

BookletChart™

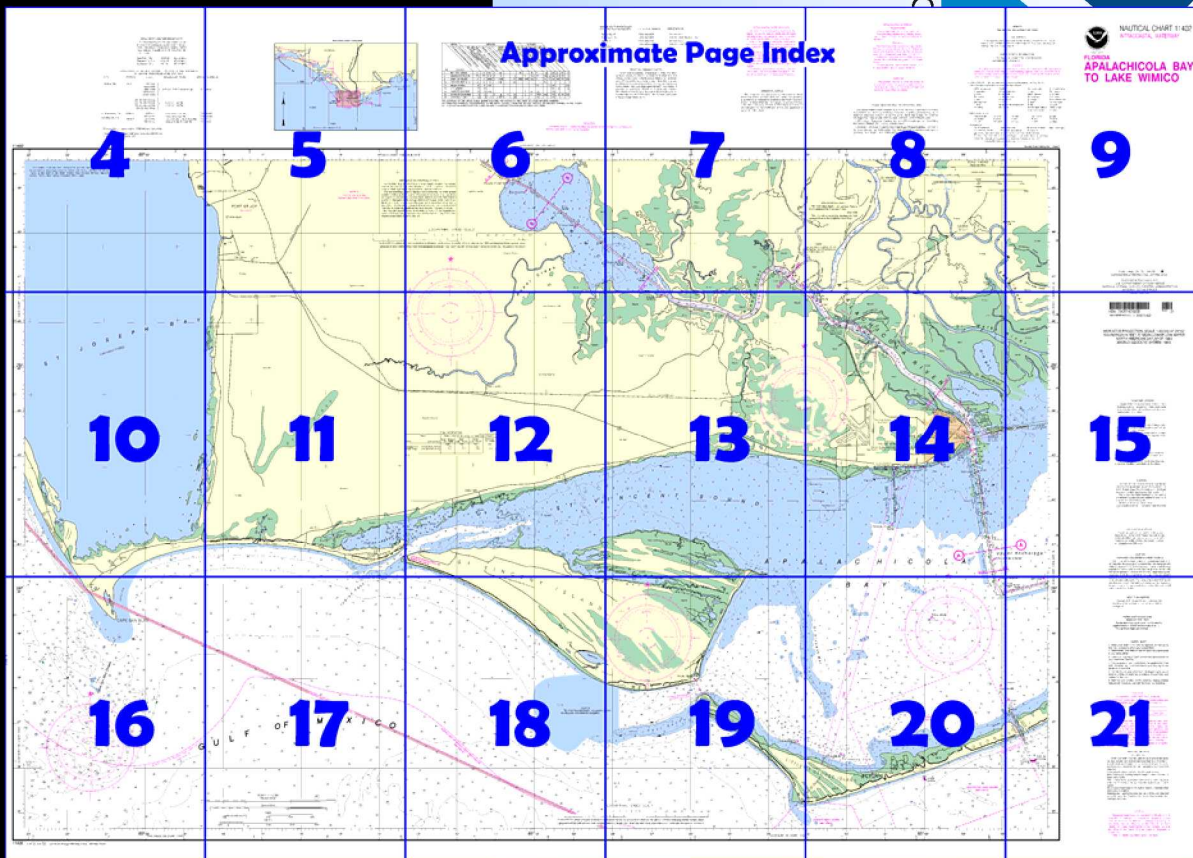
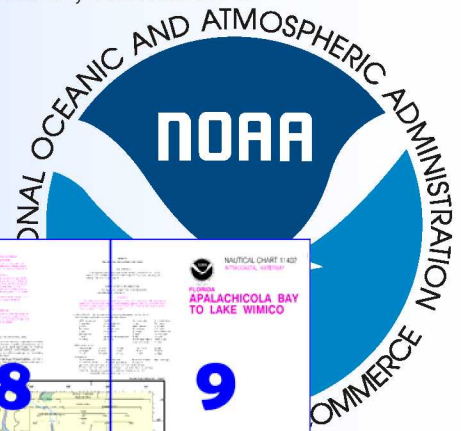
Apalachicola Bay to Lake Wimico

(NOAA Chart 11402)



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)

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™?

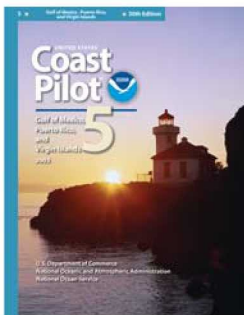
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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 5, Chapter 6 excerpts]

(69) **St. George Island and Little St. George Island**, the S boundary of Apalachicola Bay, extend 24 miles W from East Pass. The islands are densely wooded except the E end of St. George Island, which is a low and barren spit. A marked channel leads to the town of **Eastpoint**, 1 mile NE of Cat Point. The controlling depths were 5 feet in the entrance channel, thence 3 feet in the W arm of the channel paralleling the shore at Eastpoint and 2½ feet in the E arm. Detached

breakwaters parallel the E and W arms of the channel. A bridge-causeway extends from Cat Point to St. George Island. The fixed span over the waterway has a clearance of 50 feet. A replacement fixed highway bridge was under construction with a design clearance of 65 feet. Gasoline in cans, groceries, ice, a launching ramp, and some marine supplies are available on St. George Island from a store at the SW end of

the causeway. Gasoline, diesel fuel, and limited marine supplies are available at the wharves at Eastpoint. There are seafood packing plants and numerous fish piers at Eastpoint.

(70) **Bulkhead Shoal**, which extends from Cat Point S to Bulkhead Point on St. George Island, marks the dividing line between St. George Sound and Apalachicola Bay. The Intracoastal Waterway has been dredged through this shoal. An overhead power cable with a clearance of 40 feet crosses along the shoal, but is submerged at the waterway channel.

(71) **West Pass** enters Apalachicola Bay between **Sand Island**, the NW tip of Little St. George Island, and **St. Vincent Island**. The pass is the W approach to Apalachicola Bay and the town of Apalachicola.

(72) **Apalachicola** is on the N shore of Apalachicola Bay at the mouth of the Apalachicola River. The principal industries are fishing and oystering. Waterborne commerce consists of petroleum products, chemicals, fertilizer products, sand, gravel, cement, liquid and dry sulfur, grain, feeds, and logs. The port is the gateway for the extensive river systems of the Chattahoochee and Flint Rivers. The Intracoastal Waterway enters Apalachicola River, passes the town, and then continues W through Jackson River. The town has several historic buildings, a museum, and a hospital.

(73) **Prominent features**. An abandoned lighthouse (29°35.2'N., 85°02.8'W.), on the SW tip of Little St. George Island, is the most conspicuous object in the West Pass area. From inside the pass on the approach to Apalachicola, the water tank, several microwave and radio towers, and the highway bridges are prominent.

(74) **Dangers**. A fan-shaped test firing area, marked by unlighted buoys, is centered about 4 miles S of the abandoned lighthouse on Little St. George Island.

(75) **Channels**. The main entrance to Apalachicola Bay is through **Government Cut** (also known as **Bob Sikes Pass**), a dredged cut between St. George and Little St. George Islands from the Gulf into the bay about 4.9 miles E of the abandoned lighthouse. The entrance to the cut is protected by twin jetties. The controlling depth was 1.4 feet (1.9 feet at midchannel). The channel is marked by lighted buoys, a lighted range, and daybeacons.

[Coast Pilot 5, Chapter 12 excerpts]

(174) **Apalachicola, Mile 351.4E**, is on the W side of the entrance to **Apalachicola River**. The town has several small-craft facilities.

(175) **John Gorrie Memorial Bridge** is a 4.2-mile E-W combination of highway bridges and causeways (U.S. 98/U.S. 319) over the entrances to East Bay and Apalachicola River. The fixed span over the river at **Mile 351.4E** has a clearance of 65 feet; the overhead power cable 100 yards N of the bridge has a clearance of 84 feet.

(176) The railroad bridge over Apalachicola River at **Mile 347.0E** has a swing span with a clearance of 11 feet. Extreme care is advised in the vicinity of the bridge. Two marinas are at the head of small bayous 0.8 and 0.6 mile SE of the railroad bridge. The southeasternmost facility is accessible through two channels with reported controlling depths of 3½ feet, while the other is accessible through a channel with a reported controlling depth of 5 feet. Gasoline, water, ice, limited marine supplies, berths, outboard motor repairs, and a launching ramp are available at each facility.

(177) The waterway leaves Apalachicola River at **Mile 345.6E** and proceeds through Jackson River to **Lake Wimico**, which is entered at **Mile 340.7E**.

Table of Selected Chart Notes

NOTE C

Port St. Joe is in the Eastern Standard Time Zone.

NOTE

Shoaling exists to various depths on the Apalachicola River between Buoy 13 and Buoy 24.

HEIGHTS

Heights in feet above Mean High Water.

The channel is marked by daybeacons from Jackson River to the Chattahoochee River.

APALACHICOLA RIVER

The controlling depth from Jackson River to the Chattahoochee River was 7 feet.

May 1988

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.

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

PLANE COORDINATE GRID

(based on NAD 1927)

Florida State Grid, north zone, is indicated by dashed ticks at 10,000 foot intervals, thus: - - - -
The last three digits are omitted.

CAUTION

The West Pass bar channel is subject to extreme shoaling and is unreliable for navigation.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ————
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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).

