

BookletChart™



Apalachee Bay

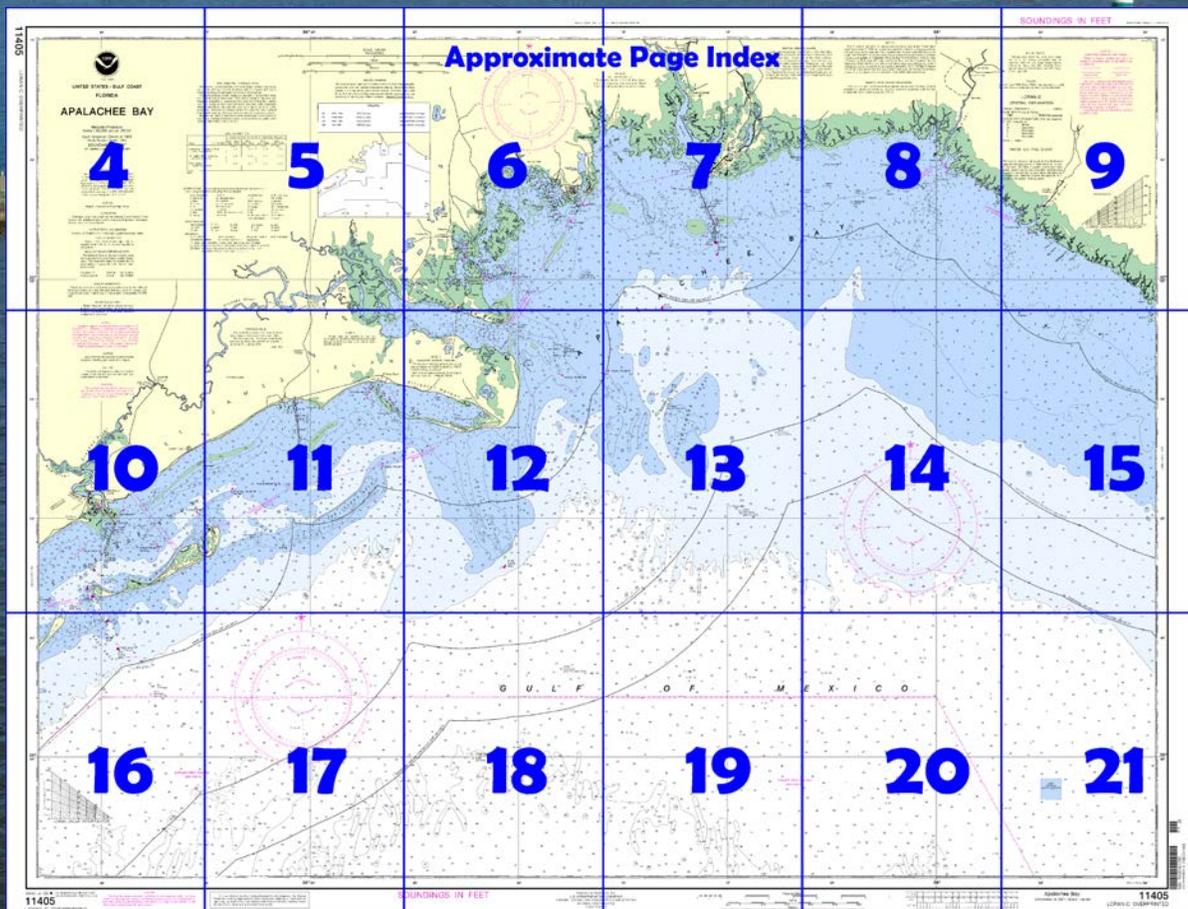
NOAA Chart 11405

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.

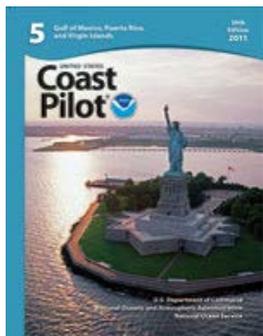
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11405>.



(Selected Excerpts from Coast Pilot) St.

Apalachee Bay, about 170 miles NW of Tampa Bay, is formed by the bend in the coastline from a NW to a SW direction. Depths range from 6 to 20 feet with numerous shoals and rocks, some bare at low water. The bay is the approach to St. Marks River.

Danger zone.—An Air Force rocket-firing range has been established in the Gulf S of Apalachee Bay. (See **334.640**, chapter 2, for limits and regulations.)

Econfina River, entering the E part of Apalachee Bay, is shallow and navigable by boats drawing about 2 feet at half tide or better; although lesser depths may be found during protracted periods of offshore winds.

A private light marks the E side of the entrance to the river. The river channel is rocky and should be used only with local knowledge.

Econfina Landing, on the W bank 2 miles above the mouth, has facilities for small craft. Gasoline, water, ice, a launching ramp, and limited berthage are available. State Route 14 leads to U.S. Route 98.

Aucilla River flows into Apalachee Bay 4.5 miles NW of Econfina River. The approach for a distance of 3 miles is a narrow winding channel that is difficult for strangers. A private light on **Gamble Point** marks the entrance to the river. The river above the mouth is reported to be poorly marked, fast-flowing, and with depths of over 5 feet. It has been further reported that by giving the bends in the river a good berth, and by avoiding the rocks in the channel which are discernible by ripples, boats drawing 4 feet will have little difficulty. Local knowledge is advised.

St. Marks National Wildlife Refuge covers much of the coastal area between Aucilla River and Ochlockonee Bay, about 12 miles SW of St. Marks River.

A beach resort is at **Shell Point** (30°03.4'N., 84°17.4'W.), 5 miles W of St. Marks River. The mean range of **tide** is 2.5 feet. **Shell Point Light** (30°02'21"N., 84°17'41"W.), 17 feet above water and shown from a pile with a green and white diamond-shaped daymark, marks the approach.

Panacea Harbor, in **Dickerson Bay**, is about 11 miles SW of St. Marks Light. A dredged channel leads from Apalachee Bay to the public wharf at the town of Panacea. In 2011, the midchannel controlling depth was 5 feet to the public wharf. The channel is marked by lights, buoys, and daybeacons. Panacea is a summer resort and fishing center with a seafood processing plant in the harbor and several more in town. Gasoline and some supplies can be obtained in town.

Ochlockonee Bay, on the W side of Apalachee Bay, is a shallow bay 5 miles long and a mile wide. The approach from Apalachee Bay is obstructed by shoals, which probably shift from time to time. The S half of the mouth is closed entirely by oyster bars. The entrance is between **Ochlockonee Point** on the N and **Bald Point** on the S. **Ochlockonee Bay Light OB** (29°56'00"N., 84°18'00"W.), shown from a dolphin with a green square daymark, about 3 miles SE of Ochlockonee Point, marks the approach to the bay. The mean range of **tide** is 2.0 feet.

