

# BookletChart™

## Gulf of Mexico

NOAA Chart 411

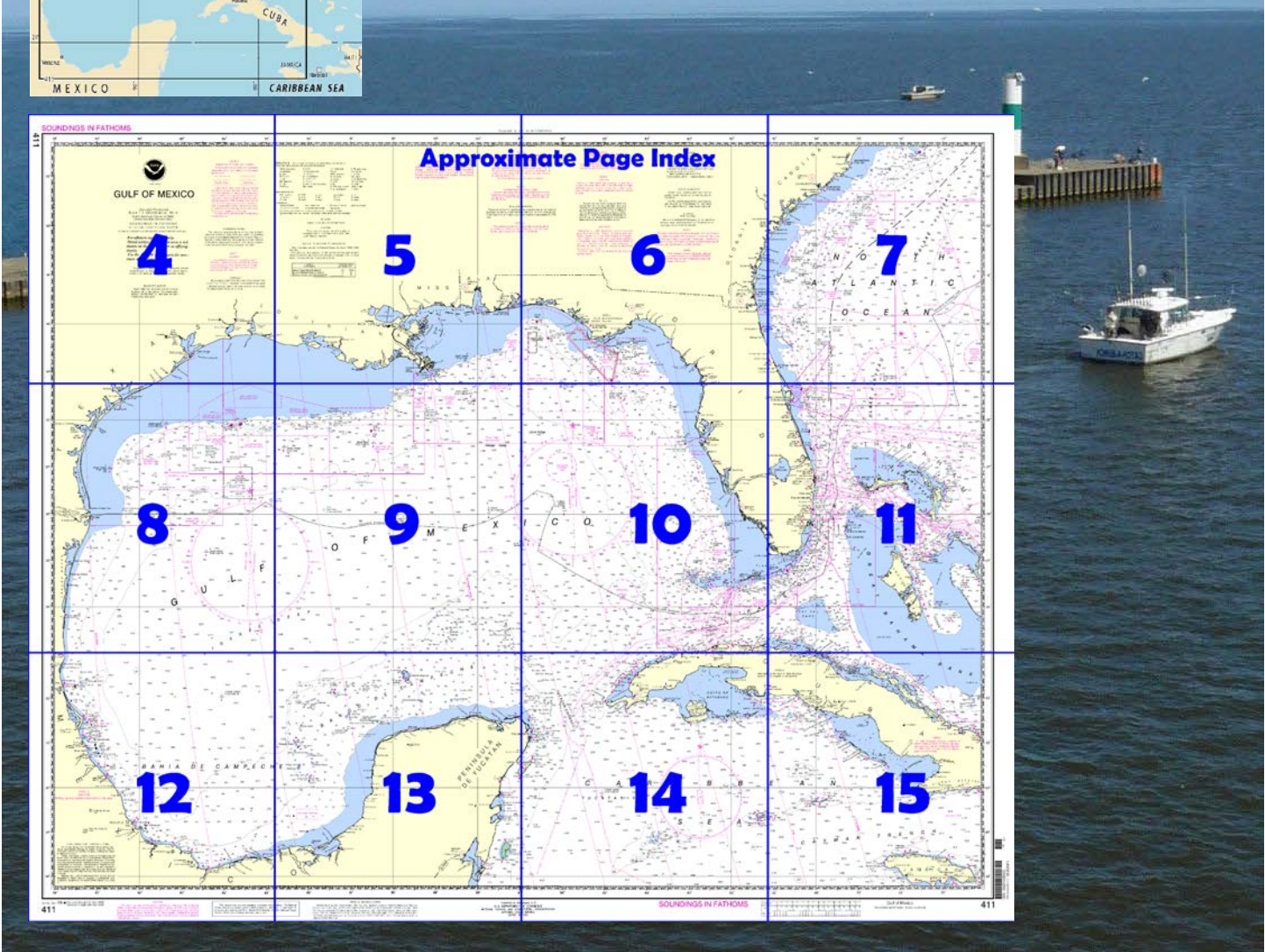
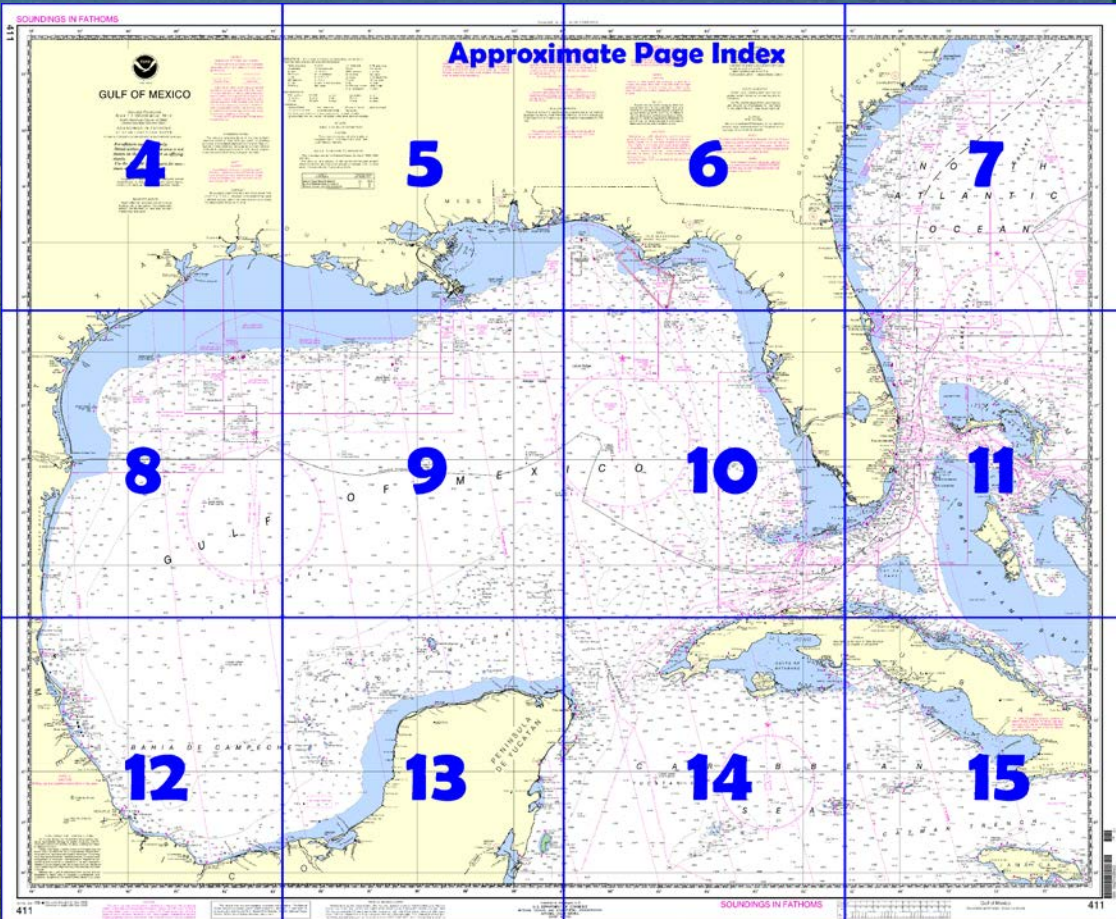