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 Imagery and Mapping 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)

CAUTION

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

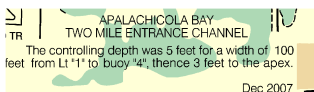
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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.



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 Carrabelle, FL to Brownsville, TX, 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.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surrounding.

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

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.

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 navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

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, 8th Coast Guard District in New Orleans, La., or at the Office of the District Engineer, Corps of Engineers in Mobile, Ala.

Refer to charted regulation section numbers.

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.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

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.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX - 8th Coast Guard District, Hale Boggs Federal Building, 500 Camp St., New Orleans, LA 70130-3396, Tel. 504-589-2937 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping 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.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

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/CSD), National Ocean Service, NOAA, Silver Spring, Maryland 20910 - 3282.

TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)	Mean High Water				Mean Low Water		Extreme Low Water	
		Mean High Water	High Water	Mean High Water	High Water	Mean Low Water	Low Water	Extreme Low Water	Low Water
Apalachicola	(29°43'N/84°59'W)	1.6	1.5	0.4	0.4	----	----	----	----
West Pass	(29°38'N/85°06'W)	1.4	1.3	0.5	0.5	----	----	-2.0	----

(503)

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 moose code	R TR radio tower
Ai alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBS 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	Gr 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	
⚓ 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: - - - - -

MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE	TELEPHONE NUMBER	OFFICE HOURS
Tampa Bay, FL	*(813) 645-2506	24 hours daily
Tallahassee, FL	(850) 942-8833	8:00 AM - 5:00 PM (Mon. - Fri.)
Mobile, AL	*(334) 633-5456	24 hours daily
	(334) 633-6443	8:00 AM - 5:00 PM (Mon. - Fri.)

*Recorded

NOAA VHF-FM WEATHER BROADCASTS
 The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

East Point, Fla	WWF-86	162.50 MHz
Panama City, Fla	KGG-67	162.55 MHz
Tallahassee, Fla	KIH-24	162.40 MHz

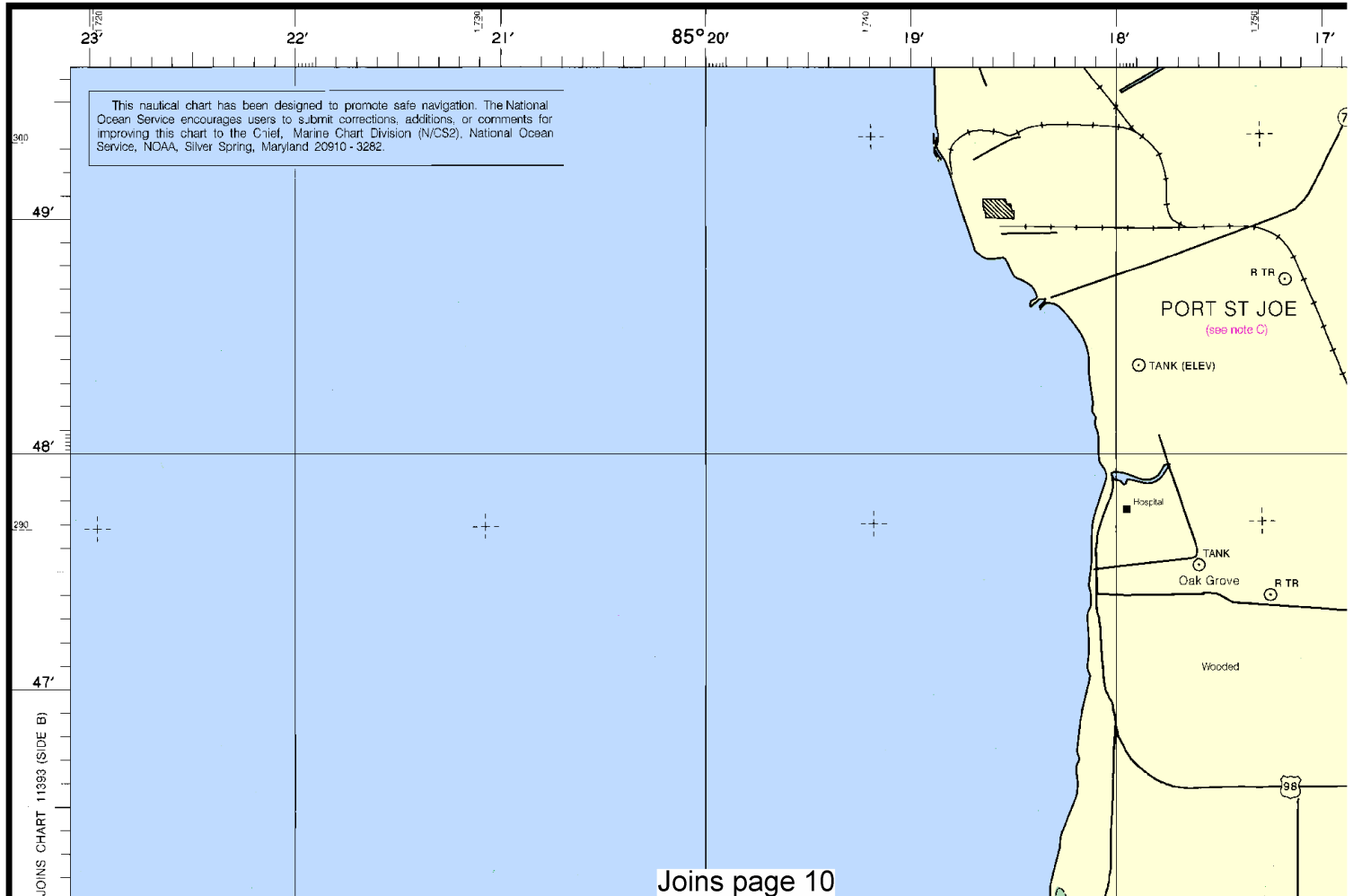
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
 BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES	SPECIAL WARNING
Mobile, Ala.	WLO	2572 kHz 8908.8 kHz 4397.7 kHz 13178.8 kHz 22707.6 kHz	6:00 AM, 7:00 PM & Midnight	On receipt
		(Ch 25) 161.65 MHz (Ch 26) 161.90 MHz (Ch 27) 161.95 MHz (Ch 28) 162.0 MHz		
St. Petersburg, Fla.	NMA-21	2670 kHz	8:20 AM & 7:20 PM	*On receipt
Panama City, Fla.	NOQ-7	157.1 MHz	4:00 AM & 6:00 PM	*On receipt
		2670 kHz 157.1 MHz	3:05 AM 3:05, 5:05 & 9:05 PM 4:35 & 10:35 AM 4:35 PM	On receipt On receipt

* Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

11402



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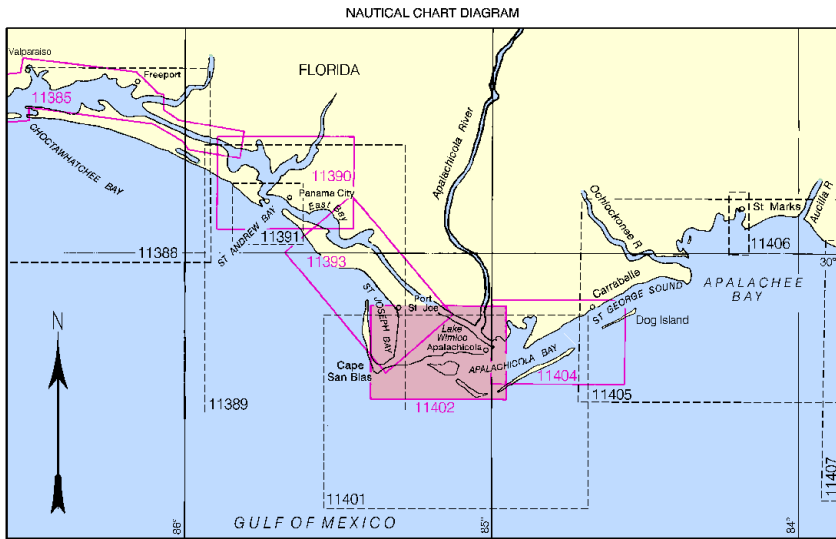


