

BookletChart™



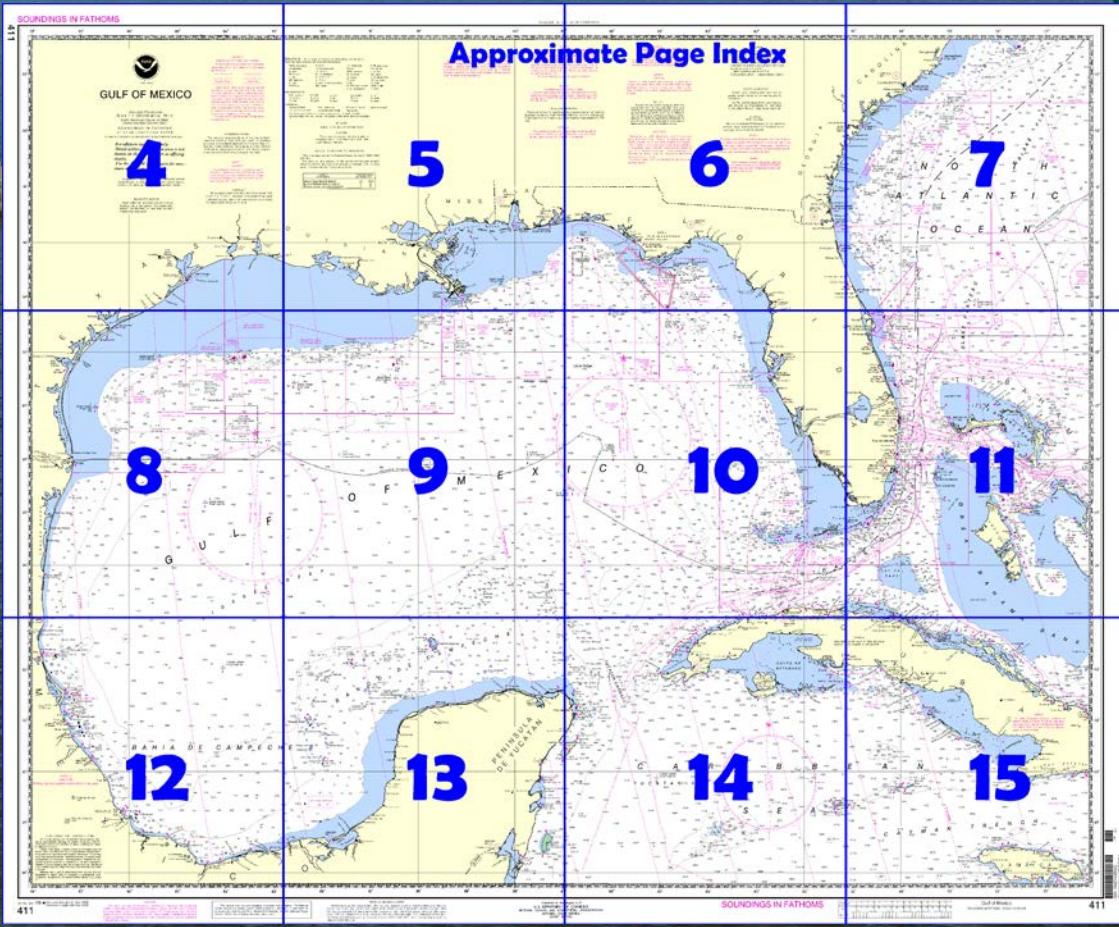
Gulf of Mexico NOAA Chart 411

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.

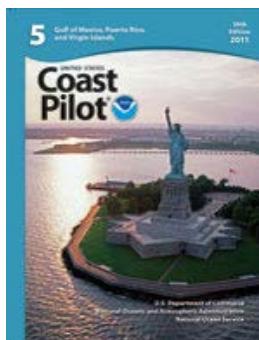
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/coastpilot_w.php?book=5



[Coast Pilot 5, Chapter 3 excerpts]

The **Gulf of Mexico** coast of the United States, from Key West, Fla., to the Rio Grande, is low and mostly sandy, presenting no marked natural features to the mariner approaching from seaward; shoal water generally extends well offshore. The principal points and harbor entrances are marked by lights, which are the chief guides for approaching or standing along the coast.

From the S shore of the Florida mainland,

the **Florida Reefs** extend for about 134 miles in the SW curve to Sand Key Light, and about 58 miles in a W direction to Loggerhead Key. These keys and reefs are of sand, shell, and coral formation. The reefs have frequent shoal patches. The keys are generally low and covered with

mangrove. Together, they form the N boundary of the **Straits of Florida**. Toward the W end are several openings between the keys offering passage from the straits into the Gulf.

The SW extremity of the Florida mainland is part of the Everglades National Park and Big Cypress Swamp. Much of these areas are under water throughout the year and are nearly all covered during the rainy summer season. Fronting the swampy areas are the Ten Thousand Islands, a group of low mangrove-covered islands divided by tidal channels. N of the Ten Thousand Islands the coast is low, sandy, and generally backed by pine forests and **Hammocks**. These hammocks are a jungle of tropical trees, mostly hardwood, which appear as an impenetrable green wall.

From Cape Romano to Anclote Keys the coast becomes a barrier beach of low islands separated by inlets, most of which are small and cannot be distinguished from offshore. Between Anclote Keys and St. James Island, the W side of Apalachee Bay, the coast is low and marshy for 1 to 2 miles inland then backed by pine forests. The shoreline is broken by a number of unimportant rivers and creeks.

W of St. James Island to the South Pass of the Mississippi River, the coast is mostly a barrier beach of low, wooded, sand islands. The general drift of these islands is to the W which causes an encroachment upon the channels between them. Hurricanes and heavy gales will sometimes change the shape of these islands and in some cases they have washed away leaving only shoals.

State Boundaries.—The boundary between Florida and Alabama follows the Perdido River. The Alabama-Mississippi boundary follows a marked line cutting across the E end of Petit Bois Island, through Grande Batture Islands. Pearl River, from its most E junction with Lake Borgne, forms the boundary between Mississippi and Louisiana.

St. Petersburg, a large winter resort city, is on the W side of Tampa Bay 6 miles S of Gandy Bridge; and major highways connect it with all parts of the State. The Gandy Bridge and Frankland Bridge offer a short route to Tampa, and the Sunshine Skyway, a toll bridge, connects with points to the S.

St. Petersburg has a city hospital and several private hospitals. Gasoline, diesel fuel, water, ice, provisions, and marine supplies are available in quantity. Boats can be chartered and guides engaged. The St. Petersburg-Clearwater International Airport is N of the city, and the Albert Whitted Municipal Airport is on the E waterfront at the center of the city.