Ochlockonee River, emptying into the head of Ochlockonee Bay, leads W to the junction of Crooked River and then turns N and finally E. A depth of 5 feet, with local knowledge, can be found for 29 miles. U.S. Route 319 highway bridge about 6 miles above the mouth has a fixed span with a clearance of 10 feet. The river is little used. About 8 miles above the mouth, piling of a former railroad bridge is a hazard in the river. A launching ramp is available at a State park on the N side of the river, about 4.5 miles above the mouth.

Crooked River, a narrow, crooked tidal stream 22 miles long, connects Ochlockonee River with Carrabelle River. Crooked River is completely blocked by trees and growth about 10 miles above the E mouth.

Ochlockonee Shoal, lying about 8 miles SE of Ochlockonee Point, has depths of 3 to 17 feet. Although the shoal is separated from St. James Island by lanes of moderate depths, there is no safe passage between the shoal and the island except for small craft. A lighted bell buoy is SE of the shoal. The buoy also marks the approach to St. Marks River and Apalachee Bay.

There are three fish havens in Apalachee Bay. The first is 2.2 miles 167° from Shell Point Light, the second about 4.6 miles 161° from St. Marks Light, and the third about 4.5 miles 108° from Ochlockonee Bay Light 2. The first two are unmarked; the third is marked by private buoys.

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



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

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>

11405



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
FLORIDA - GULF COAST

APALACHEE BAY

Mercator Projection
Scale 1:80,000 at Lat. 29°53'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.744' northward and 0.368' eastward to agree with this chart.

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.

AIDS TO NAVIGATION

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

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Eastpoint, FL WWF-86 162.500 MHz
Tallahassee, FL KIH-24 162.400 MHz

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).

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.

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, FL, and 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Mobile, AL. Refer to charted regulation section numbers.

CAUTION

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

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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.

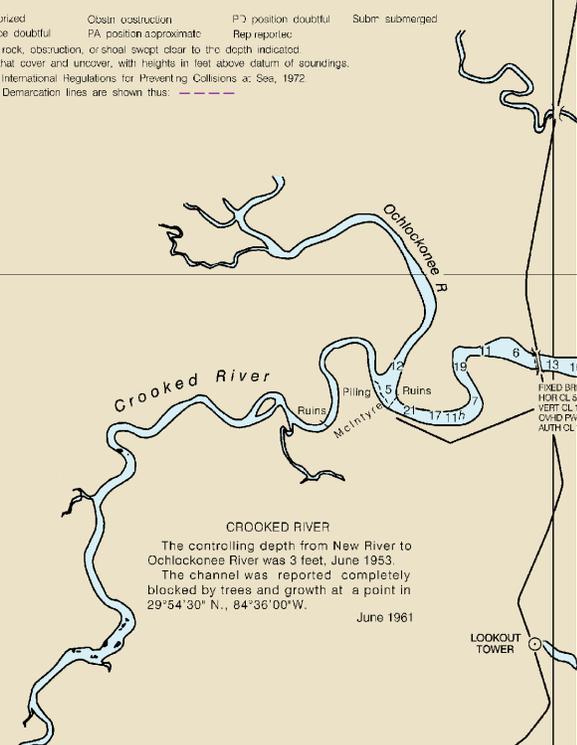
TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Rock Islands	(29°58'N/83°50'W)	3.3	3.0	0.6
St. Marks River Entrance	(30°02'N/84°11'W)	3.5	3.2	0.6
Carrabelle	(29°51'N/84°40'W)	2.6	2.4	0.8

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>. (Jan 2015)

ABBREVIATIONS

- (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):
- AERO aeronautical
 - AI alternating
 - B black
 - Bn beacon
 - C can
 - DIA diaphane
 - F fixed
 - F flashing
 - G green
 - IQ interrupted quick
 - ISO isophase
 - LT HO lighthouse
 - M nautical mile
 - m minutes
 - MICRO TR microwave tower
 - Mkr marker
 - Mo morse code
 - N nun
 - OBSC obscured
 - OC occulting
 - OR orange
 - OSC oscillating
 - Q quick
 - R red
 - Ra Pe^r radar reflector
 - R Bn radiobeacon
 - R TR radio tower
 - Rot rotating
 - s seconds
 - SEC sector
 - St M statute miles
 - VO very quick
 - W white
 - WHIS whistle
 - Y yellow
- Bottom characteristics:
- Bds boulders
 - bk broken
 - Cy clay
 - Co coral
 - G gravel
 - Gr grass
 - gy gray
 - h hard
 - M mud
 - Oys oysters
 - Rk rock
 - S sand
 - so soft
 - Sh shells
 - sy sticky
- Miscellaneous:
- AUTH authorized
 - ED existence doubtful
 - PA position approximate
 - P3 position doubtful
 - Subm submerged
 - Rep reported
- (1) Wreck, rock, obstruction, or shoal (except 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: ---



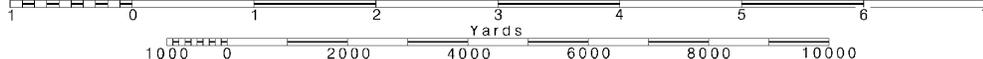
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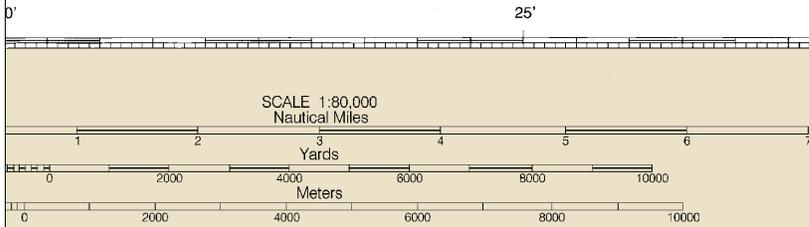
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



