BookletChart™

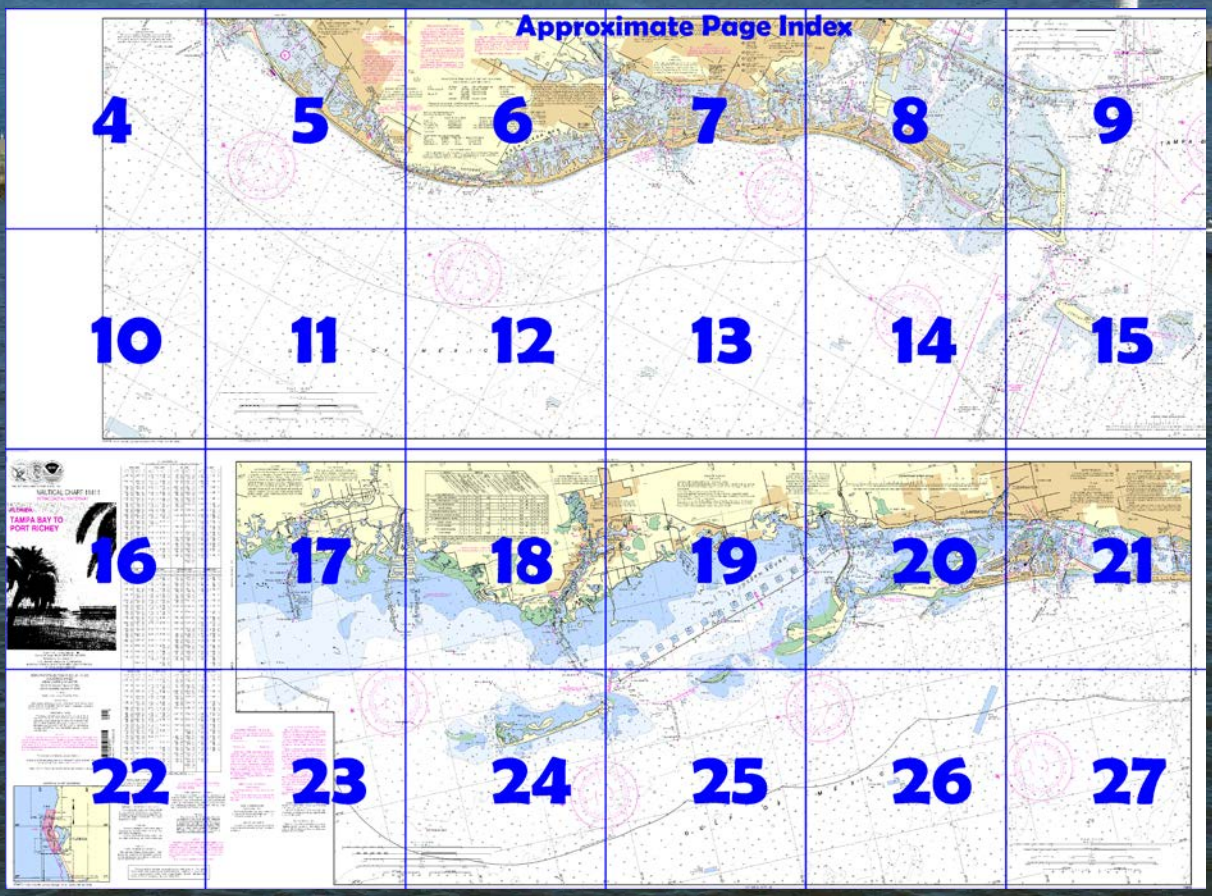
Intracoastal Waterway – Tampa Bay to Port Richey

NOAA Chart 11411

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.

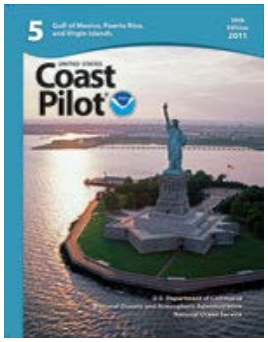
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11411

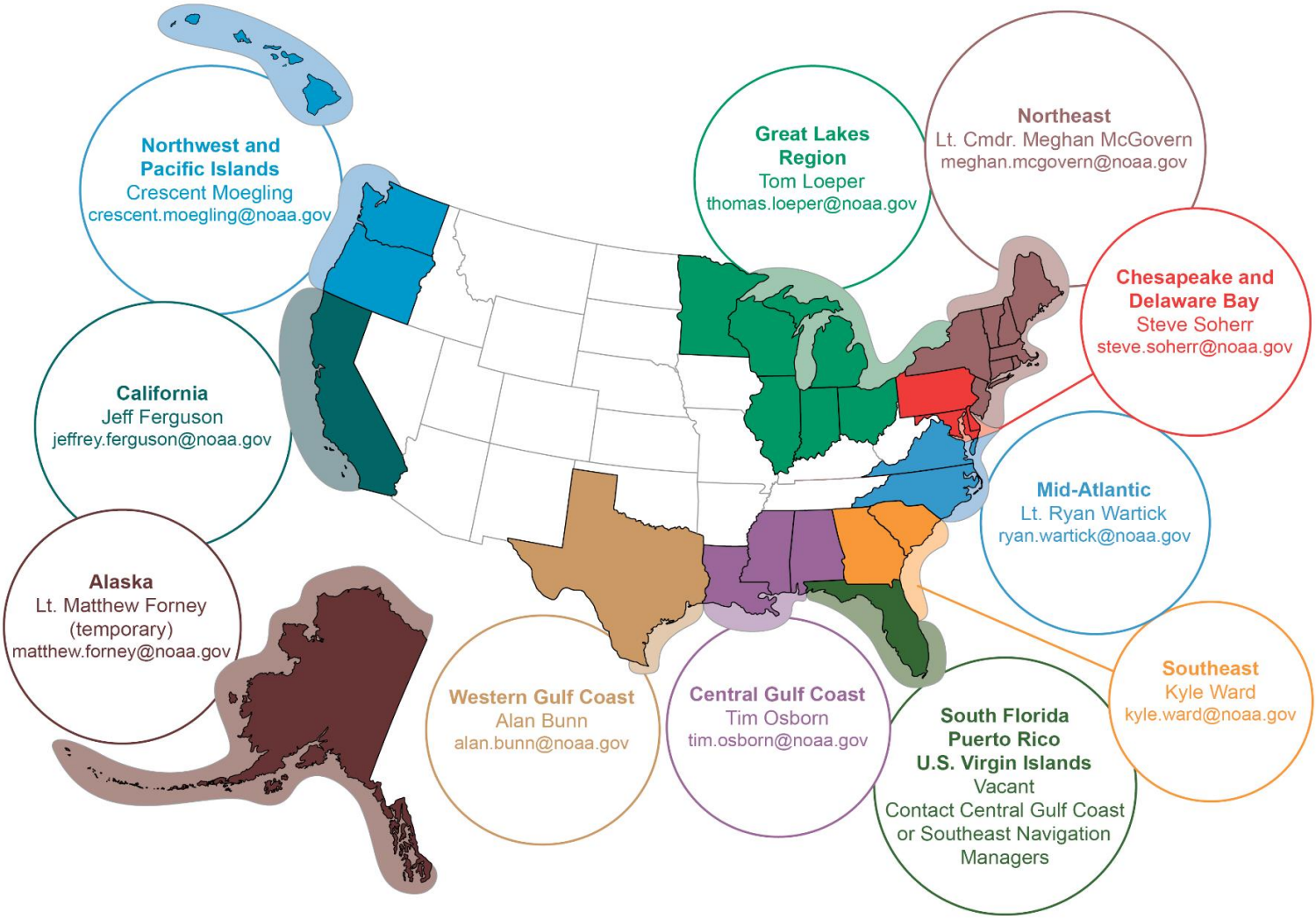


[Coast Pilot 5, Chapter 9 excerpts].
St. Joseph Sound extends N from Clearwater Harbor nearly to Anclote Keys, and is separated from the Gulf for a part of the distance by narrow strips of beach known as **Caladesi Island** and **Honeymoon Island.**
Dunedin Pass is marked by private daybeacons. The pass was reported shoaled to 1 foot and closed to navigation.
Hurricane Pass; with local knowledge 3 to 5 feet could be carried. A light and daybeacons mark the pass.
Vessels should approach the harbor through the Tampa Safety Fairway.
The entrance and all other navigable waters of Tampa Bay, Hillsborough Bay, Old Tampa Bay, and tributaries herein are within a **regulated navigation area.**
Required Reports to the CVTS.–Vessels should contact the CVTS prior to entering Tampa Bay, shifting or departing dock (see paragraphs 39-51 for details).
Anchorages.–Vessels with good ground tackle should anchor in the Tampa Anchorages, N of the Tampa Safety Fairway leading to Egmont Channel. An emergency anchorage is S of Mullet Key in depths of 30 to 35 feet; and SW of Gadsden Point in natural depths of 29 to 32 feet. Explosives and quarantine anchorages are E of Mullet Key, NE of Papys Point, and S of Interbay Peninsula. (See **110.1 and 110.193**, chapter 2, for limits and regulations.)
Dangers.–Shoal areas extend seaward from Egmont Key as far as **Palantine Shoal,** which is 5 miles W of the key and on the S side of Egmont Channel entrance. Palantine Shoal consists of several small lumps with depths of 11 to 18 feet over them. Spoil areas, for the most part unmarked and with reported depths of 10 feet or less, border the dredged cuts of the main ship channel in Tampa Bay and the channels in Old Tampa Bay. Caution should be observed particularly at the entrances to the side channels leading to Port Manatee, Alafia River, and Port Sutton.
Local weather during the thunderstorm season is unpredictable, and intense winds can develop suddenly. Before entering or departing the port, mariners should obtain local weather forecasts, maintain a close watch on the weather, and ensure that light vessels are properly ballasted during the transit.
A **regulated navigation** area has been established to protect vessels from limited water depth in **Sparkman Channel** caused by an underwater pipeline.
Currents.–A strong offshore wind sometimes lowers the water surface at Tampa and in the dredged channels as much as 4 feet, and retards the time of high water by as much as 3 hours. A continued SW wind raises the water by nearly the same amount and advances the time of high water by as much as 1 hour.
There is a large daily inequality in the ebb, and velocities of 2 knots or more may be expected at the strength of the greater ebb of the day in Egmont Channel, Passage Key Inlet, and off Port Tampa. Flood velocities seldom exceed 2 knots. Winds have considerable effect in modifying the tidal current.
Notice of Arrival Time.–Vessels are requested to contact Pilot Dispatch 24 hours before arrival with the following information: international gross tonnage, LOA, beam, deep draft, and name of local agent. Call the pilot station on VHF-FM Channel 16 four hours prior to arrival and one hour prior to arrival at the sea buoy (Tampa Bay Lighted Buoy T). The pilot station stands by on VHF-FM Channels 16, 17, 13, 12, and 10. Additional instructions will be given upon radio contact. If instructed to anchor, please keep 24-hour watch on VHF-FM Channels 12 and 13. Vessels are normally not moved in dense fog, and during strong northwest winds, vessels are boarded inside Egmont Key.

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

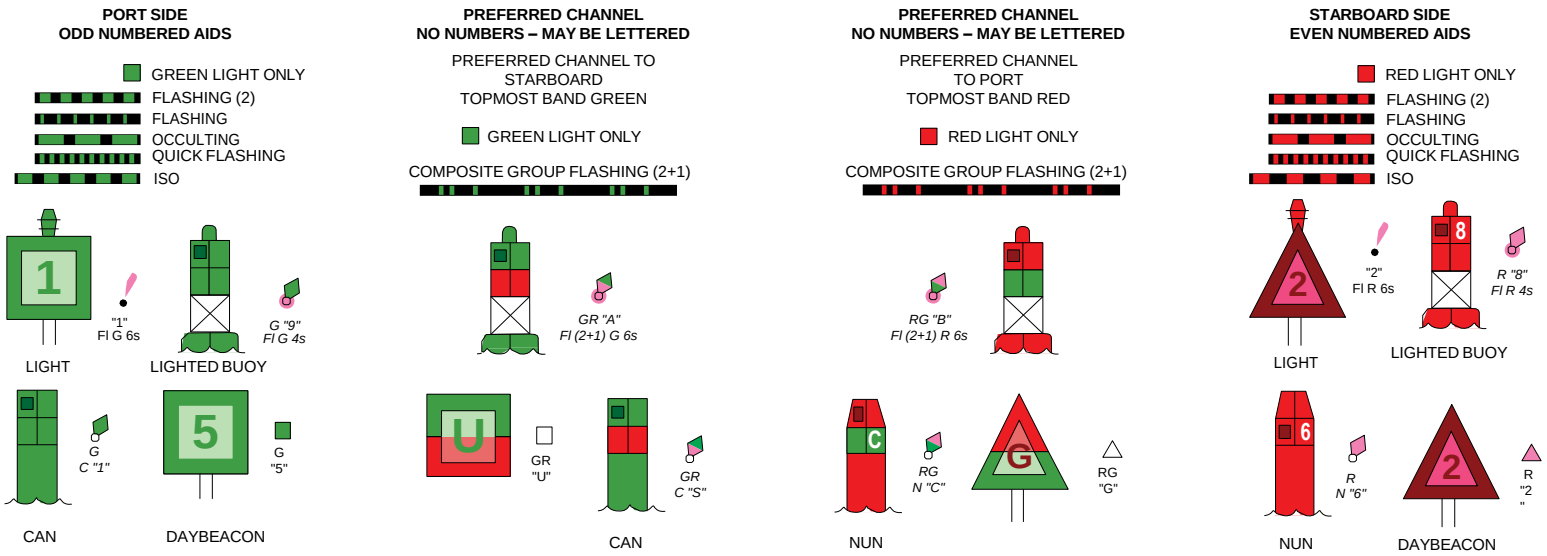
Navigation Managers Area of Responsibility