Point Pinellas channel extends N for about 5.5 miles from deep water in lower Tampa Bay to an entrance channel leading W to basins at the Port of St. Petersburg and **Bayboro Harbor**. In 2008, the controlling depths were 19 feet in Point Pinellas channel, thence 21 feet in the entrance channel to the turning basin at the Port of St. Petersburg with depths of 21 to 23 feet in the basin, except for shoaling in the SE corner near Light 10, thence 15 feet to the basin at Bayboro Harbor with 10 to 12 feet available in the basin, except for lesser depths along the S edge.

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

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Table of Selected Chart Notes

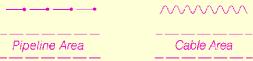
HEIGHTS

Heights in feet above Mean High Water.

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.

CAUTION

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

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

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	M Morse code	R TR radio tower
AI alternating	IQ interrupted quick	N nun	Rot rotating
B black	Isp isophase	OBS obscured	s seconds
Br beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	SM statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R rod	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Br radiobeacon	Y yellow

Bottom characteristics:

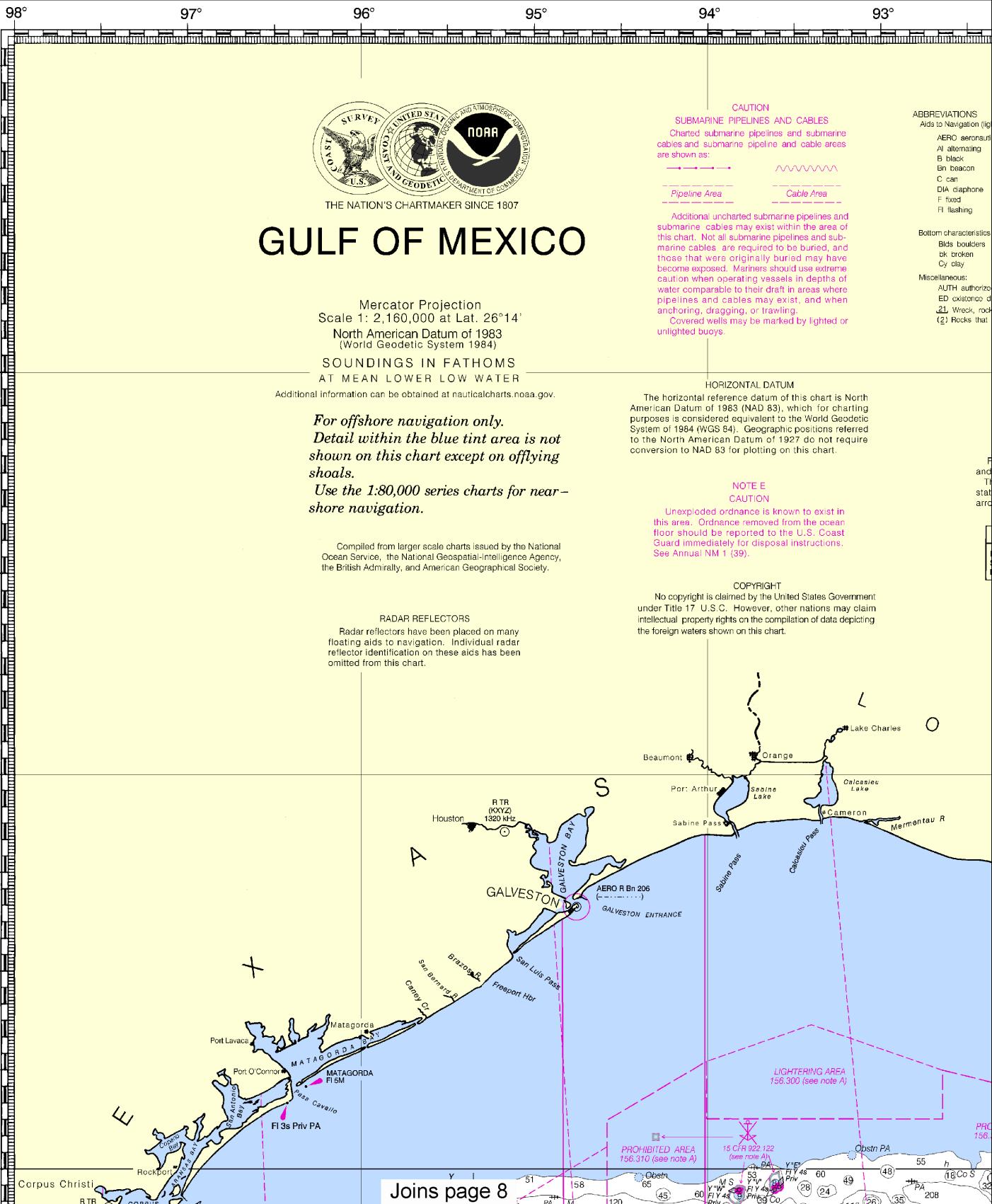
Bds boulders	Co coral	gy gray	Oys oysters	so soft
ck broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gre grass	M mud	S sand	sy sticky

Miscellaneous:

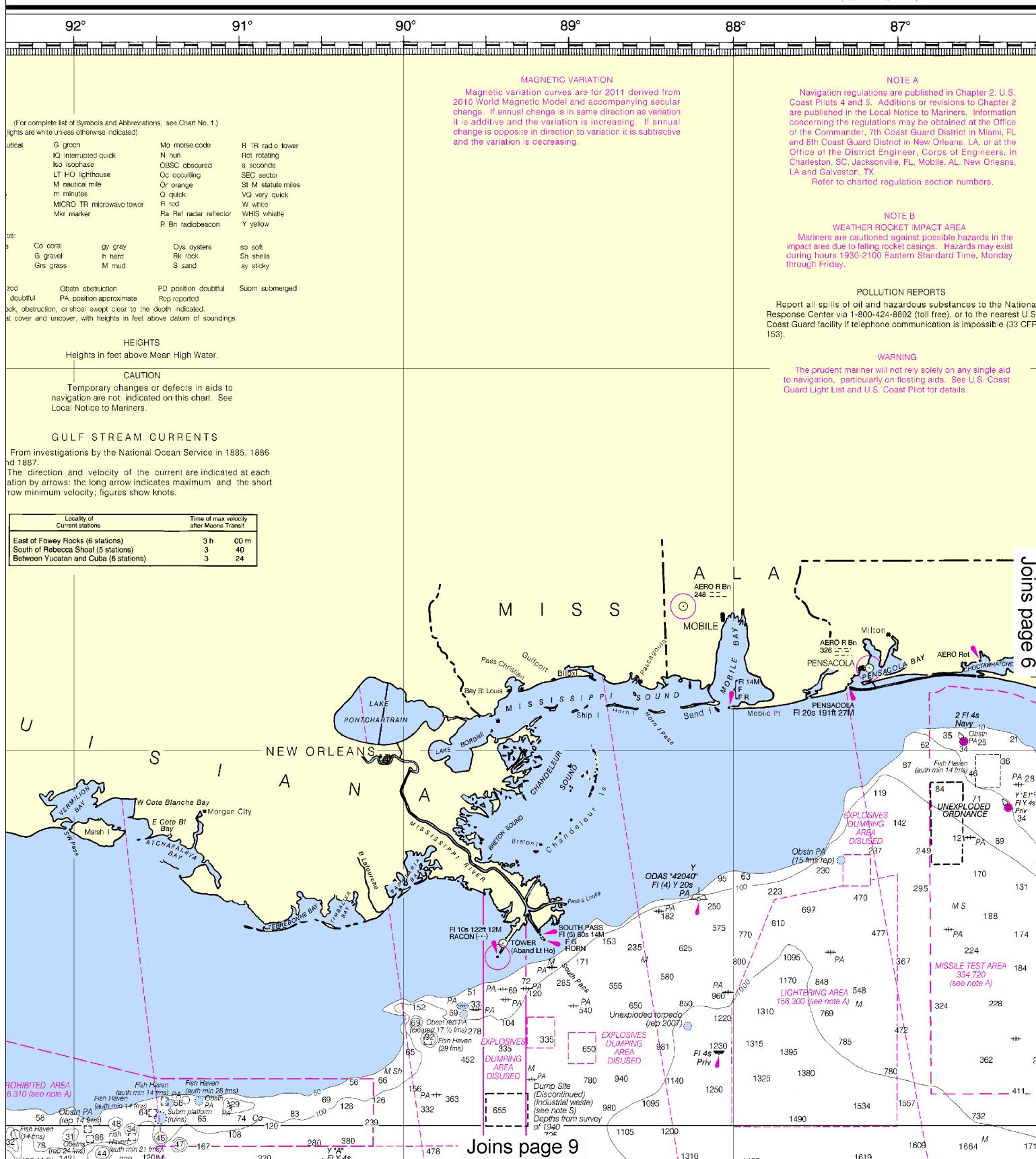
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existenco doubtful	PA position approximate	Pop reported	
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(?) Rocks that cover and uncover, with heights in feet above datum of soundings.			

