

BookletChart™

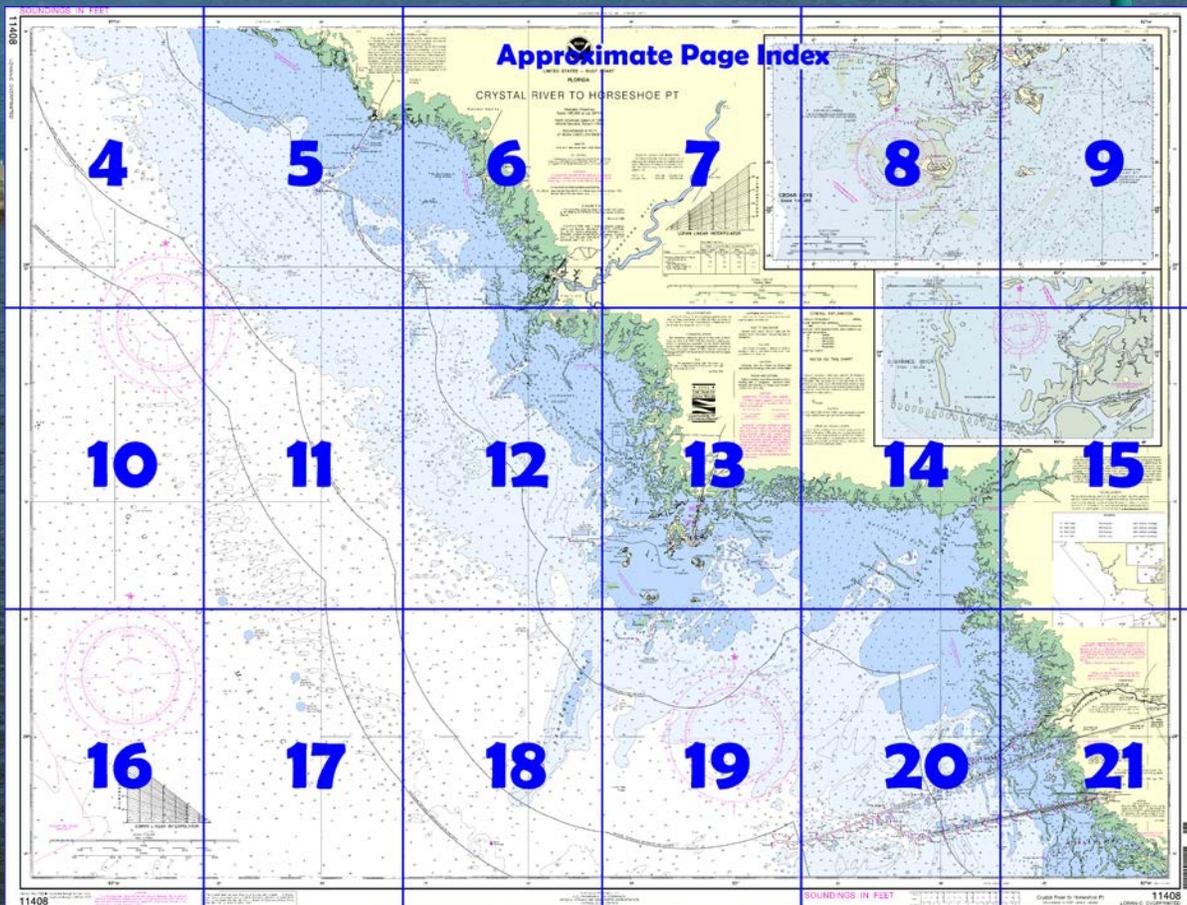
Crystal River to Horseshoe Point NOAA Chart 11408



*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.

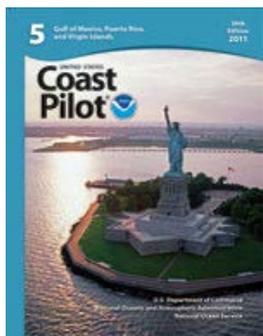
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11408>



[Coast Pilot 5, Chapter 9 excerpts].

A channel, marked by lights, leads E from the Gulf for 14 miles to a turning basin at the Power plant 2 miles NW of Crystal River entrance. The channel had a depth of 20 feet. The power plant has a T-head pier with 500 feet of berthing space and 20 feet alongside. Fresh water and electrical shore-power connections are available.

Cross Florida Greenway enters the Gulf 3.0 miles N of the Crystal River power plant. The channel, marked by lights and

daybeacons, can be approached by the two outermost reaches of the powerplant entrance channel that are in line with the Greenway canal.

The approach channel had a centerline depth of 11 feet. The canal is open to barge traffic, but also used by pleasure boats.

Chart 11408.—A privately dredged channel, marked by private lights, leads E from the Gulf for about 14 miles to a turning basin at the Florida Power Corporation's Crystal River powerplant about 2 miles NW of Crystal River entrance. In May 1982, the channel had a reported controlling depth of 20 feet. The inner end of the channel is protected by two dikes extending to shore. The N dike is about 3 miles long, and the S dike about 2 miles long. Spoil banks extend along the N side of the channel for about 3.5 miles seaward from the end of the N dike. Two stacks on the N side of the turning basin, four stacks in about 28°58.0'N., 82°41.8'W., several cooling towers, and the powerplant are conspicuous. The stacks at the turning basin, with alternating bands of white and red, are marked on top by flashing red lights, and by fixed and flashing red lights on the lower section. The 600-foot stacks to the N and the cooling towers are marked by strobe lights. The powerplant has a T-head pier with 500 feet of usable berthing space and 20 feet reported alongside. The pier is used to unload coal from barges. Fresh water and electrical shore-power connections are available.

Withlacoochee River rises in the central part of the Florida Peninsula and empties into the Gulf about 17 miles SE of Cedar Keys.

Withlacoochee River Entrance Light 1 (28°58'06"N., 82°49'42"W.), 16 feet above the water and shown from a pile with a green square daymark, marks the approach.

A dredged channel leads from the Gulf to a turning basin at Inglis, about 7 miles above the mouth.

Currents.—Off the mouth of the river, a tidal current sets E during the flood and W during the ebb. The ebb has a reported velocity of 3 knots at times; this must be taken into account by vessels coming in from the entrance buoy. A strong NE wind may increase the velocity of the ebb current and a SW wind may decrease it.

Manatees.—Regulated speed zones and a caution zone for the protection of manatees are in the Withlacoochee River and its approaches. (See Manatees, chapter 3.)

Waccasassa River, 10 miles N of Withlacoochee River, has the extensive **Waccasassa Reefs** off its entrance. A channel marked by private daybeacons leads E of the reefs and, in May 1982, had a reported controlling depth of 2 feet with greater depths inside the river. A public launching ramp and a marina are on the N shore about 4 and 4.3 miles, respectively, above the mouth. The marina is in a small basin. Gasoline, berths, water, ice, some marine supplies, and a launching ramp are available.

A submerged wreck with 7 feet of water over it is about 3.5 miles ESE of Seahorse Reef Light in about 28°57.7'N., 83°05.4'W.

Main Ship Channel, a dredged channel, leads from the Gulf in a general NE direction between East Bank and West Bank, E of Seahorse Key and Grassy Key; thence by a crooked and winding channel W of Atsena Otie Key into Cedar Key Harbor. In August 1997, the centerline controlling depth was 7 feet. The channel is well marked by lights and daybeacons. Extreme caution must be exercised at two hairpin curves.

Fog.—This area has considerable fog during the winter; S winds bring it in, and N winds clear it away.

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

RCC New Orleans

Commander

8th CG District

(504) 589-6225

New Orleans, LA

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

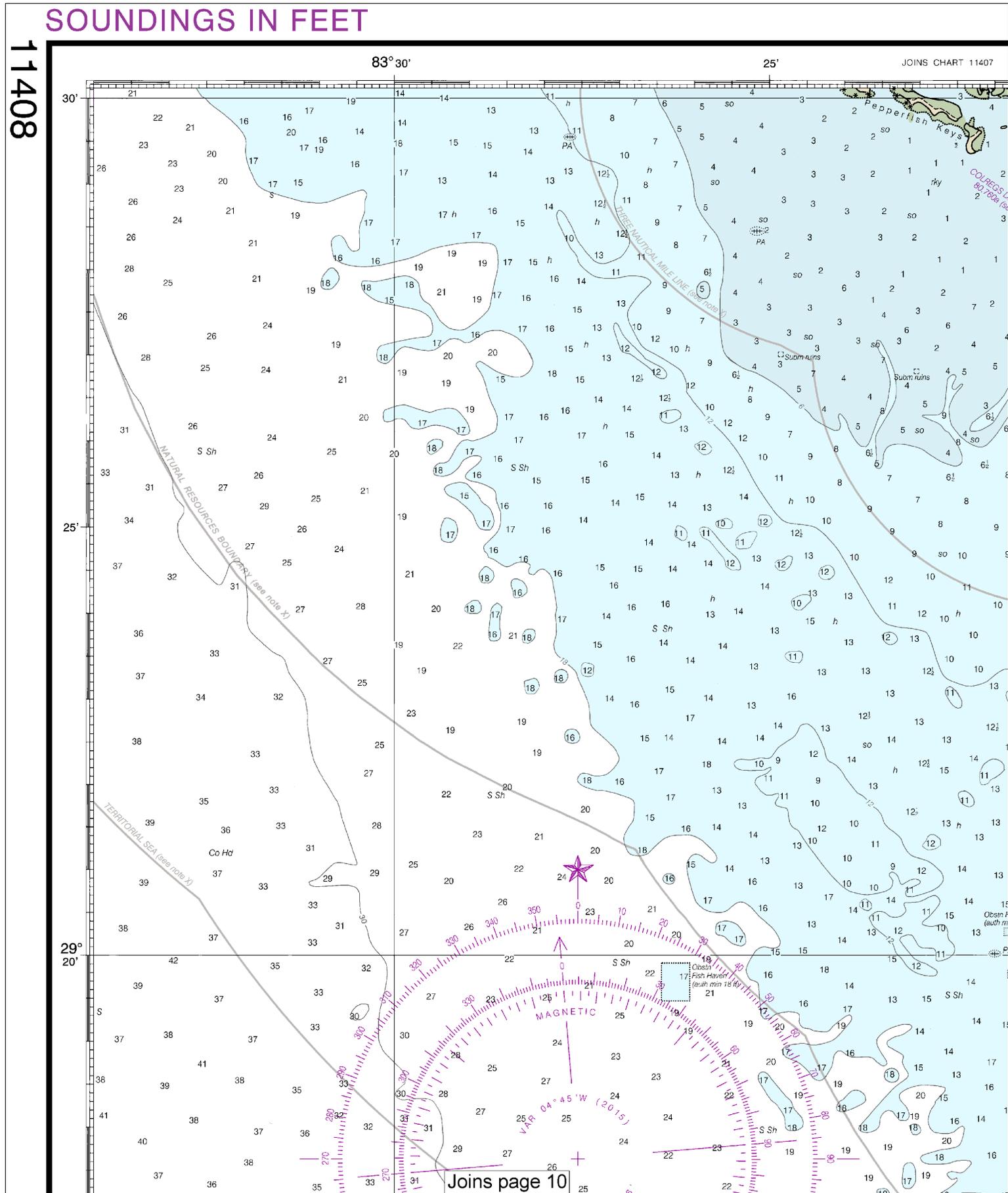
on navigable waters except Western Rivers