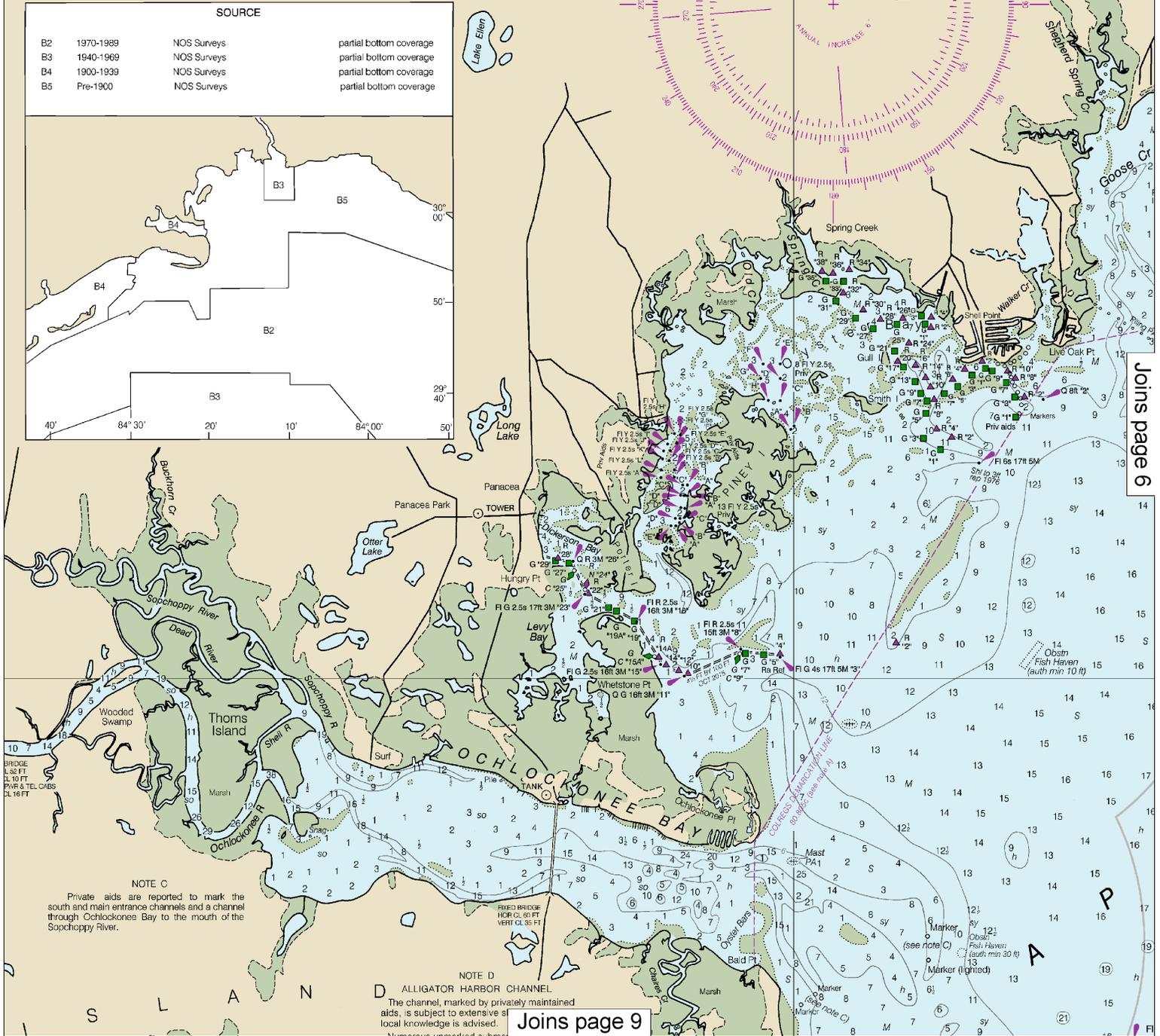
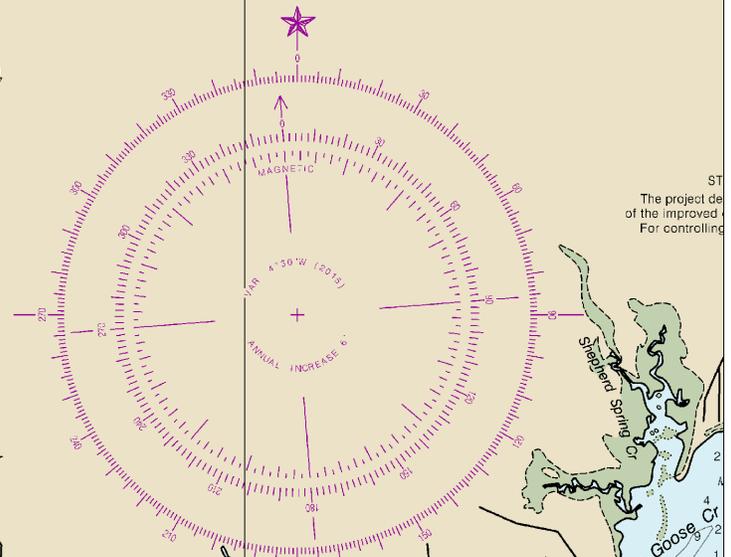
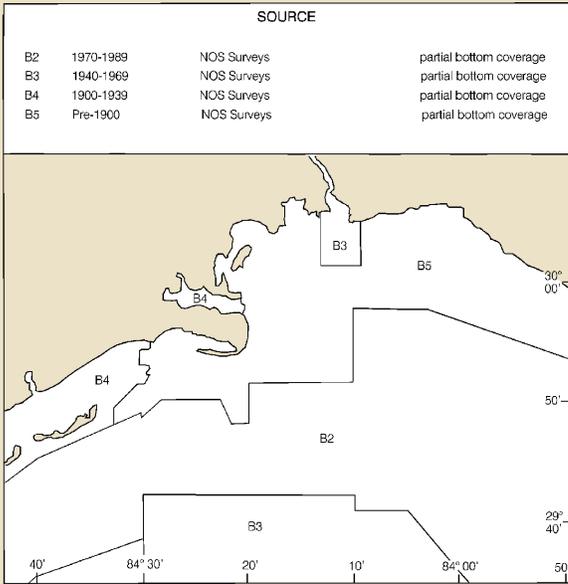


SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



15'