SOUNDINGS IN FATHOMS

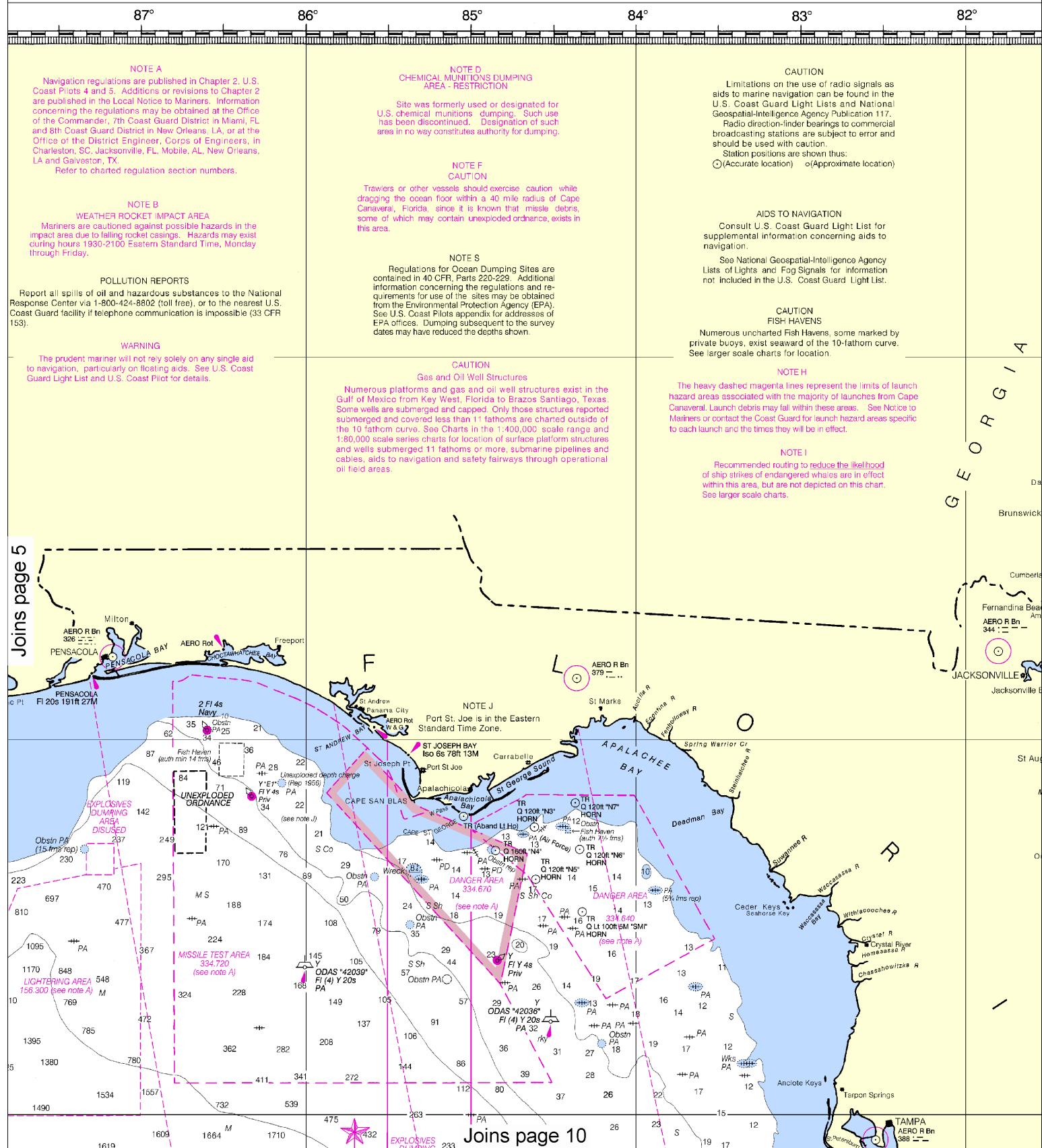
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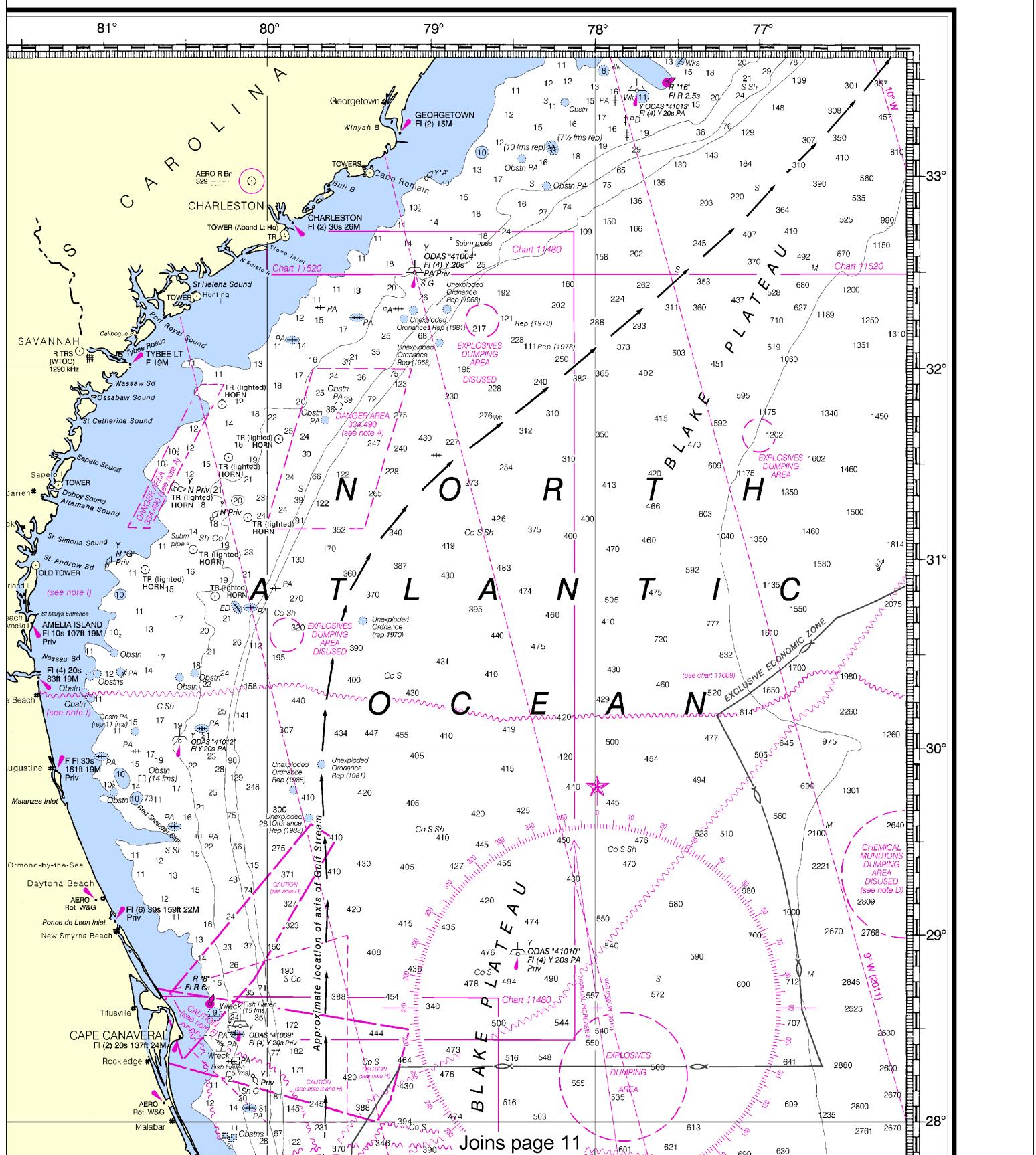