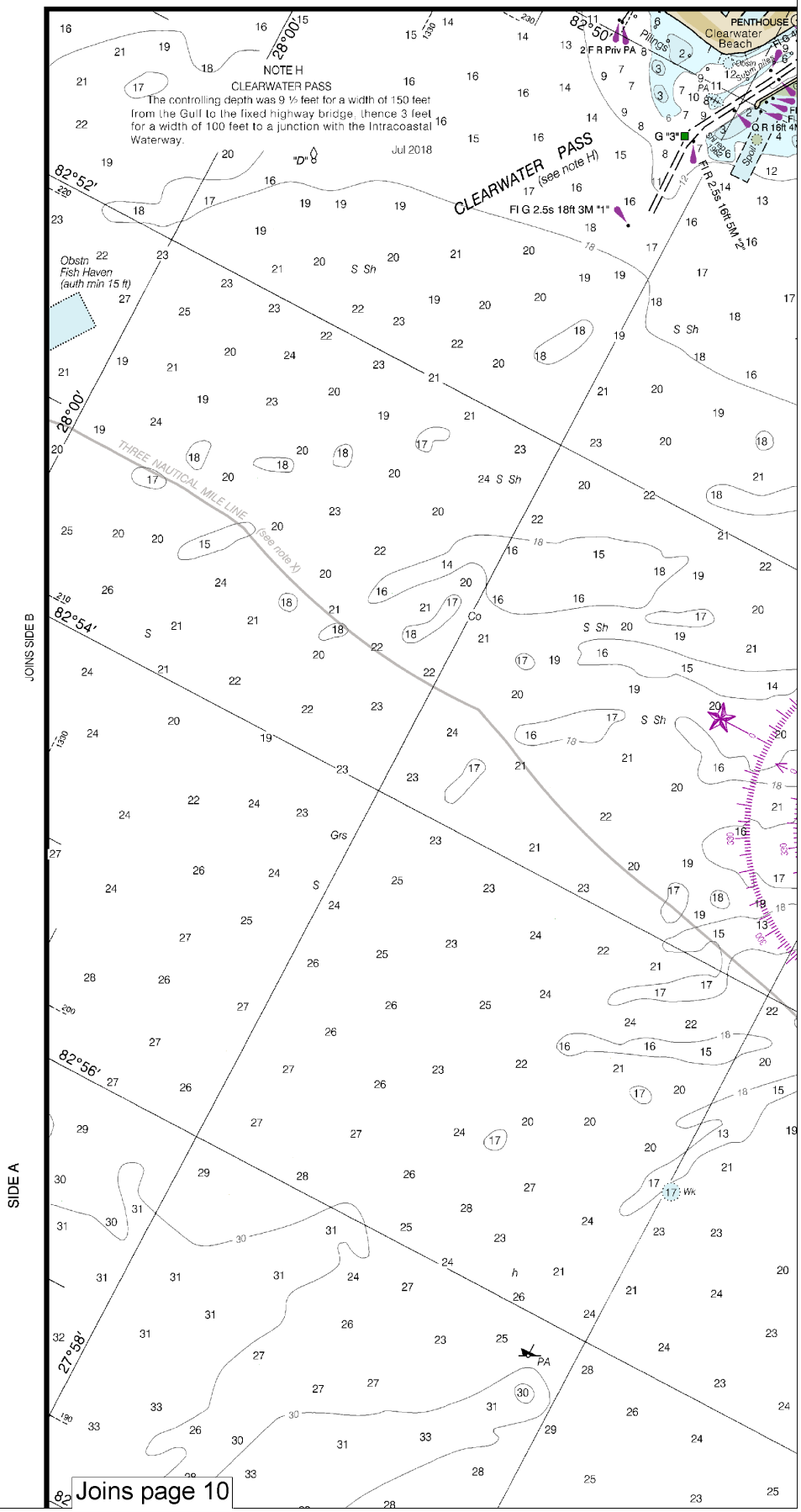
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
These volumes are available online at *http://www.navcen.uscg.gov*



4

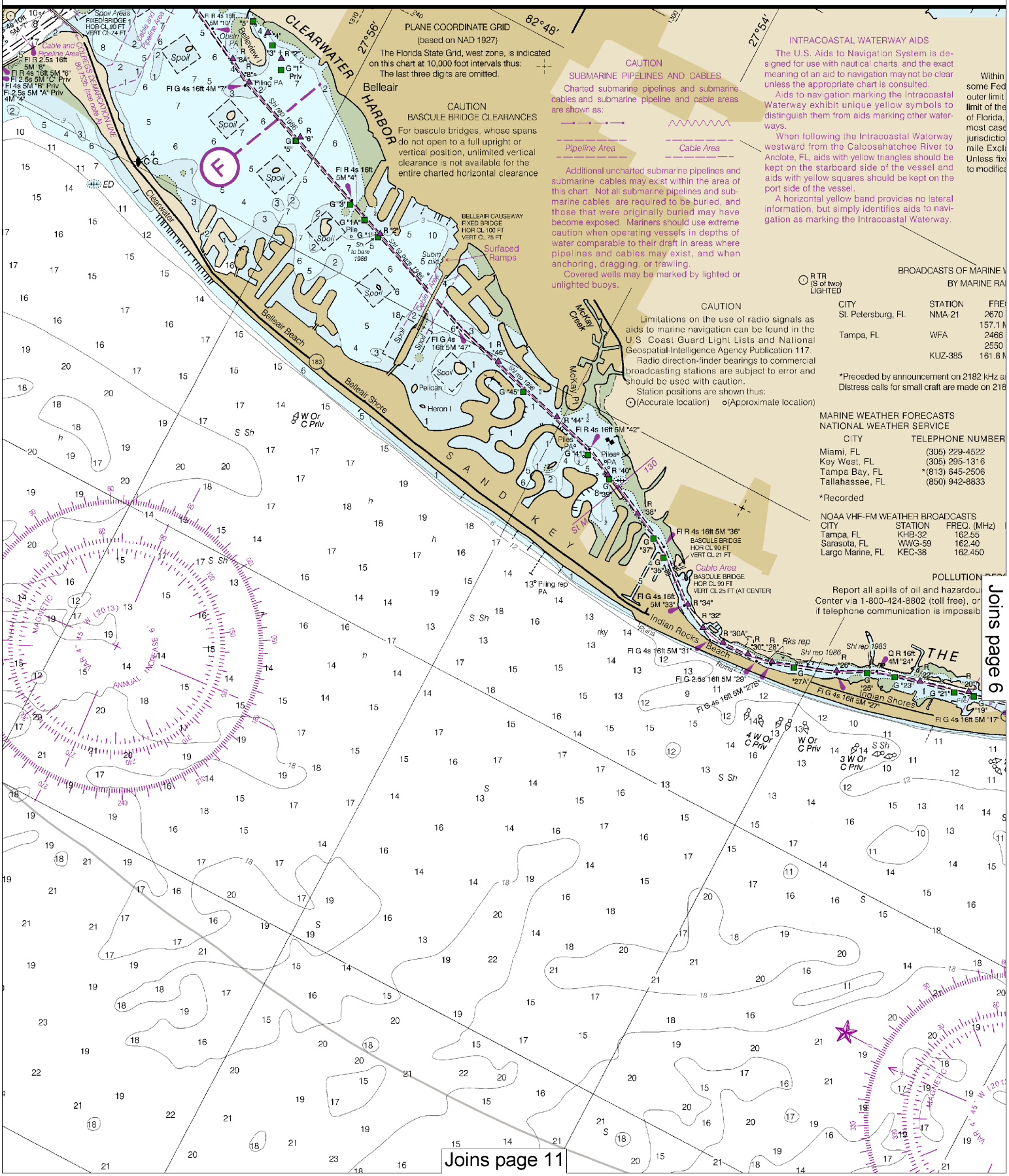
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

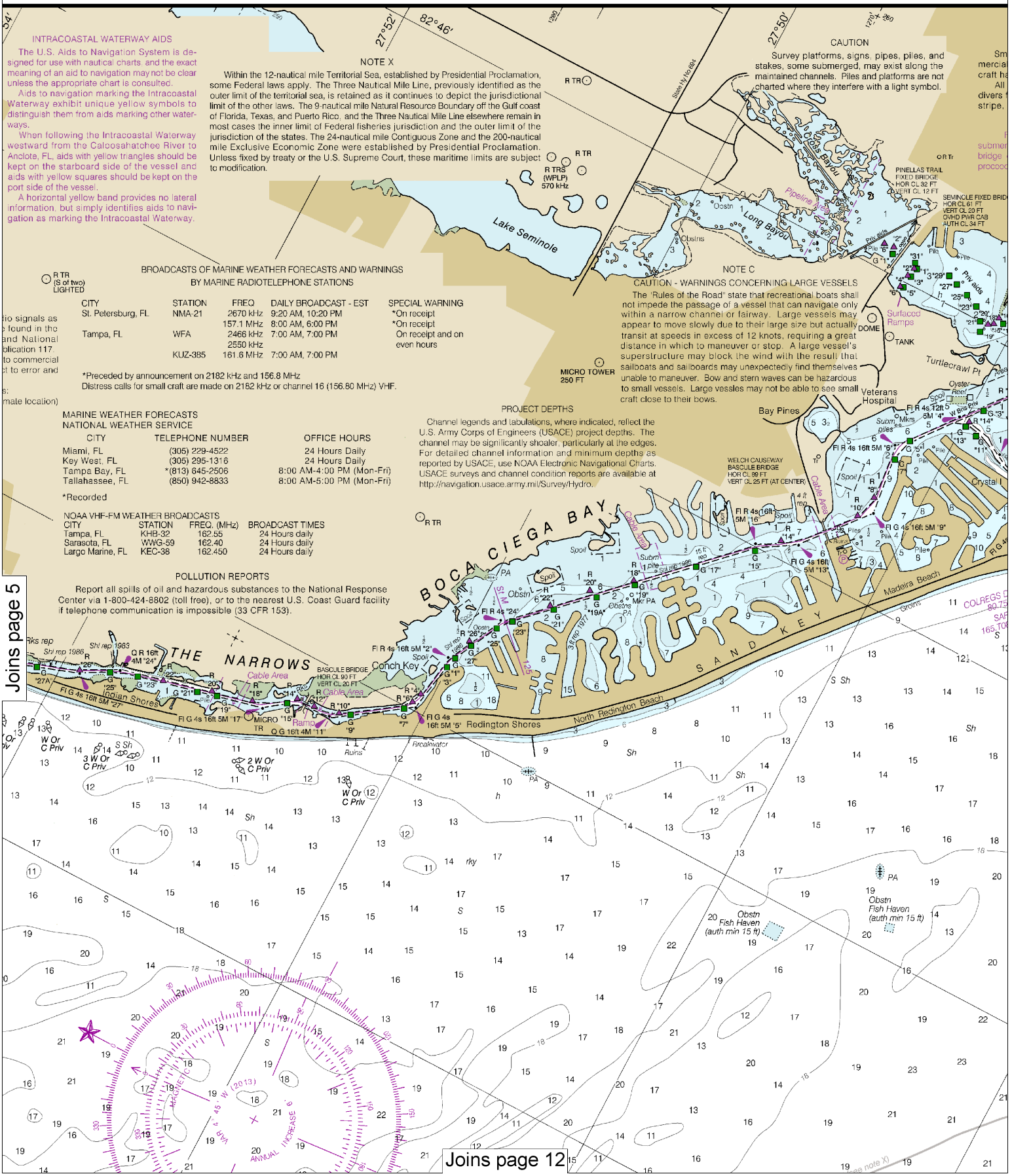
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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.



6

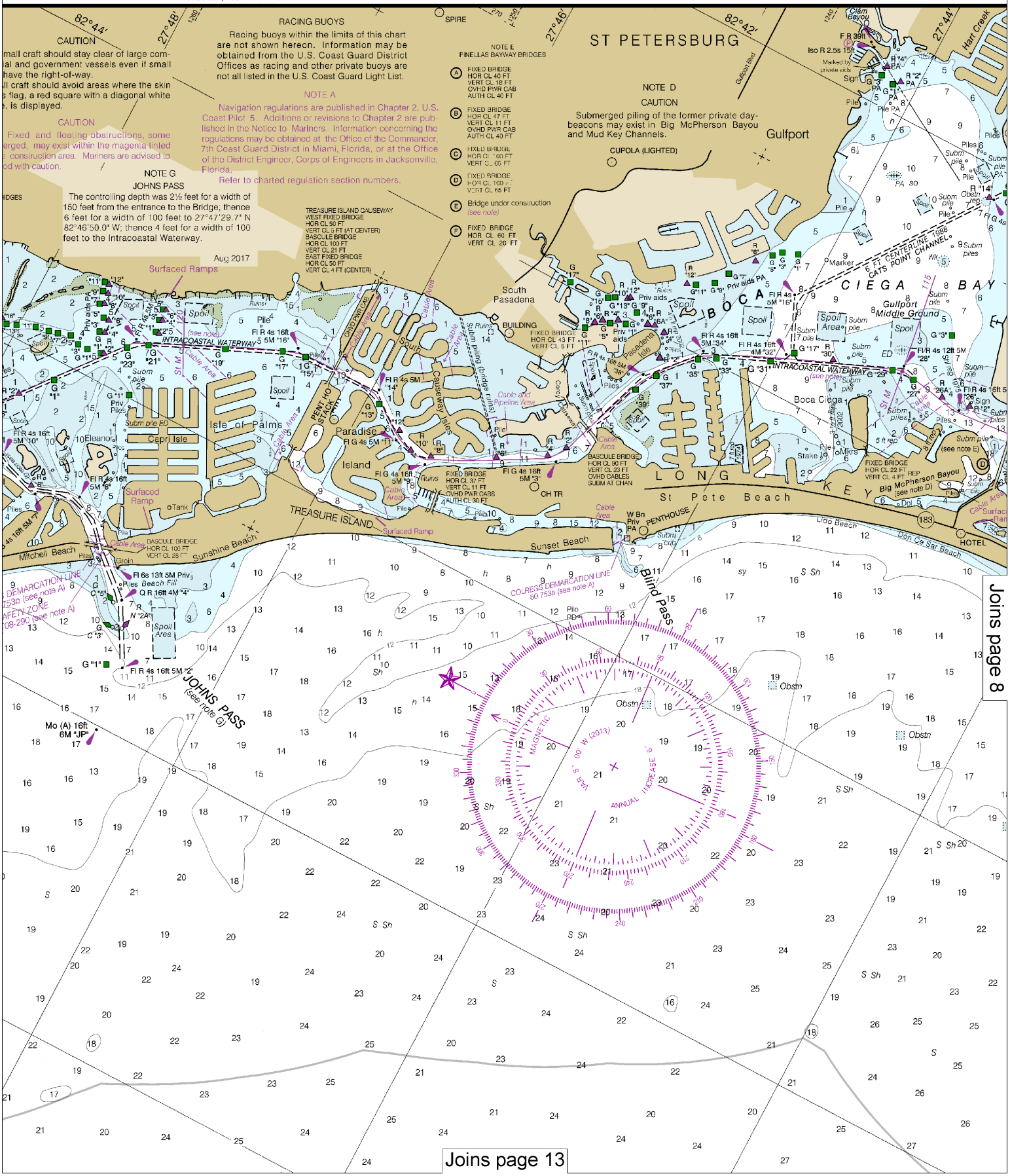
Note: Chart grid lines are aligned with true north.