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>

SOUNDINGS IN FEET

11408



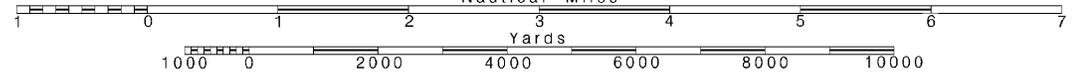
Joins page 10

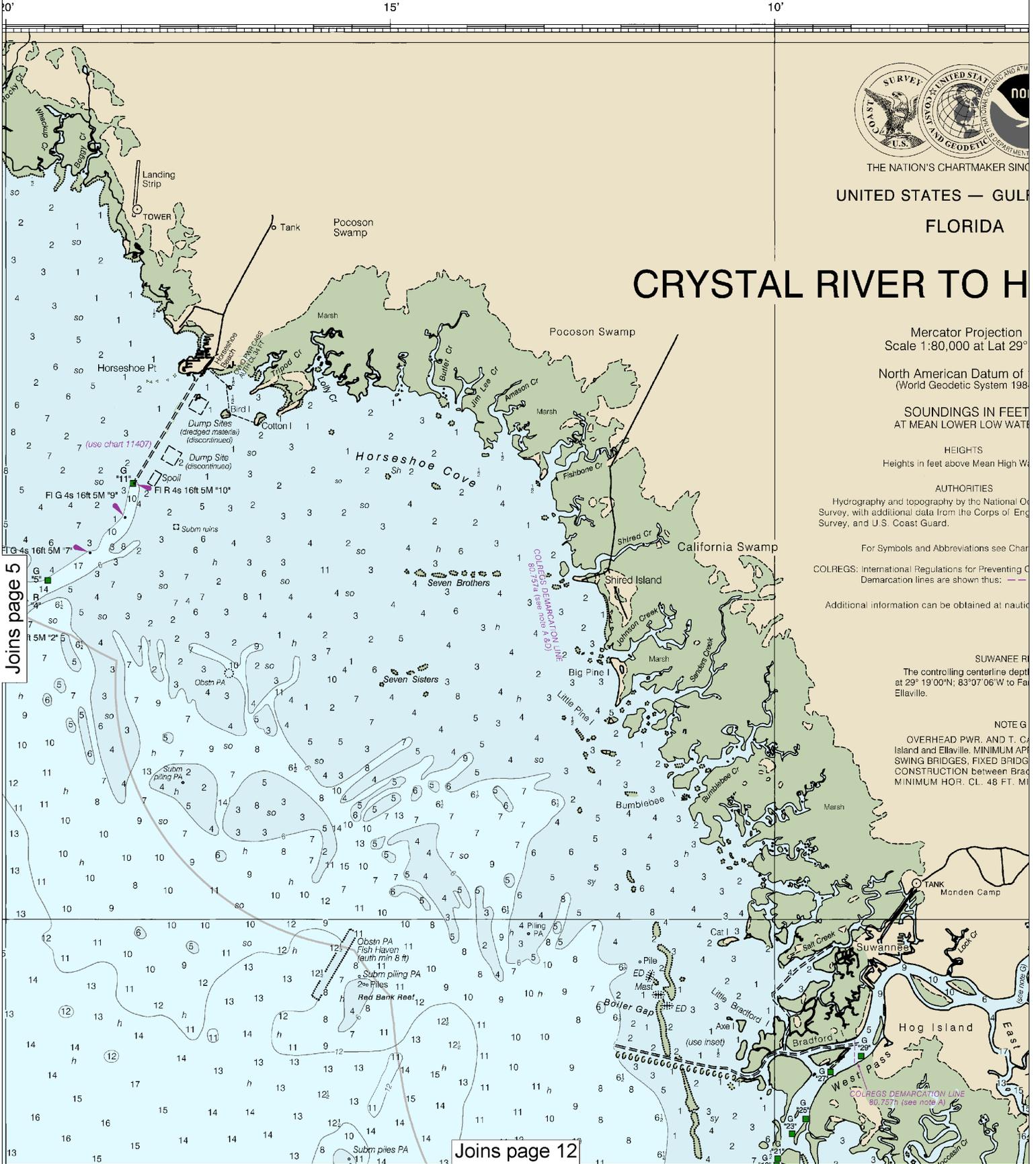
4

Note: Chart grid lines are aligned with true north.

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

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1792
 UNITED STATES — GULF OF MEXICO
 FLORIDA

CRYSTAL RIVER TO HAWTHORNE

Mercator Projection
 Scale 1:80,000 at Lat 29°
 North American Datum of 1983
 (World Geodetic System 1983)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

HEIGHTS
 Heights in feet above Mean High Water

AUTHORITIES
 Hydrography and topography by the National Oceanic and Atmospheric Administration, U.S. Coast and Geodetic Survey, with additional data from the Corps of Engineers, U.S. Army, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1
 COLREGS: International Regulations for Preventing Collisions at Sea
 Demarcation lines are shown thus: ---

Additional information can be obtained at nautical publications and information centers.

SUWANNEE RIVER
 The controlling centerline depth at 29° 19' 00"N, 83° 07' 06"W to Falmouth, Ellaville.

NOTE
 OVERHEAD P.W.R. AND T. C. ISLAND AND ELLAVILLE. MINIMUM APPROXIMATE SWING BRIDGES, FIXED BRIDGE CONSTRUCTION BETWEEN BRADFORD AND SUWANNEE RIVER. MINIMUM HOR. CL. 48 FT. M.S.L.

Joins page 5

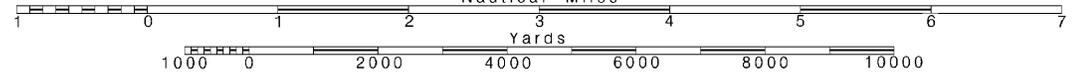
Joins page 12



Note: Chart grid lines are aligned with true north.

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

See Note on page 5.



05'

83°

55'



NOAA

U.S. COAST GUARD

HORSESHOE PT

29° 10'

of 1983

(1984)

CHART

NUMBER

Water.

Ocean Service, Coast Engineers, Geological

Chart No. 1

Collisions at Sea, 1972.

Electronic charts.noaa.gov.

RIVER

Depth was 3 1/2 feet from a point of fanning; thence 3 1/2 feet to

May-Jul 1986

CABLES between Bradford and Ellaville. APPROX VERTICAL CL. 35 FT. PIPES and BRIDGES UNDER Bradford Island and Ellaville. MINIMUM VERT. CL. 5 FT.

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.

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.

Salem, FL	WWF-88	126.425 MHz
Inverness, FL	WWF-38	162.40 MHz
Morrison, FL	KWN-38	162.550 MHz

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.

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).