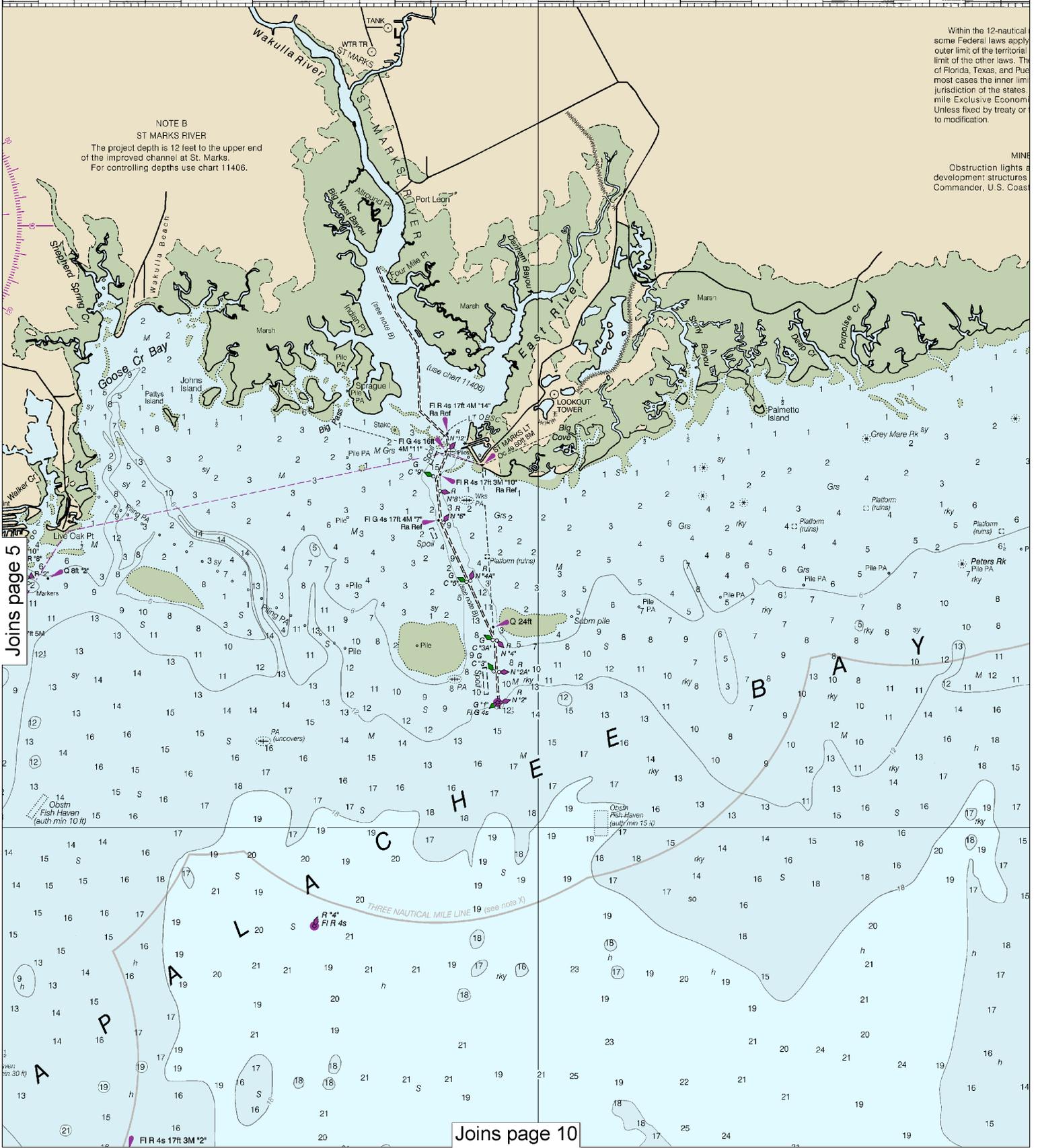
10'

05'

NOTE B
ST MARKS RIVER
 The project depth is 12 feet to the upper end of the improved channel at St. Marks.
 For controlling depths use chart 11406.

Within the 12-nautical mile limit of the territorial jurisdiction of the states, mile Exclusive Economic Zone, unless fixed by treaty or to modification.

MINI
 Obstruction lights at development structures
 Commander, U.S. Coast



Joins page 5

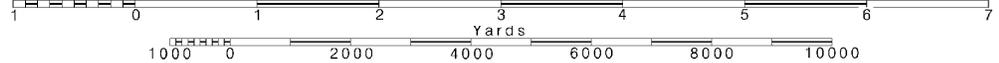
Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:80,000 —
 Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

84°

55'

50'

NOTE X

1-mile Territorial Sea, established by Presidential Proclamation, July 3, 1933. The Three Nautical Mile Line, previously identified as the 3-mile line, is retained as it continues to depict the jurisdictional boundary. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Puerto Rico, and the Three Nautical Mile Line elsewhere remain in effect. The 24-nautical mile Contiguous Zone and the outer limit of the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation, March 10, 1983. Under the authority of the U.S. Supreme Court, these maritime limits are subject to change.

GENERAL DEVELOPMENT STRUCTURES

Fixed and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commandant (33 CFR 67).

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.