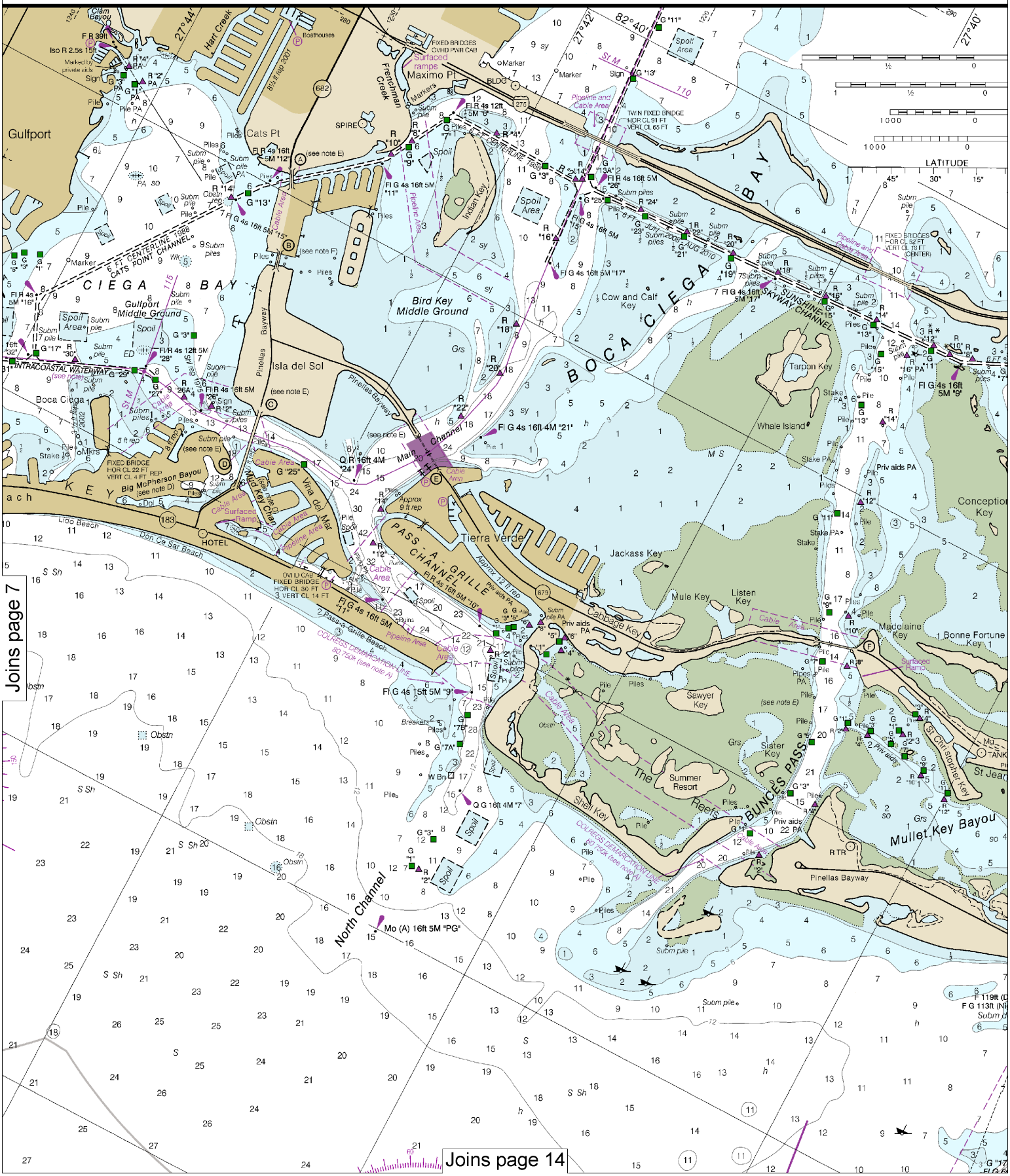
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.
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.
CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted construction area. Mariners are advised to proceed with caution.
NOTE G
JOHNS PASS
The controlling depth was 2½ feet for a width of 150 feet from the entrance to the Bridge; thence 6 feet for a width of 100 feet to 27°47'29.7" N 82°46'50.0" W; thence 4 feet for a width of 100 feet to the Intracoastal Waterway.
Aug 2017
Surfaced Ramps
NOTE E
PINELLAS BAYWAY BRIDGES
NOTE D
CAUTION
Submerged piling of the former private daybeacons may exist in Big McPherson Bayou and Mud Key Channels.
ST PETERSBURG
Gulfport
CUPOLA (LIGHTED)
South Pasadena
BUILDING
Gulfport Middle Ground
CATS POINT CHANNEL
INTRACOASTAL WATERWAY
Isle of Palms
Capri Isle
Paradise Island
Boca Ciega
L O N G K E Y
St Pete Beach
TREASURE ISLAND
Sunset Beach
Sunshine Beach
Mitchell Beach
Lido Beach
Don Ce Sar Beach
HOTEL
PENTHOUSE
Blind Pass
JOHNS PASS
(see note G)
COLREGS DEMARCATION LINE
Joins page 8
Joins page 13

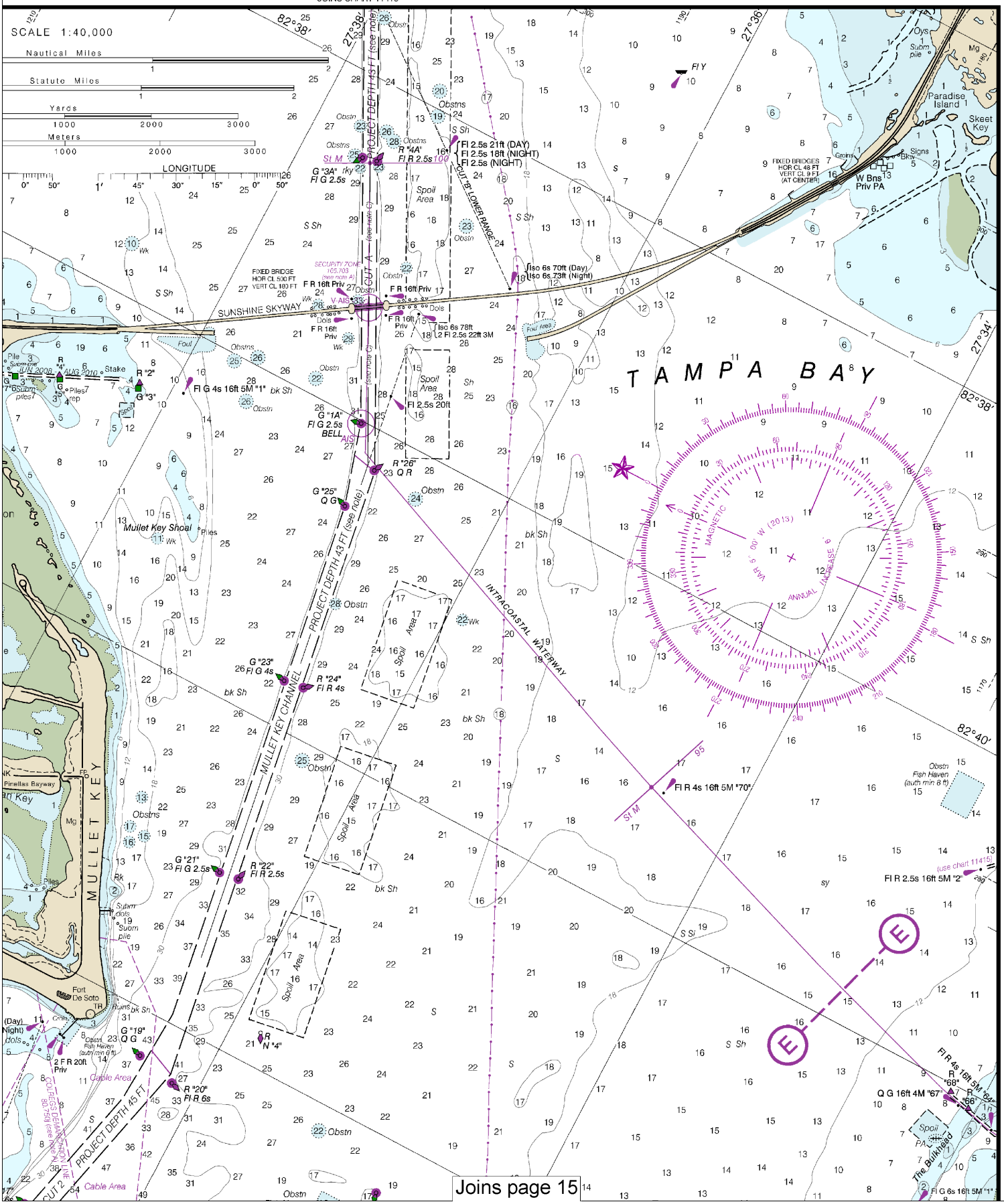


8

Note: Chart grid lines are aligned with true north.

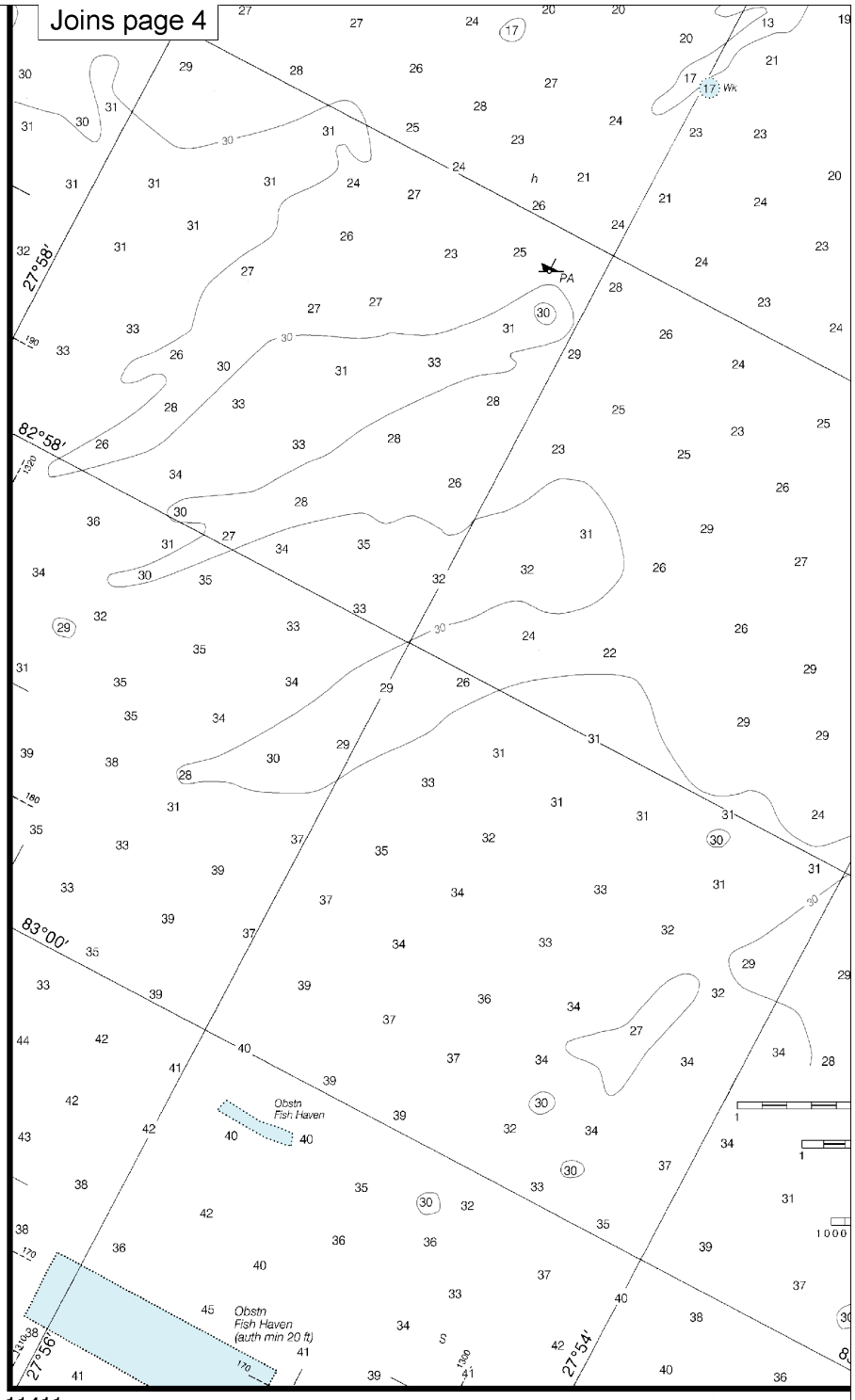
Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.


SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
Meters
LONGITUDE
TAMPA BAY
SUNSHINE SKYWAY
MULLET KEY CHANNEL
PROJECT DEPTH 43 FT (see note)
PROJECT DEPTH 45 FT
CUT A
CUT B LOWER RANGE
INTRACOASTAL WATERWAY
Mullet Key Shoal
MULLET KEY
Fort De Soto TR
Paradise Island 1
Skeet Key
W Bns Priv PA
Spoil Area
Cable Area
FIXED BRIDGE HOR CL 500 FT VERT CL 180 FT
FIXED BRIDGES HOR CL 48 FT VERT CL 9 FT (AT CENTER)
SECURITY ZONE 165.703 (see note A)
Fl 2.5s 21ft (DAY)
Fl 2.5s 18ft (NIGHT)
Fl 2.5s (NIGHT)
Iso 6s 70ft (Day)
Iso 6s 73ft (Night)
Iso 6s 78ft
2 Fl 2.5s 22ft 3M
Fl 4s 16ft 5M "1"
Fl 2.5s 20ft
Fl R 4s 16ft 5M "70"
Fl R 2.5s 16ft 5M "2"
Q G 16ft 4M "67"
Fl R 4s 16ft 5M "68"
Fl G 6s 16ft 5M "1"
MAGNETIC VAR 5° 00' W (2013)
ANNUAL INCREASE 6'
Joins page 15
SIDE A
SIDE B
JOINS CHART 11425

Joins page 4

SIDE A



11411

NAUTICAL CHART 11411

INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

FLORIDA

TAMPA BAY TO

Joins page 16

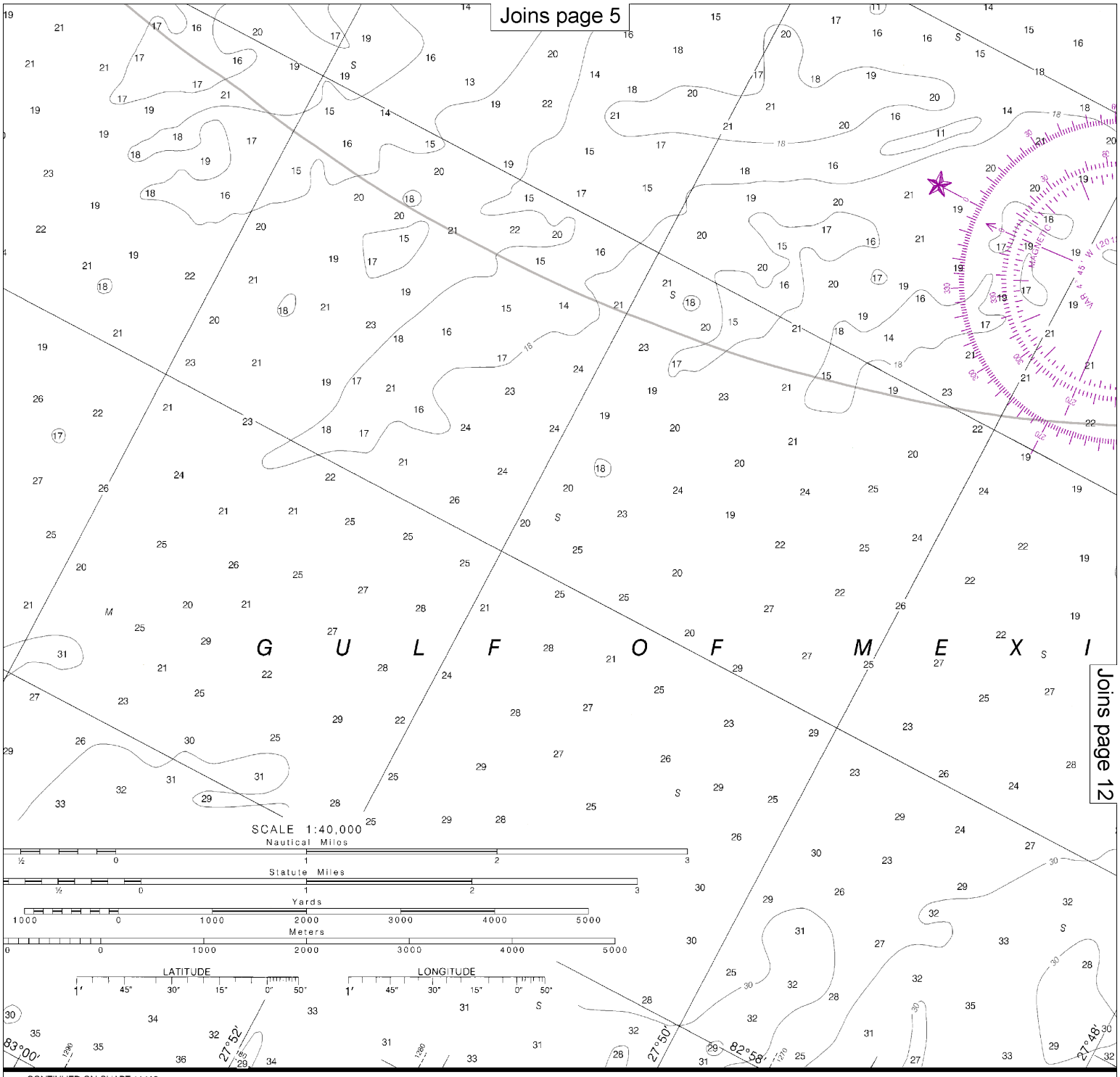
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



CAUTION

WARNINGS CONCERNING LARGE VESSELS

The 'Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous

RACING BUOYS

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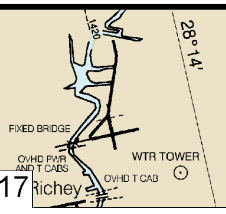
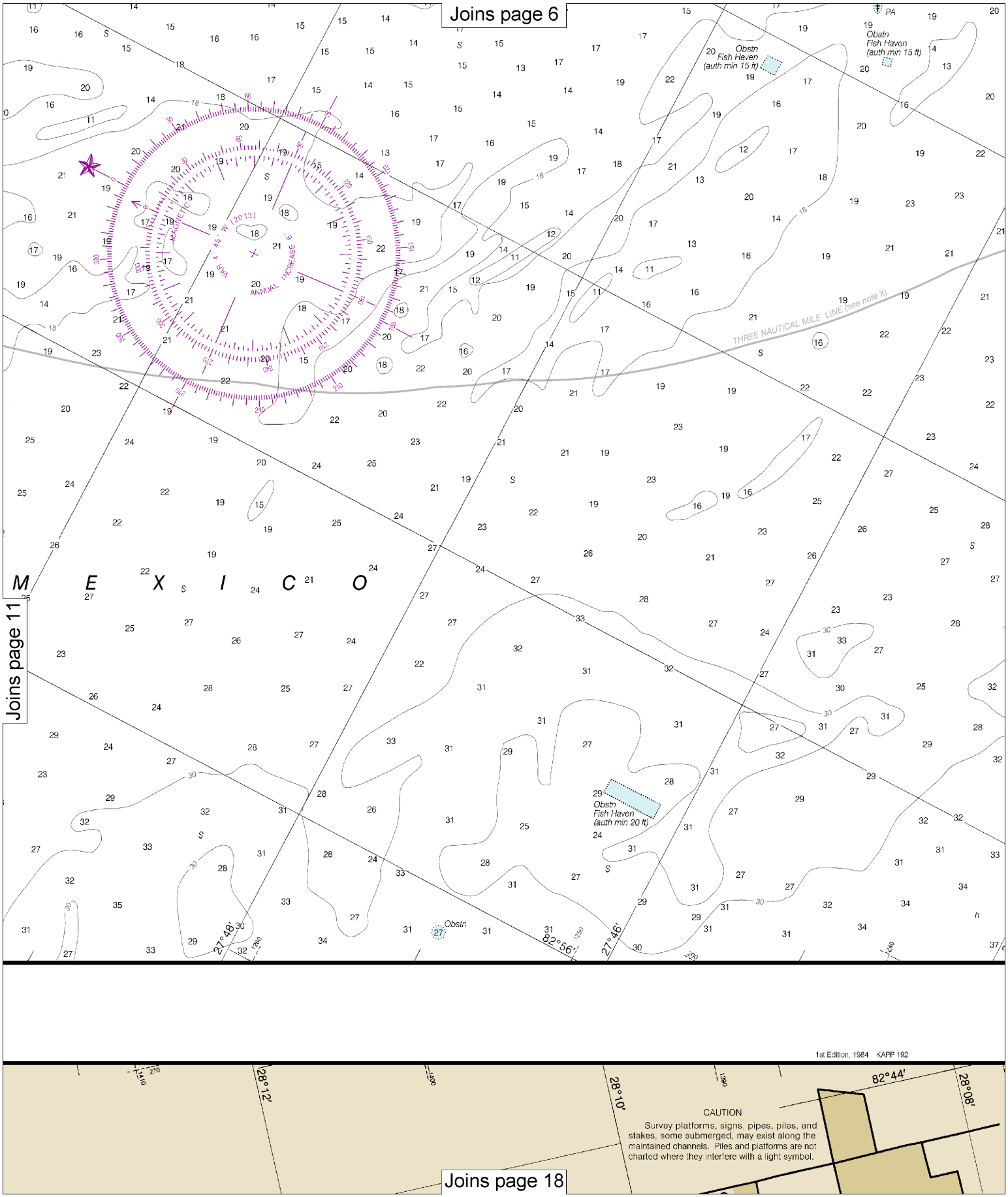