SUPPLEMENTAL INFORMATION

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

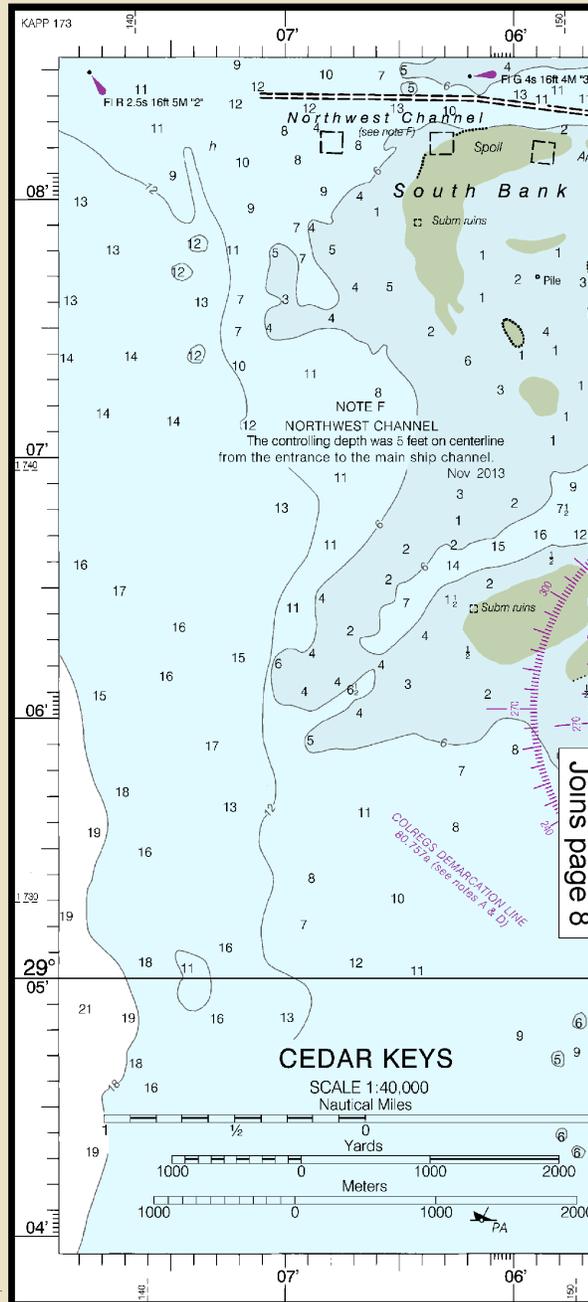
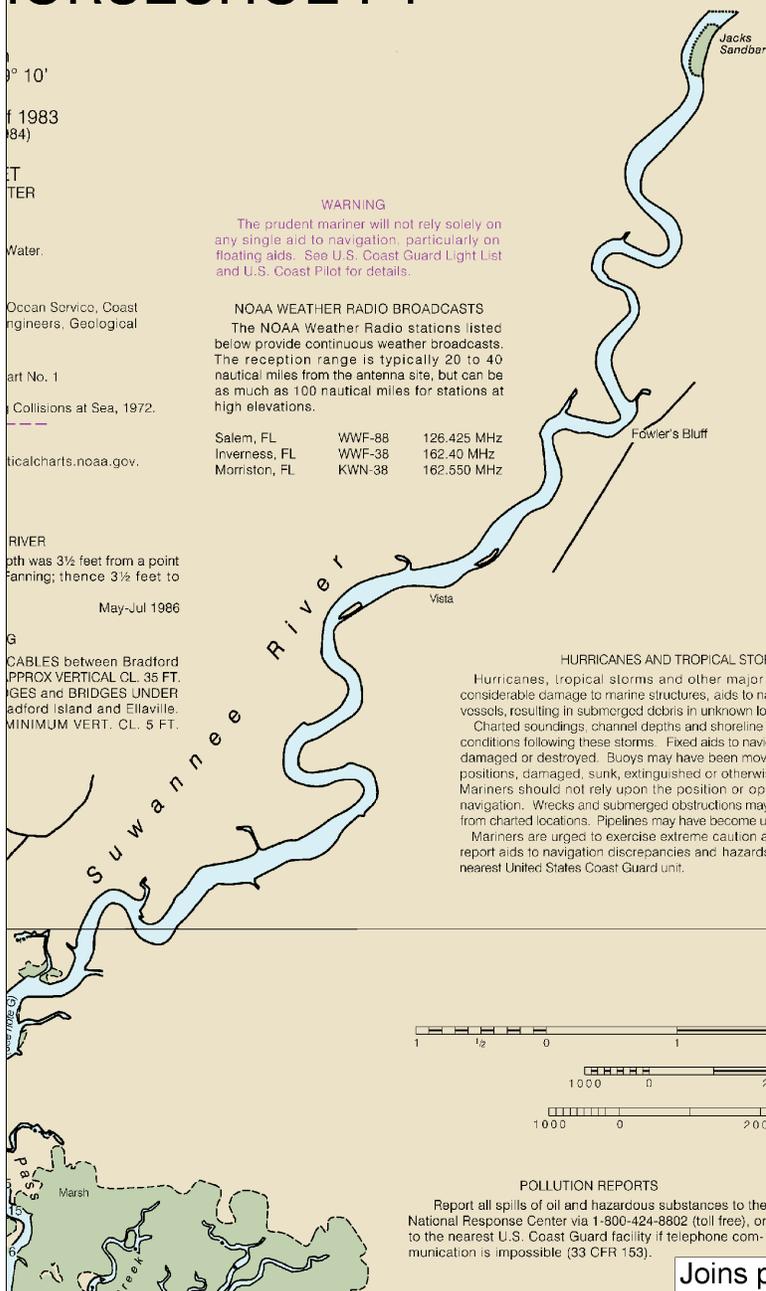
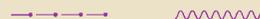
AIDS TO NAVIGATION

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

CAUTION

SUBMARINE PIPELINES AND CABLES

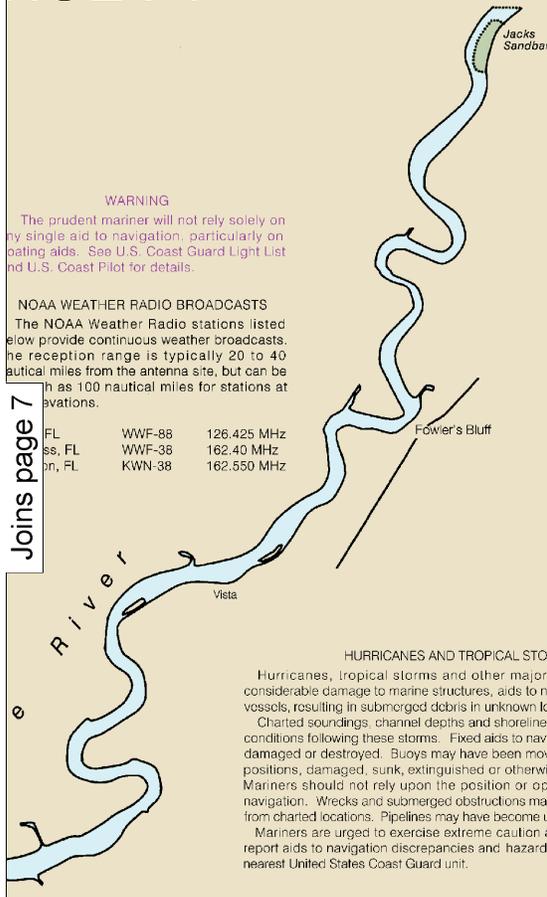
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



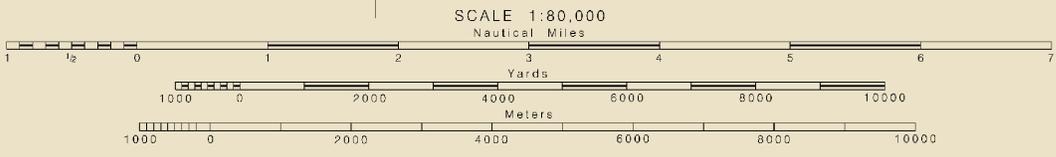
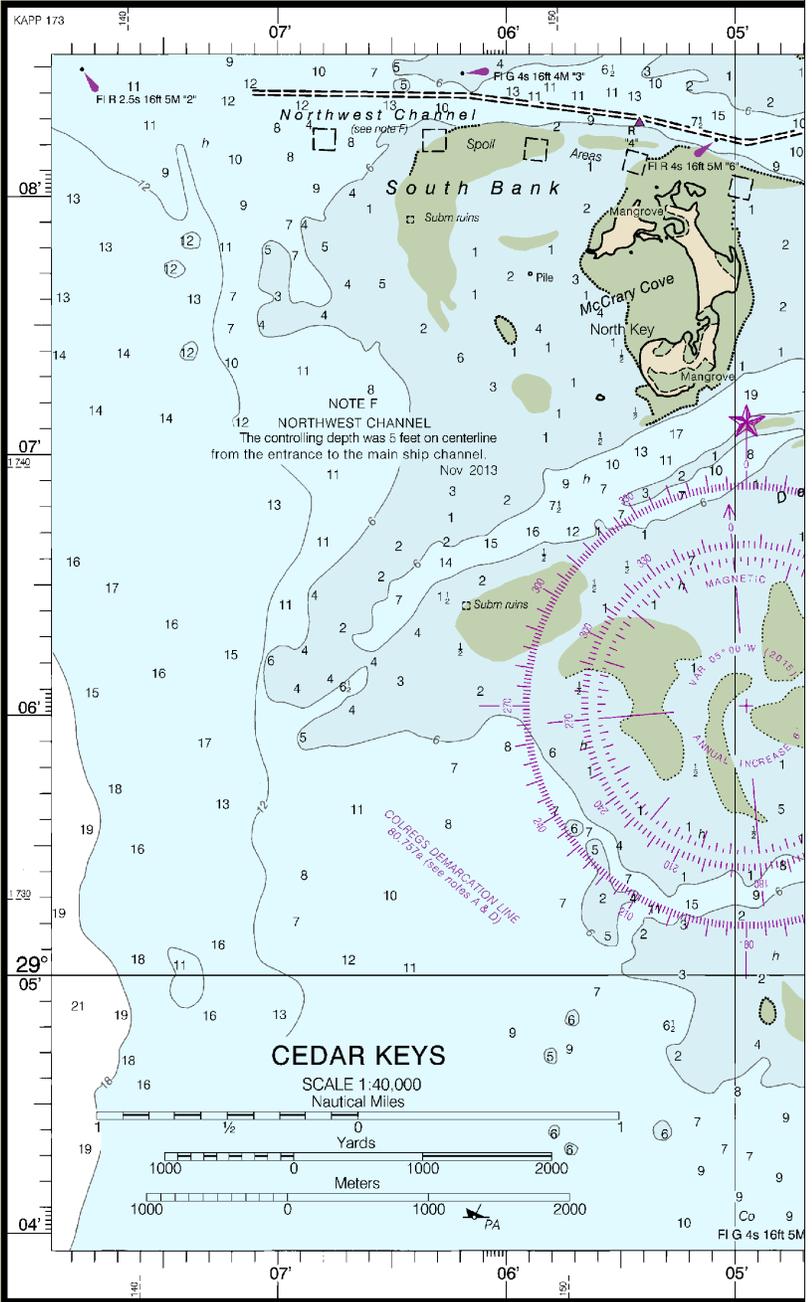
Joins page 8

Joins page 13

HOE PT



Joins page 7

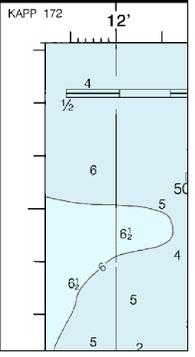


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SUPPLEMENTAL INFORMATION
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AIDS TO NAVIGATION
Consult supplemental Joins page 14