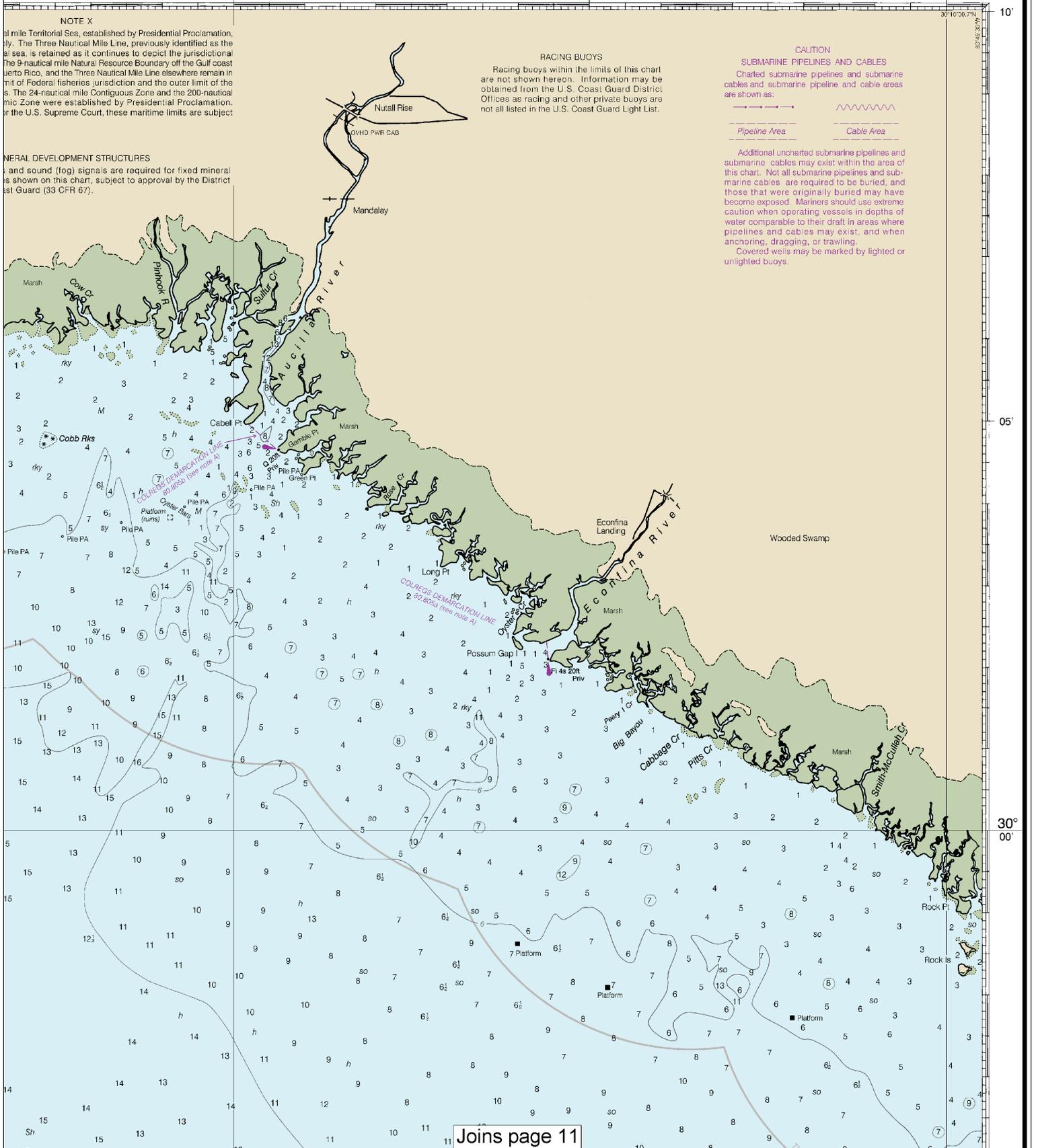
CAUTION

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.



Joins page 11

Report on approach or on the river to the nearest Coast Guard facility if telephone communication is impossible (33 CFR 153).

Joins page 4

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.

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, FL, and 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Mobile, AL. Refer to charted regulation section numbers.

CAUTION

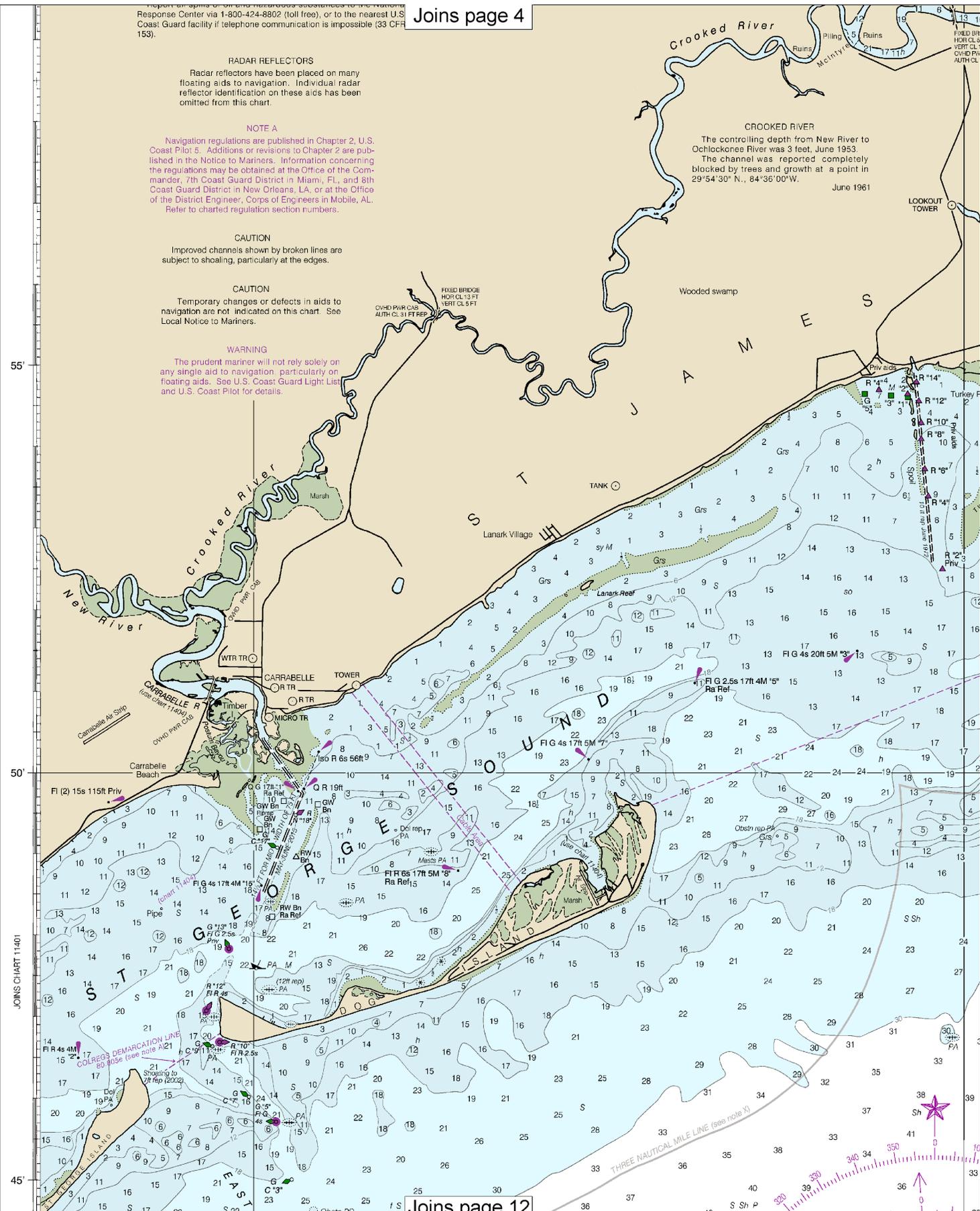
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

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

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.