Joins page 17



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

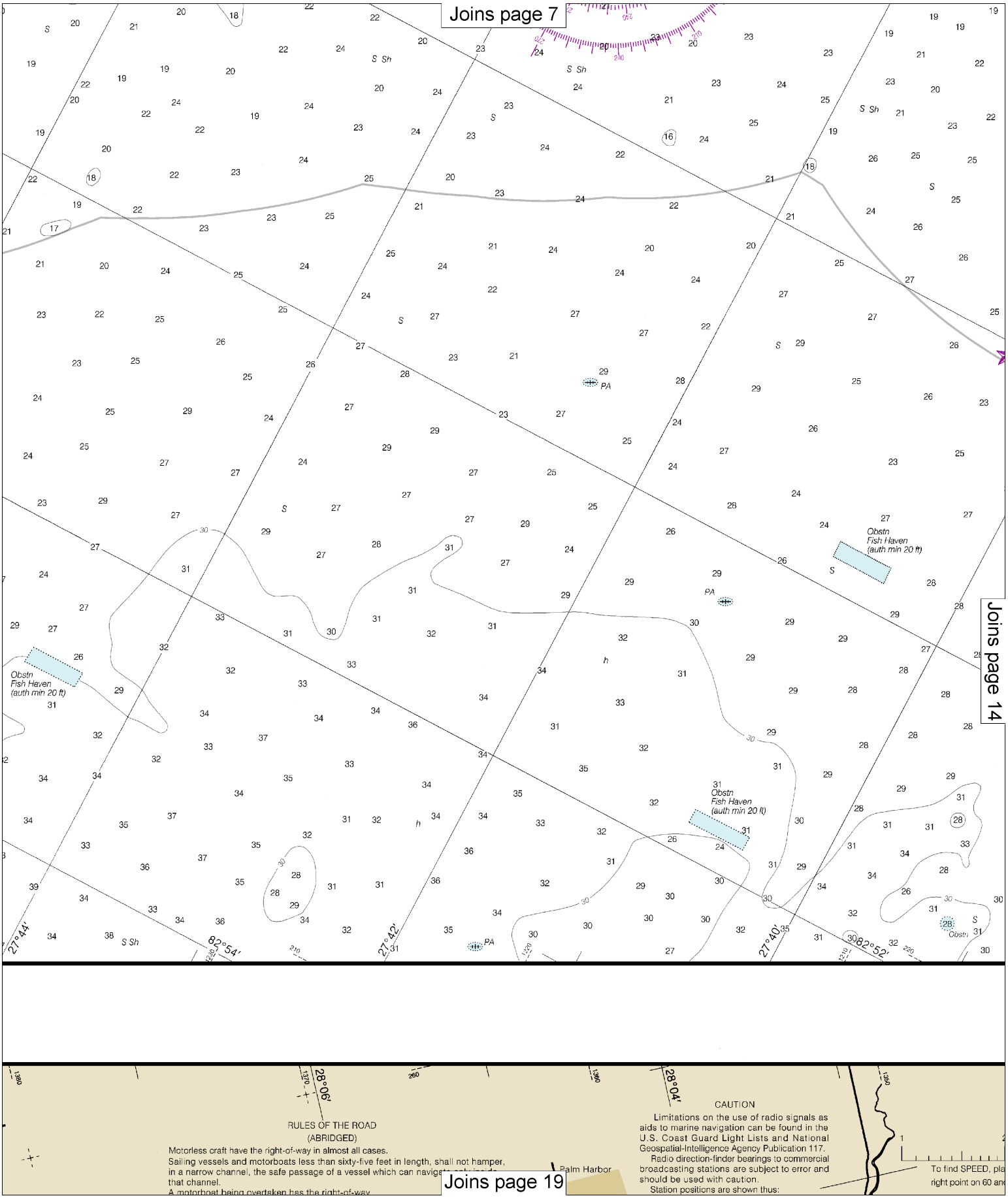
Nautical Miles

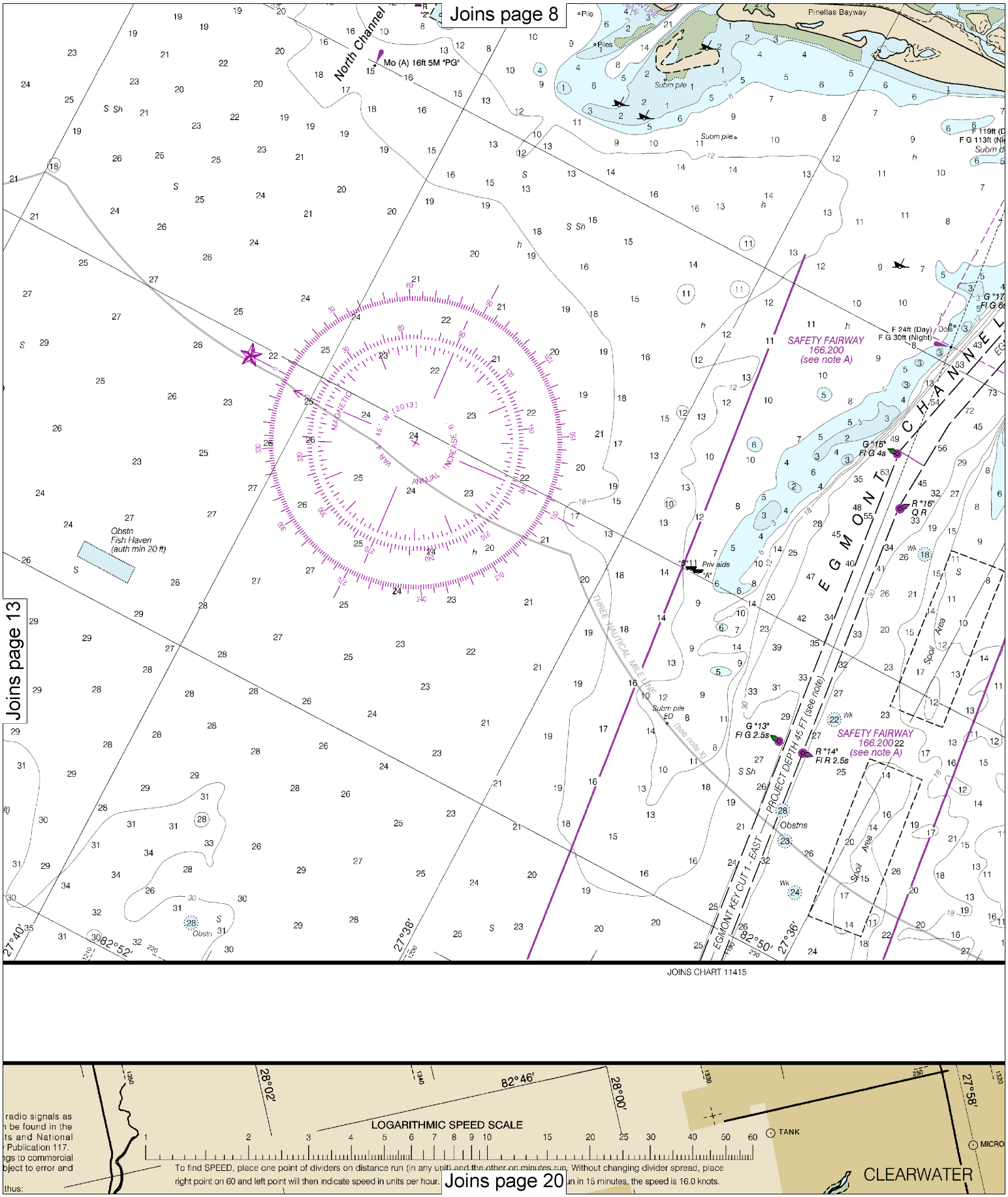
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Joins page 14
Joins page 19
Obstn
Fish Haven
(auth min 20 ft)
PA
27°44'
27°42'
27°40'
82°54'
82°52'
28°08'
28°04'
RULES OF THE ROAD
(ABRIDGED)
Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper,
in a narrow channel, the safe passage of a vessel which can navig
that channel.
A motorboat being overtaken has the right-of-way
Palm Harbor
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:
To find SPEED, pla
right point on 60 an



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

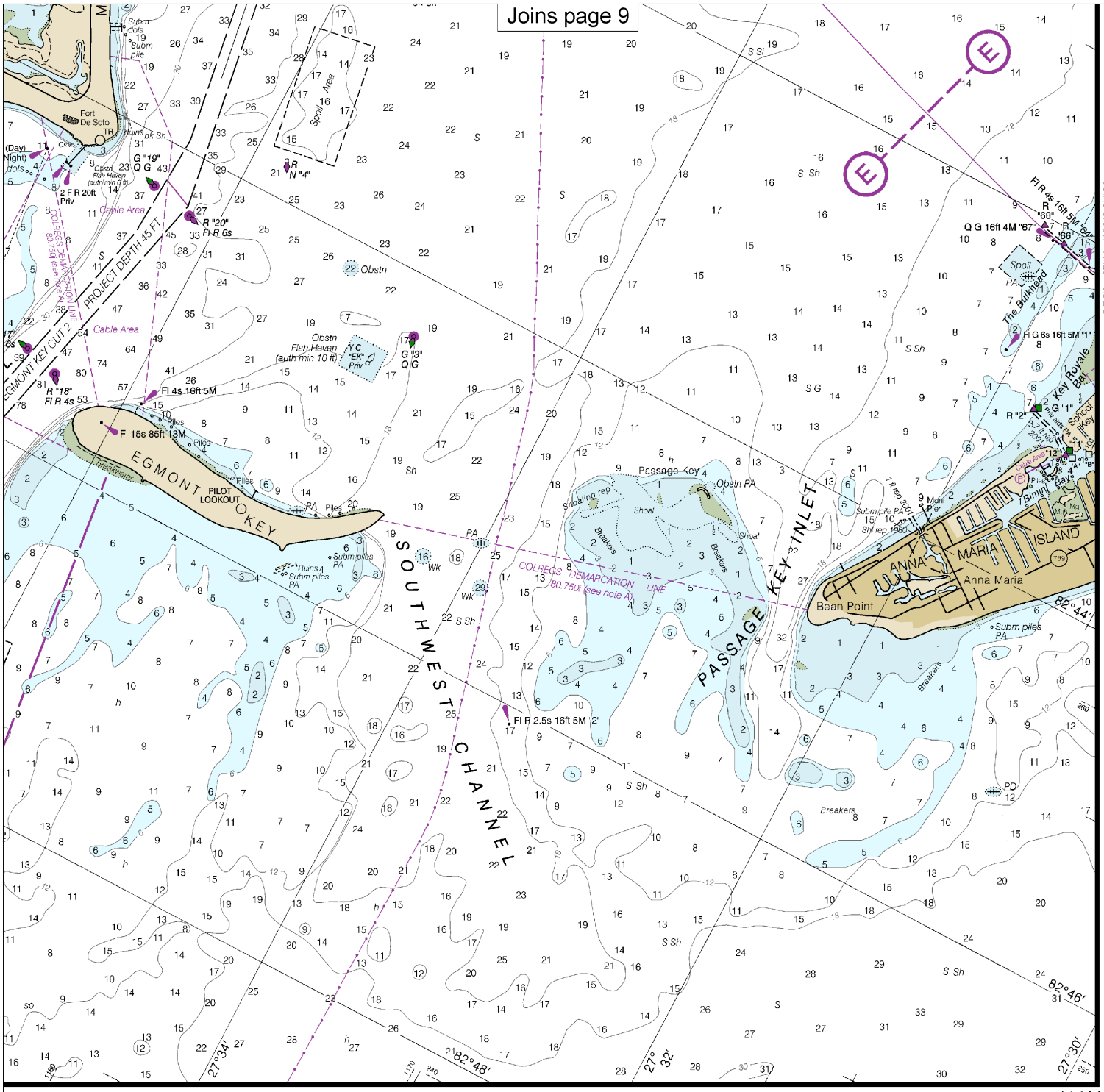
~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

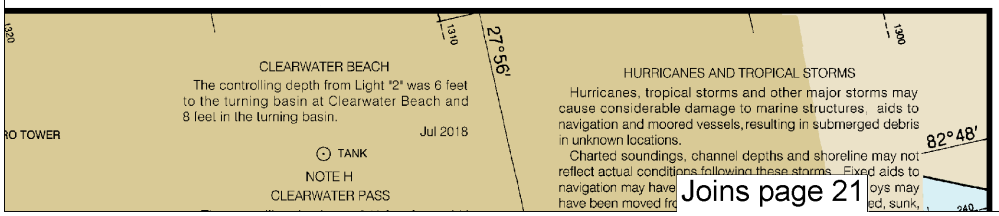
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9

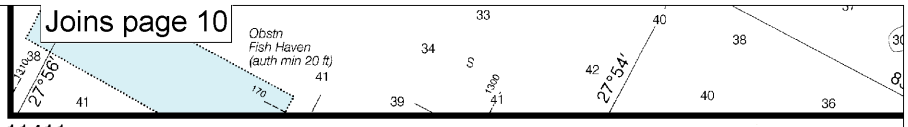


11411



Joins page 21

Joins page 10



11411

THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11411

INTRACOASTAL WATERWAY

FLORIDA

TAMPA BAY TO PORT RICHEY

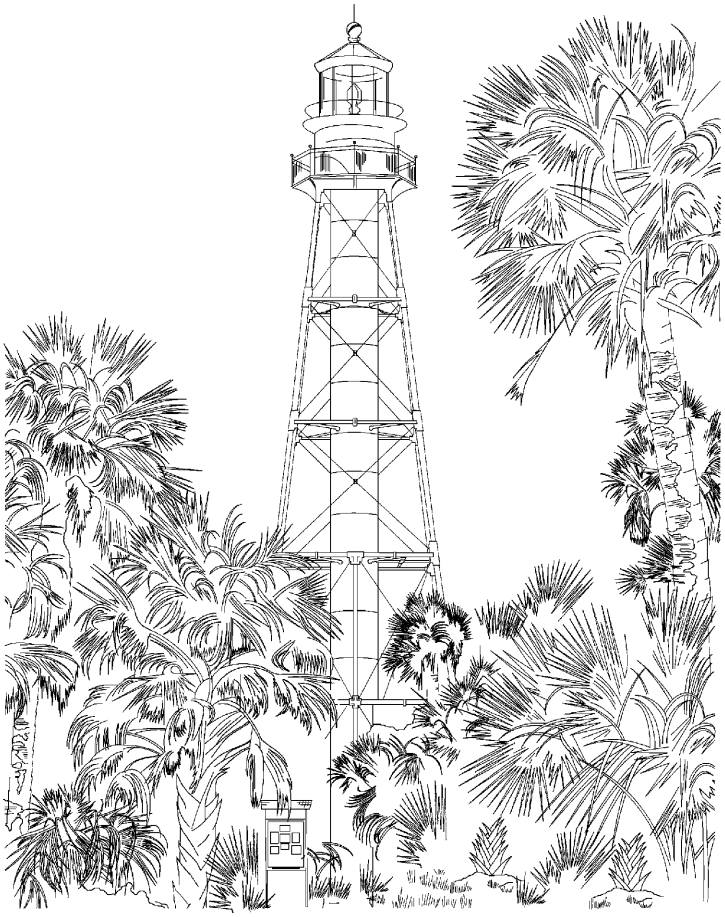


Chart 11411

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

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET
MEAN LOWER LOW WATER
North American Datum of 1983

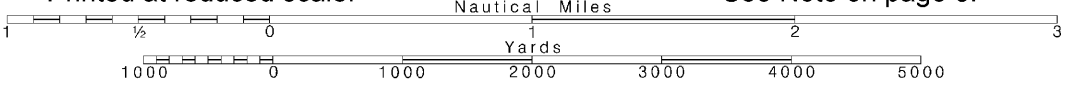
CONTINUED ON CHART 11409

SIDE B

Joins page 22

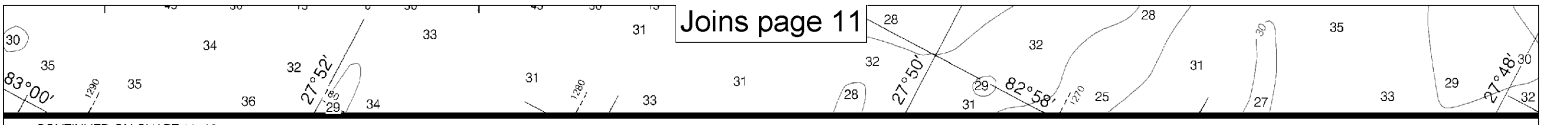
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~



See Note on page 5.