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

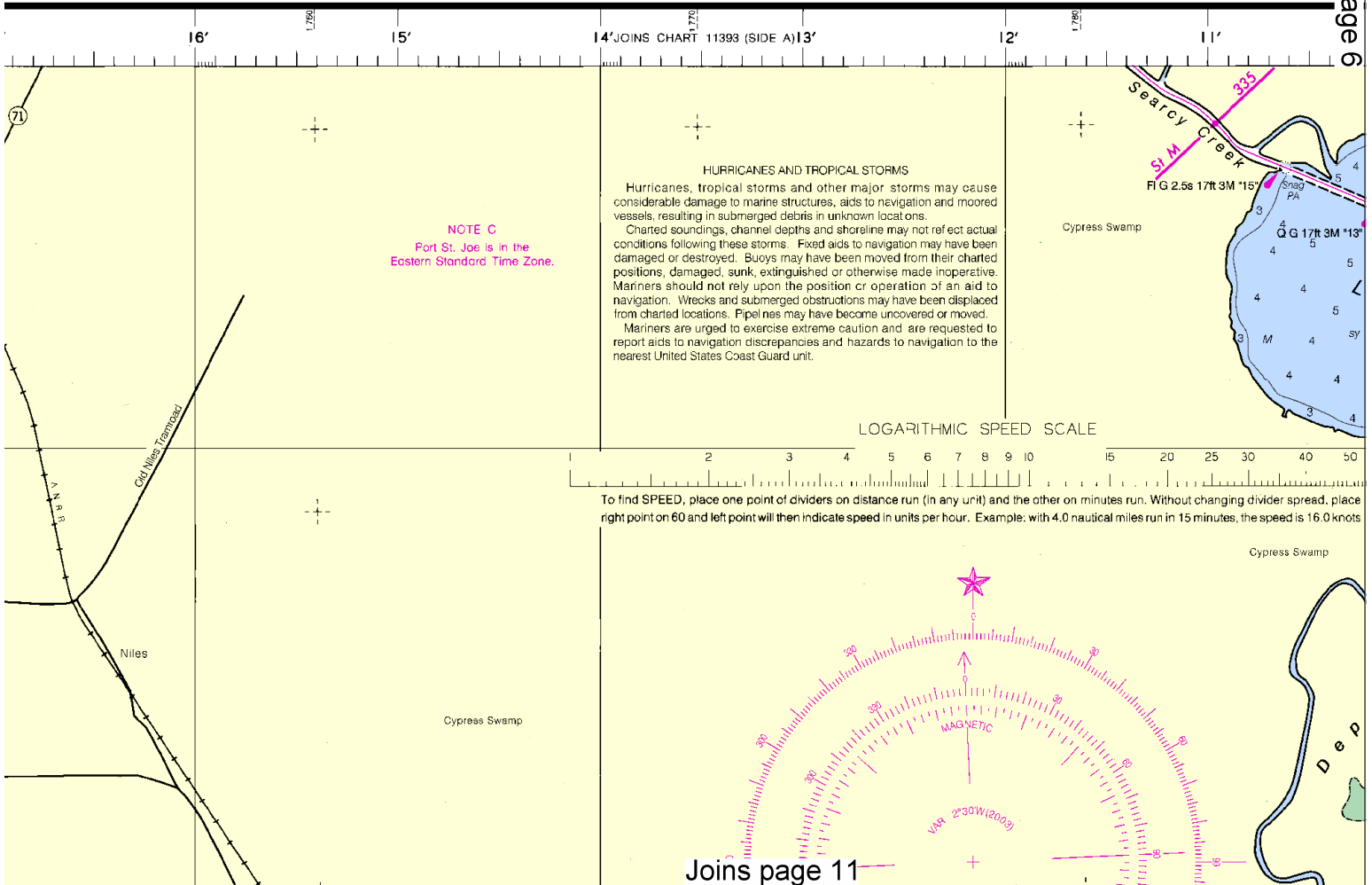
See Note on page 5.





NO	LOCATION	SERVICES											
		DEPTH	ALONGSIDE-FEET (REPORTED)	APPROACH-FEET (REPORTED)	REPAIRS	BUMP SURFACED	ELECTRIC	MARINE	LIFT	BOAT RENTAL	FOOD	TOILETS	WATER
1	BAY CITY LODGE	6	3		B	E	S	M					M
2	BREAKAWAY MARINA	4 1/2	4 1/2		B	E	S	M				3	C
8	CHIEF OF POLICE	9	8		B	M	S	H	M			70	CR
10	APALACH MAR W+S	6	6		M			H	M			20	C
11	MILLER MARINE	20	14		B	E							
13	J V GANDER	10	10										
14	RAINBOW INN & MAR	16	12		B	E							C
15	SCOPIO CREEK MARINA	9	9				S	M			31	15	C
16	DEEP WATER MAR	12	8		B	E		H	M			25	

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART. THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST TABULATED "PUMPING STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT



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.

**DAILY WEATHER FORECASTS
NATIONAL WEATHER SERVICE**

	TELEPHONE NUMBER	OFFICE HOURS
Apalachicola Bay, FL	*(813) 645-2506	24 hours daily
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	(334) 633-6443	8:00 AM - 5:00 PM (Mon.- Fri.)

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Use magenta numbers with

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 Carrabelle, FL to Brownsville, TX, 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.

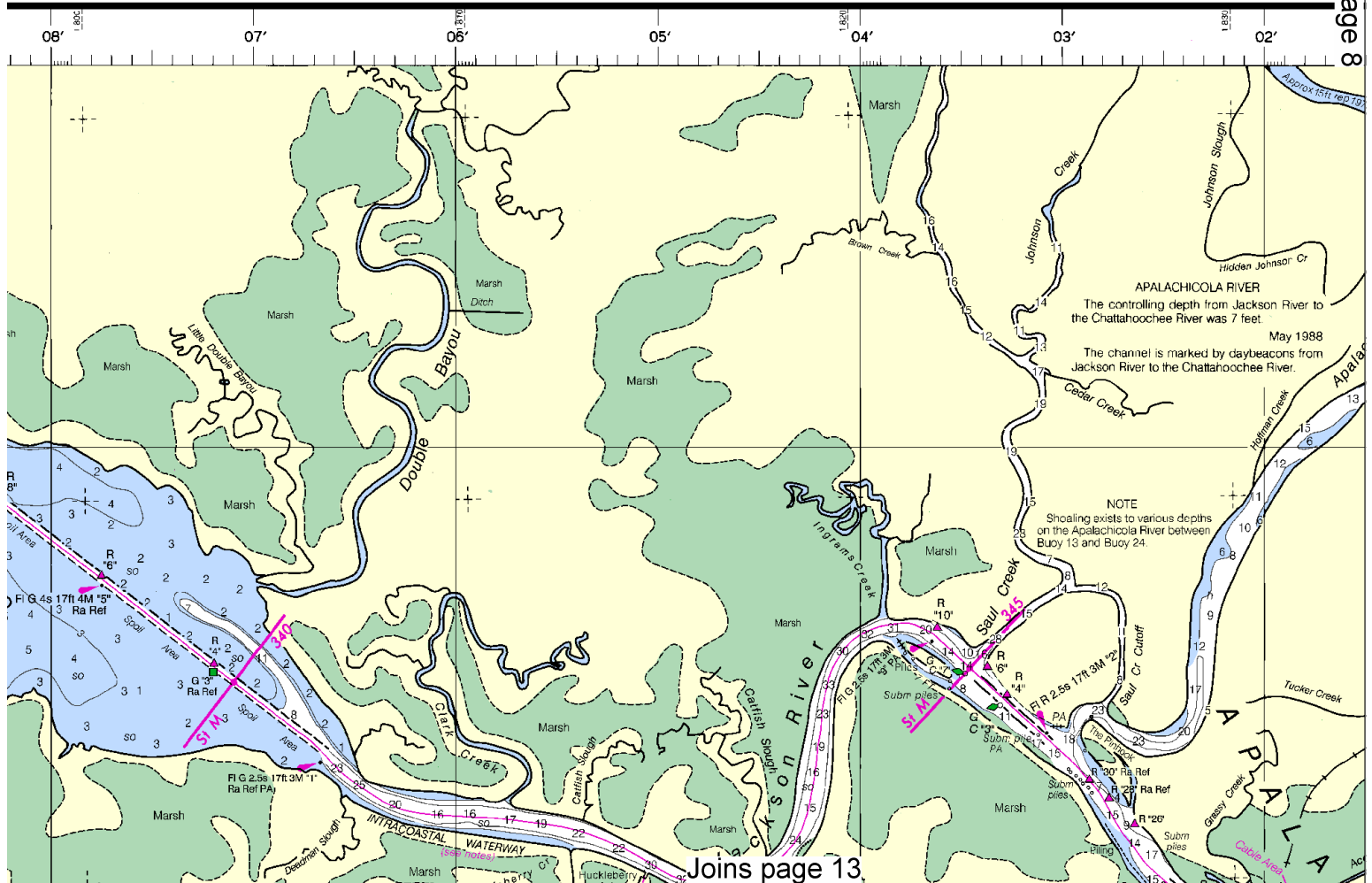
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HORIZONTAL DATUM

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 must be corrected an average of 0.763" northward and 0.306" eastward to agree with this chart.

The United States Coast Guard (USCGAUX) provides instructions regarding USPS - L, Box 30423, USCGAUX, St. N, (G-BA)

Joins page 8



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 4708 11/18/2008,
 NGA Weekly Notice to Mariners: 4708 11/22/2008,
 Canadian Coast Guard Notice to Mariners: n/a .



PM (Mon - Fri.)

PM (Mon - Fri.)