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

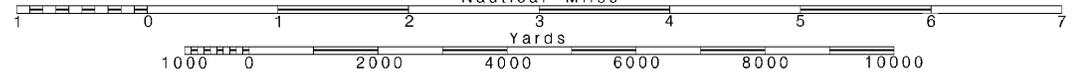


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

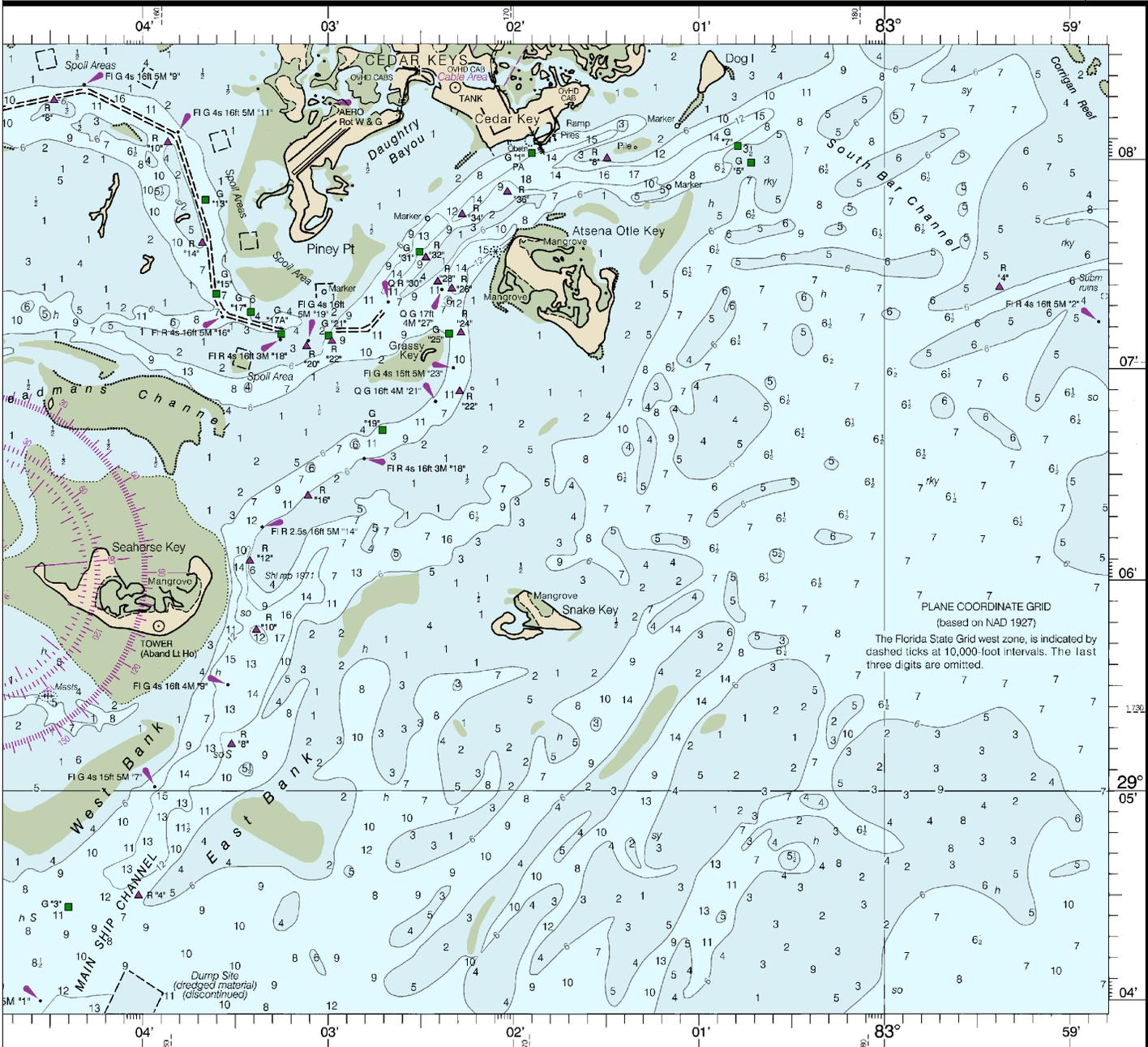


50'

45'

82° 40'

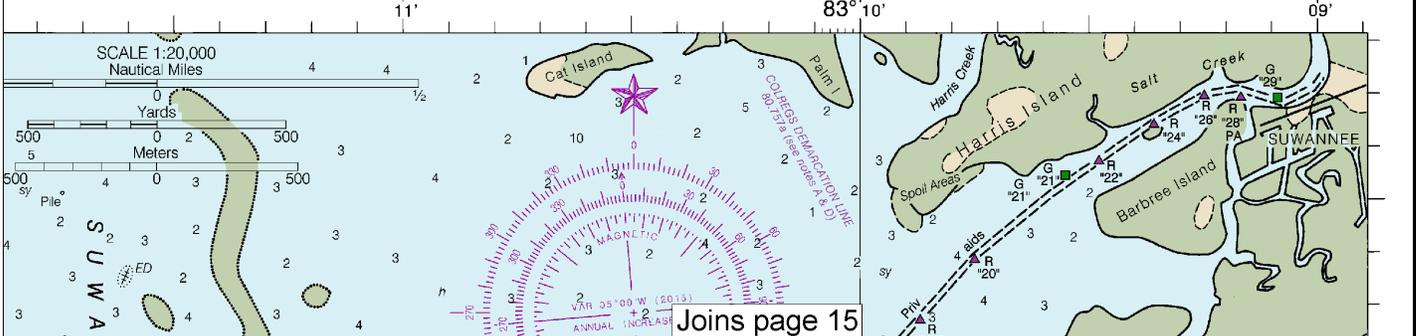
30'

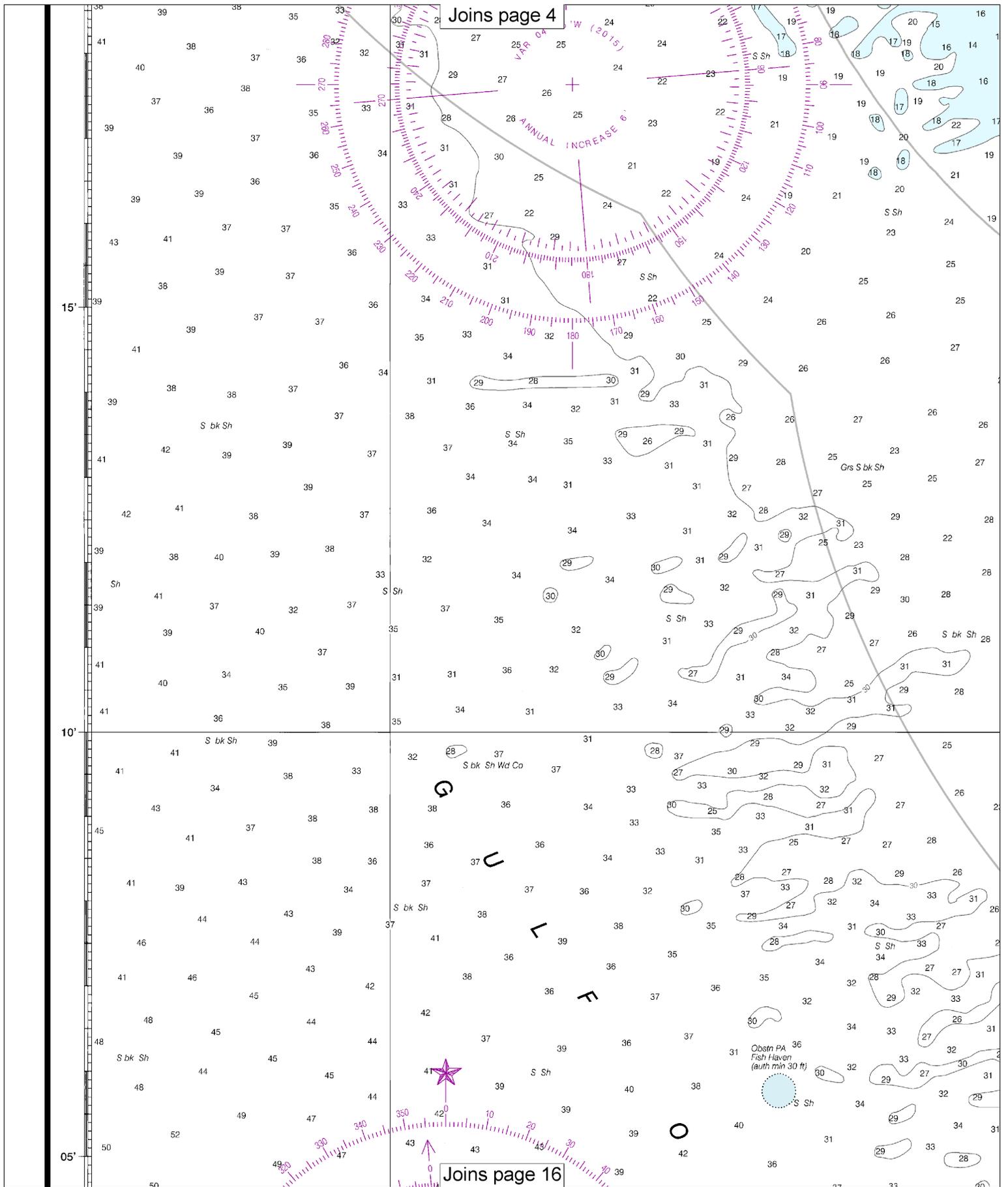


25'

29° 05'

29° 20'





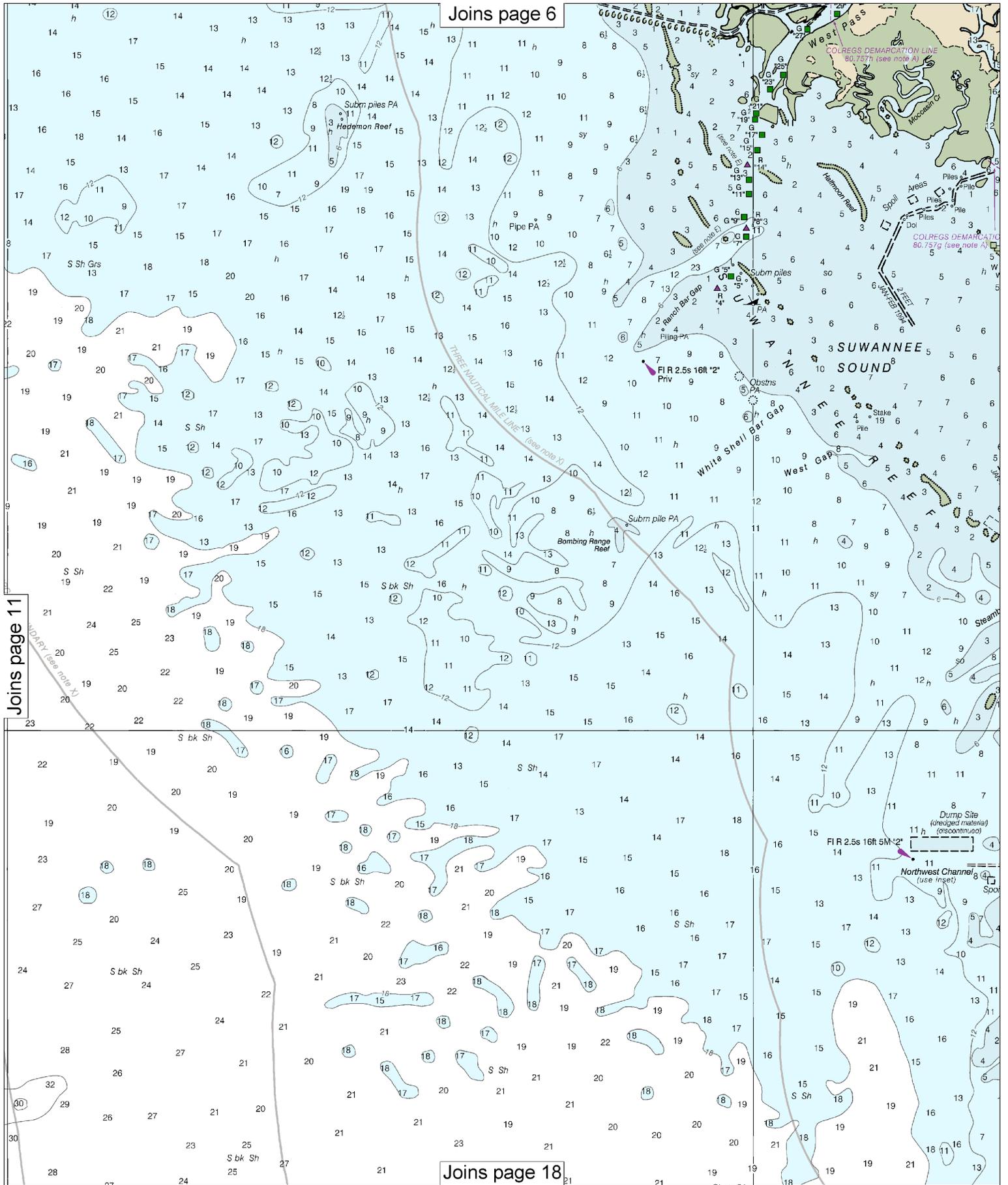
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000 Nautical Miles

