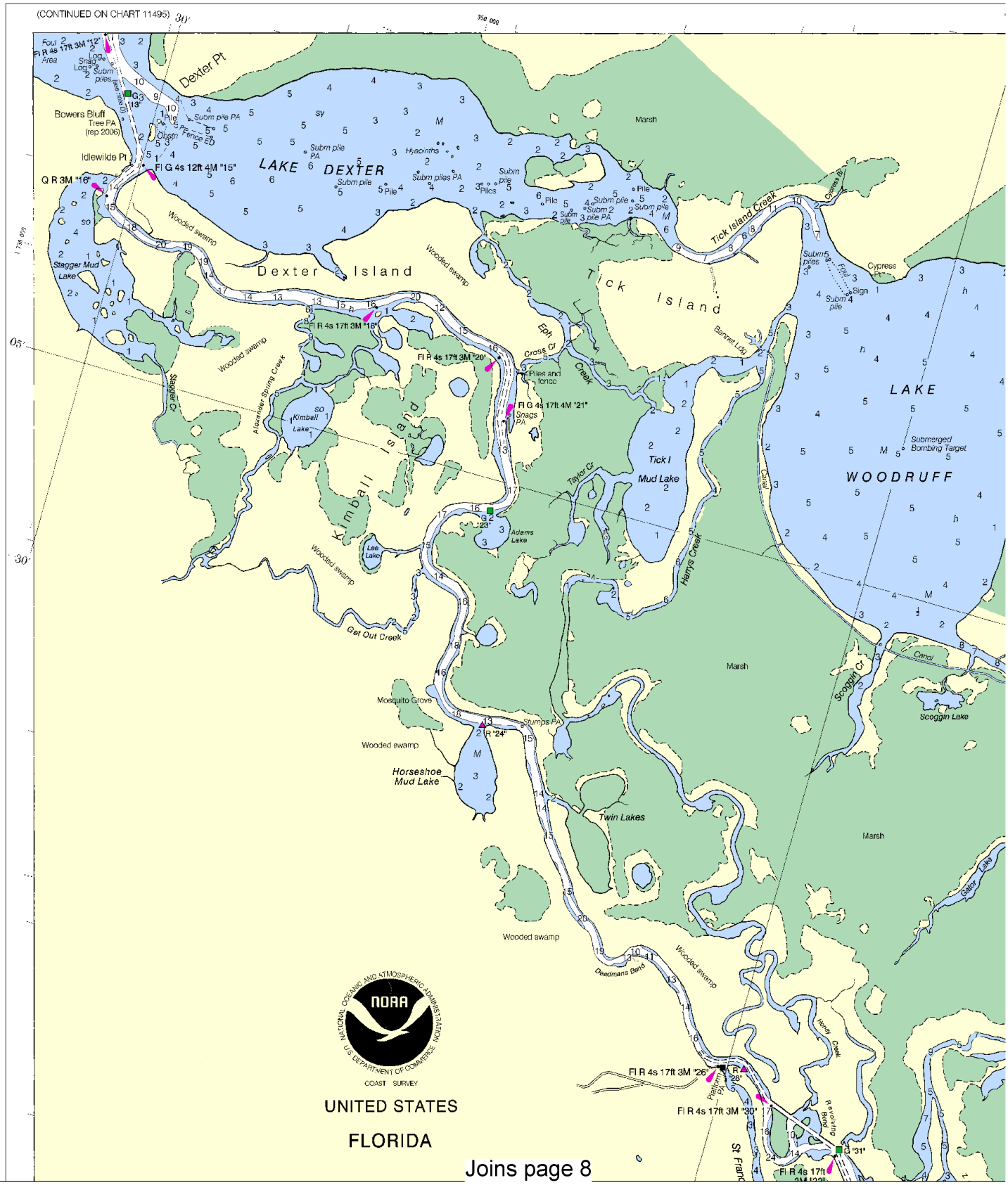
SOUNDINGS IN FEET

11498



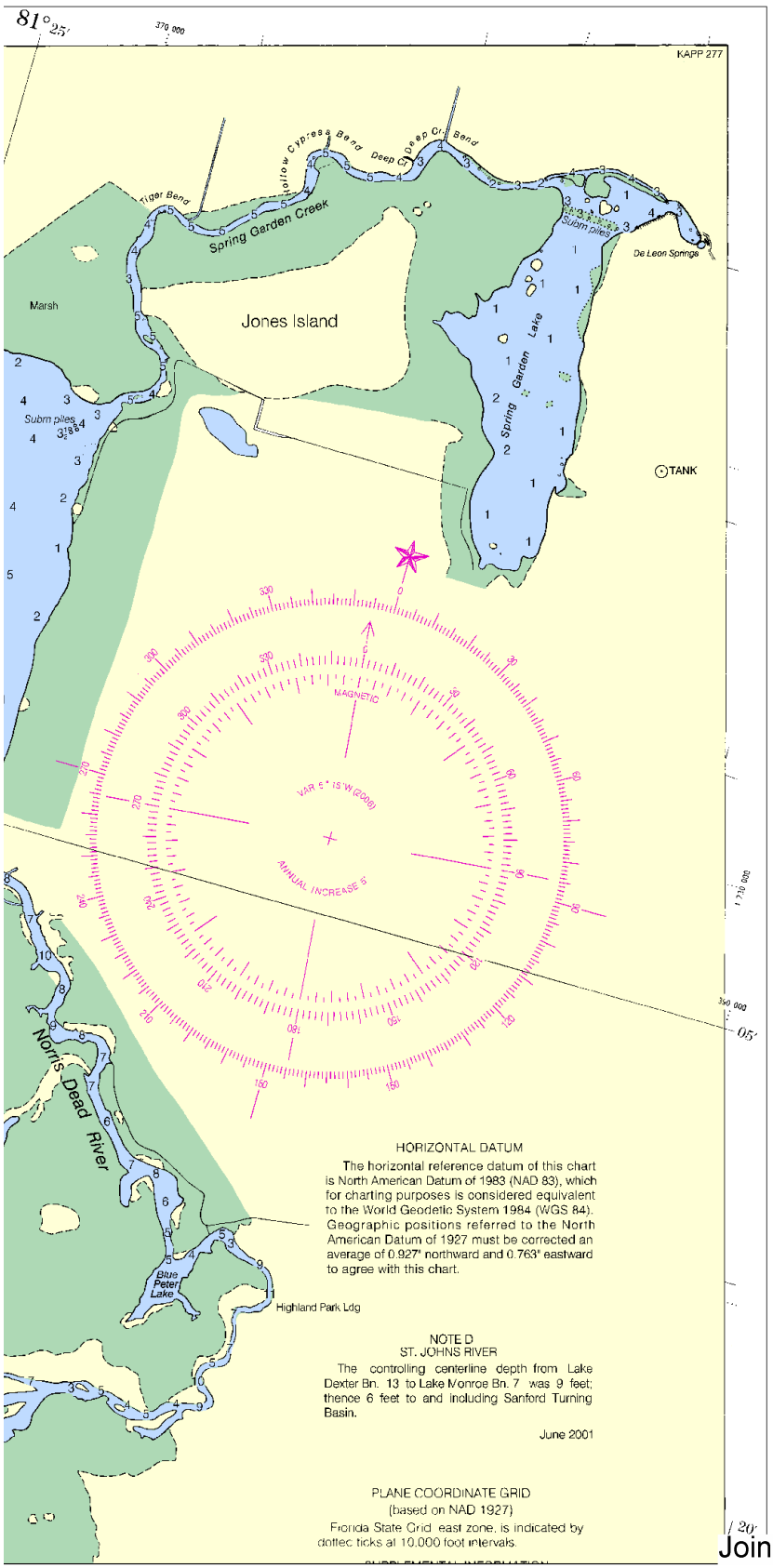
Joins page 8