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INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

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WARNING

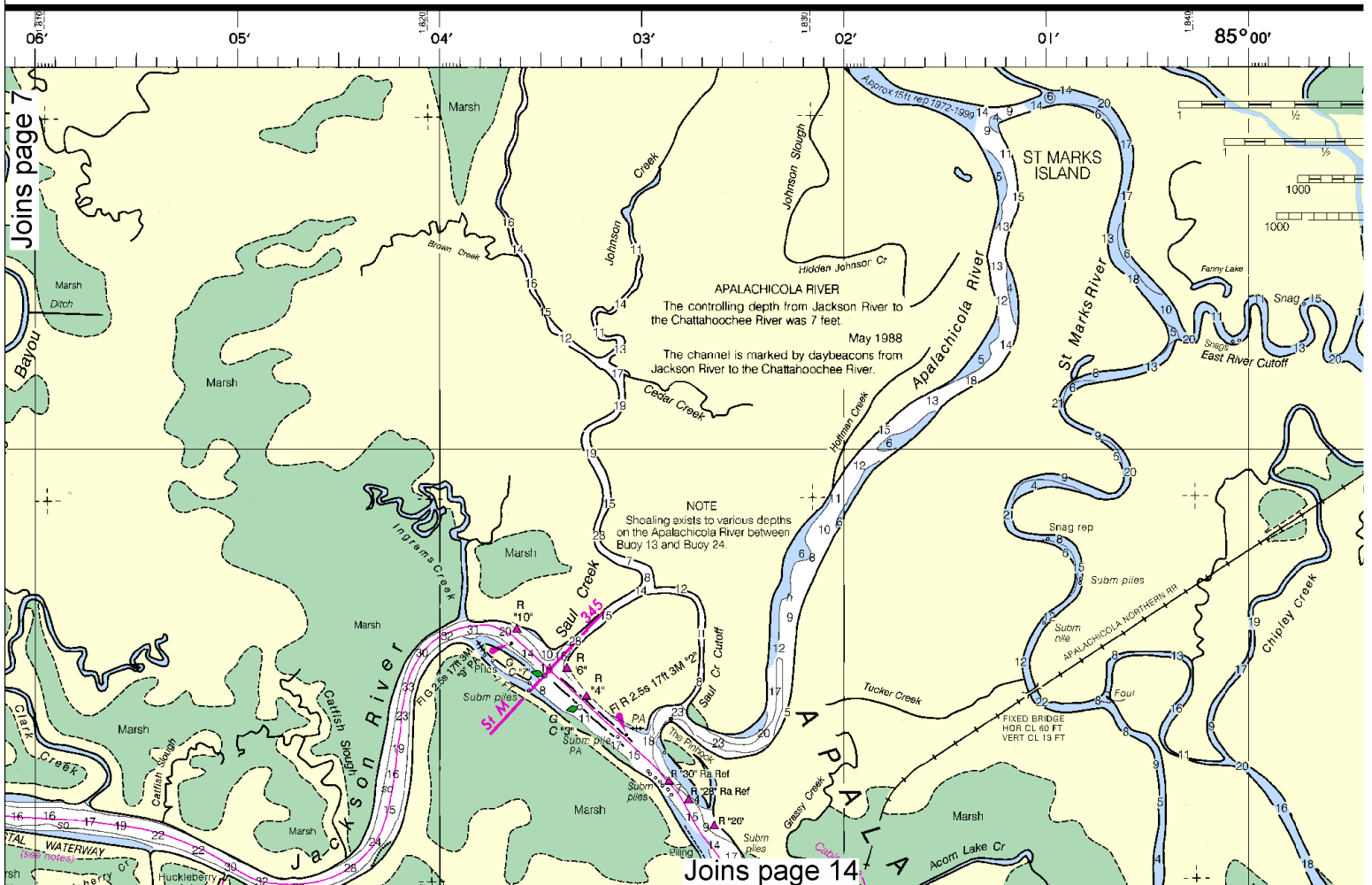
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PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX - 8th Coast Guard District, Hale Boggs Federal Building, 500 Camp St., New Orleans, LA 70130-3396, Tel. 504-589-2937 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.



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



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.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping 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.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G groin	Mo moose 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 rcd	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bls 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	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rdp reported	

21. Wreck, rock, obstruction, or other hazard clear to the depth indicated.
 22. 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: - - - - -



NAUTICAL CHART 11402

INTRACOASTAL WATERWAY

FLORIDA

APALACHICOLA BAY

TO LAKE WIMICO

Nautical Chart Catalog No. 1, Panel P

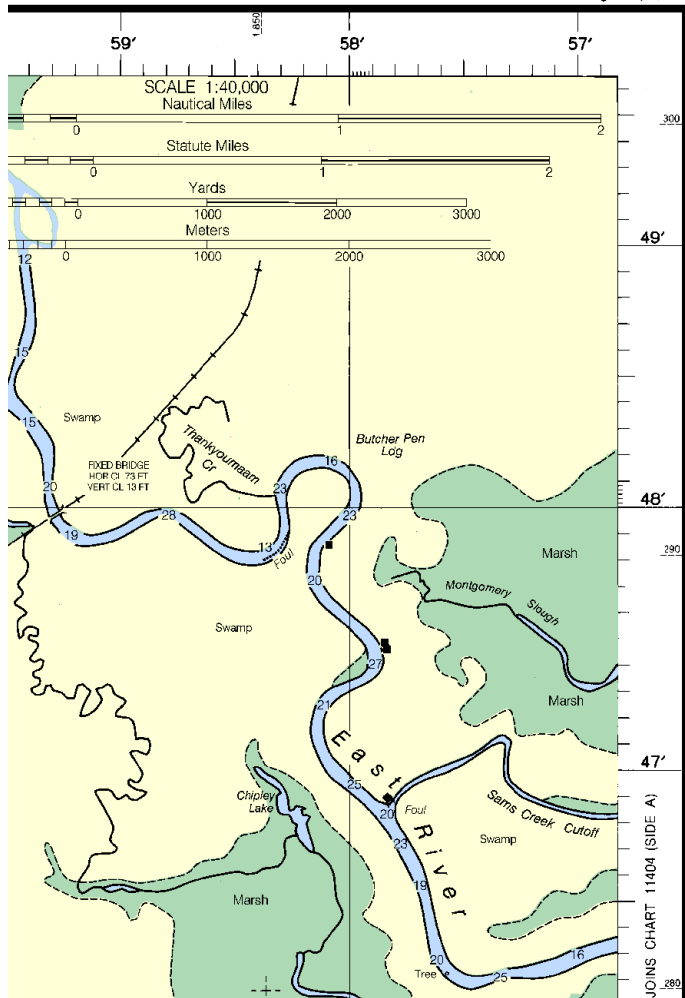


Chart 11402 21st Ed., Jun/03
Corrected through NM May 31/03, LNM May 20/03

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



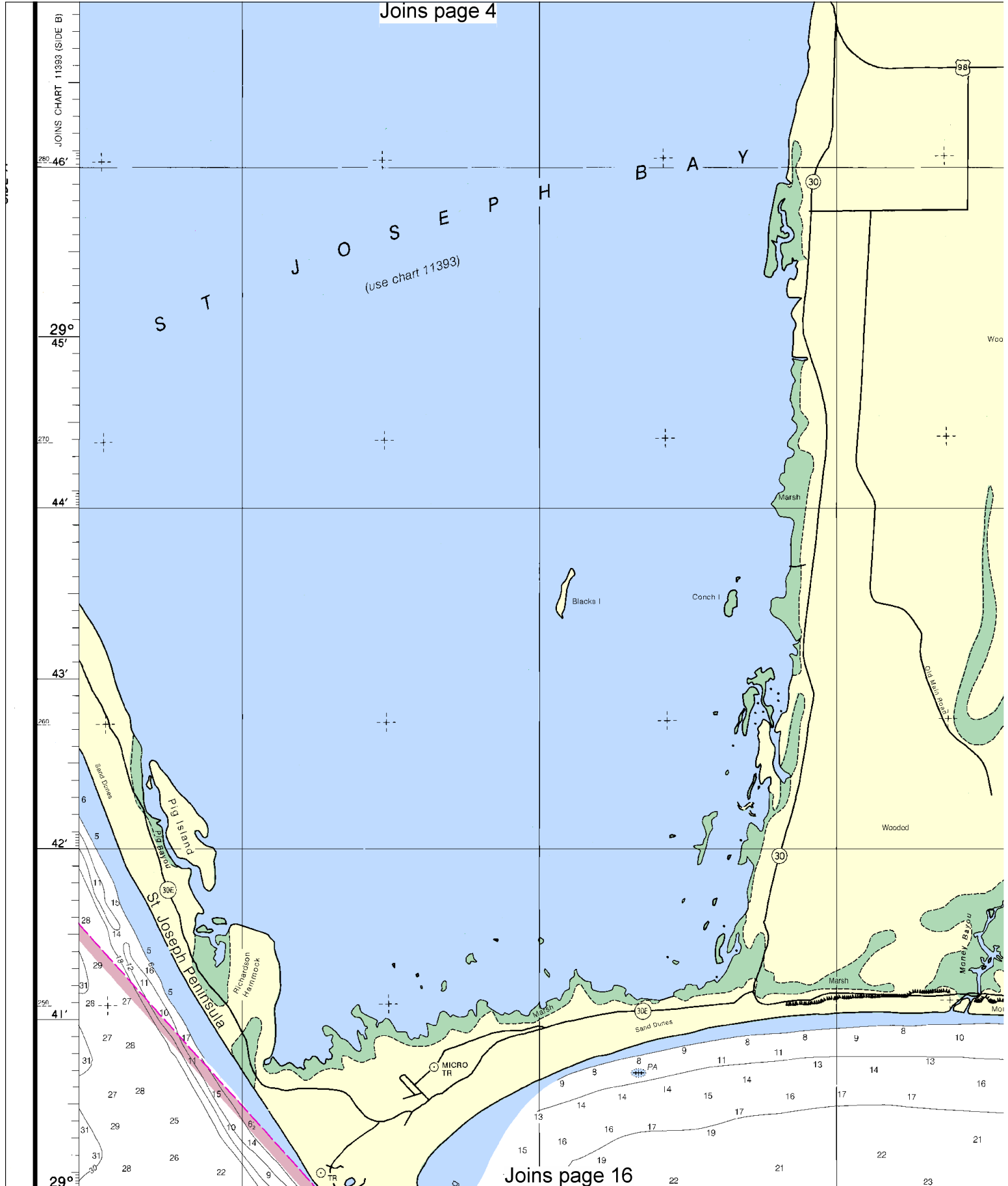
NSN 7642014010238
NIMA REFERENCE NO. 11XHA11402