Joins page 11



CONTINUED ON CHART 11412

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The 'Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

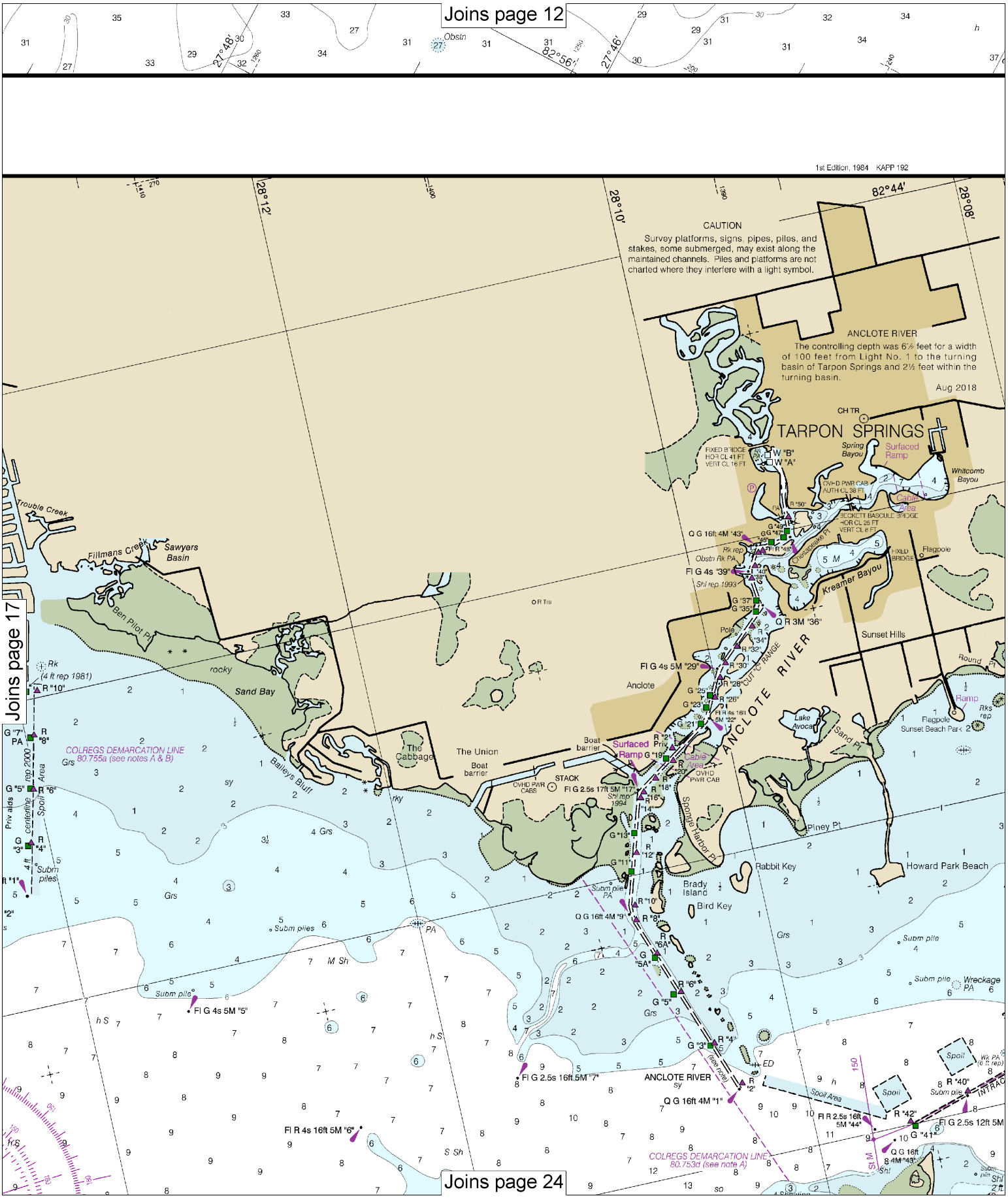
RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

Joins page 18

Joins page 23

Joins page 12



Note: Chart grid lines are aligned with true north.

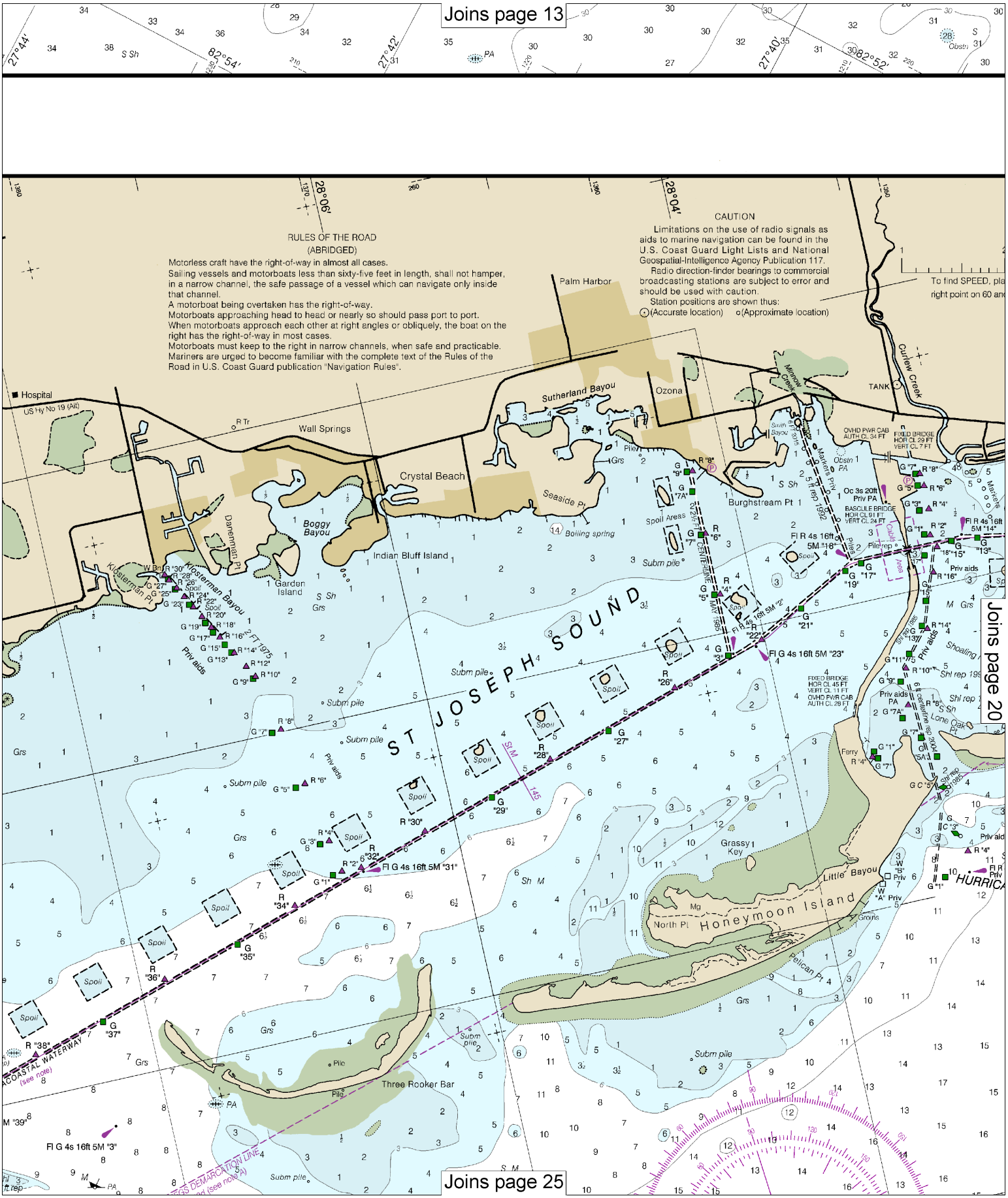
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 13

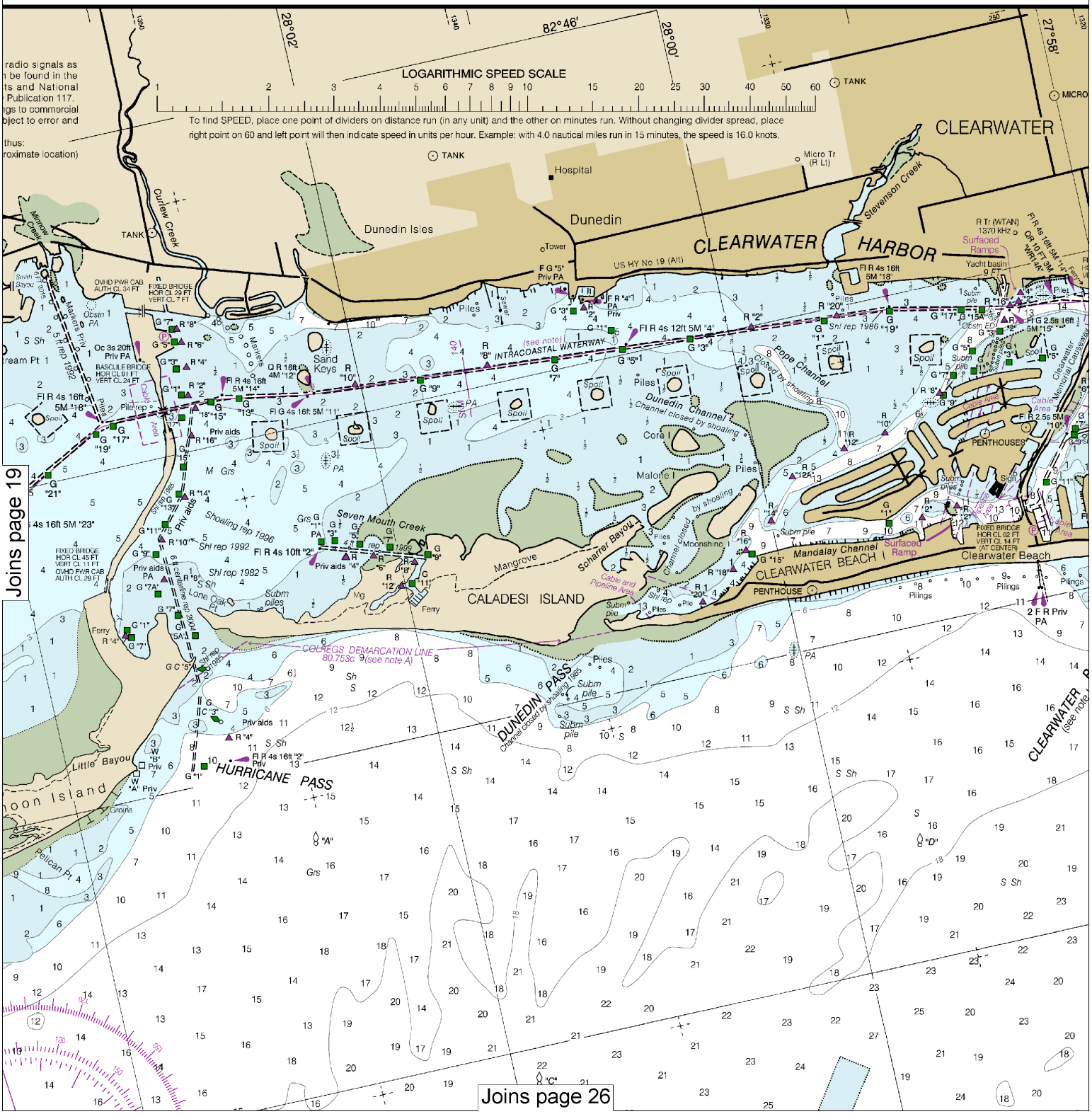


Joins page 20

Joins page 25

Joins page 14

JOINS CHART 11415



Joins page 19

Joins page 26

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

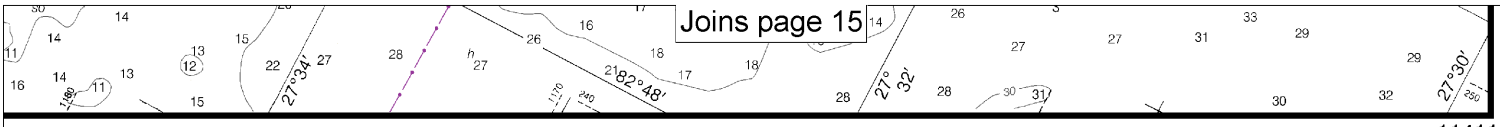
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 15



11411

CLEARWATER BEACH

The controlling depth from Light "2" was 6 feet to the turning basin at Clearwater Beach and 8 feet in the turning basin.

Jul 2018

NOTE H

CLEARWATER PASS

The controlling depth was 9 ½ feet for a width of 150 feet from the Gulf to the fixed highway bridge, thence 3 feet for a width of 100 feet to a junction with the Intracoastal Waterway.