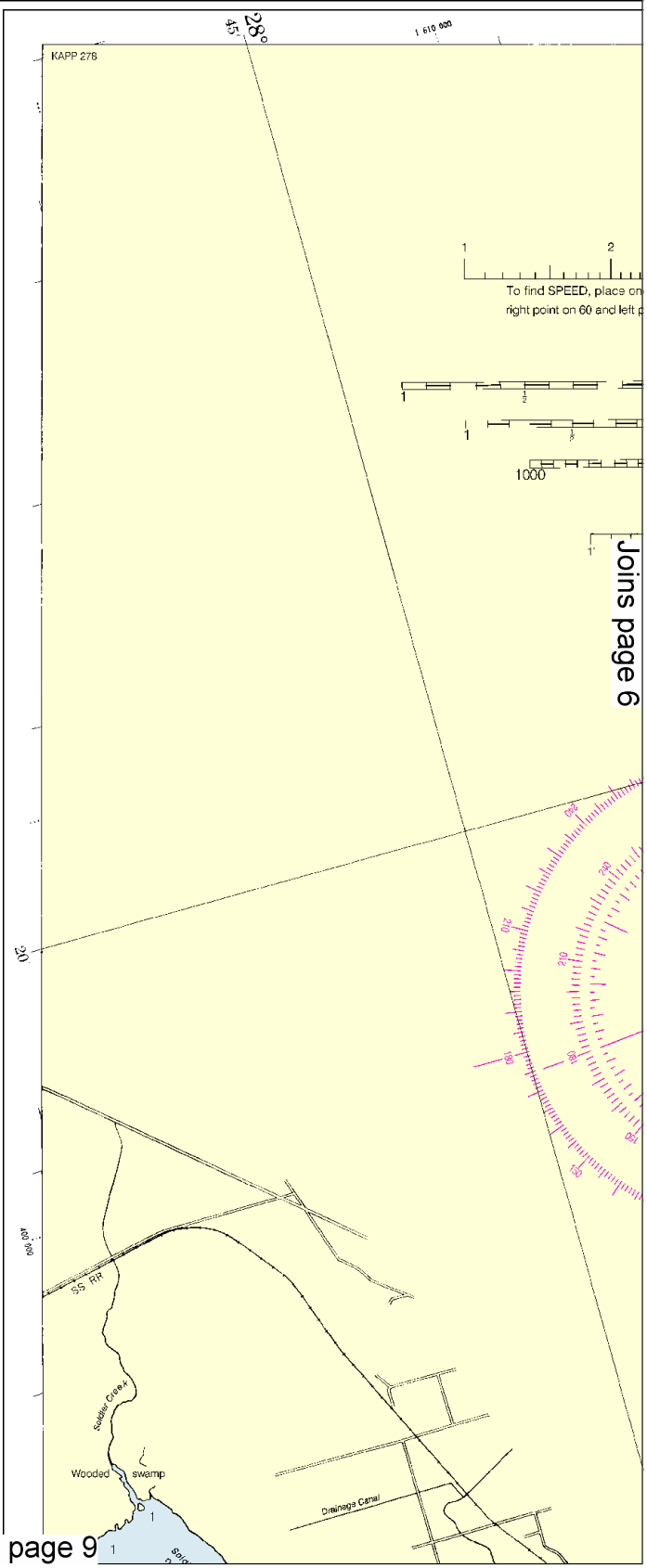
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Formerly 11495B, C&GS 688, 1st Combined Ed., Jan. 1952 D-1940-520