ED. VO. 21

Joins page 15

Joins page 4



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10



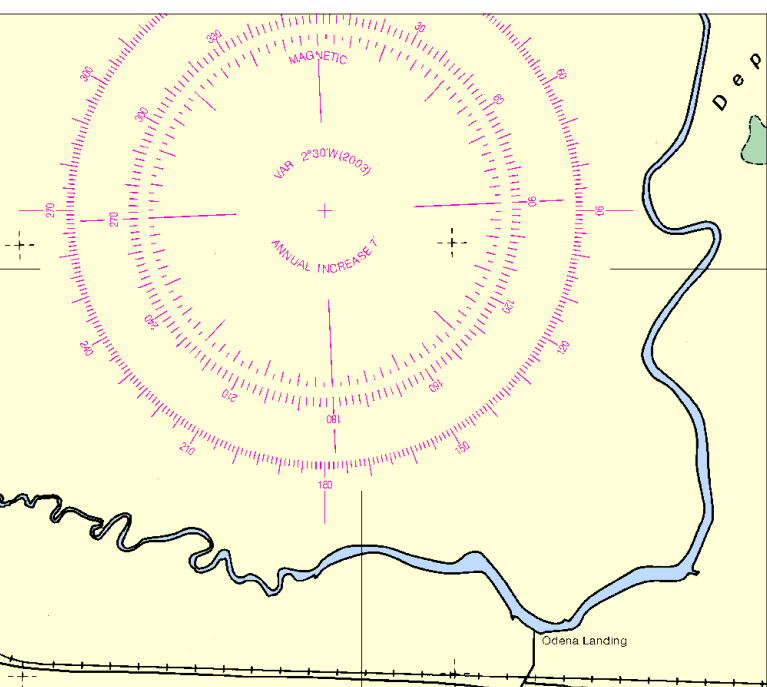
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SCALE 1:40,000

See Note on page 5.



Cypress Swamp



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Cypress Swamp

Odena Landing

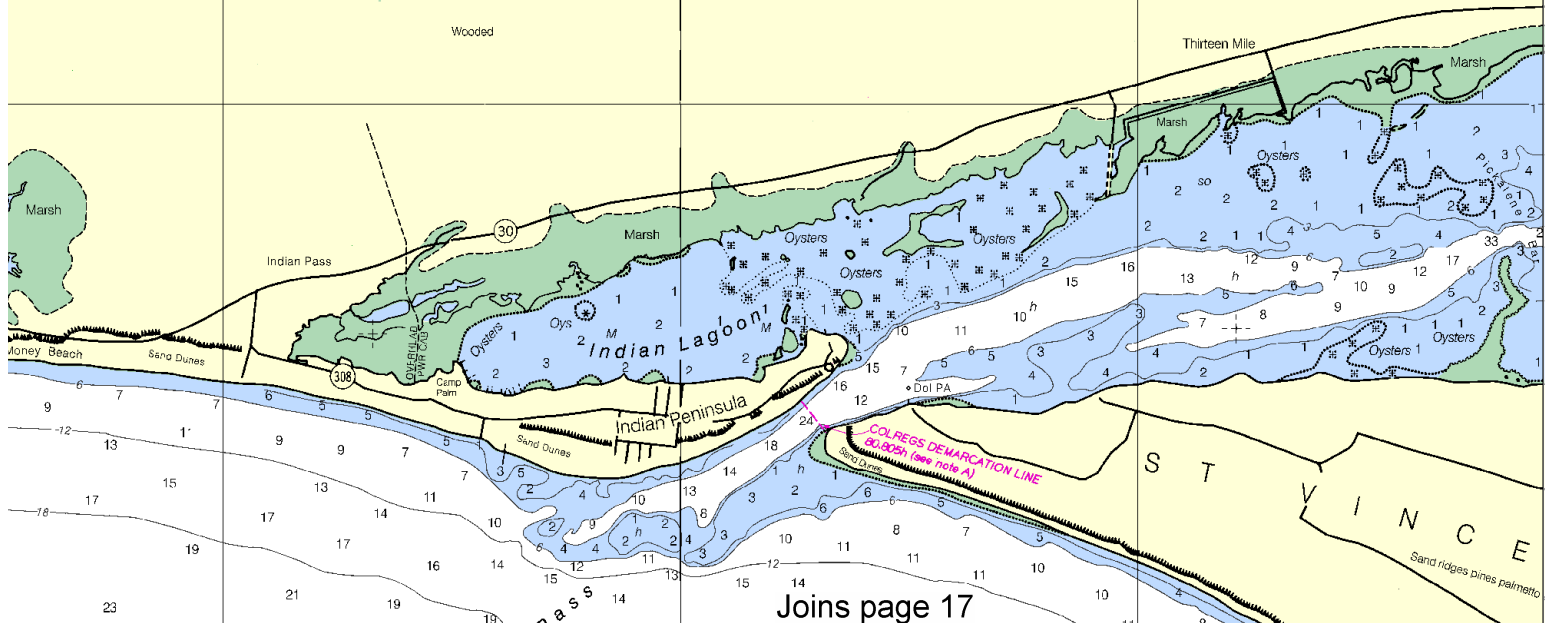
TIDAL INFORMATION

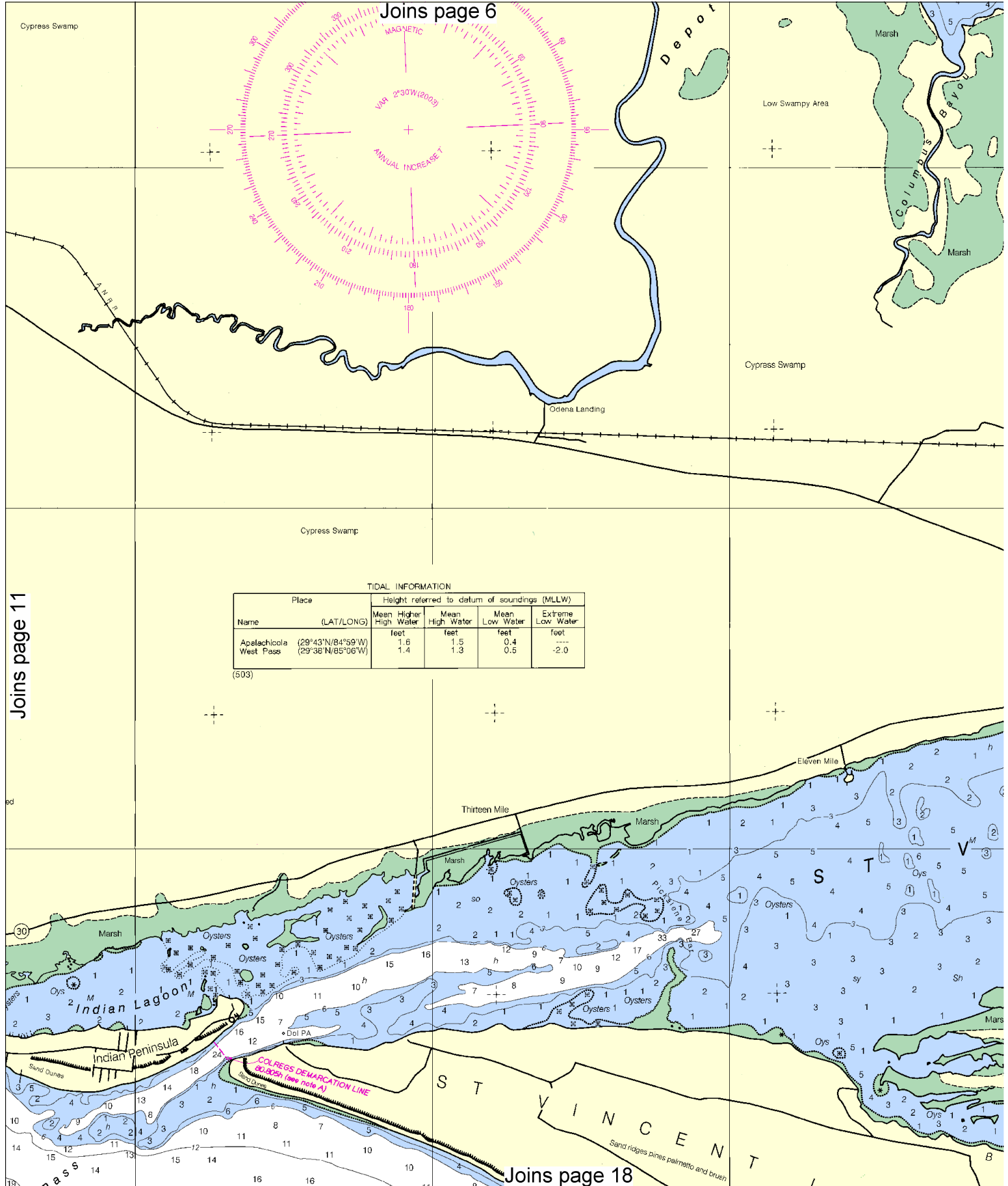
Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Apalachicola	(29°43'N/84°59'W)	1.6	1.5	0.4	---
West Pass	(29°38'N/85°06'W)	1.4	1.3	0.5	-2.0