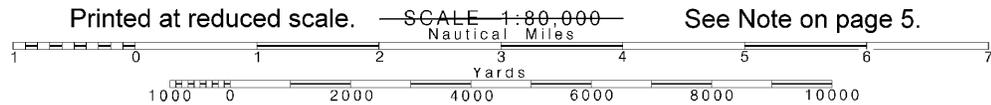


JOINS CHART 11401

Joins page 12

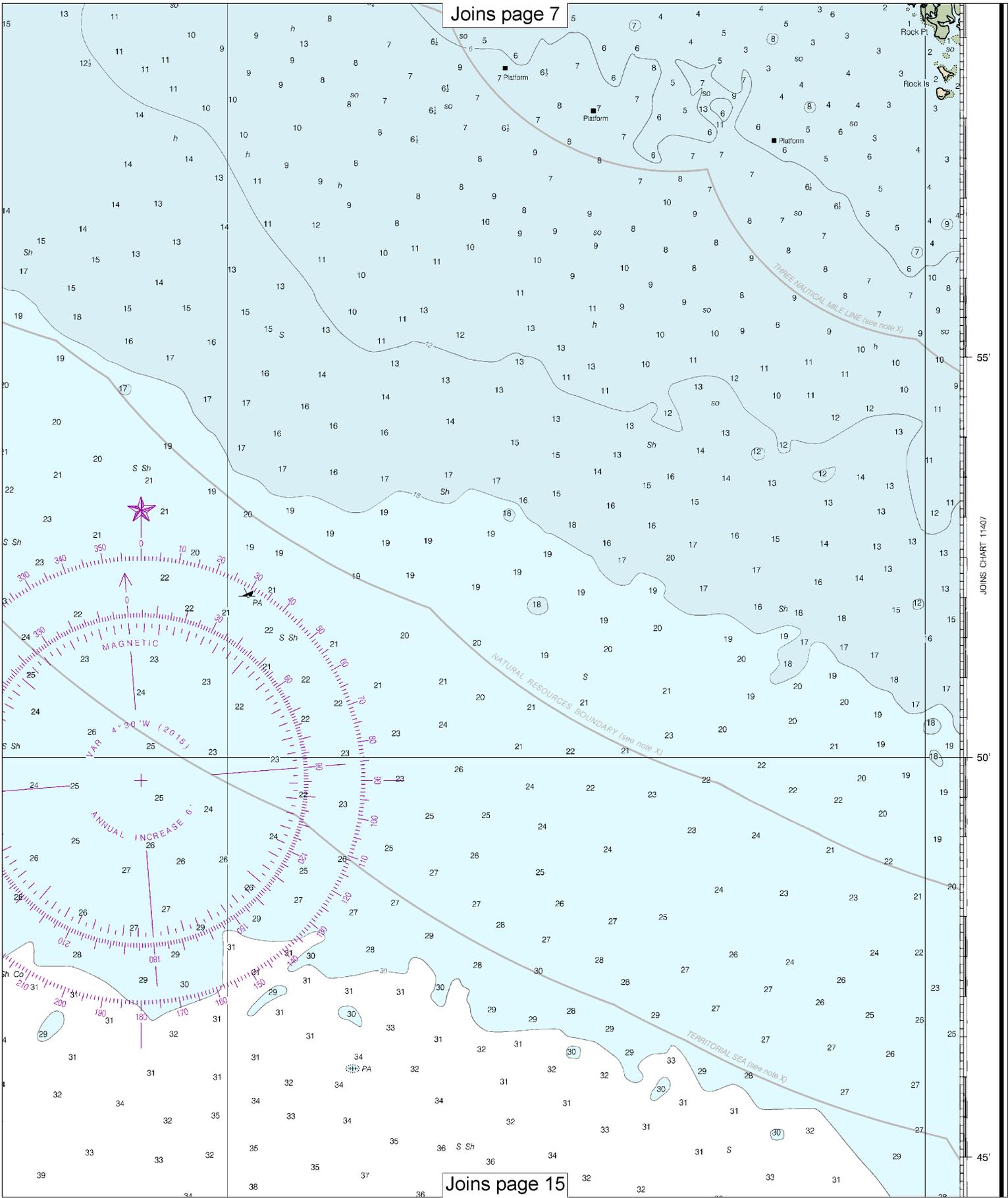


Note: Chart grid lines are aligned with true north.



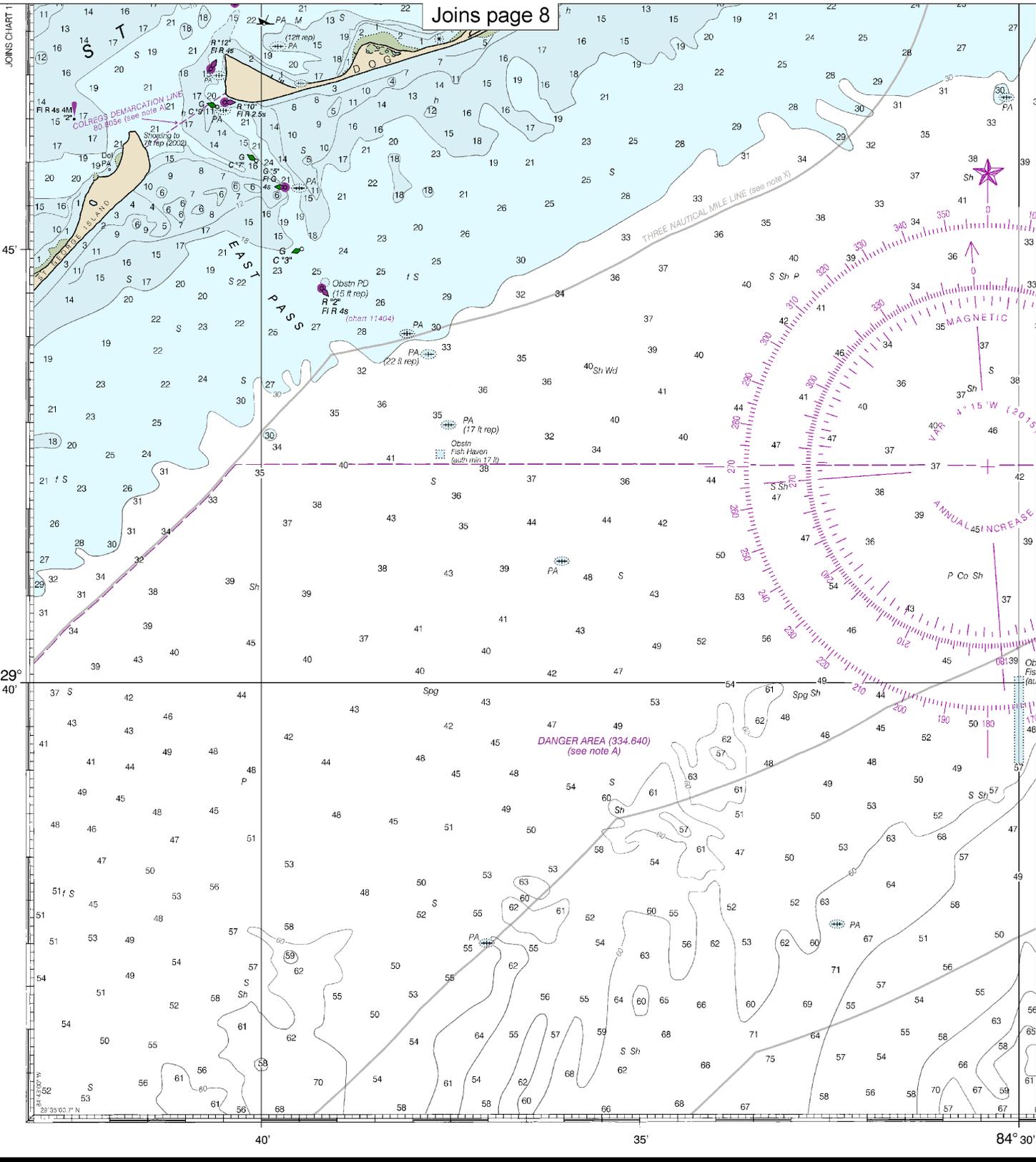
See Note on page 5.