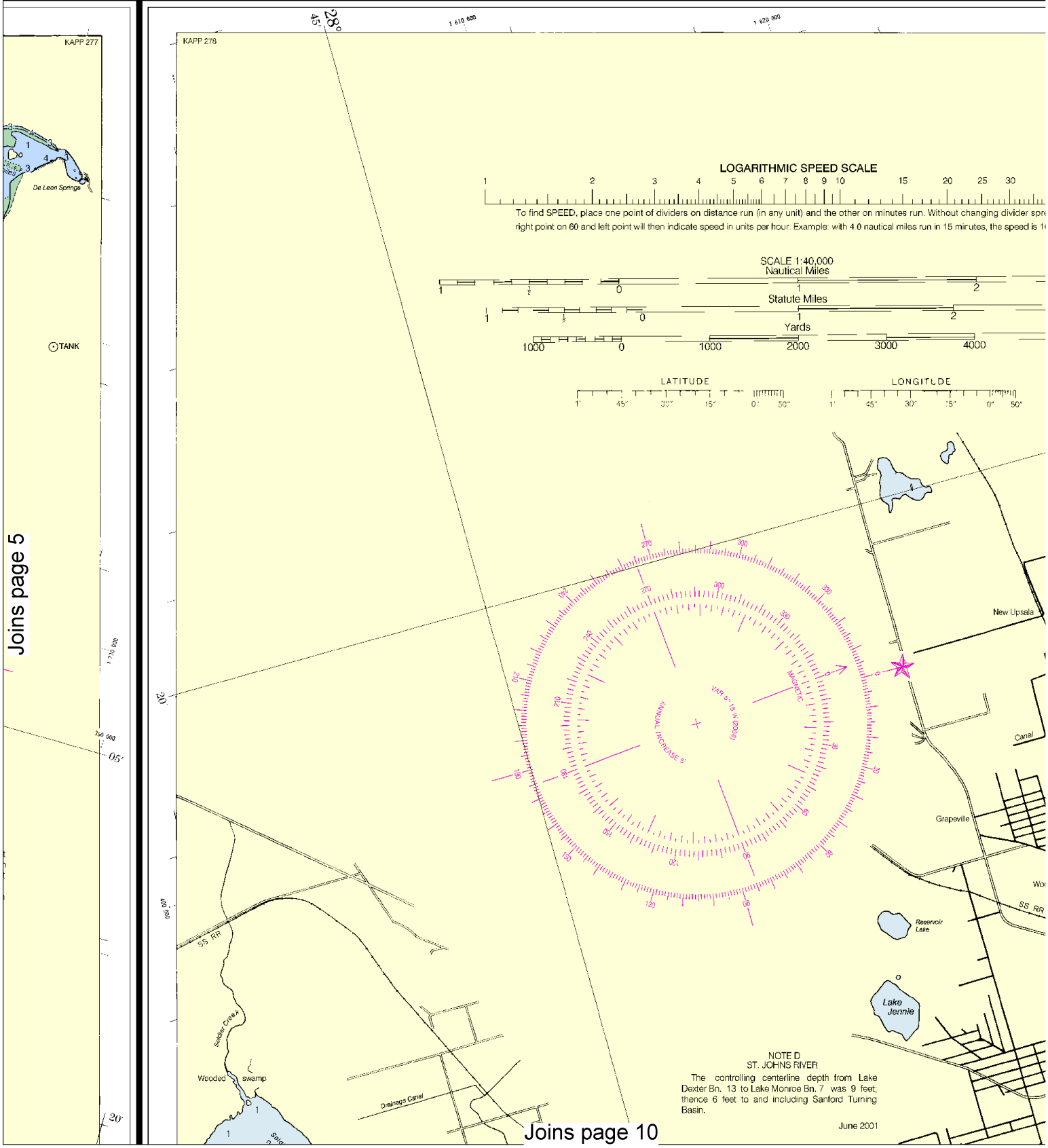




Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly 11495B, C&GS 688, 1st Combined Ed., Jan. 1952 D-1940-520



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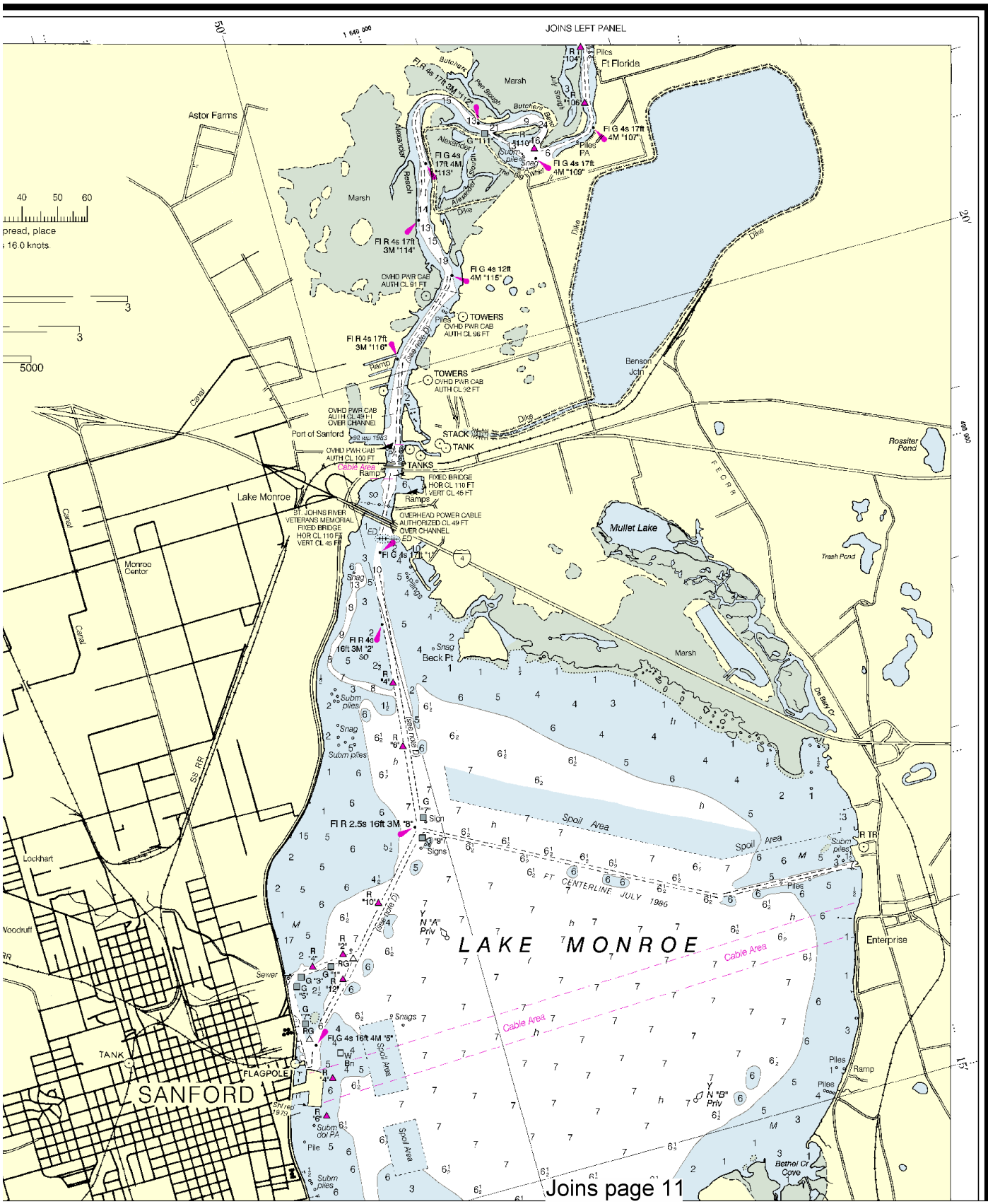
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4

ST. JOHNS RIVER

LAKE DEXTER TO LAKE HARNEY

Mercator Projection
Scale 1:40,000 at Lat. 28°55'

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.