*A reduced-scale NOAA nautical chart for small boaters*

*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](http://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.

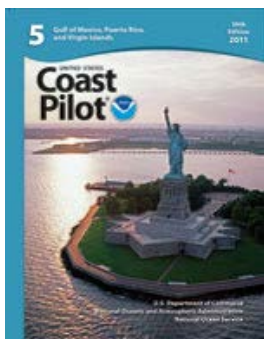
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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](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  
8<sup>th</sup> CG District  
New Orleans, LA

(504) 589-6225



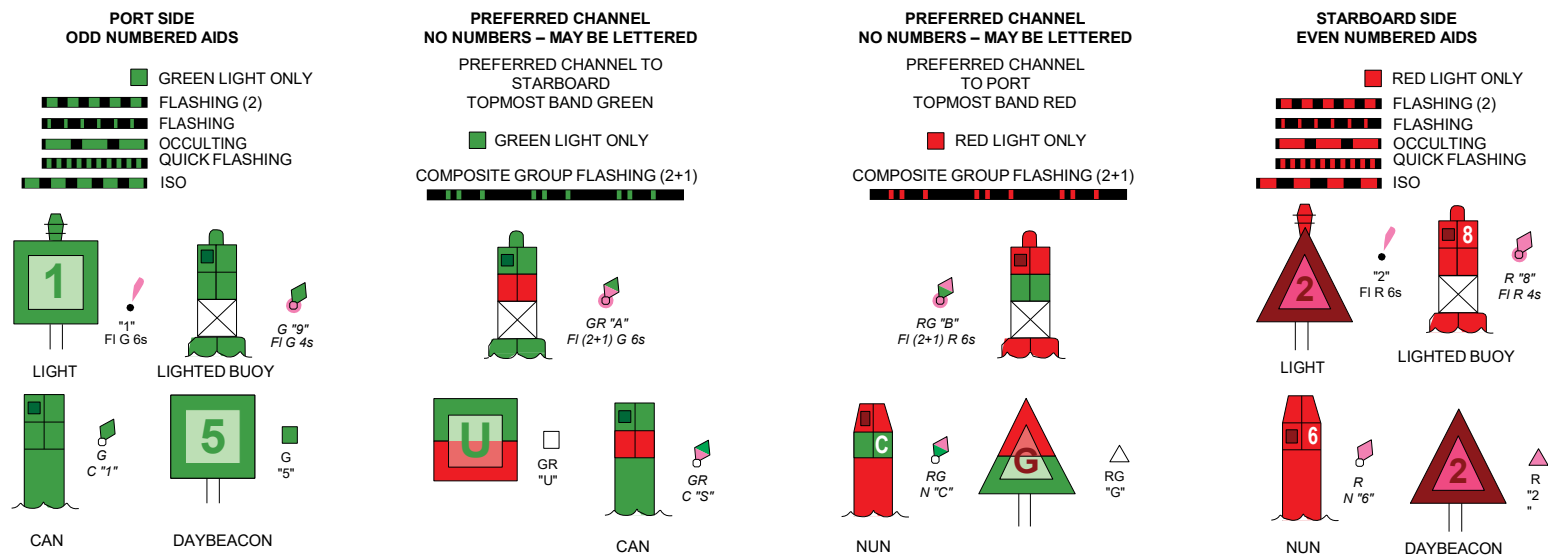
# Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