See Note on page 5.



Joins page 11

Joins page 6

Joins page 18

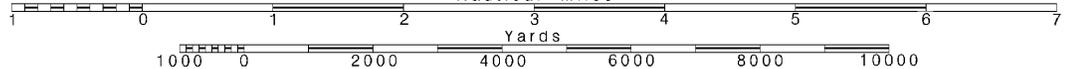
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



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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 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.882" northward and 0.585" eastward to agree with this chart.

NOTE E

The daybeacons are private. The controlling depth for Alligator (West) Pass is 2 feet from light '2' to daybeacon '30'.

Jan-Feb 1994

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.

CAUTION

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

CAUTION

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

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:



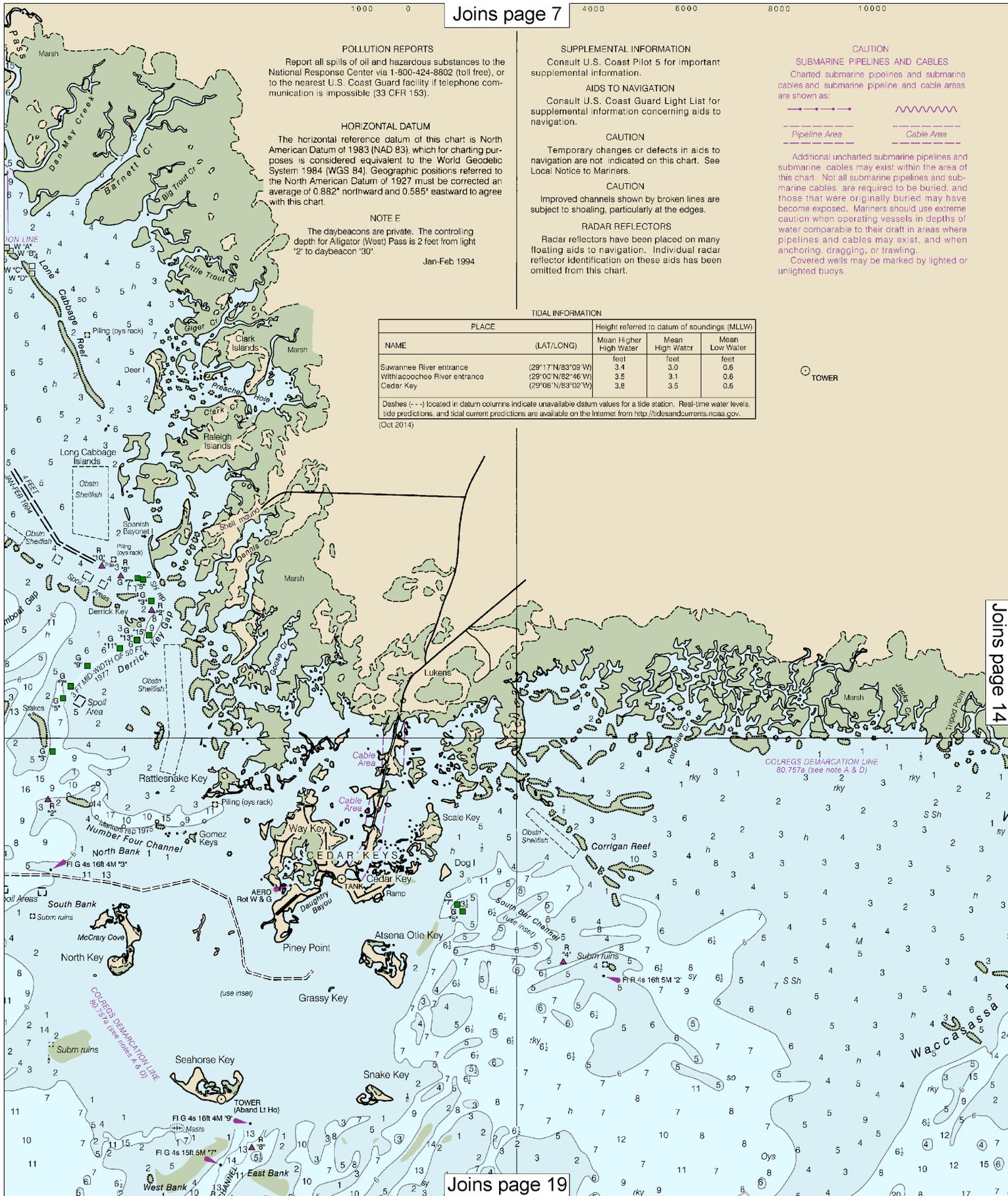
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels 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.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Suwannee River entrance	(29°17'N/83°09'W)	3.4	3.0	0.6
Withicochoe River entrance	(29°00'N/82°46'W)	3.5	3.1	0.6
Cedar Key	(29°08'N/83°02'W)	3.8	3.5	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>. (Oct 2014)



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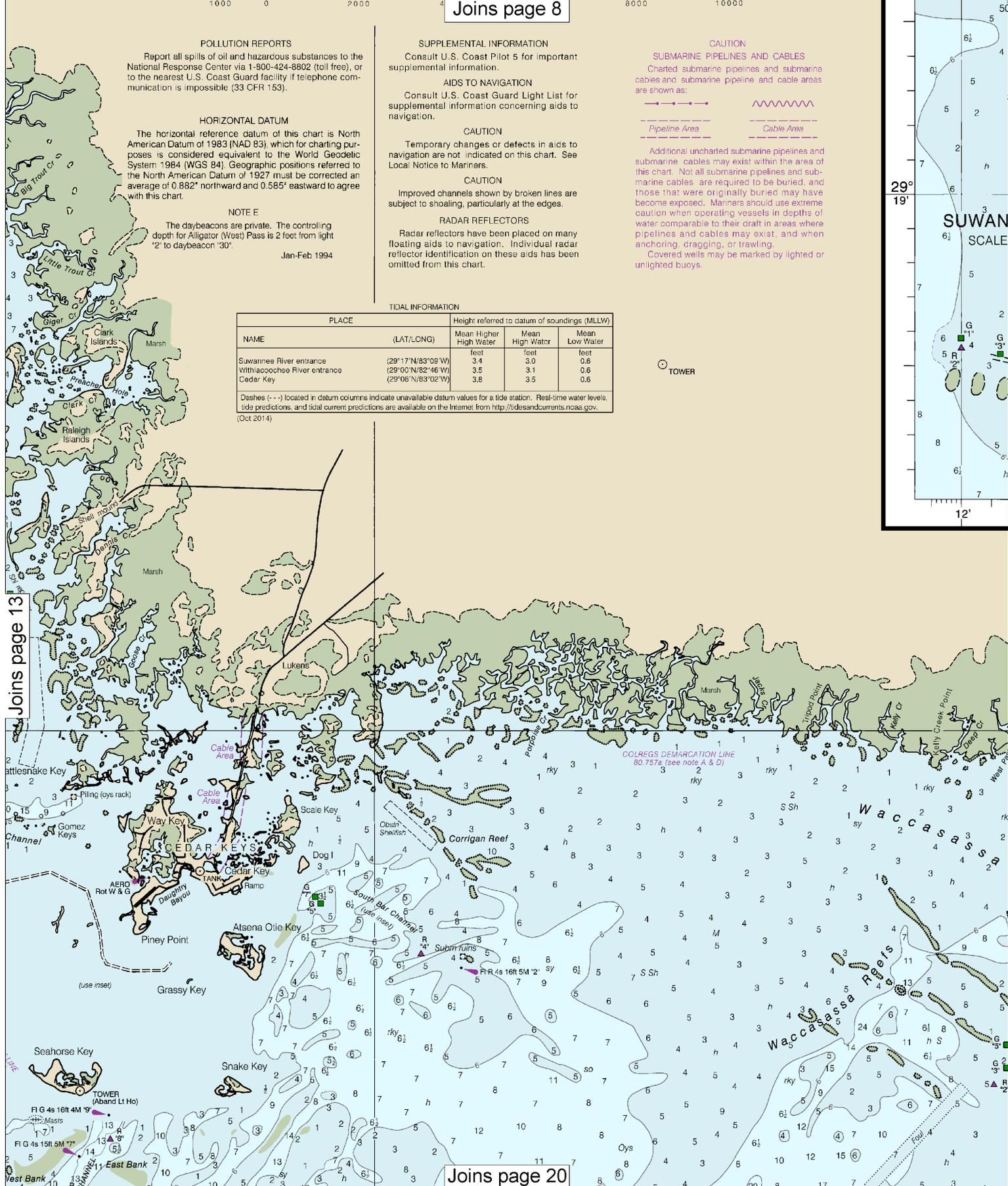
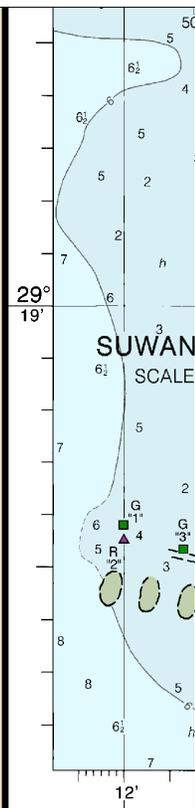
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--- Pipeline Area ---
--- Cable Area ---
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TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
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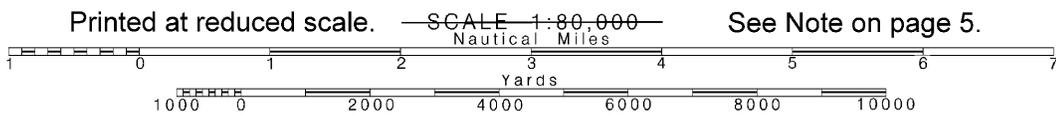