NOTE: The periodic tide in this area has a mean range less than one-half foot and the plane of mean lower low water is average water level during the period of lower river stages.

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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	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

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Heights in feet above Mean High Water.

WARNING
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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.

CAUTION
Numerous inshore areas and side channels are foul with water hyacinth growth.

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.

AIDS TO NAVIGATION
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LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

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

SCALE 1:40,000
Nautical Miles
1 ½ 0 1 2 3
Statute Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

LATITUDE
1' 45" 30" 15" 0" 50"

LONGITUDE
1' 45" 30" 15" 0" 50"

HURRICANES AND TROPICAL STORMS
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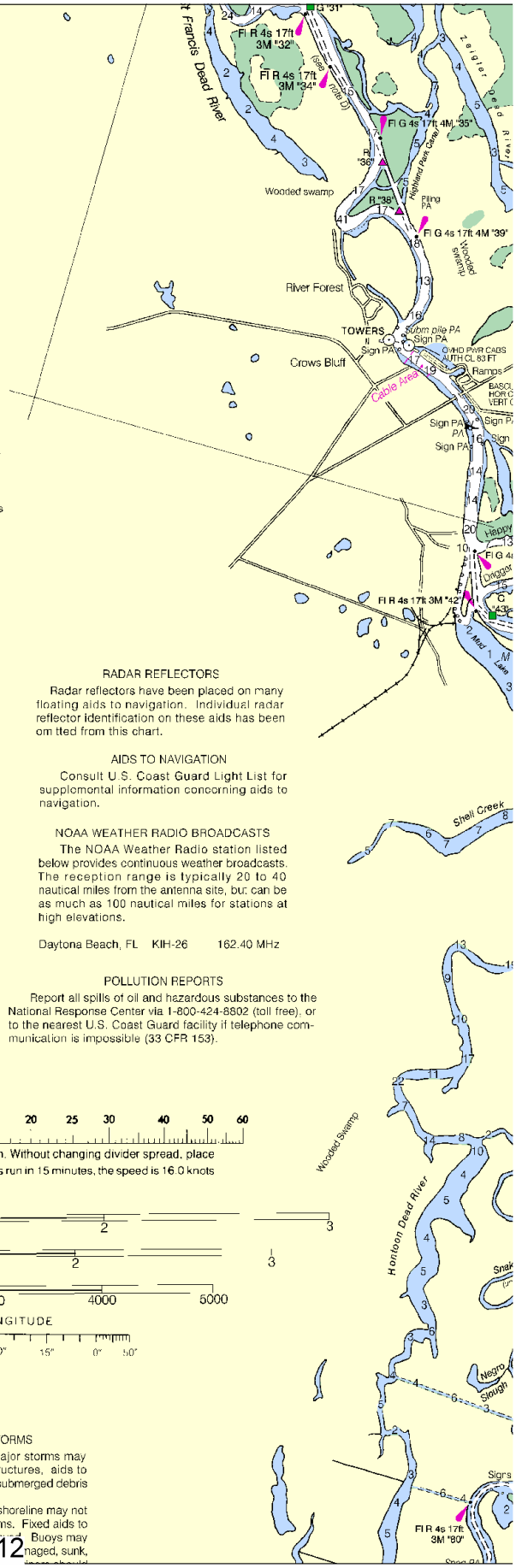

Joins page 12

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

Joins page 5

Florida State Grid east zone, is indic
dotted ticks at 10,000 foot intervals.