Note: Chart grid lines are aligned with true north.

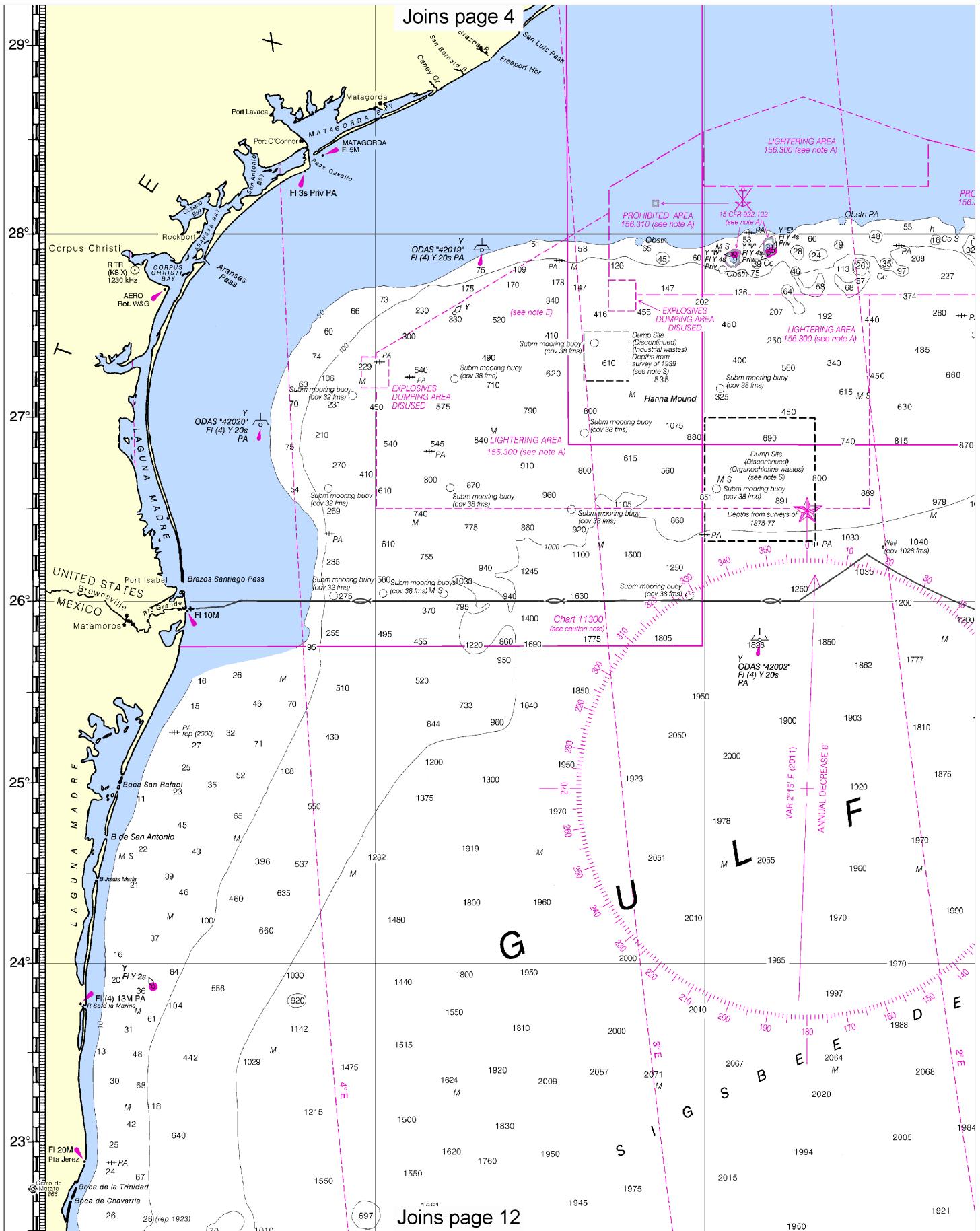


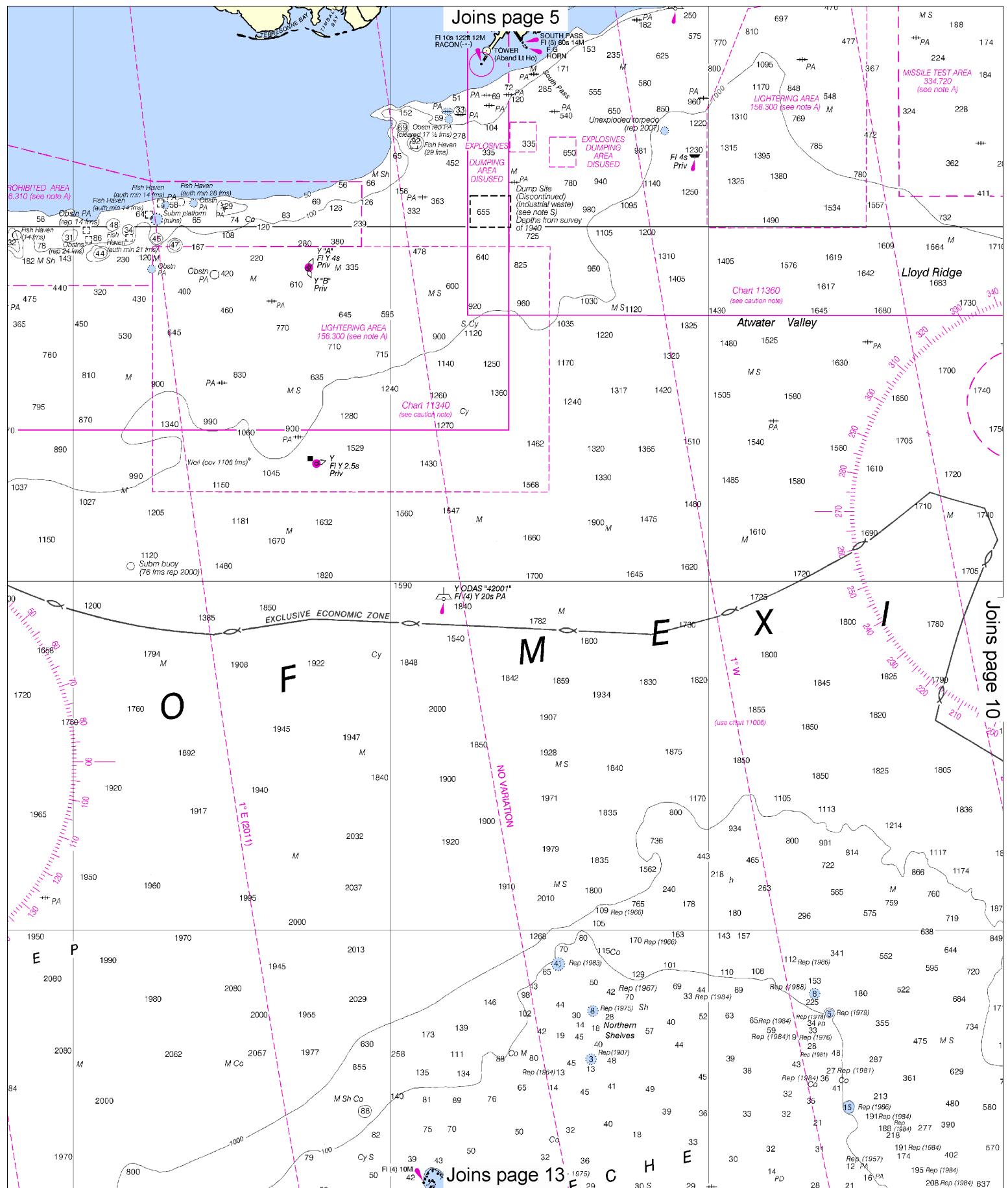
This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:3085714. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