Joins page 13

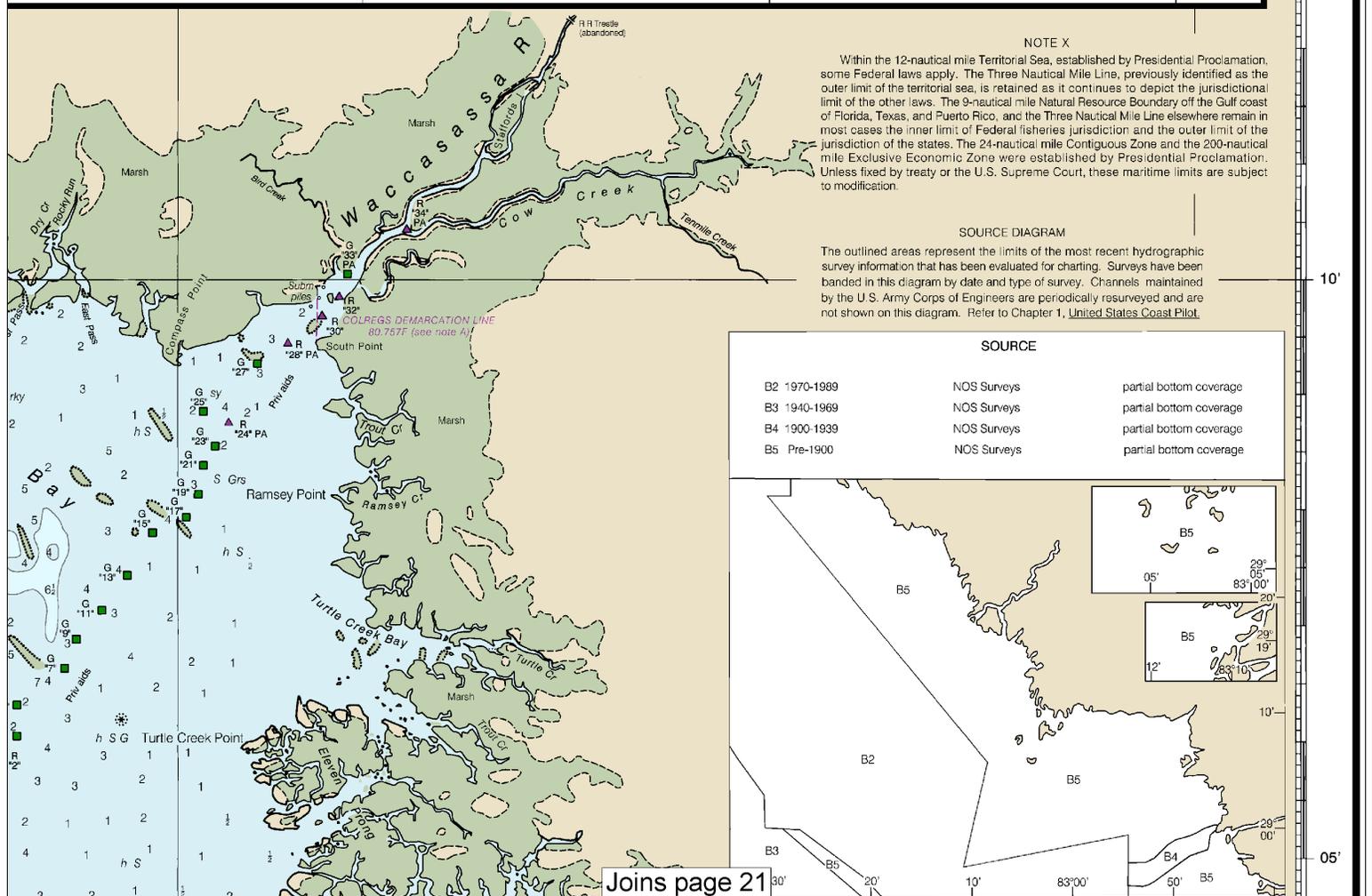
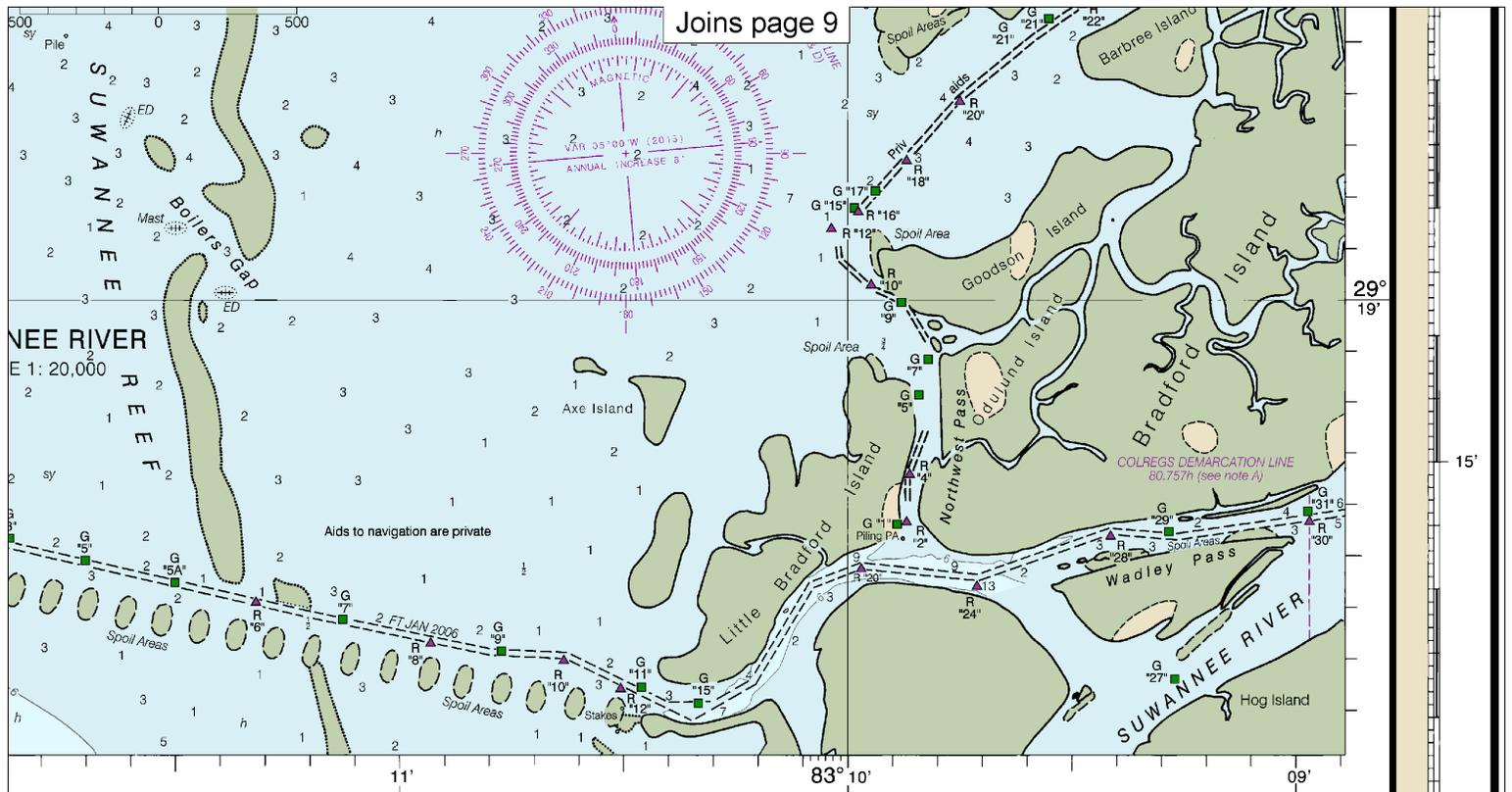
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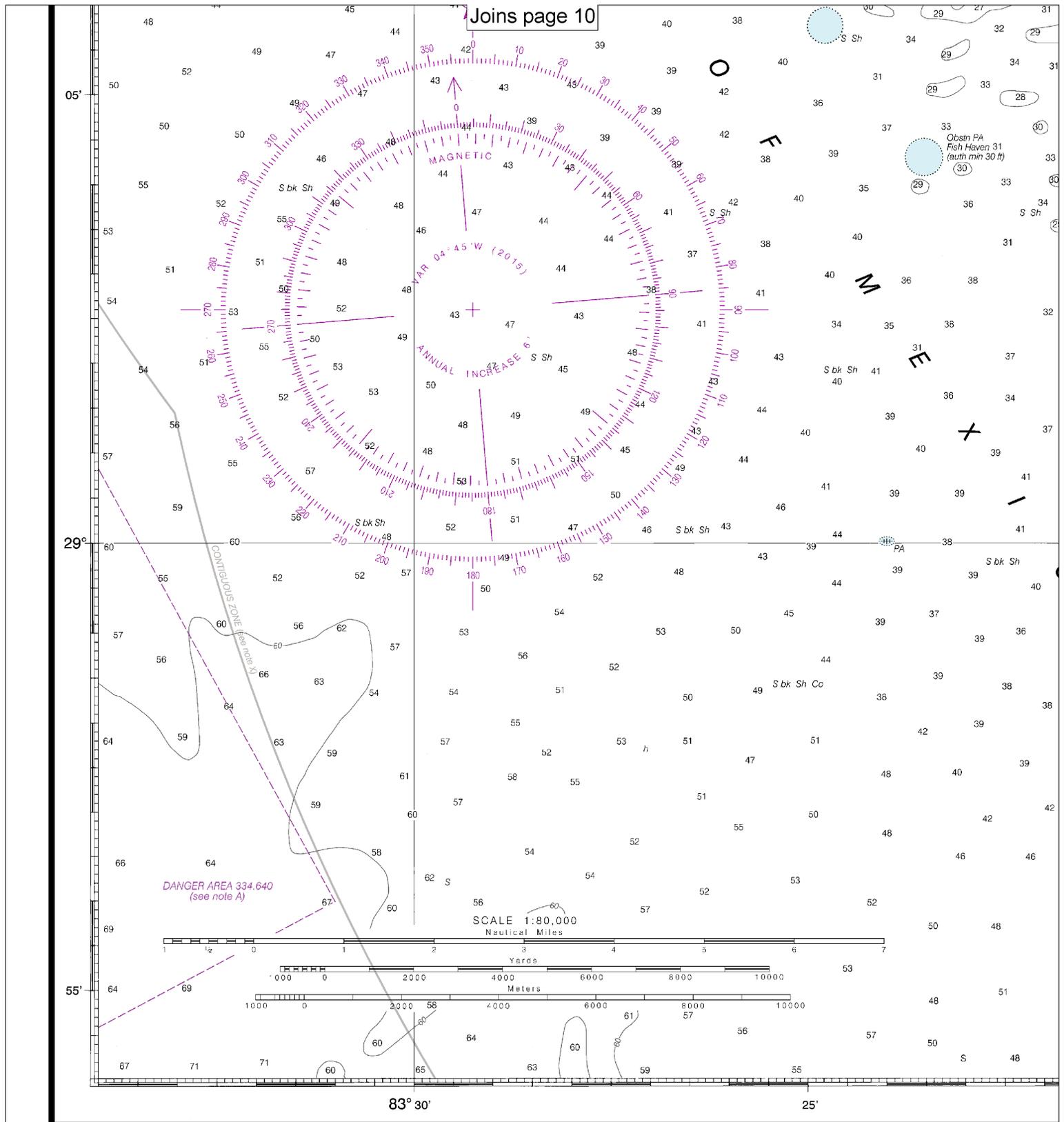
14