(503)

Wooded

Thirteen Mile





TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Apalachicola (29°43'N/84°59'W)	1.6	1.5	0.4	----
West Pass (29°38'N/85°06'W)	1.4	1.3	0.5	-2.0

(503)

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Joins page 18

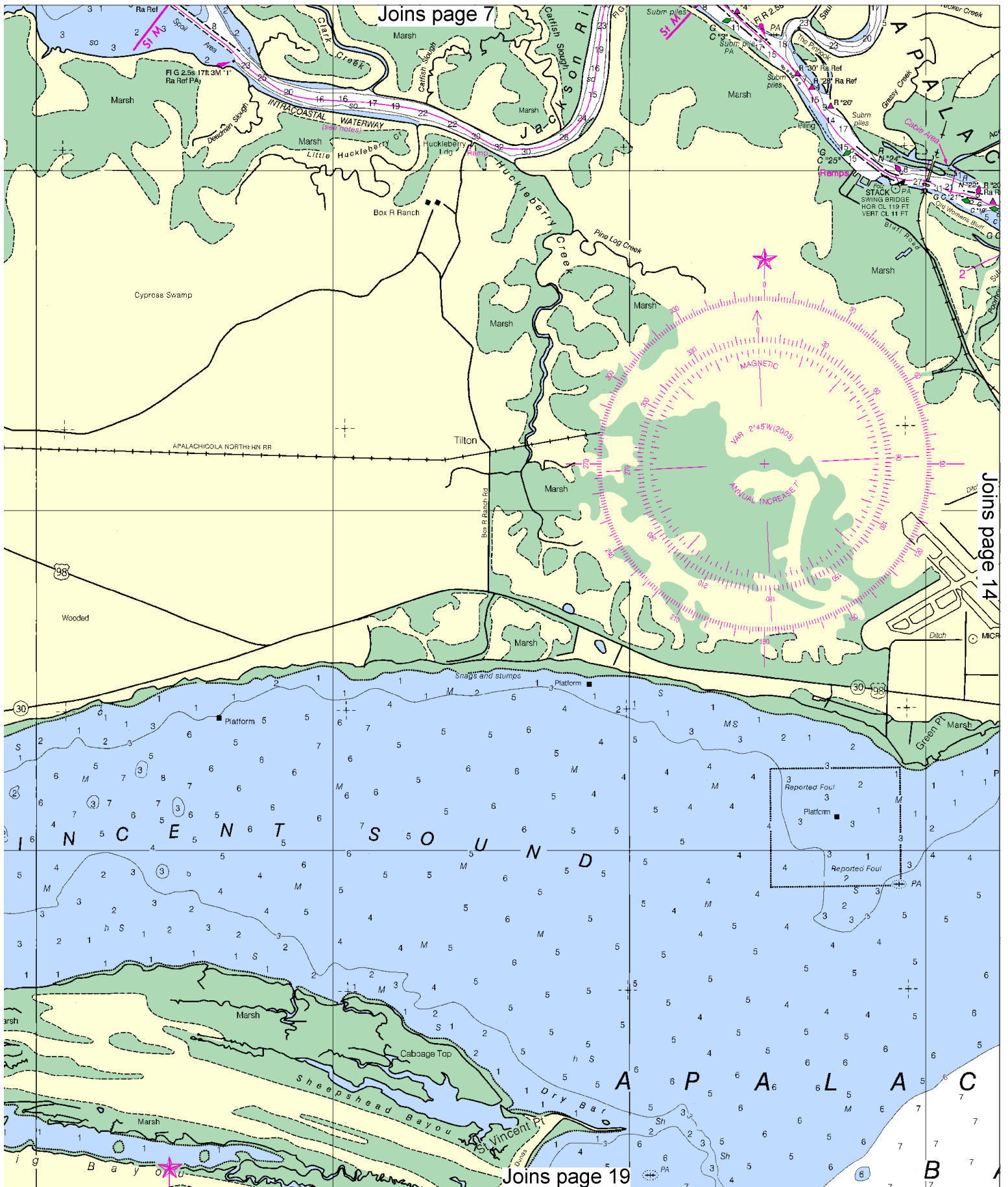


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

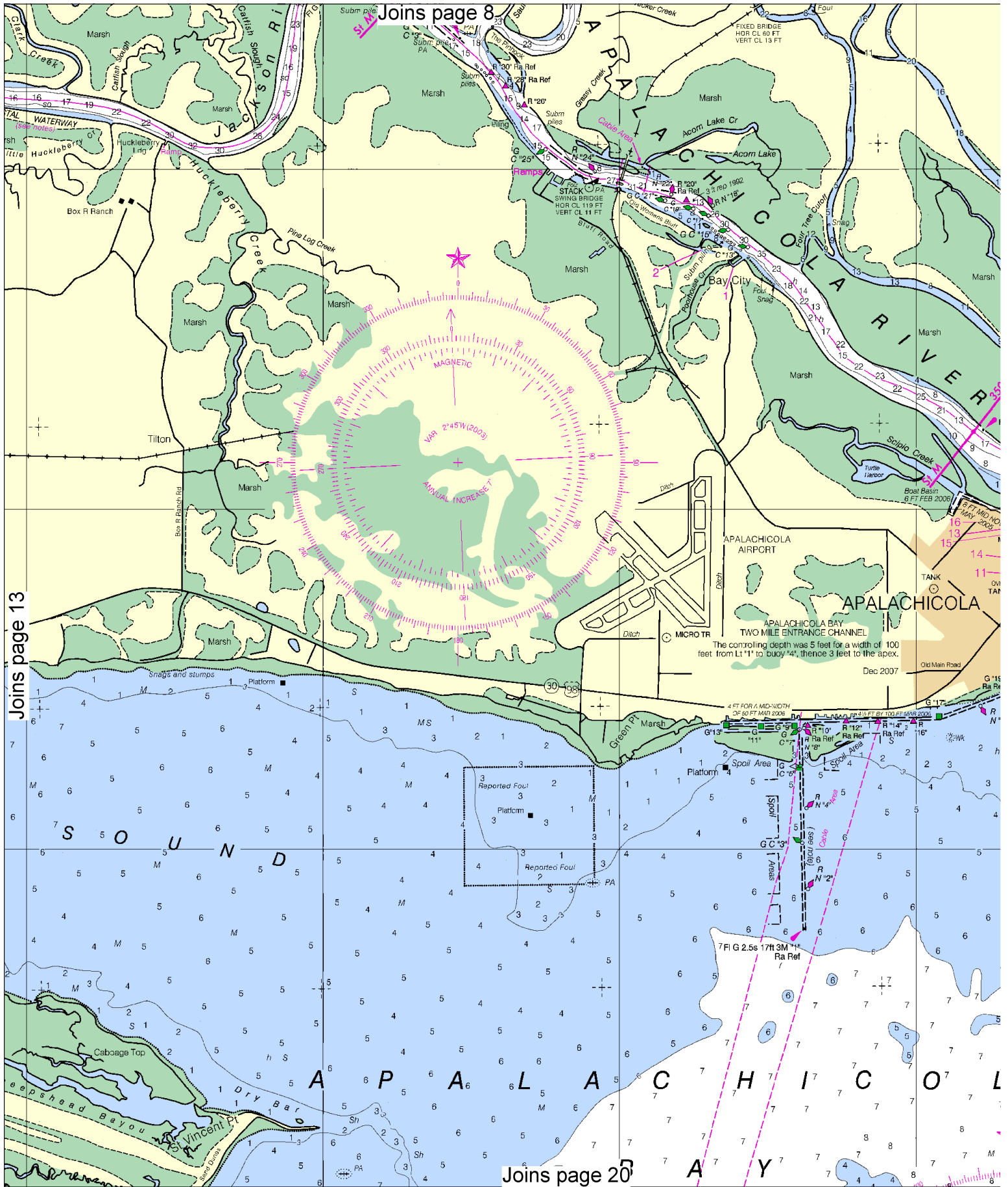




Joins page 7

Joins page 14

Joins page 19



Joins page 13

Joins page 8

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14



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





NSN 7642014010238
NIMA REFERENCE NO. 11XHA11402



ED. NO. 21

MERCATOR PROJECTION, SCALE 1:40,000 AT 29°42'
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)

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.

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.