SUPPLEMENTAL INFORMATION

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AUTHORITIES

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

CAUTION

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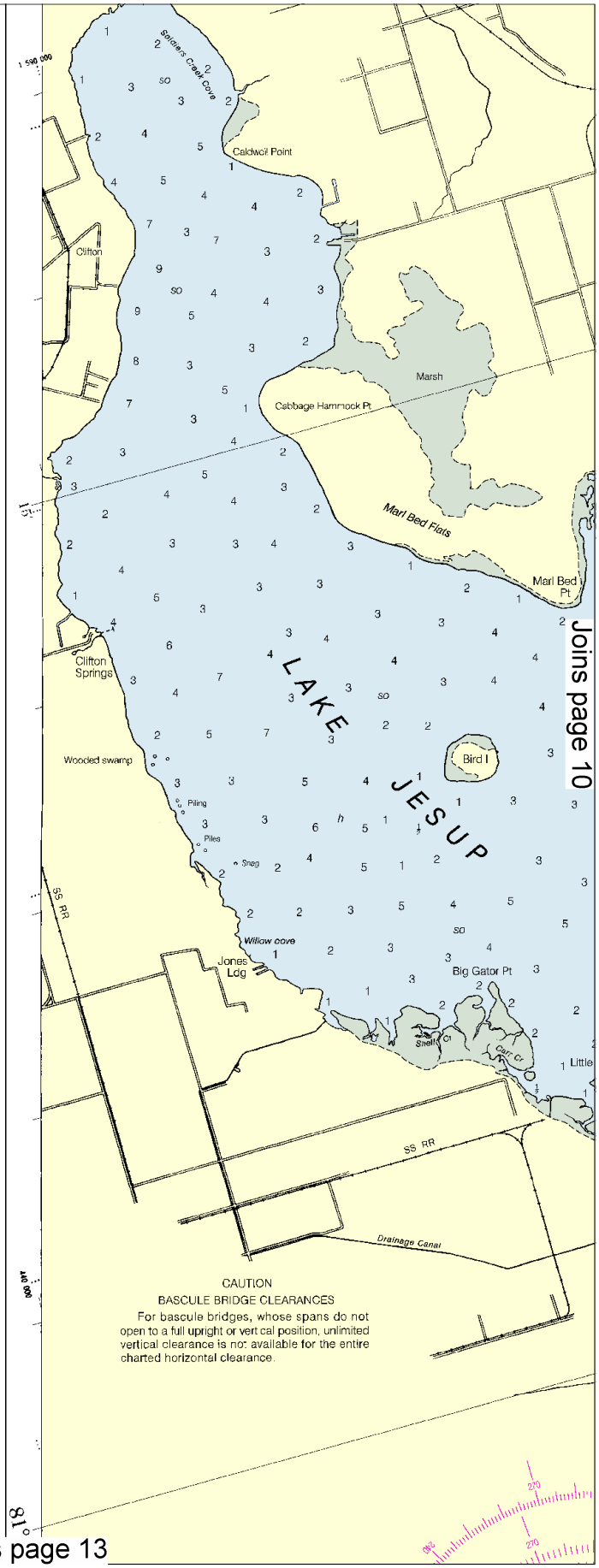
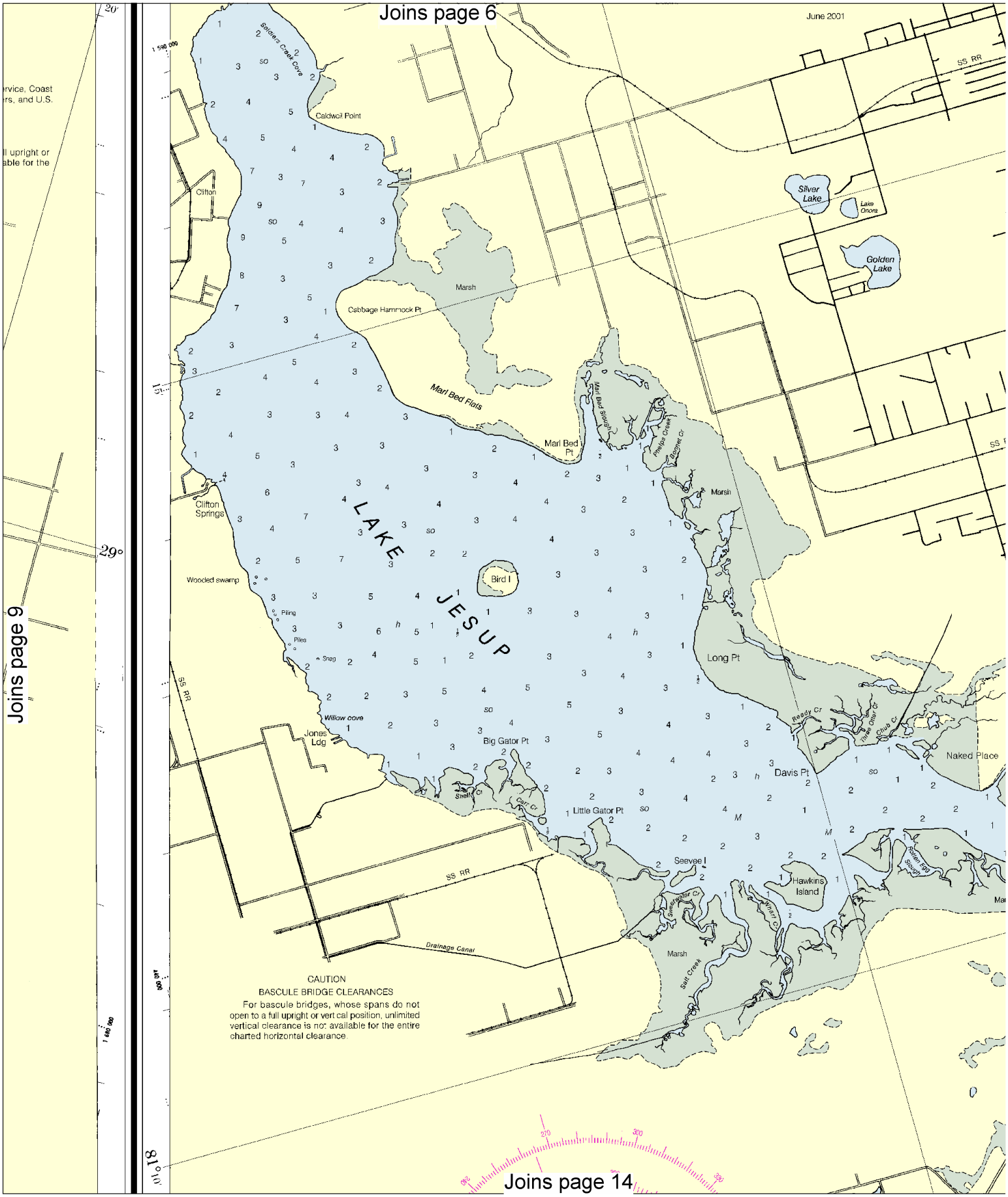
Joins page 10