## Lateral System As Seen Entering From Seaward

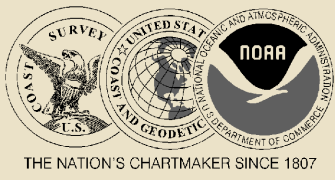
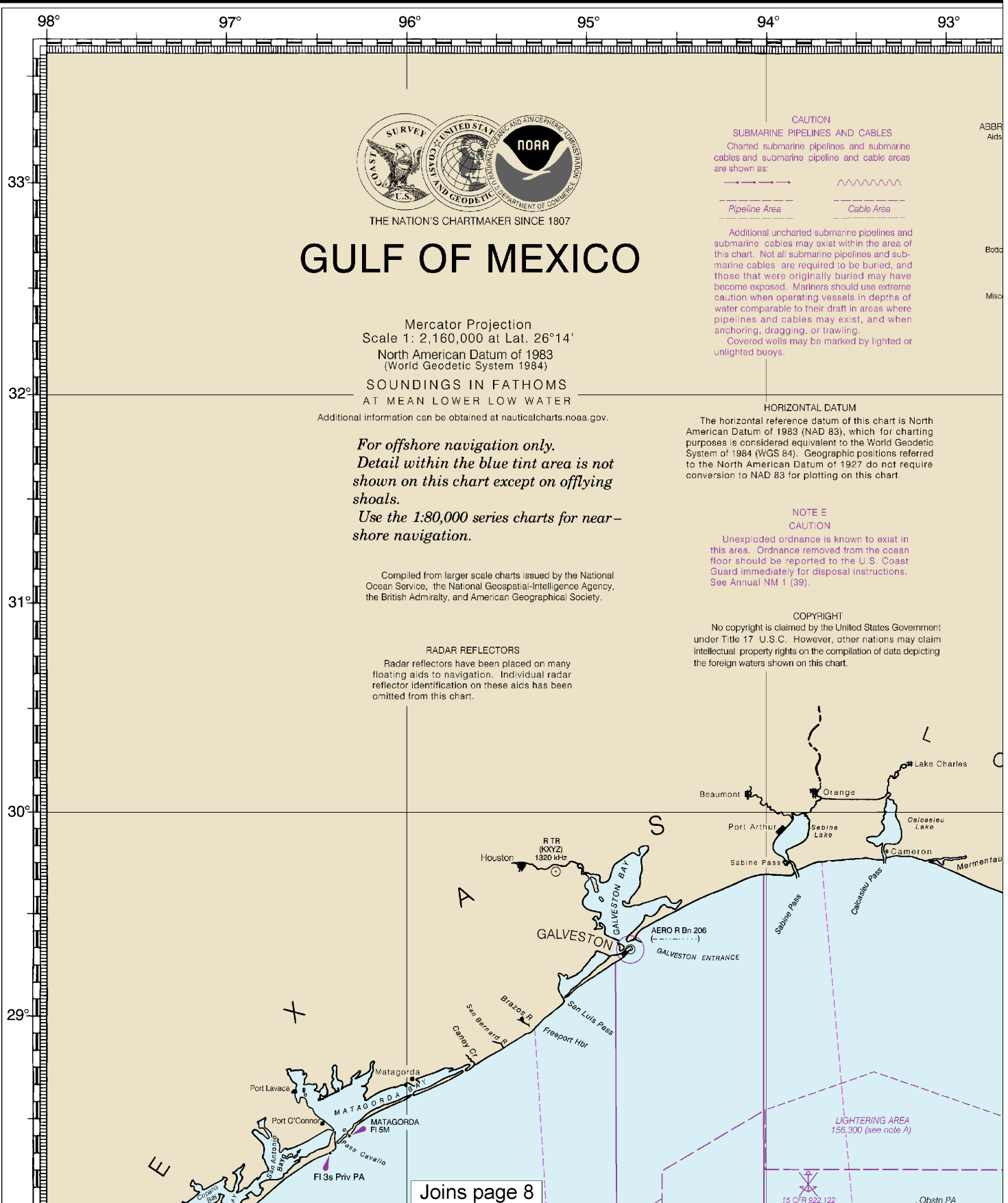
on navigable waters except Western Rivers



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>

# SOUNDINGS IN FATHOMS

411



## GULF OF MEXICO

Mercator Projection  
 Scale 1: 2,160,000 at Lat. 26°14'  
 North American Datum of 1983  
 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
 AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

*For offshore navigation only.  
 Detail within the blue tint area is not shown on this chart except on offlying shoals.  
 Use the 1:80,000 series charts for near-shore navigation.*

Compiled from larger scale charts issued by the National Ocean Service, the National Geospatial-Intelligence Agency, the British Admiralty, and American Geographical Society.

**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**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

— — — — — Pipeline Area  
 ~ ~ ~ ~ ~ Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
 Covered wells may be marked by lighted or unlighted buoys.

**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.

**NOTE E**  
**CAUTION**  
 Unexploded ordnance is known to exist in this area. Ordnance removed from the ocean floor should be reported to the U.S. Coast Guard immediately for disposal instructions. See Annual NM 1 (39).

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 No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

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Note: Chart grid lines are aligned with true north.

92°

91°

90°

89°

88°

87°

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

- |                   |                          |                          |                    |
|-------------------|--------------------------|--------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code            | R TR radio tower   |
| Al alternating    | IQ interrupted quick     | N nun                    | Rot rotating       |
| B black           | iso isophase             | OBSC obscured            | s seconds          |
| Bn beacon         | LI 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 fishing        | Mkr marker               | Ra Ref tractor reflector | WHIS whistle       |
|                   |                          | R Bn radiobeacon         | Y yellow           |

- Bottom characteristics:**
- |              |          |         |             |           |
|--------------|----------|---------|-------------|-----------|
| Bds boulders | Co coral | gy/gray | Cys oysters | so soft   |
| bk broken    | G gravel | n hard  | Sh shells   | sn sticky |
| Cy clay      | Gr grass | M mud   | S sand      |           |

- miscellaneous:**
- |                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obstr obstruction       | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |
- (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

**HEIGHTS**

Heights in feet above Mean High Water.

**CAUTION**

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

**GULF STREAM CURRENTS**

From investigations by the National Ocean Service in 1985, 1986 and 1987.

The direction and velocity of the current are indicated at each station by arrows: the long arrow indicates maximum and the short arrow minimum velocity; figures show knots.

Locality of Current stations	Time of max velocity after Moon's Transit
East of Fowey Rocks (6 stations)	3 h 00 m
South of Rebecca Shoal (5 stations)	3 40
Between Yucatan and Cuba (6 stations)	3 24

**MAGNETIC VARIATION**

Magnetic variation curves are for 2013 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

**NOTE A**

Navigation regulations are published in the Local Notice concerning the regulations of the Commander, 7th Coast Guard District in New Orleans, LA and Galveston, TX. Refer to charted regulation.

**NOTE B**

**WEATHER ROCKET**  
 Mariners are cautioned against impact area due to falling rocket casing during hours 1930-2100 Eastern through Friday.