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

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 Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

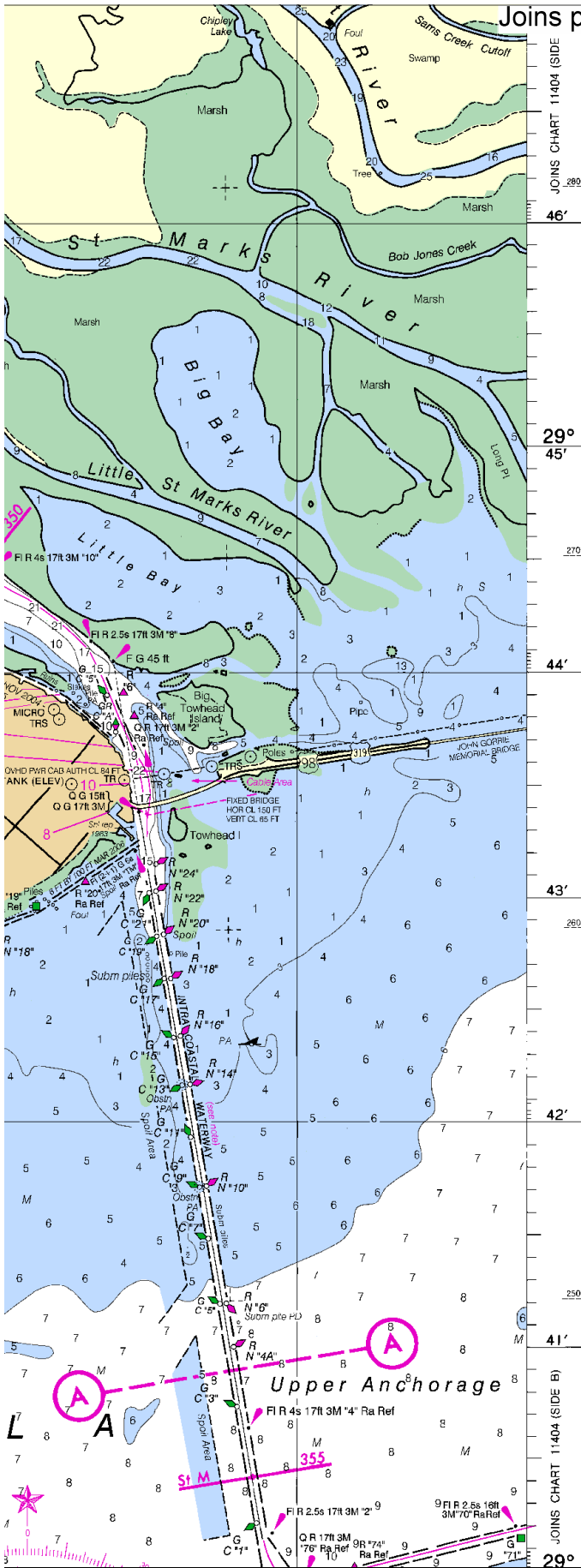
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

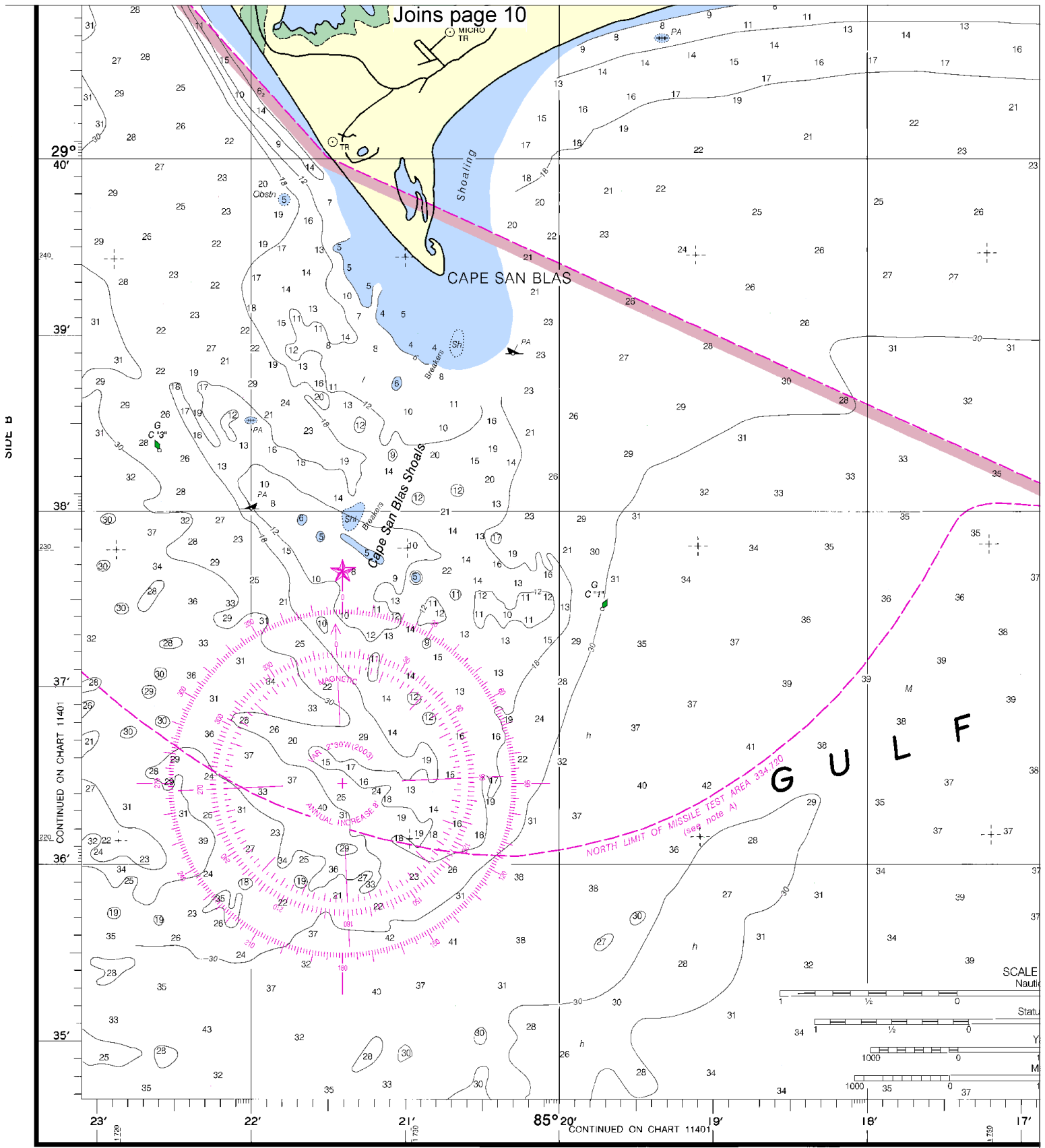
CAUTION

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.



JOINS CHART 11404 (SIDE A)
289
46'
29° 45'
270
44'
43'
260
42'
250
41'
JOINS CHART 11404 (SIDE B)
29°



16

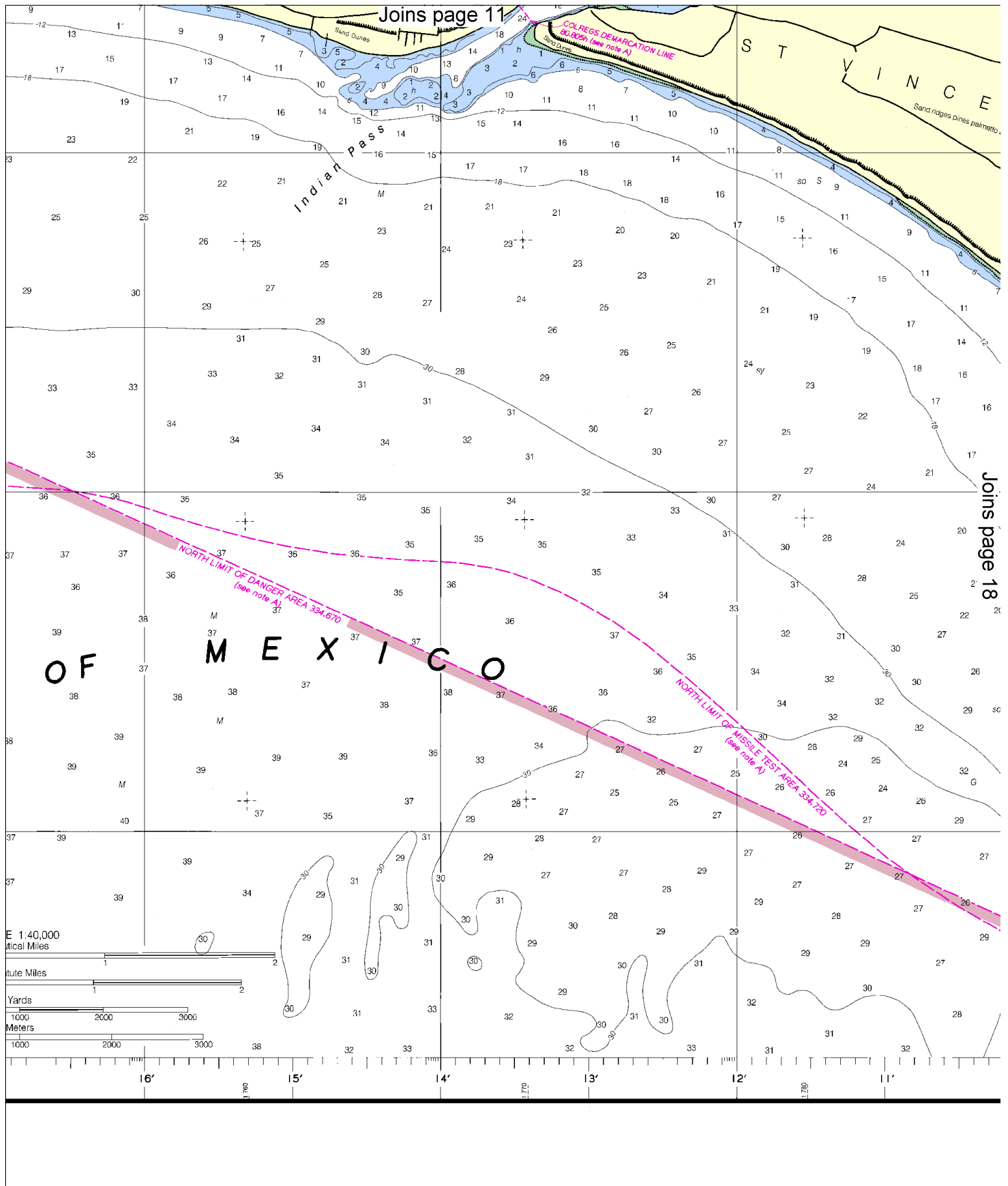


Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.