Joins page 13

Joins page 6

Joins page 9



Joins page 14

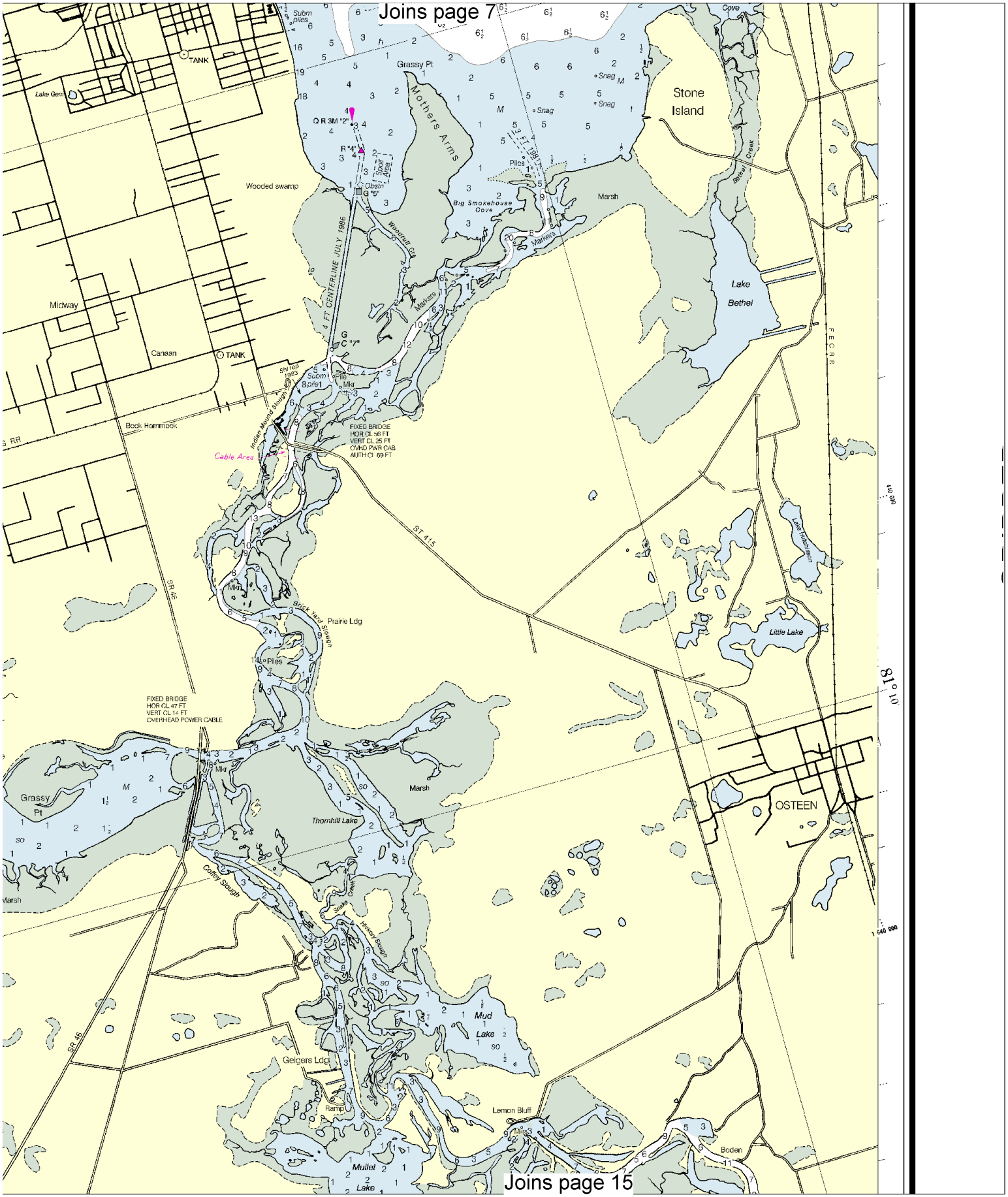
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 7
Grassy Pt
Mothers Arms
Stone Island
Lake Bethel
Big Smokehouse Cove
Marsh
Wooded swamp
Midway
Canaan
TANK
Lake Gem
Wondrall Cut
4 FT CENTERLINE JULY 1986
Markers
Indian Mound Slough
Cable Area
FIXED BRIDGE
HOR CL 56 FT
VERT CL 25 FT
OVHD PWR CAB.
AUTH CL 69 FT
Bock Hammock
SR 46
ST 415
Brick yard Slough
Prairie Ldg
Little Lake
Lake Hulsey
FIXED BRIDGE
HOR CL 47 FT
VERT CL 14 FT
OVERHEAD POWER CABLE
Grassy Pt
Thornhill Lake
Coffey Slough
Shake Creek
Hickory Slough
Mud Lake
Geigers Ldg
Ramp
Lemon Bluff
Mullet Lake
Boden
OSTEEN
F E C R R
81° 10'
Joins page 15

Joins page 8

cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

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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.

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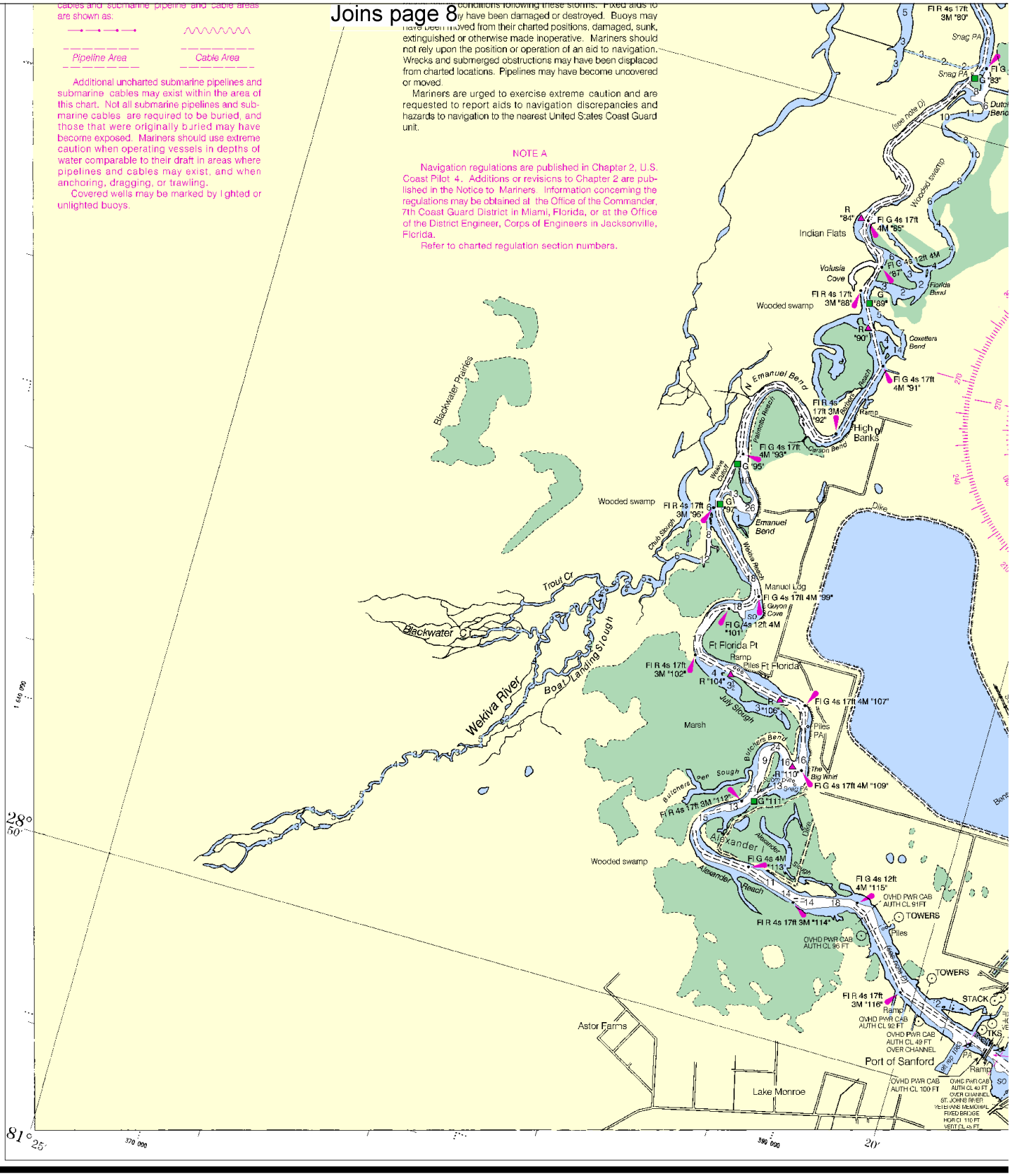
Refer to charted regulation section numbers.