**POLLUTION RE**

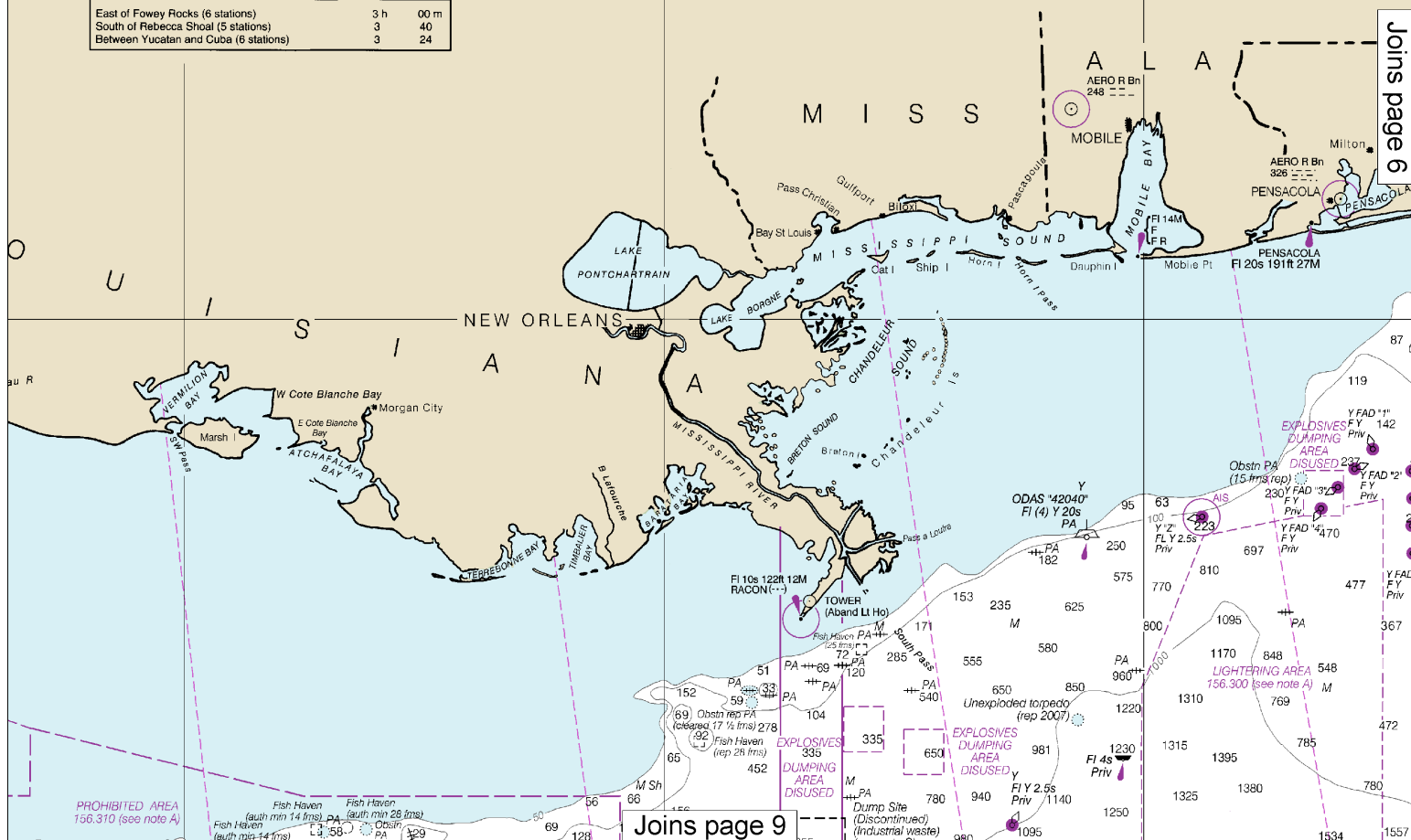
Report all spills of oil and hazardous materials to the National Response Center via 1-800-424-8802 (Coast Guard facility if telephone communication is not available).

**WARNING**

The prudent mariner will not rely on navigation, particularly on floating aids to navigation, without reference to the Light List and U.S. Coast Pilot.

**NOTE X**

Within the 12-nautical mile Territorial Sea, some Federal laws apply. The Three Nautical Mile Limit of the territorial sea, is retained as it is a limit of other laws. The 9-nautical mile Natural Resource Outer Limit, and the Three Nautical Mile limit of the inner limit of Federal fisheries jurisdiction of the states. The 24-nautical mile Exclusive Economic Zone were established by treaty or the U.S. Supreme Court to modification.



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Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:2880000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



87°

86°

85°

84°

83°

82°

NOTE A

ion regulations are published in Chapter 2, U.S. ... Regulations may be obtained at the Office ...

NOTE B

WEATHER ROCKET IMPACT AREA ... Hazards may exist ...

POLLUTION REPORTS

Reports of oil and hazardous substances to the National ...

WARNING

Every mariner will not rely solely on any single aid ...

NOTE X

Three Mile Territorial Sea, established by Presidential Proclamation ...

NOTE D CHEMICAL MUNITIONS DUMPING AREA - RESTRICTION

Site was formerly used or designated for U.S. chemical munitions dumping ...

NOTE F CAUTION

Trawlers or other vessels should exercise caution while dragging the ocean floor ...

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229 ...

CAUTION

Gas and Oil Well Structures

Numerous platforms and gas and oil well structures exist in the Gulf of Mexico from Key West, Florida to Brazos Santiago, Texas ...

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists ...

AIDS TO NAVIGATION

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

See National Geospatial-Intelligence Agency Lists of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

CAUTION FISH HAVENS

Numerous uncharted Fish Havens, some marked by private buoys, exist seaward of the 10-fathom curve.

NOTE H

The heavy dashed magenta lines represent the limits of launch hazard areas associated with the majority of launches from Cape Canaveral ...