Joins page 7



Joins page 15

JOINS CHART 11407



11405

31st Ed., Aug. 2015. Last Correction: 10/26/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4416 (10/29/2016)

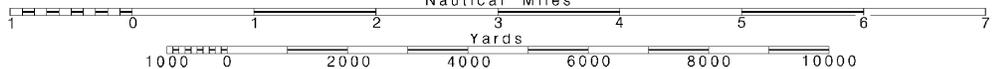
NOAA encourages users to submit inquiries, discuss about this chart at <http://www.nauticalcharts.noaa.gov>

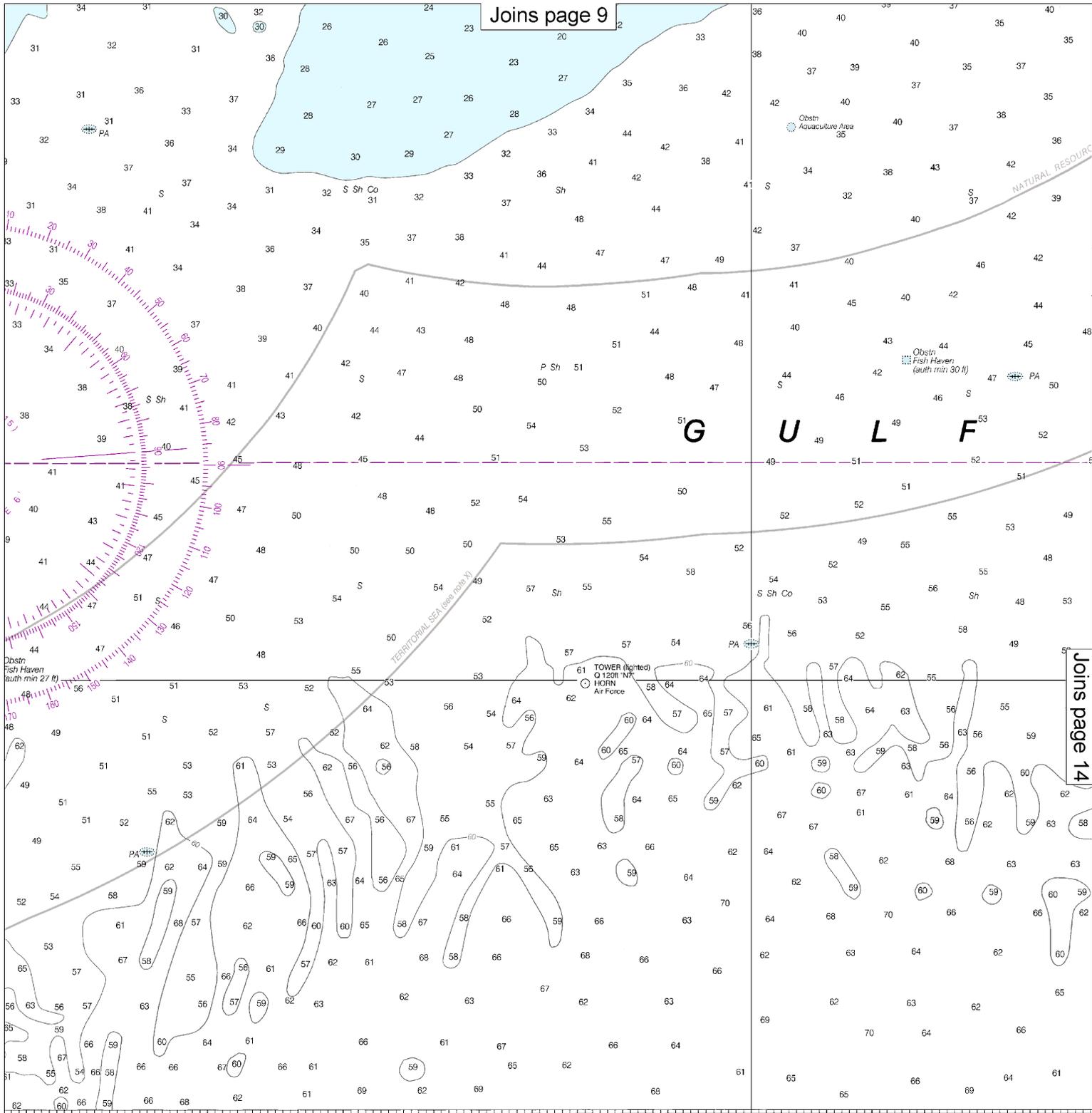
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.