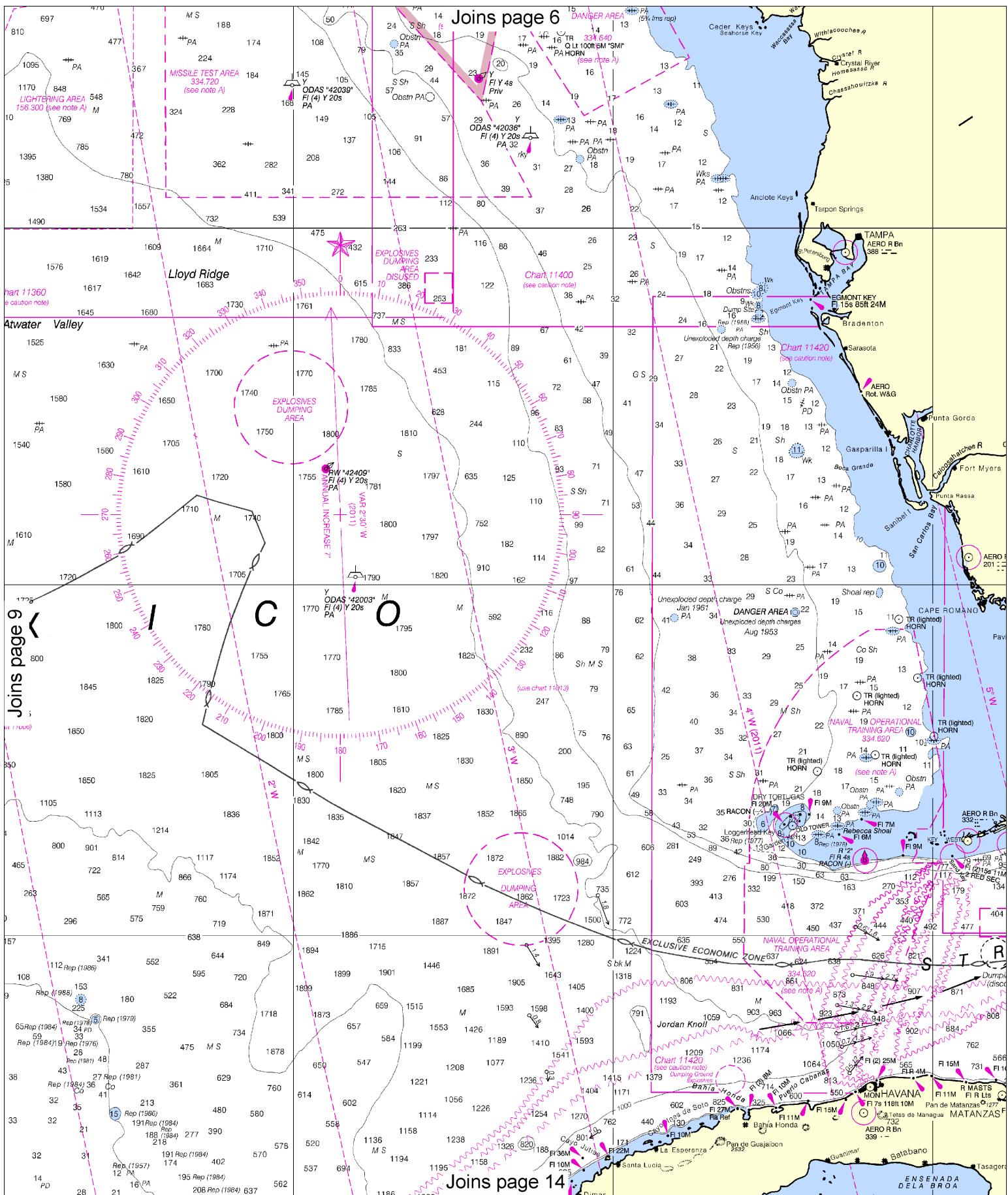


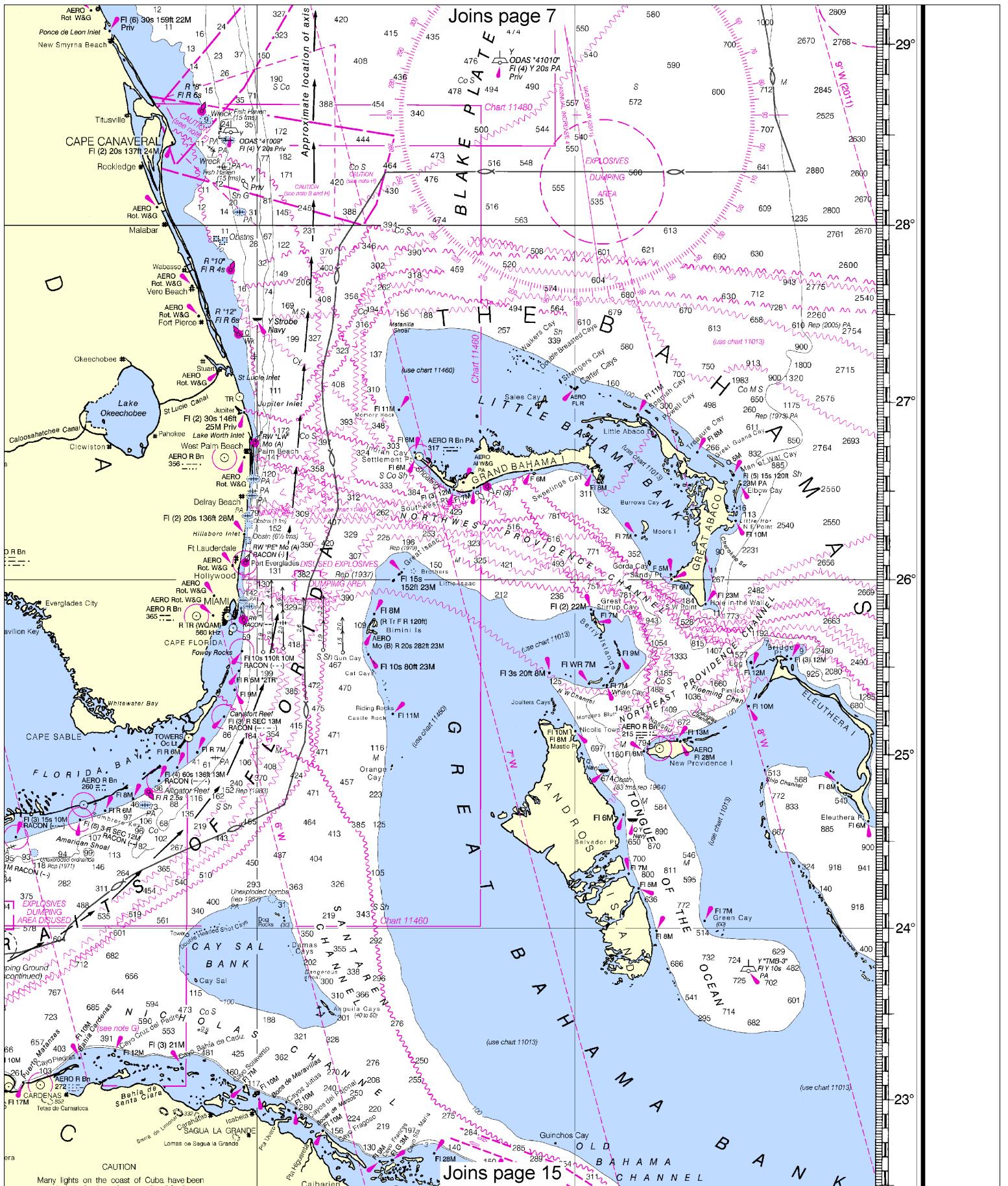


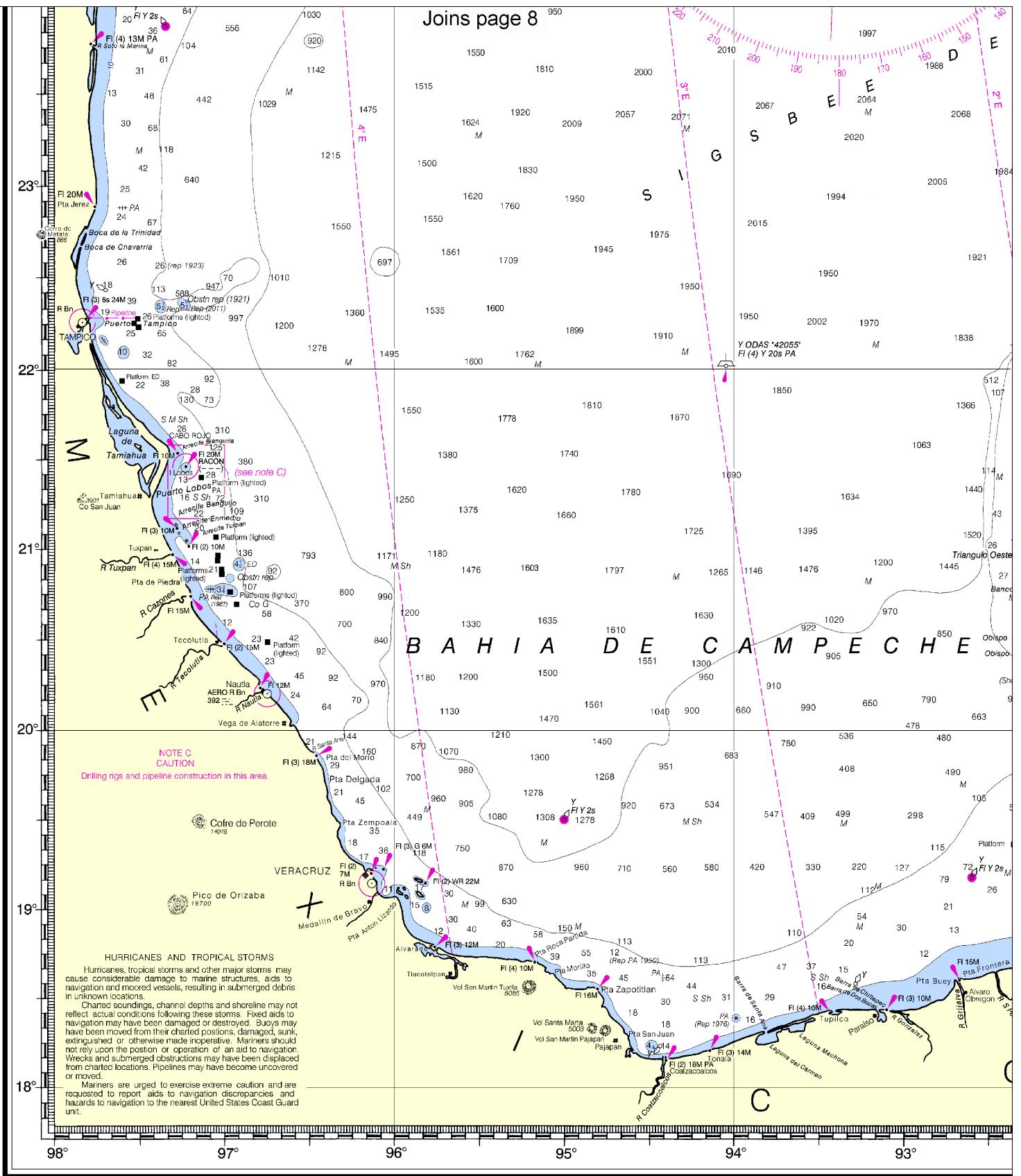
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,
NGA Weekly Notice to Mariners: 0513 2/2/2013,
Canadian Coast Guard Notice to Mariners: n/a.