NOTE I

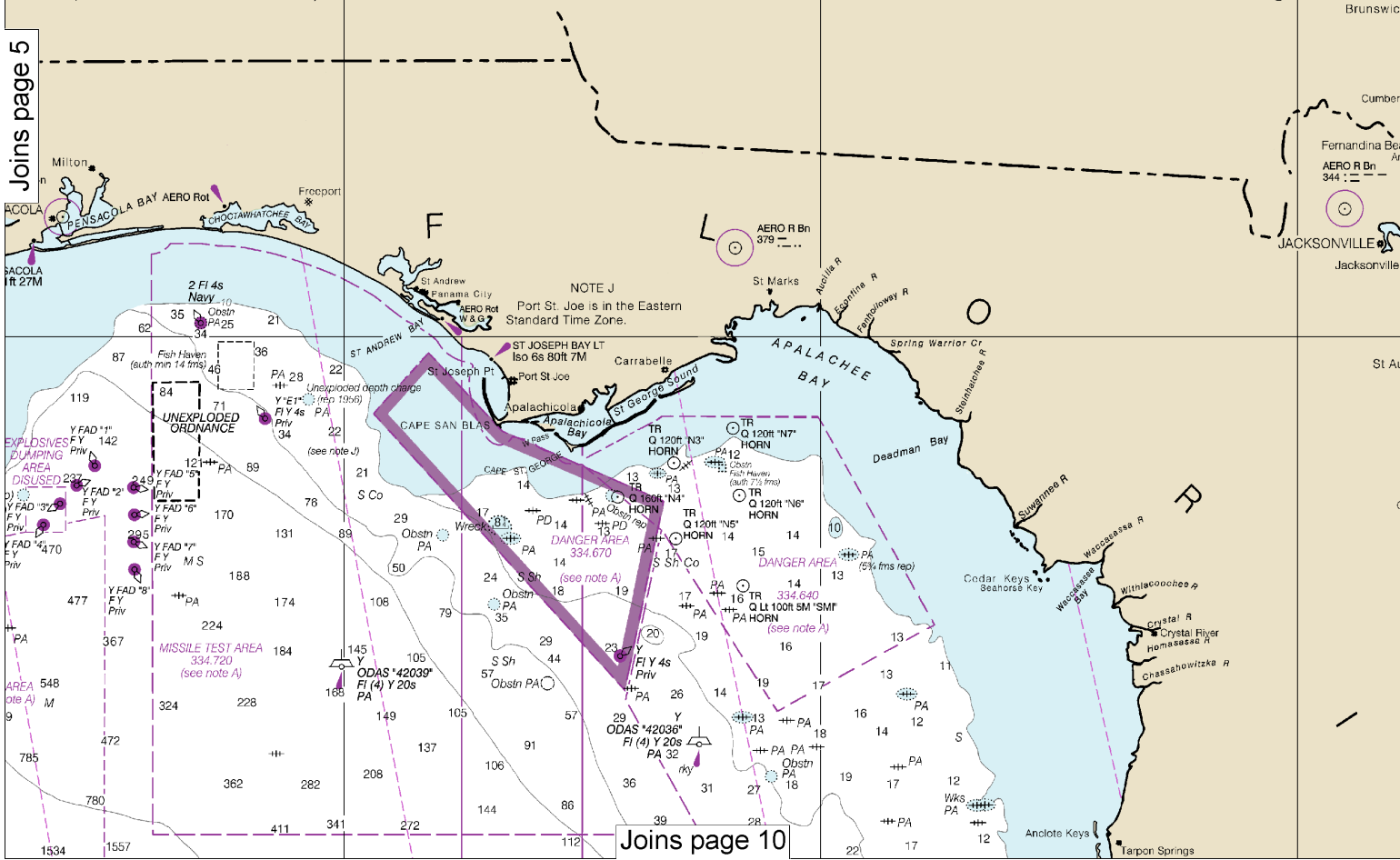
Recommended routing to reduce the likelihood of ship strikes of endangered whales are in effect within this area, but are not depicted on this chart.

NOTE J

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

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Joins page 10



Note: Chart grid lines are aligned with true north.