17th Ed., Aug./06 ■ Corrected through NM Aug. 26/06
Corrected through LNM Aug. 22/06

11498

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This nautical chart has been designed to promote s
Ocean Service encourages users to submit corrections,
improving this chart to the Chief, Marine Chart Divisio
Service, NOAA, Silver Spring, Maryland 20910-3282.

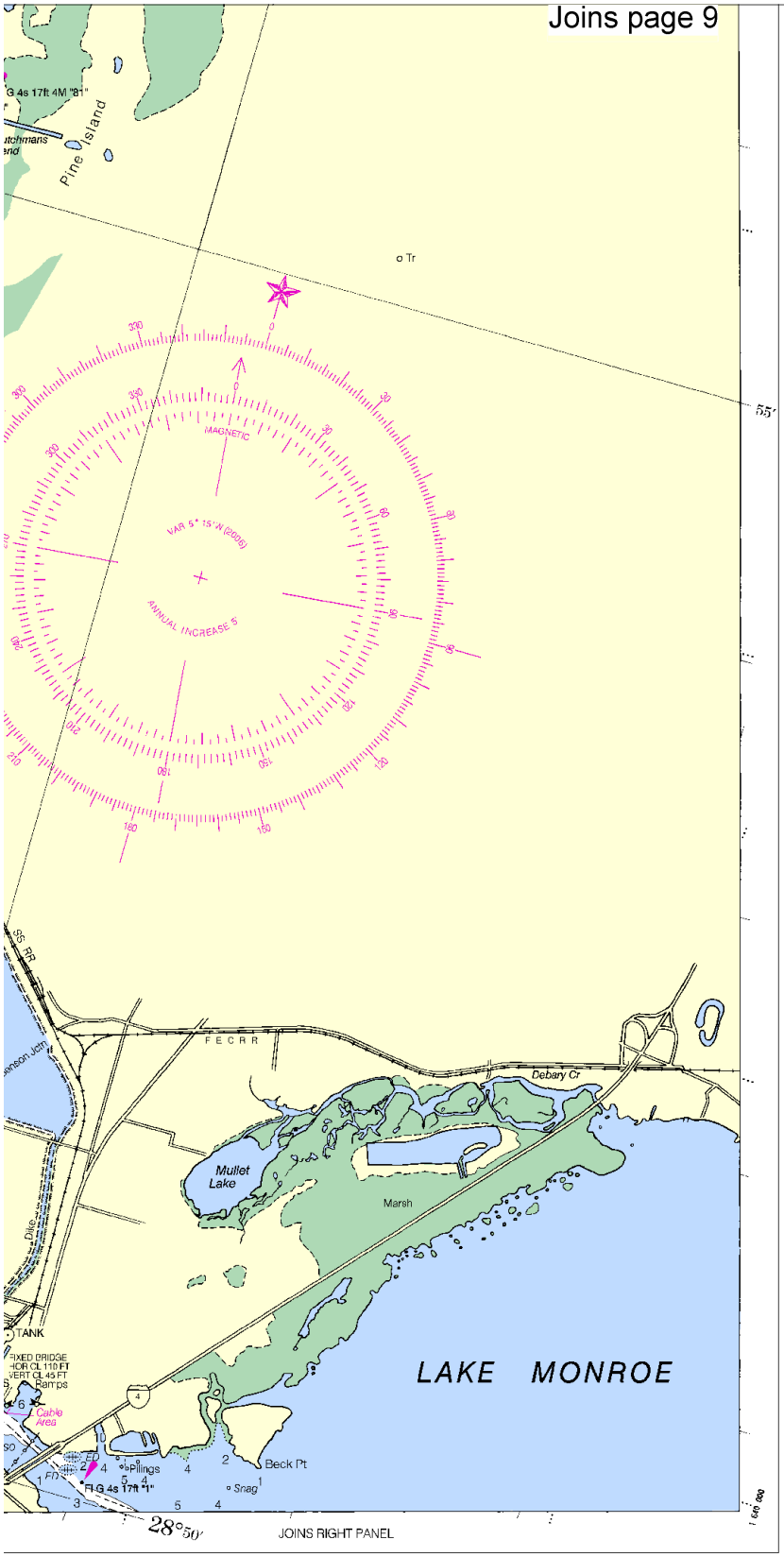
12

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

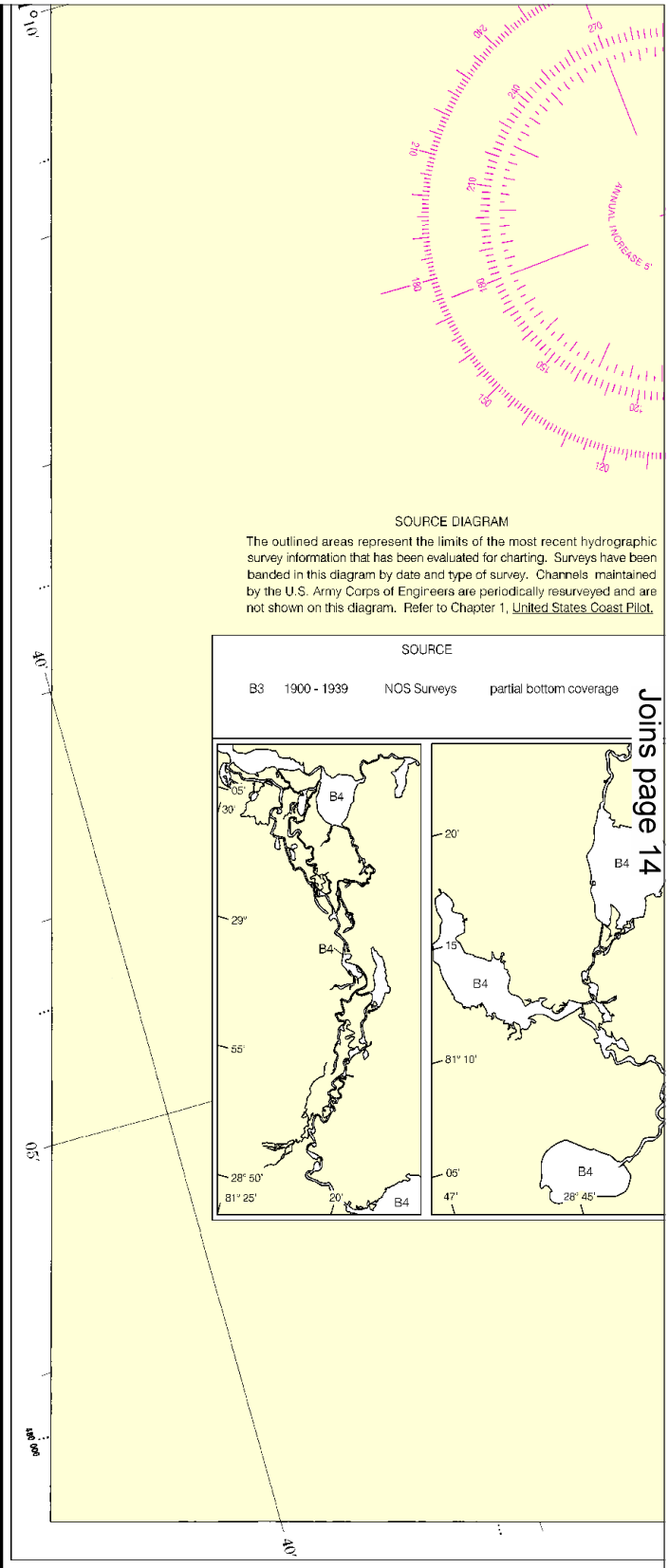
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 9



JOINS RIGHT PANEL



Joins page 14

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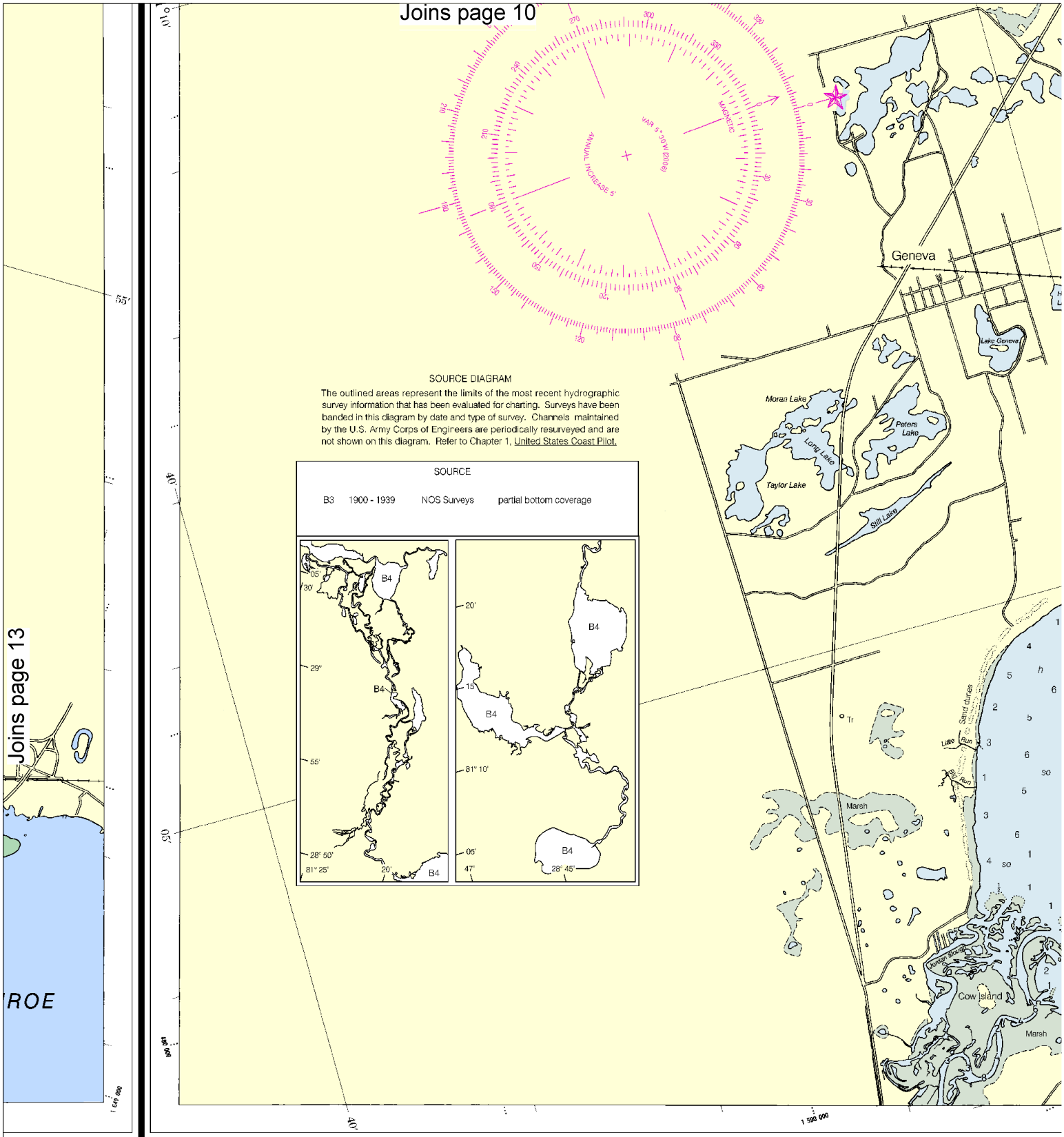
COAST SURVEY



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NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS	1
FEET	6
METERS	1 2 3

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Lake Dexter to Lake Harney

SOUNDINGS IN FEET - SCALE 1:40,000

11498

ED. NO. 17

NSN 7642014627128

NGA REFERENCE NO. 11XHA11498

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 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Mayport – 904-247-7350
Coast Guard Ponce De Leon Inlet – 386-428-9085
Coast Guard Canaveral – 321-868-4200
Volusa County Sheriff's Office – 386-248-1777
FL Fish and Wildlife Conservation Comm – 888-404-3922
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.