Note: Chart grid lines are aligned with true north.



See Note on page 5.



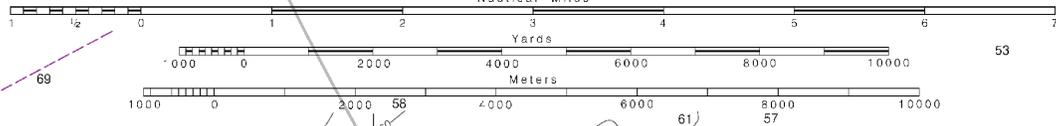


Joins page 10

Obsm PA
Fish Haven, 31
(auth min 30 ft)
(30)

DANGER AREA 334.640
(see note A)

SCALE 1:80,000
Nautical Miles



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.

NOAA encourages us
about this chart at <http://www.noaa.gov>

11408

30th Ed., Mar. 2015. Last Correction: 10/31/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

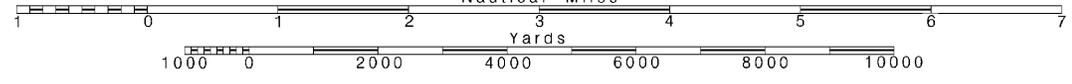
16

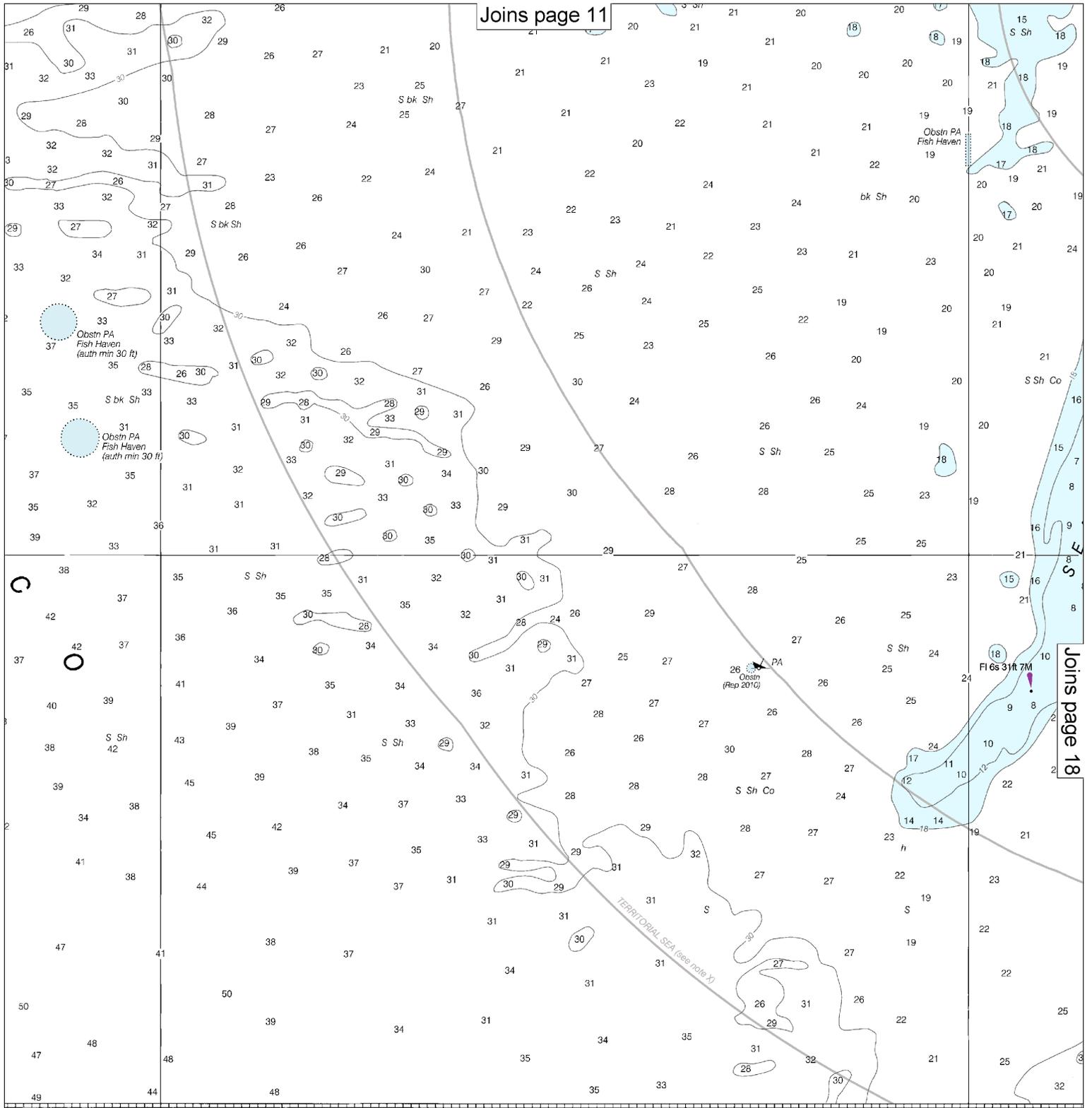
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

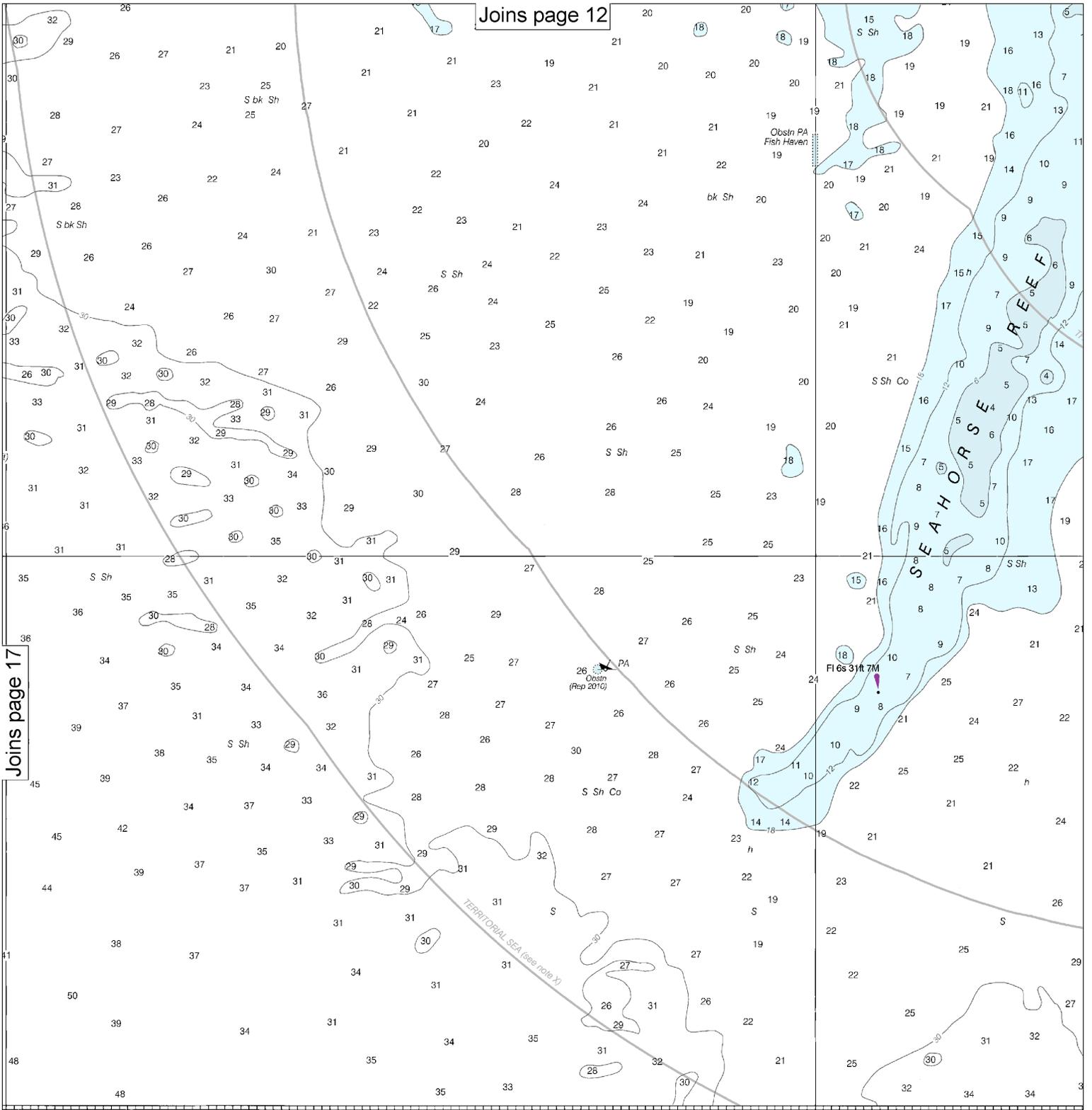
SCALE 1:80,000
Nautical Miles

See Note on page 5.





users to submit inquiries, discrepancies or comments
www.nauticalcharts.noaa.gov/staff/contact.htm



ies or comments
contact.htm.