G E O R G I A

Brunswick

Cumberland

Fernandina Beach

Jacksonville

St. Augustine

Palmetto Beach

Wakulla

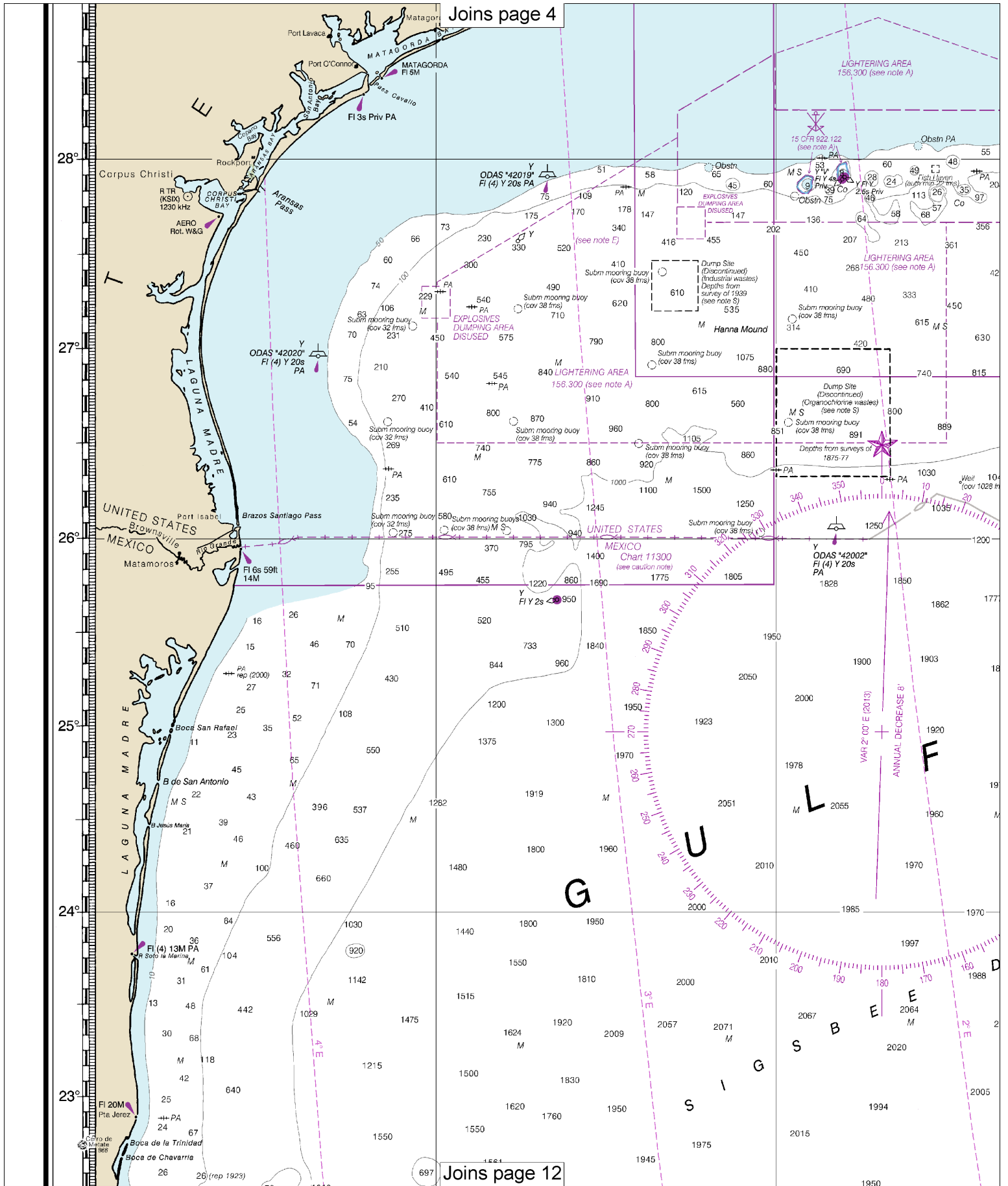
Crystal River

Crystal River

Crystal River





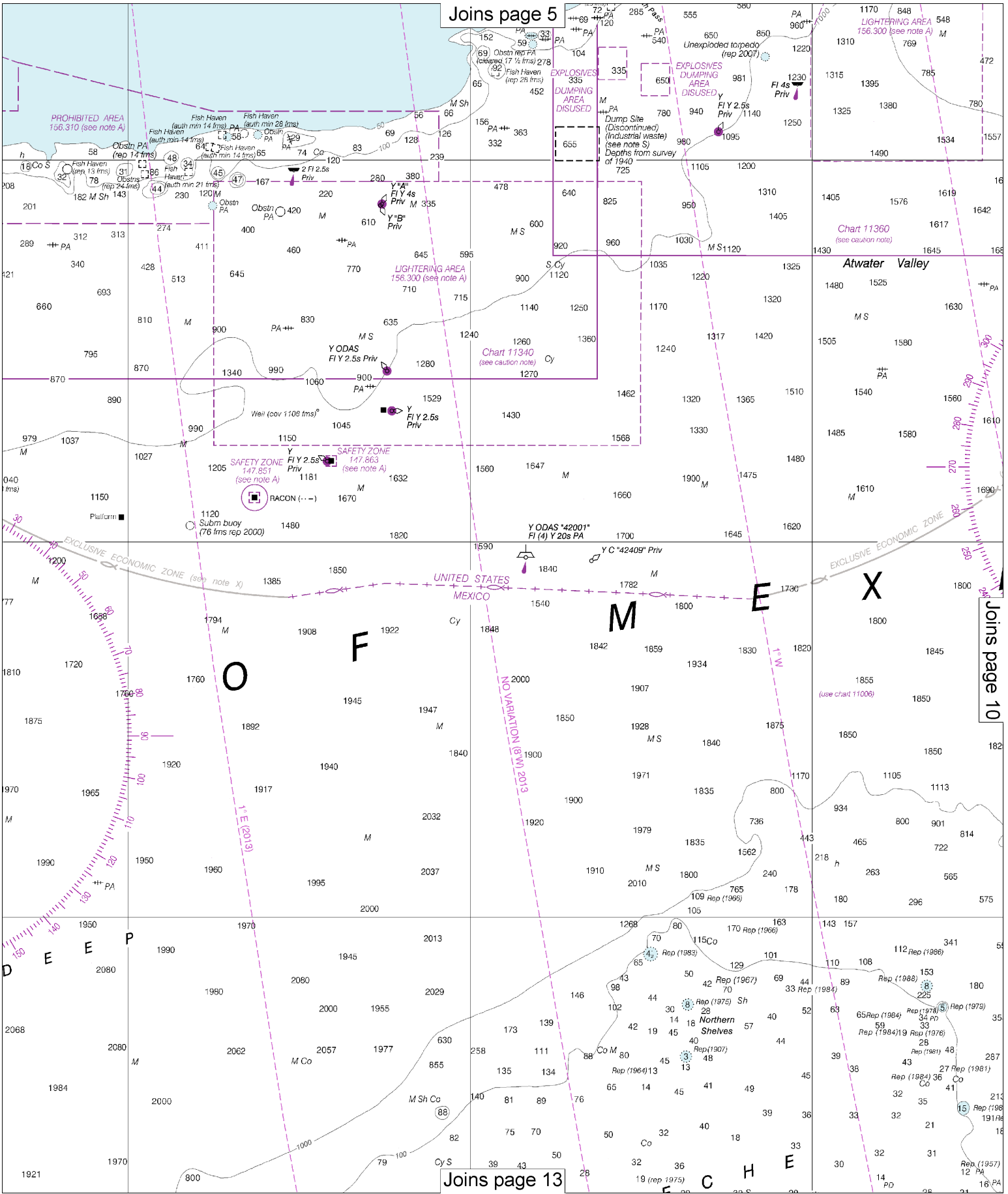


Note: Chart grid lines are aligned with true north.