53rd Ed., Feb. / 11 ■ Corrected through NM, Feb. 12/11
Corrected through LNM, Feb. 1/11

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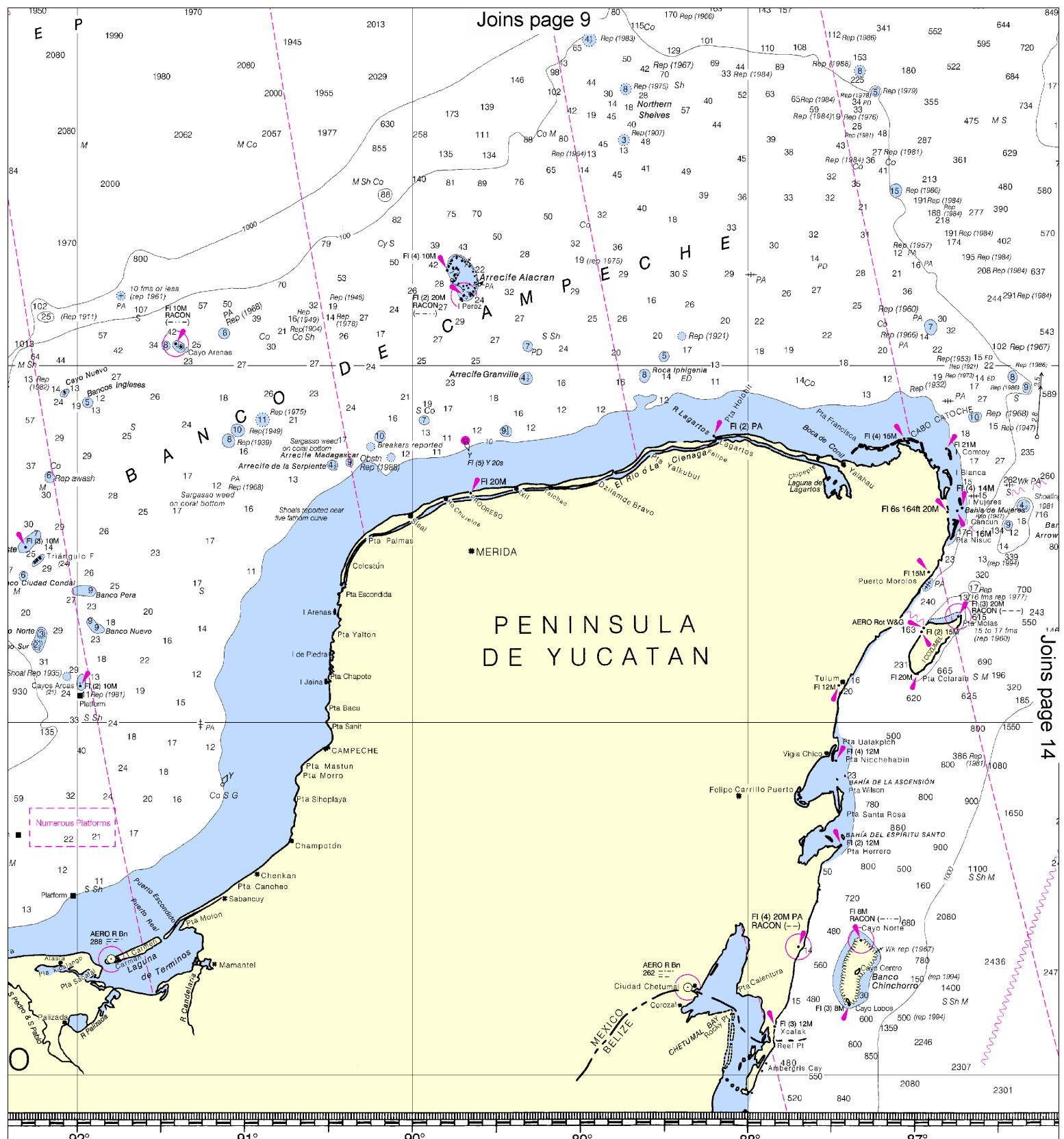
CAUTION

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

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Note: Chart grid lines are aligned with true north.