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NATIONAL OCEANIC AND A
NATIONAL COAS

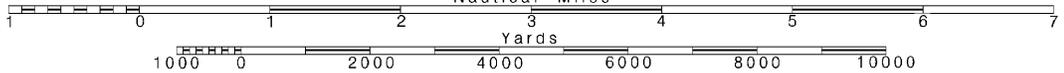
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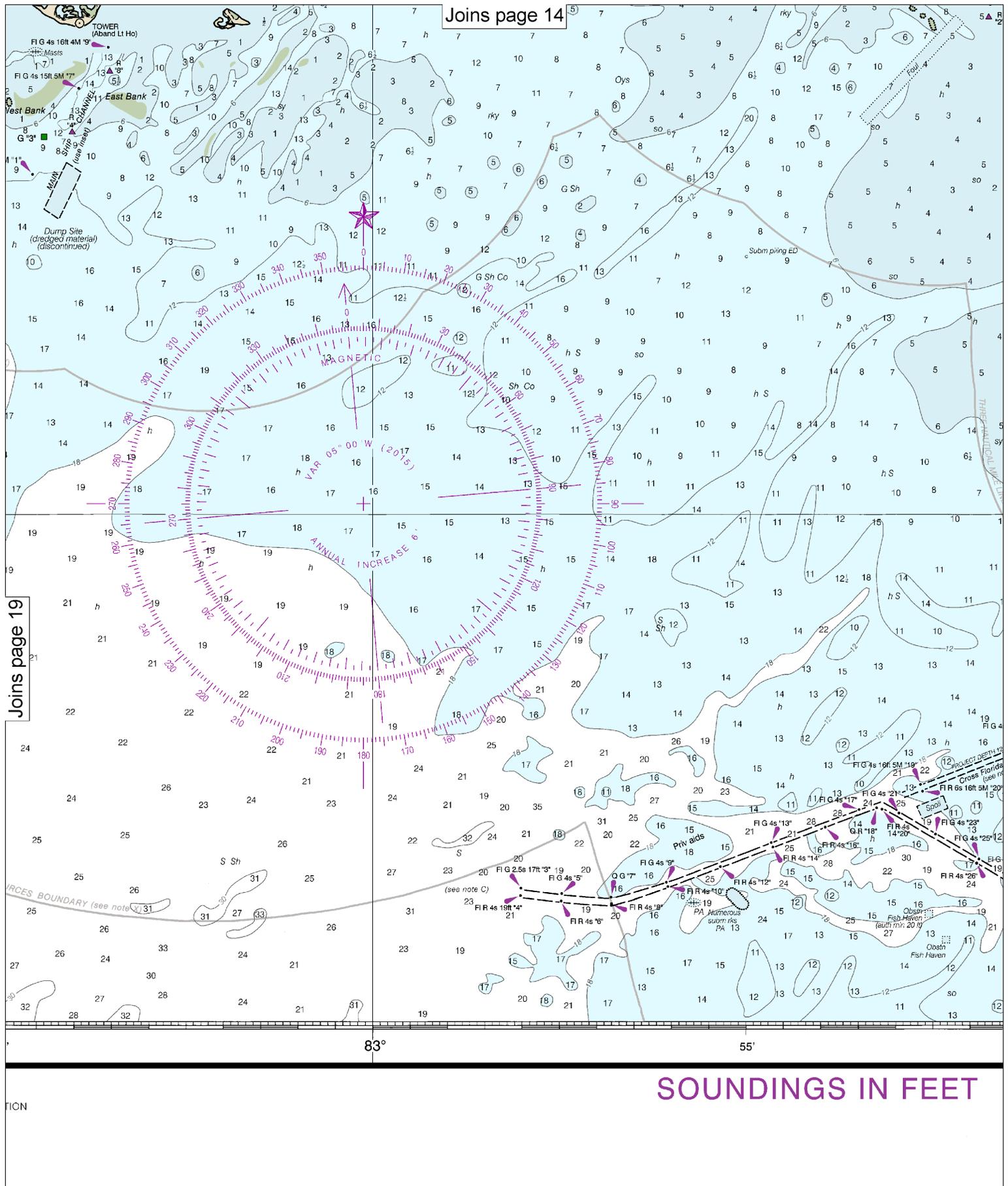
Note: Chart
grid
lines are aligned
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Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





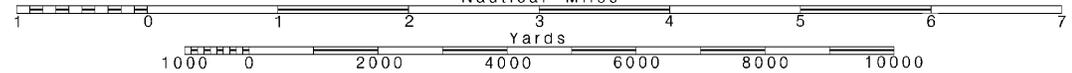
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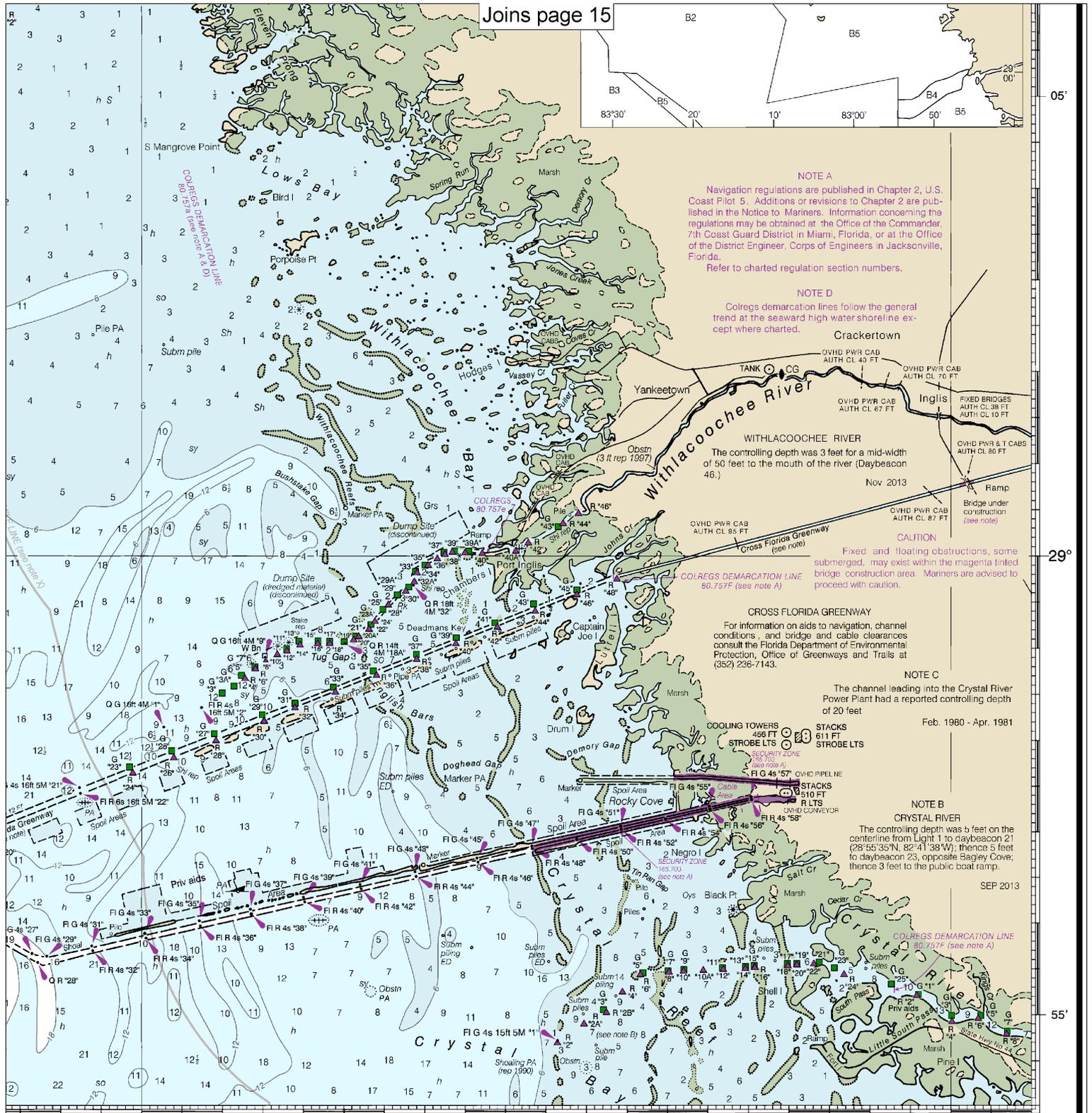
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





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.

NOTE D
 Colregs demarcation lines follow the general trend at the seaward high water shoreline except where charted.

CAUTION
 Fixed and floating obstructions, some submerged, may exist within the magenta linked bridge construction area. Mariners are advised to proceed with caution.

CROSS FLORIDA GREENWAY
 For information on aids to navigation, channel conditions, and bridge and cable clearances consult the Florida Department of Environmental Protection, Office of Greenways and Trails at (352) 236-7143.

NOTE C
 The channel leading into the Crystal River Power Plant had a reported controlling depth of 20 feet
 Feb. 1980 - Apr. 1981

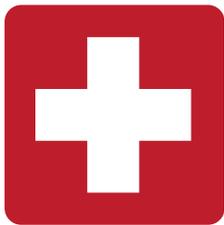
NOTE B
CRYSTAL RIVER
 The controlling depth was 5 feet on the centerline from Light 1 to daybeacon 21 (28°55'35"N, 82°41'38"W); thence 5 feet to daybeacon 23, opposite Sargley Cove; thence 3 feet to the public boat ramp.
 SEP 2013

50' JOINS CHART 11409 45' 82° 40' 833.9 X 114.7 nm

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

Crystal River to Horseshoe Pt
 SOUNDINGS IN FEET - SCALE 1:80,000

11408



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>



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