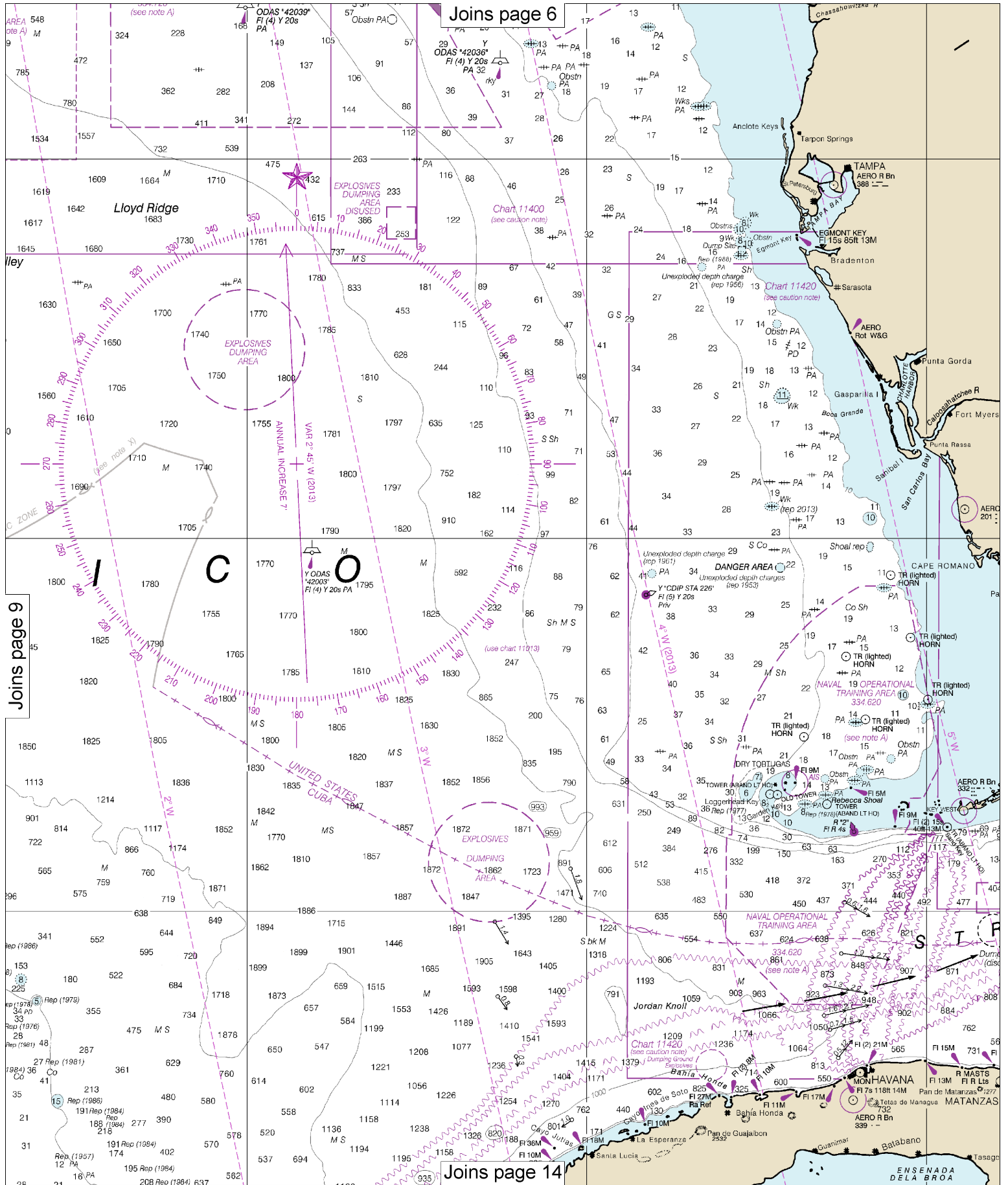


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Joins page 6

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**10**

Note: Chart grid lines are aligned with true north.