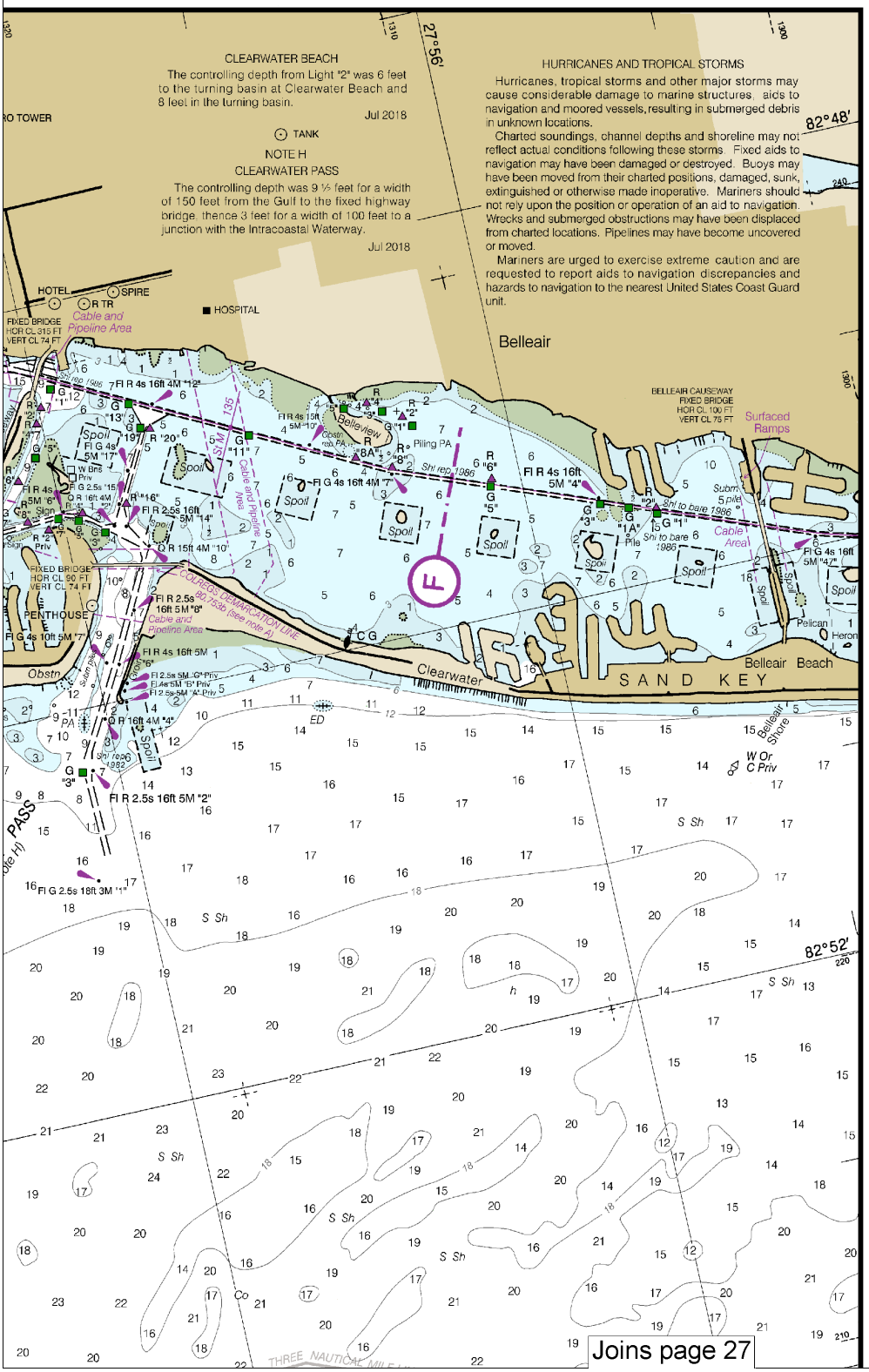
Jul 2018

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.



JOINS SIDE A

SIDE B

Joins page 27

Joins page 16

Chart 11411

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000
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MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System of 1984)

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, and U.S. Coast Guard.

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 1.078" northward and 0.636" eastward to agree with this chart.

CAUTION

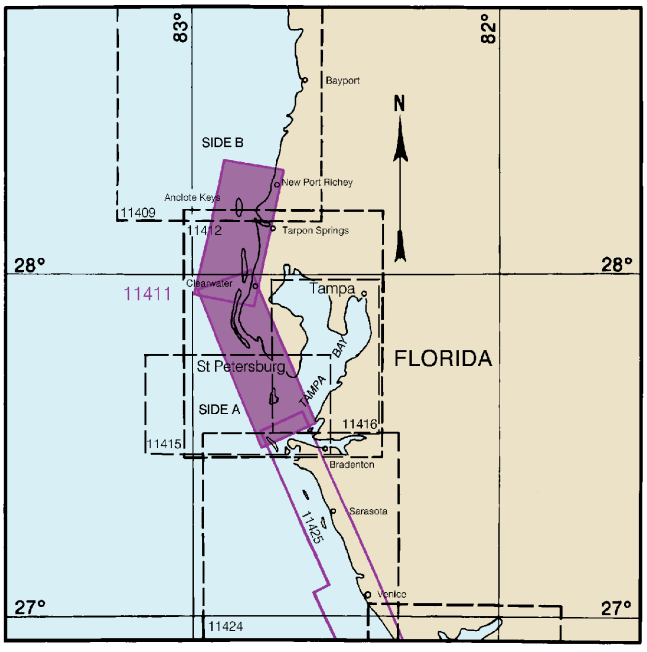
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice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

For Symbols and Abbreviations see Chart No. 1

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

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

NAUTICAL CHART DIAGRAM



11411

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Mullet Key Channel	(27°37'N/82°44'W)	2.1	1.8	0.3
Anna Maria Key	(27°32'N/82°44'W)	2.2	2.0	0.3
Egmont Key, Egmont Channel	(27°36'N/82°46'W)	2.2	1.9	0.4
Johns Pass, Boca Ciega Bay	(27°47'N/82°47'W)	2.3	1.9	0.4
Clearwater	(27°57'N/82°48'W)	2.6	2.2	0.4
Dunedin, St. Joseph Sound	(28°01'N/82°48'W)	2.8	2.4	0.5
Tarpon Springs, Anclote River	(28°10'N/82°46'W)	3.0	2.6	0.5
Anclote Key	(28°10'N/82°51'W)	3.3	3.0	0.4
Clearwater Beach	(27°59'N/82°50'W)	2.7	2.4	0.5
Madeira Beach Causeway	(27°49'N/82°48'W)	2.4	2.1	0.5
Anclote, Anclote River	(28°10'N/82°47'W)	3.1	2.7	0.6

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Apr 2013)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 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.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

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

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

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.

NOTE B

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

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 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.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

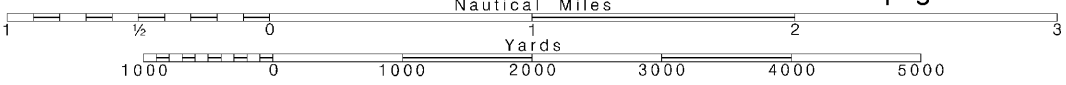
Use NOAA electronic navigational charts for the most up-to-date information.

24th Ed., Jul. 2020. Last Correction: 7/24/2020. Cleared through:
LNM: 2920 (7/21/2020), NM: 3020 (7/25/2020)

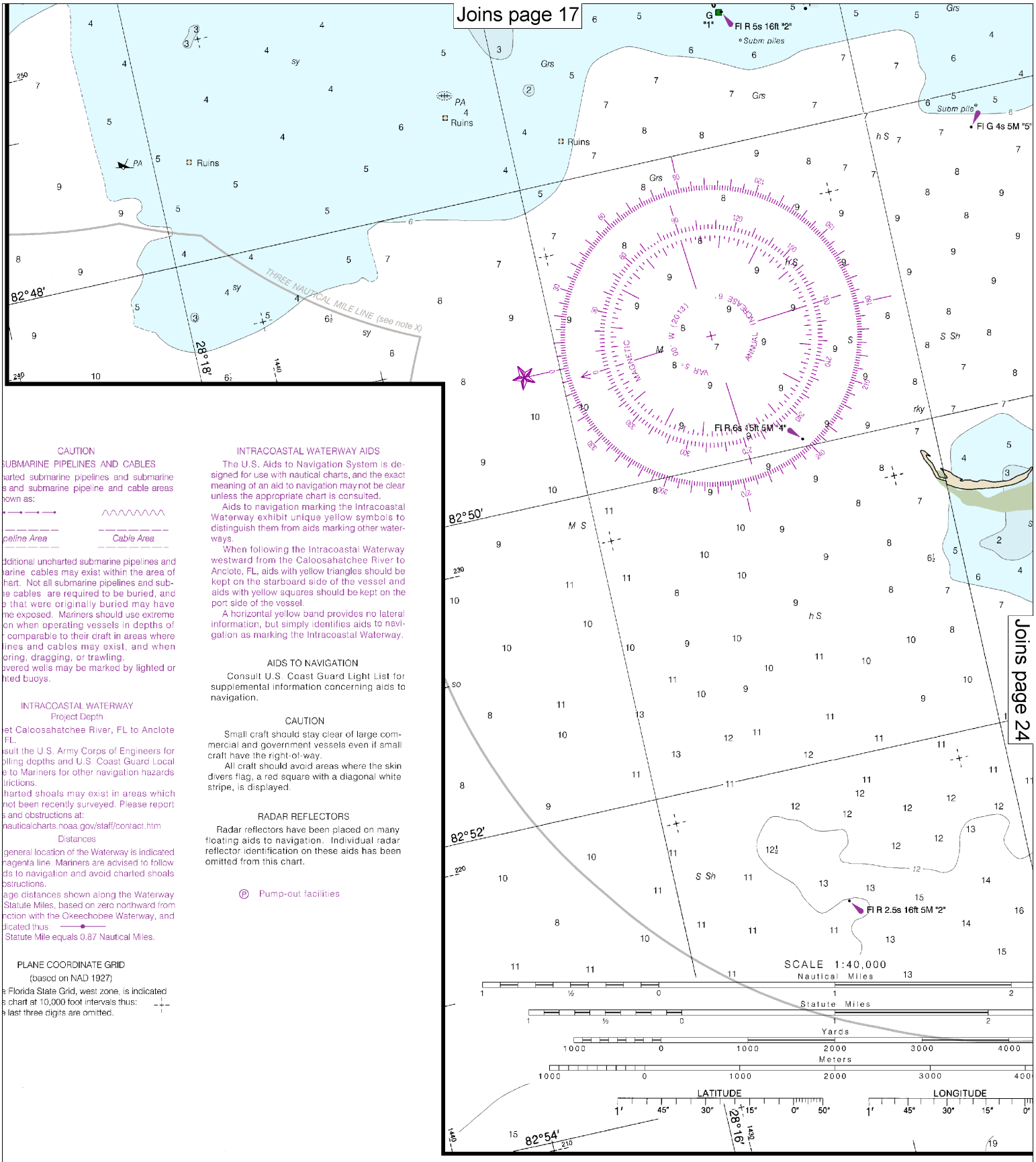
SIDE B

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~



See Note on page 5.



CAUTION

SUBMARINE PIPELINES AND CABLES

arted submarine pipelines and submarine s and submarine pipeline and cable areas own as:

peline Area — Cable Area

ditional uncharted submarine pipelines and arine cables may exist within the area of hart. Not all submarine pipelines and sub- ie cables are required to be buried, and e that were originally buried may have me exposed. Mariners should use extreme on when operating vessels in depths of comparable to their craft in areas where lines and cables may exist, and when oring, dragging, or trawling.

overed wells may be marked by lighted or hted buoys.

INTRACOASTAL WATERWAY

Project Depth

et Calcosahatchee River, FL to Anclote FL.

sult the U.S. Army Corps of Engineers for olling depths and U.S. Coast Guard Local e to Mariners for other navigation hazards trictions.

harted shoals may exist in areas which not been recently surveyed. Please report s and obstructions at:

nauticalcharts.noaa.gov/staff/contact.htm

Distances

general location of the Waterway is indicated magenta line. Mariners are advised to follow ds to navigation and avoid charted shoals bstructions.

age distances shown along the Waterway Statute Miles, based on zero northward from nction with the Okeechobee Waterway, and dicated thus:

Statute Mile equals 0.87 Nautical Miles.

PLANE COORDINATE GRID

(based on NAD 1927)

e Florida State Grid, west zone, is indicated s chart at 10,000 foot intervals thus: -+-

e last three digits are omitted.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

AIDS TO NAVIGATION

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

CAUTION

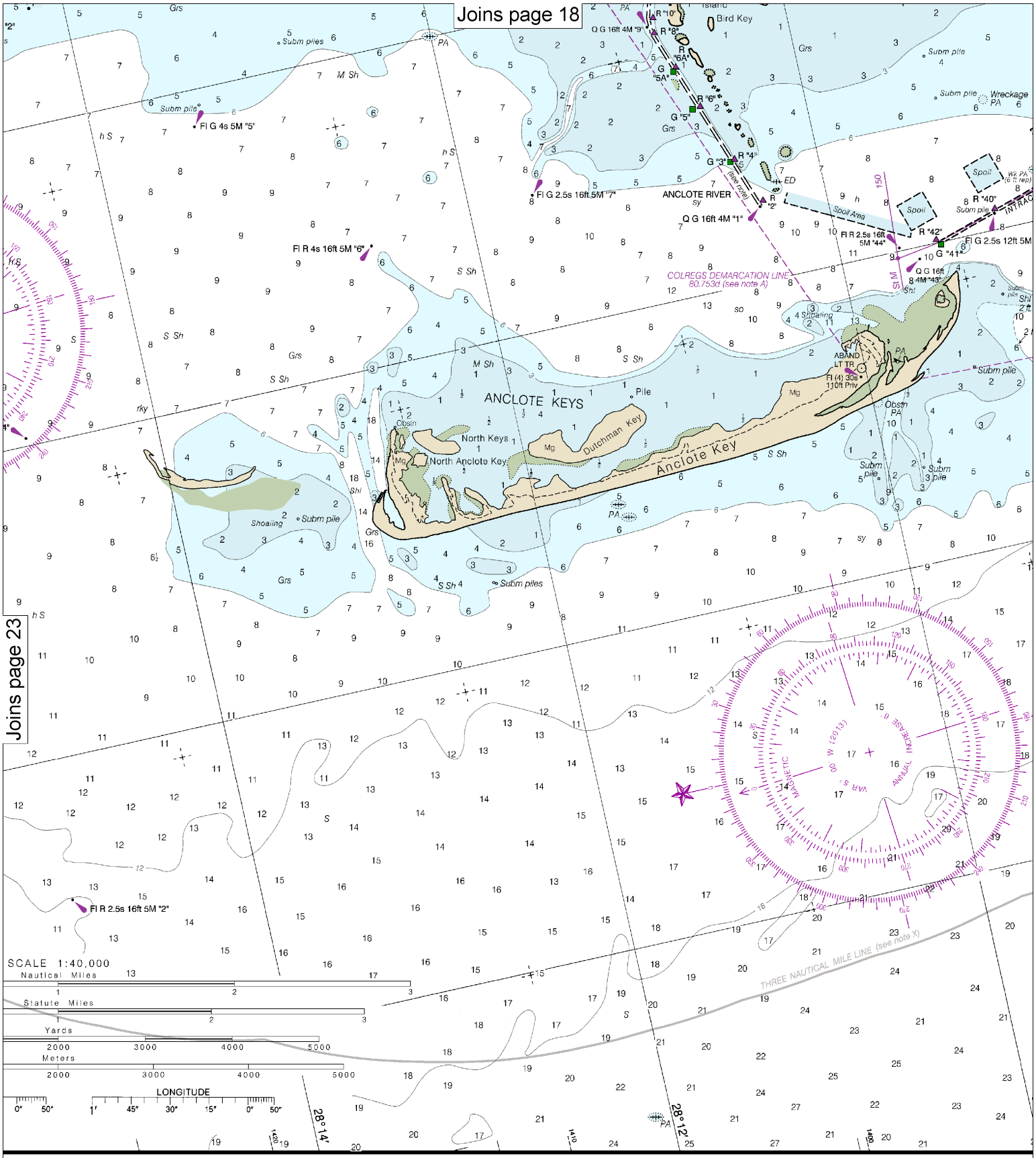
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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.