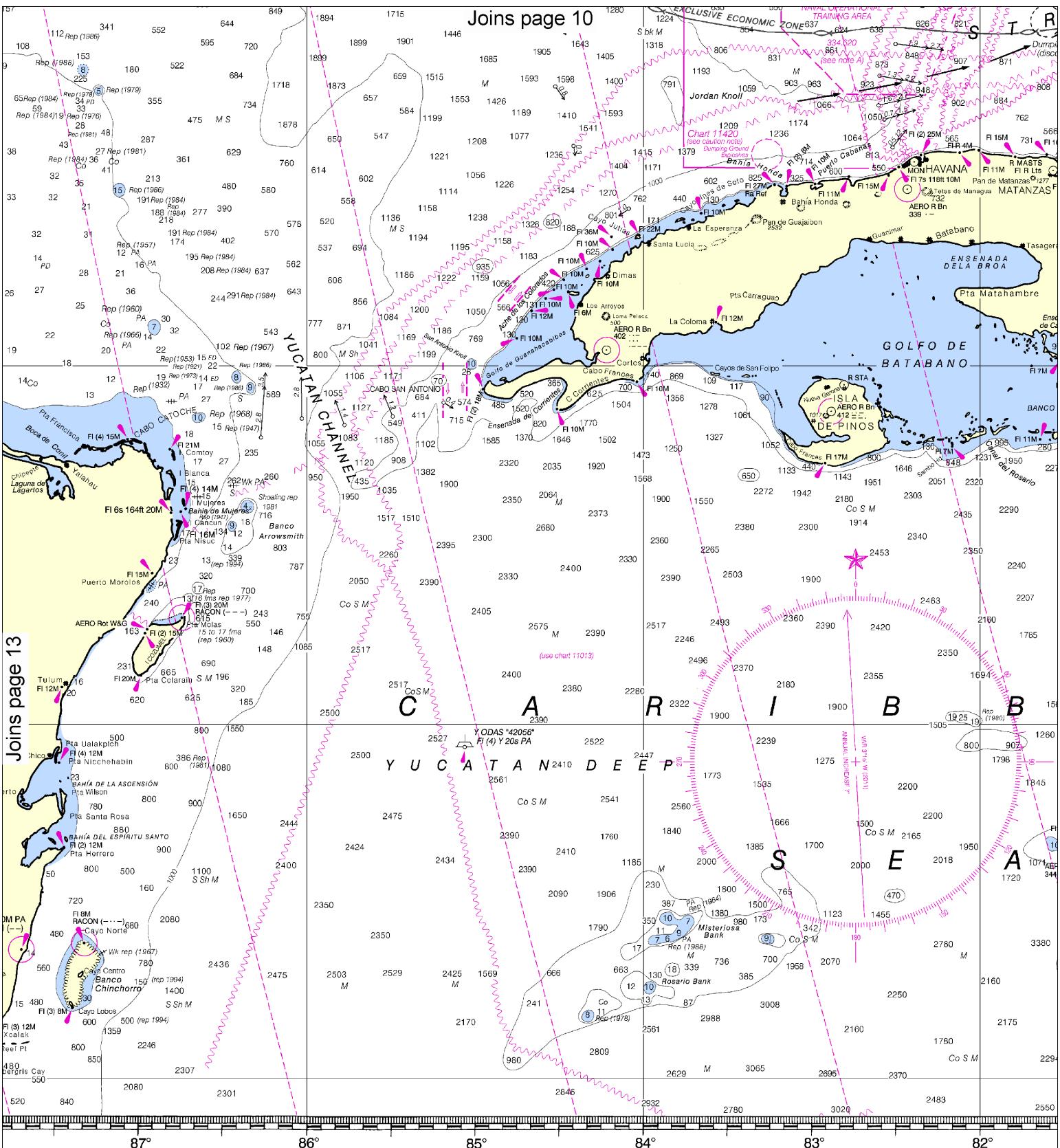
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PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocstds.nodc.noaa.gov/ldrs/inquiry.aspx>, or OceanGrafix at 1-877-56CART or <http://www.oceangoifix.com>.

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COAST SURVEY

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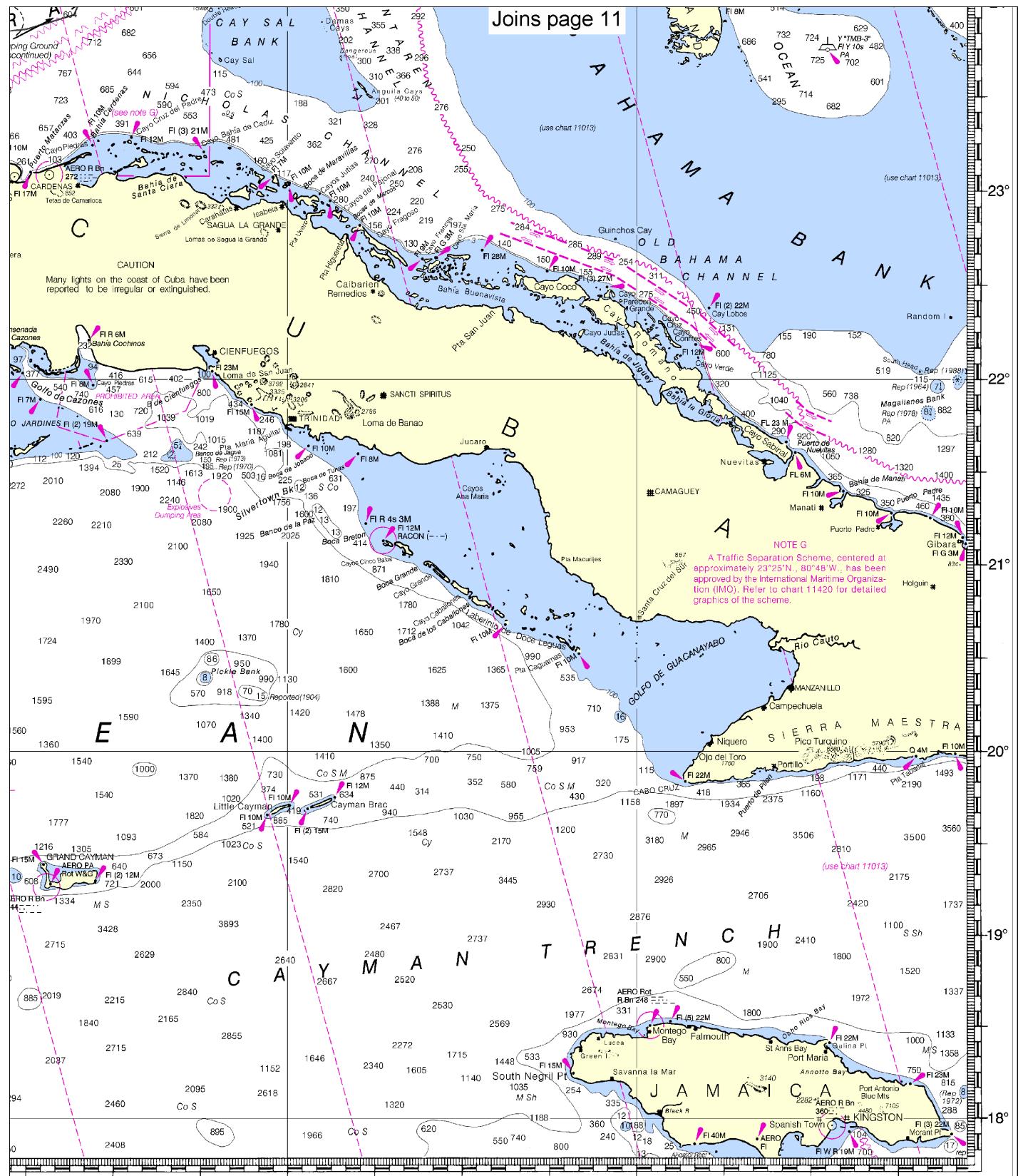


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COAST SURVEY

SOUNDINGS IN FATHOMS

14

Note: Chart grid lines are aligned with true north.

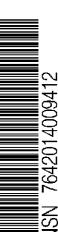


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FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	3	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90

Gulf of Mexico
SOUNDINGS IN FATHOMS - SCALE 1:2,160,000

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NGA REFERENCE NO. WOAGN411

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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
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Chart and chart related inquiries and comments	— http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
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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