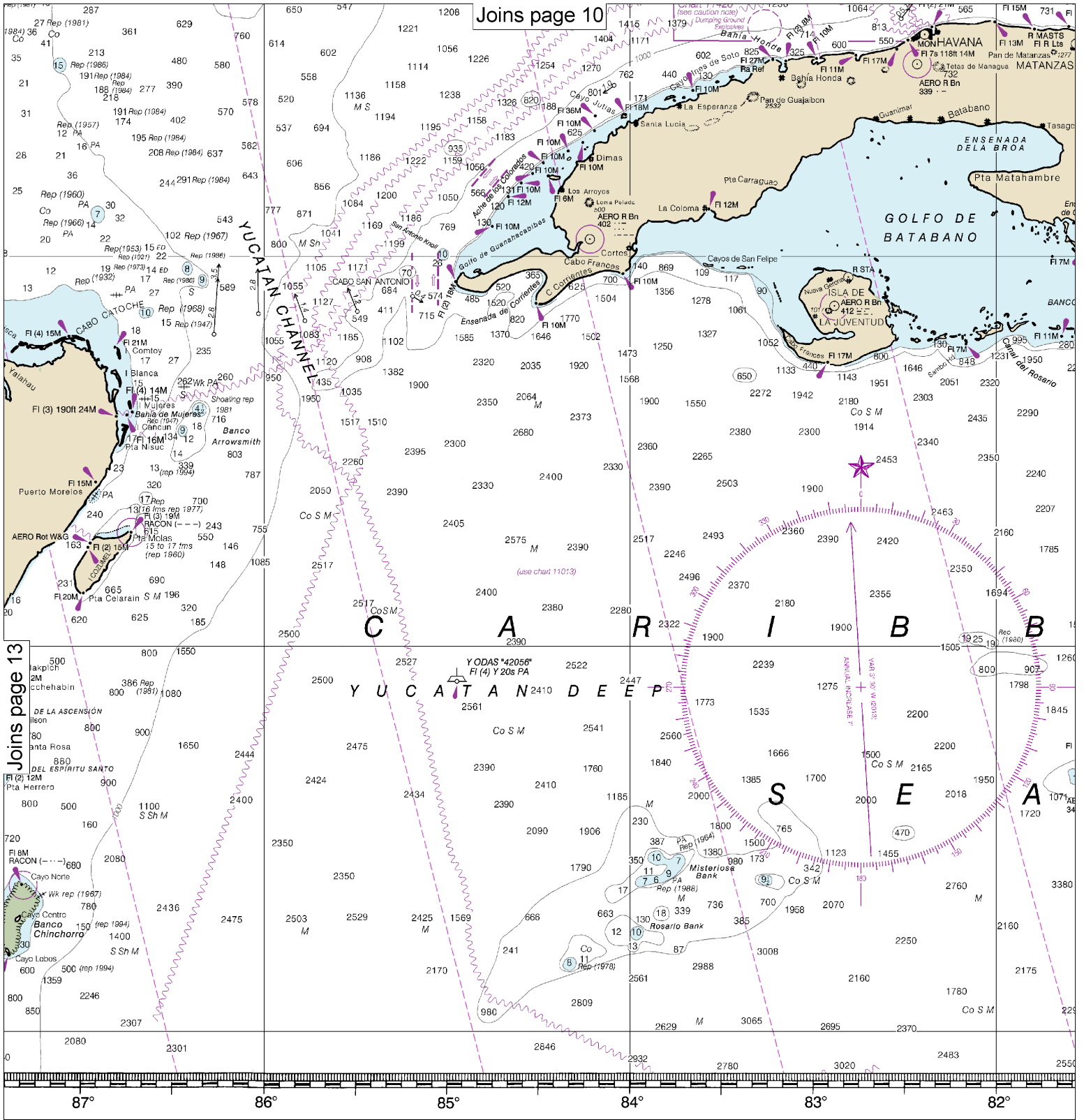








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 DEPARTMENT OF COMMERCE  
 NAUTIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

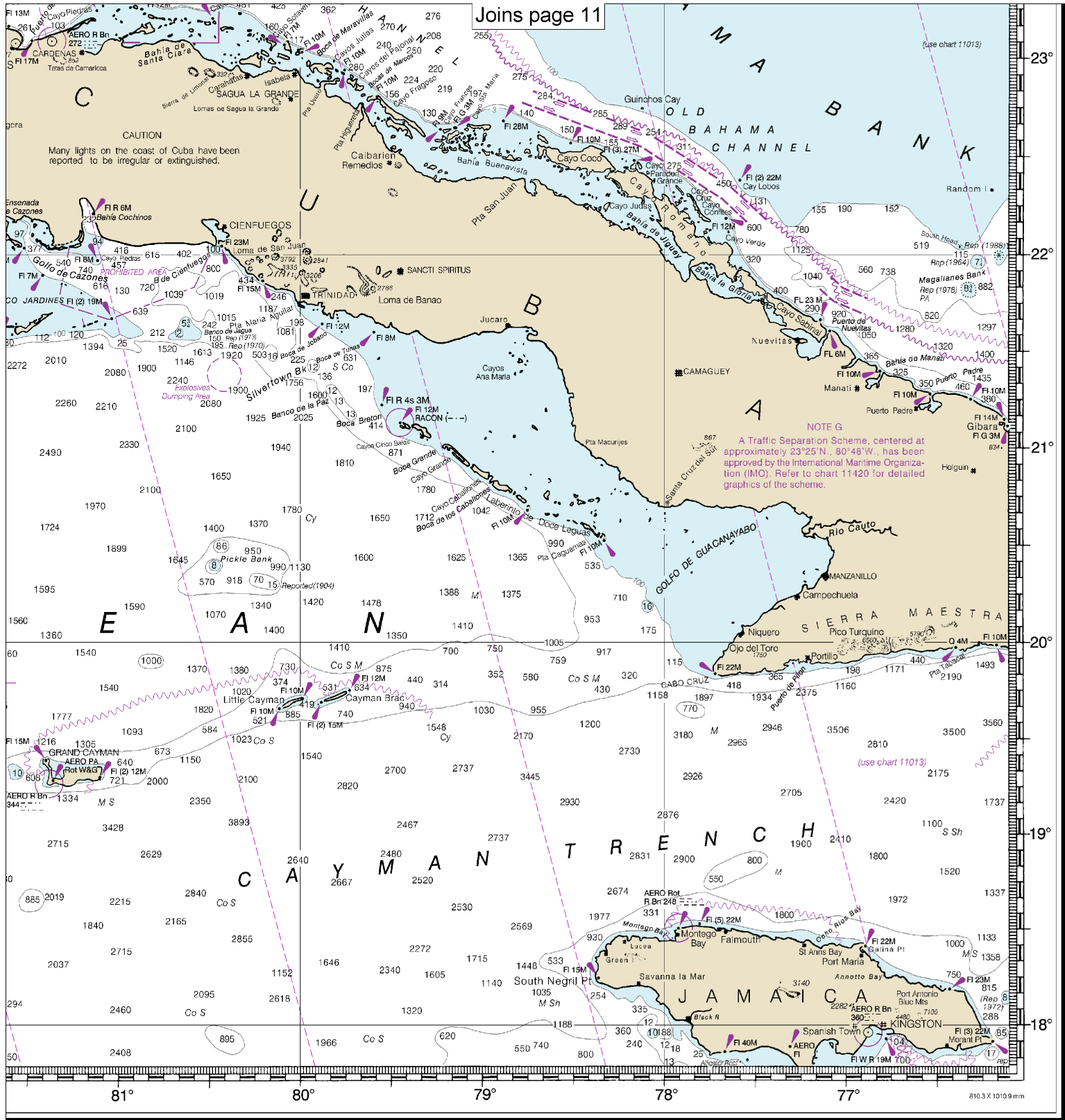
SOUNDINGS IN FATHOMS

14

Note: Chart grid lines are aligned with true north.



Joins page 11



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	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

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

411



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.

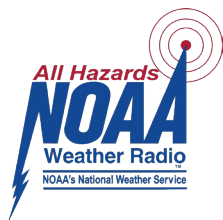
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**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.

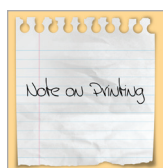
<http://www.nws.noaa.gov/nwr/>

### Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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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.