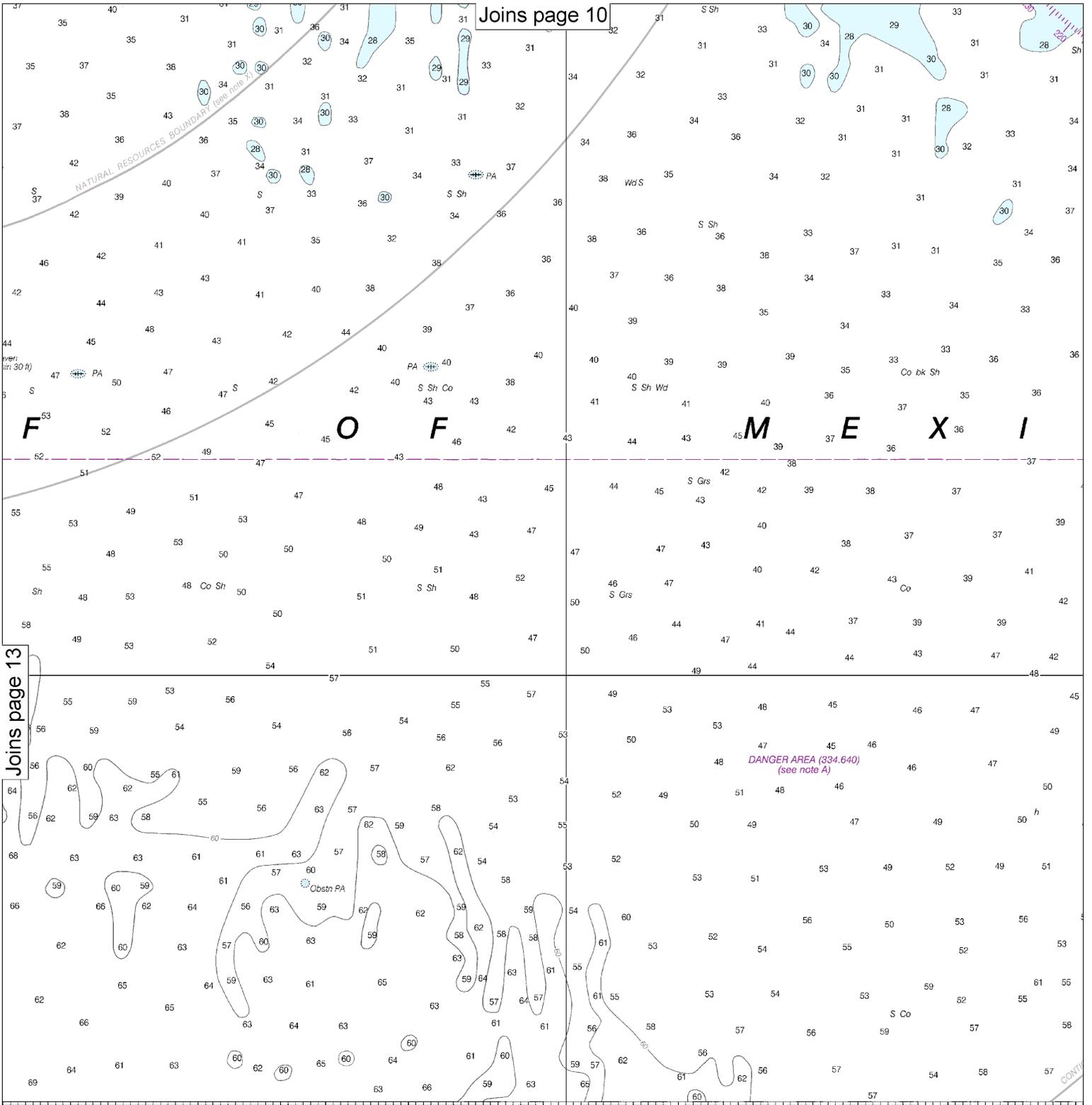




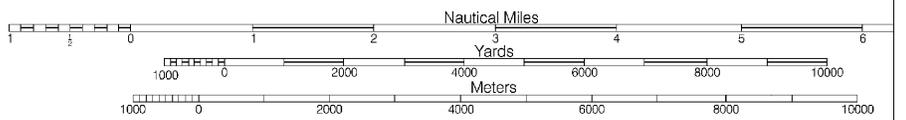
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SOUNDINGS IN FEET

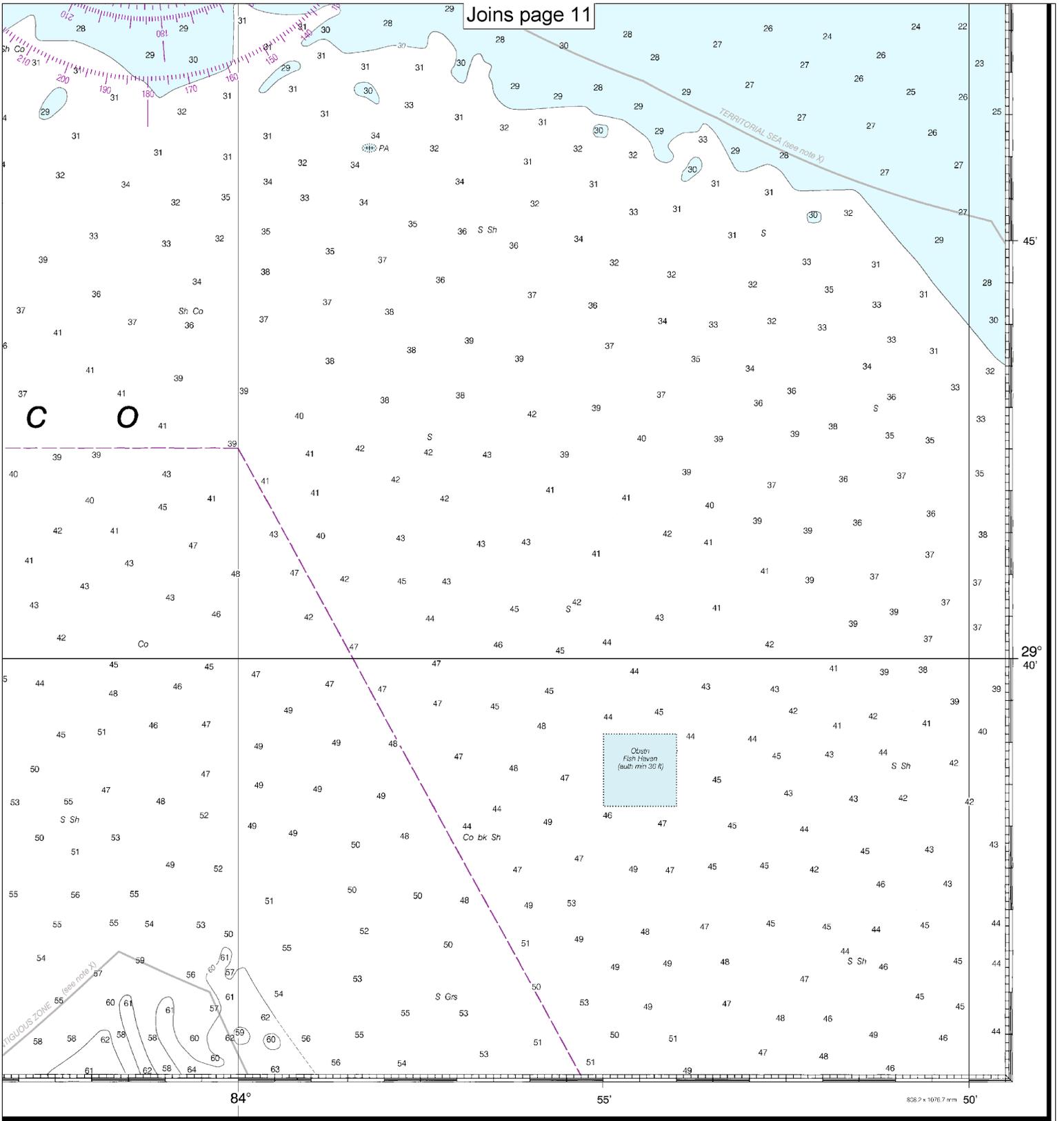
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 NATIONAL OCEAN SERVICE
 COAST SURVEY



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 NATIONAL OCEAN SERVICE
 COAST SURVEY



Note: Chart grid lines are aligned with true north.



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

Apalachee Bay
SOUNDINGS IN FEET - SCALE 1:80,000

11405



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
- 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>



— For the latest news from Coast Survey, follow @NOAAcharts



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.