Ⓟ Pump-out facilities



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

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Nautical Miles

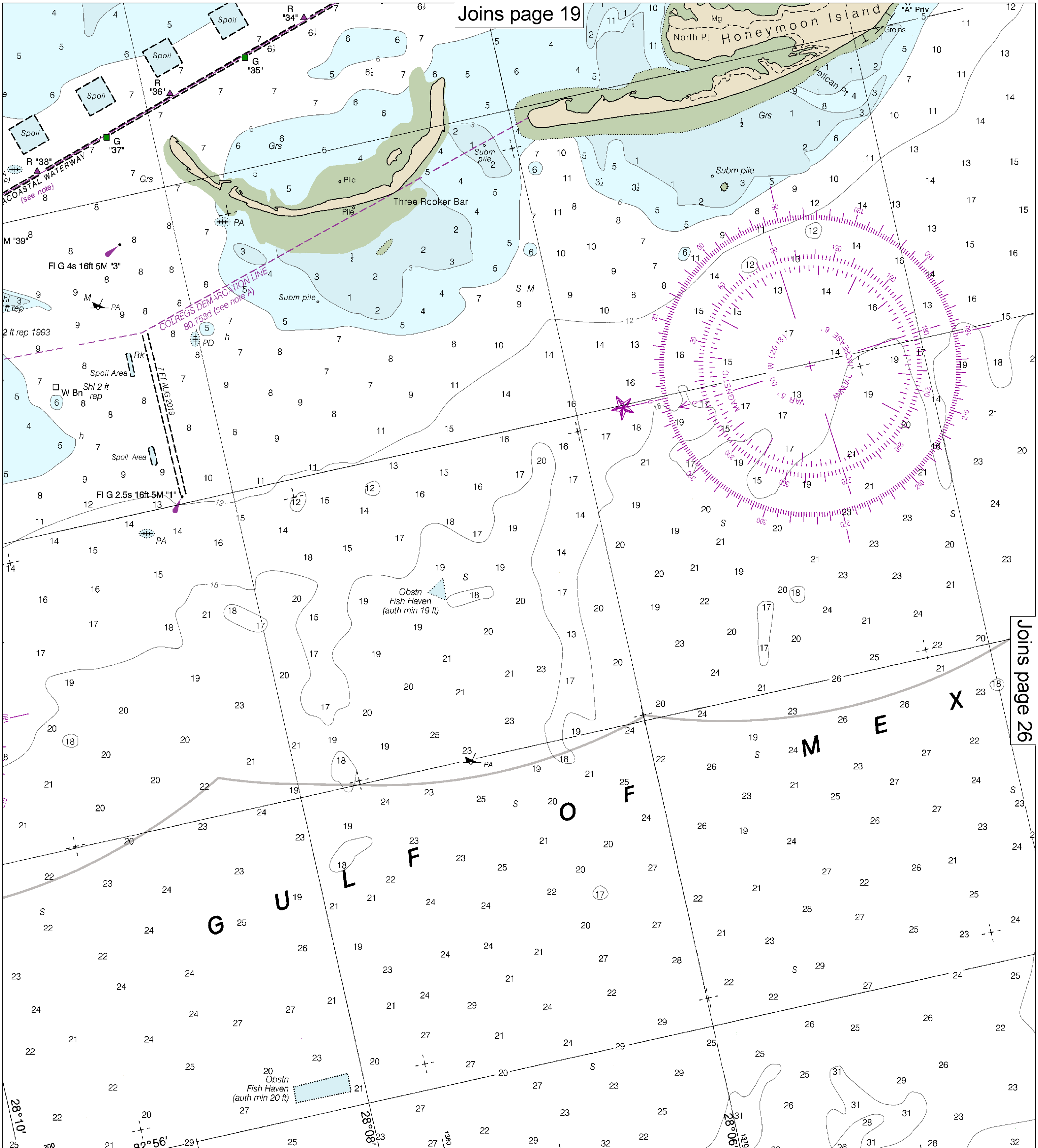
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

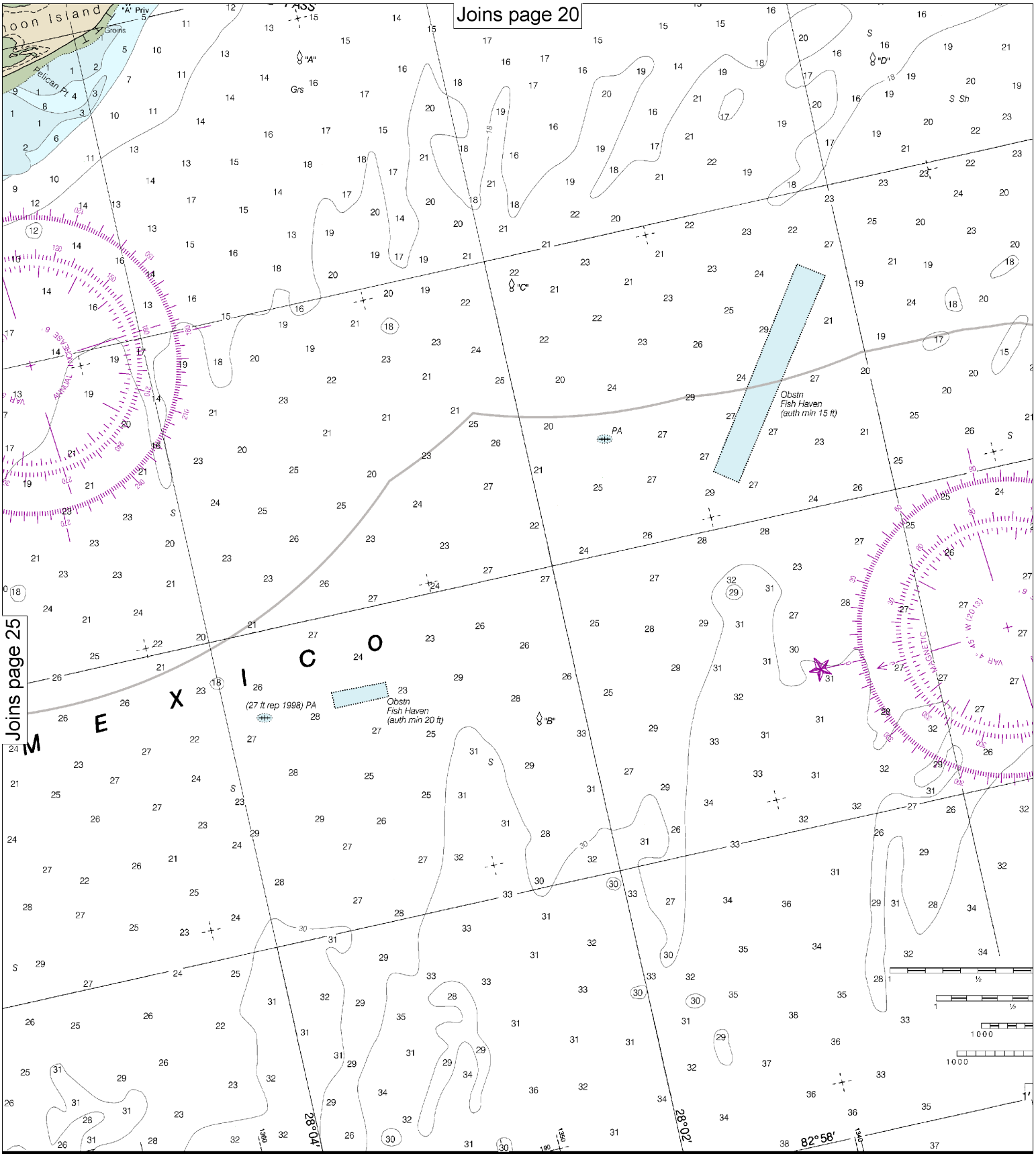
See Note on page 5.

Joins page 19


Honeymoon Island
North Pt
Pelican Pt
Three Rooker Bar
GULF OF MEXICO
COLREGS DEMARCATION LINE
80.753d (see note A)
ACOASTAL WATERWAY
(see note)
Spoil
Spoil Area
R "34"
G "35"
R "36"
G "37"
R "38"
M "39"
Fl G 4s 16ft 5M "3"
Fl G 2.5s 16ft 5M "1"
W Bn
Shl 2 ft rep
2 ft rep 1993
7 FT AUG 2018
Subm pile
Pile
Obstn
Fish Haven
(auth min 19 ft)
(auth min 20 ft)
"A" Priv
Groins
Grs
PA
PD
VAR 5° 00' W (2013)
ANNUAL INCREASE 6'
MAGNETIC
28°10'
28°08'
28°06'
82°56'

Joins page 26

CONTINUED ON CHART 11412



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

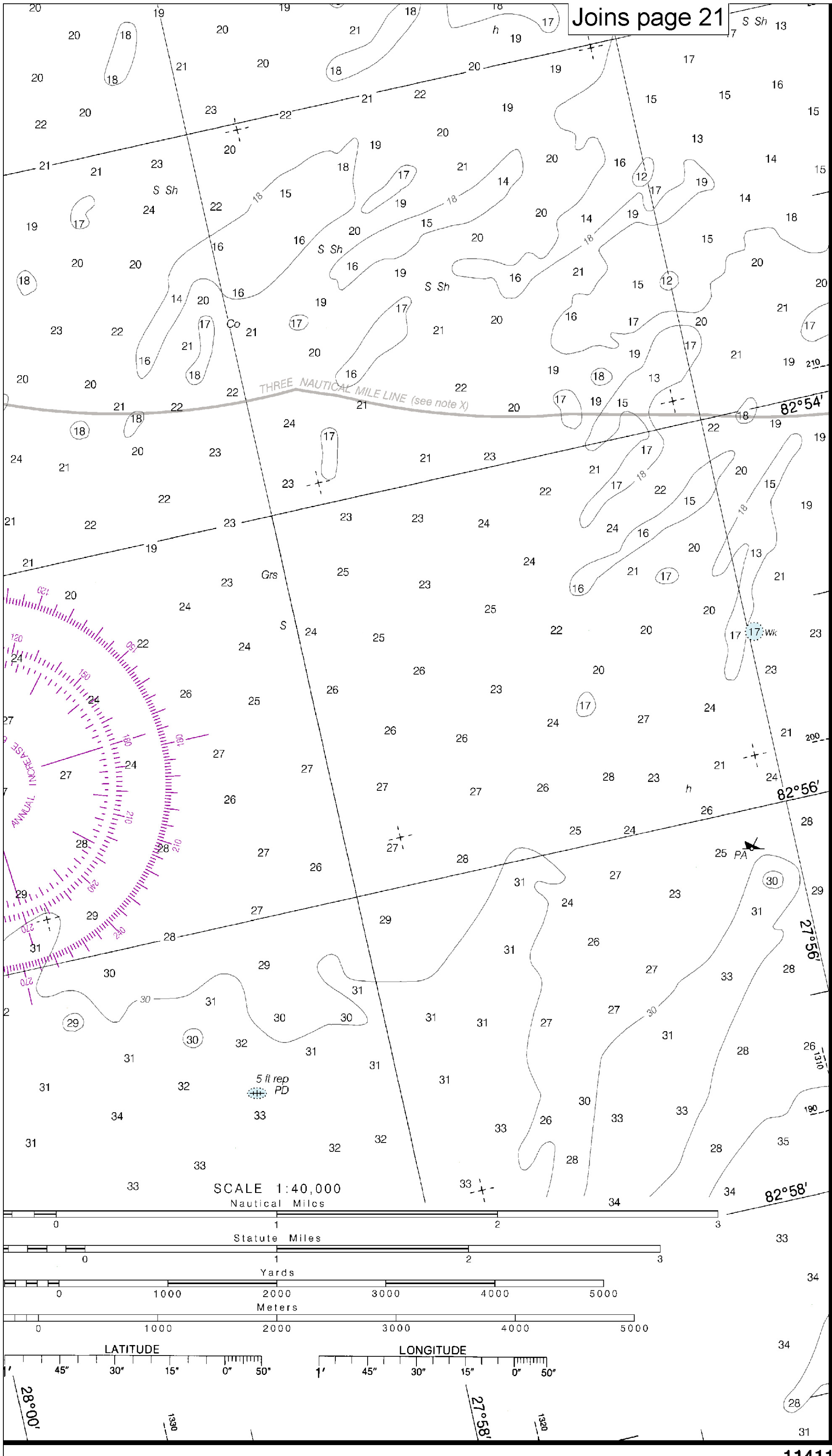
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 21
JOINS SIDE A
SIDE B
THREE NAUTICAL MILE LINE (see note Z)
82°54'
82°56'
82°58'
27°56'
27°58'
28°00'
S Sh
Co
Grs
Wk
PA
5 ft rep
PD
SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
Meters
LATITUDE
LONGITUDE
11411

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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