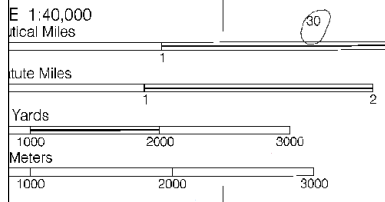
Joins page 11

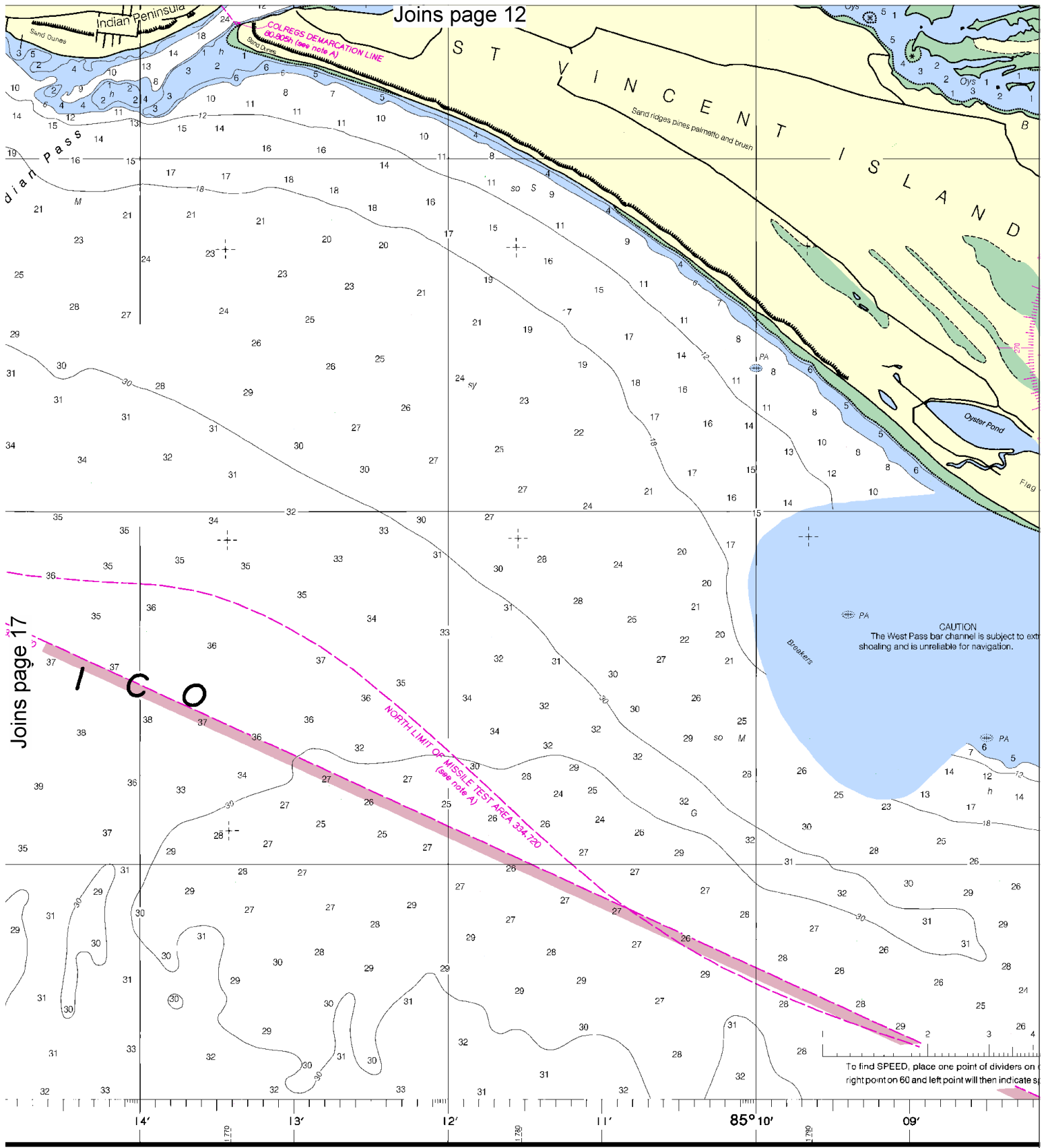
Joins page 18

OF MEXICO

NORTH LIMIT OF MISSILE TEST AREA 334.720
(see note A)

NORTH LIMIT OF DANGER AREA 334.670
(see note A)





18

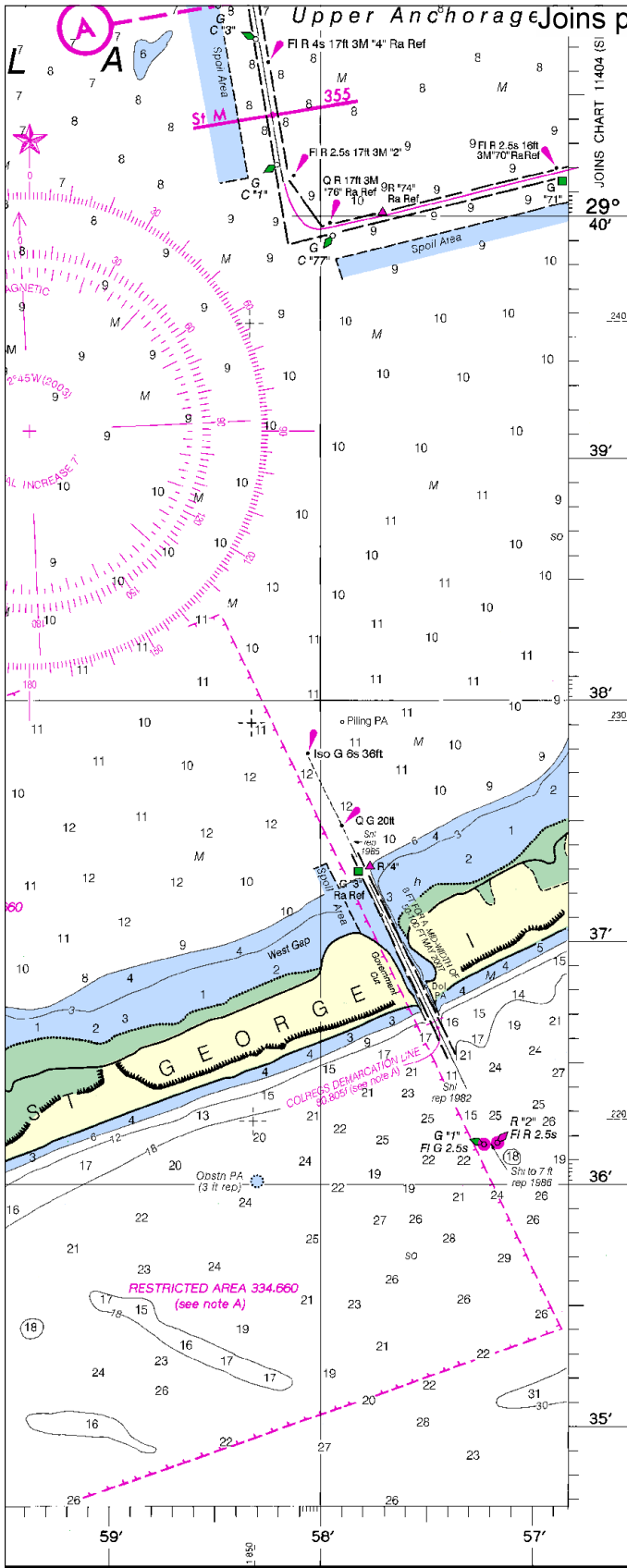


Printed at reduced scale.

SCALE 1:40,000

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 to small vessels. Large vessels may not be able to see small craft close to their bows.

AIDS TO NAVIGATION

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

PLANE COORDINATE GRID

(based on NAD 1927)

Florida State Grid, north zone, is indicated by dashed ticks at 10,000 foot intervals, thus: - +
The last three digits are omitted.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surrounding.

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.

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 navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

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, 8th Coast Guard District in New Orleans, La., or at the Office of the District Engineer, Corps of Engineers in Mobile, Ala.

Refer to charted regulation section numbers.

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 Mobile – 251-441-6211

Coast Guard Panama City – 850-234-2475

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 CHARTING PUBLICATIONS

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.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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.

