

BookletChart™



Intracoastal Waterway – Tolomato River to Palm Shores

NOAA Chart 11485

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

Approximate Page Index					
4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
22	23	24	25	26	27

**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.

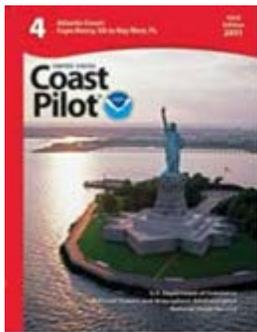
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11485>



(Selected Excerpts from Coast Pilot)

At **Mile 775.6**, a channel marked by daybeacons and a **250°** lighted range leads west to a protected marina. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, and wet storage are available.

Severe shoaling had occurred in the Intracoastal Waterway from **Mile 775** southward to **Mile 780**, including the area crossing St. Augustine Inlet. Mariners are advised to seek local knowledge.

The **Vilano Beach** Route A1A bridge: Tidal currents run at angles to the bridge and caution is imperative. A marina on the north side of the

bridge has berths, electricity, gasoline, diesel fuel, water, ice and wet storage.

Matanzas River. At **Mile 777.9**, Route A1A bridge: Caution is advised because the tidal currents, particularly ebb, run at right angles to the bridge.

At **Mile 788.6, Crescent Beach**, Route 206 bridge: Gasoline may be obtained by shallow-draft boats at a fishing camp south of the bridge. Navigation in the Waterway opposite the breakthrough at Matanzas Inlet at **Mile 794.0** is hazardous during flood and ebb tides. Signs reading "DANGER TURBULENT WATER" have been placed to warn mariners.

Matanzas Inlet. Route A1A bridge has a clearance of 10 feet. Route A1A bridge crossing **Matanzas River** has a clearance of 12 feet; the one crossing the river 1 mile farther south has a clearance of 12 feet.

At **Mile 796.6** is the oceanarium at **Marineland** where marine life are exhibited. On the east side of the waterway a privately marked channel, with a depth of 7 feet leads to the Marineland marina and boat slip. Berths at the marina are south of the boat slip. Depths of 6½ feet are alongside. Gasoline, diesel fuel, and limited marine supplies are available.

A small-craft facility is on the south side of a canal that leads west from the waterway at **Mile 802.8**.

Daytona Beach, **Mile 830.0**, is a large resort city with stores, motels, hotels, and restaurants. The city has excellent yacht facilities, and marine supplies can be obtained.

South of the bridge at **Mile 830.7**, a marked channel leads westward to City Dock on the north side of the Municipal Yacht Basin. The channel had a depth of 5½ feet on the centerline. There are berths on the east and south sides with depths of 6½ feet. Water, ice, and electricity are available; meals and lodging are nearby. At the Halifax River Yacht Club, reciprocal courtesies are extended to members of other yacht clubs. Berths with electricity, water, and ice are available. A depth of 8 feet was alongside.

The primary facilities for yachts, other than the Halifax River Yacht Club is 0.3 mile south of Seabreeze Bridge at **Mile 829.4**, and is used for docking, and fueling.

Anchorage.—There is good anchorage in the Matanzas River at St. Augustine both below and above the bridge. This anchorage, however, is not used as a harbor refuge because during strong northeasterly and northwesterly winds the sea makes the bar impassable even for small vessels. A more protected anchorage in depths of 20 feet, hard sand bottom, is reported in **Salt Run**, close south-southeastward of St. Augustine Inlet. About 8 feet can be taken to this anchorage. The mariner should favor the eastern shore for the best water and lee. Private buoys mark the channel into Salt Run.

Pilots.—All vessels including yachts not having local knowledge of the channel are advised to take a local pilot both entering and leaving the inlet. Pilots are available by prior arrangement with the dockmaster at the city yacht pier. At least 24 hours advance notice of time of arrival is requested.

Harbor regulations.—A dockmaster controls moorage at the city yacht pier. The city has a **harbormaster**, who can be contacted through the dockmaster or by telephone (904-829-3966).

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

RCC Miami

Commander

7th CG District

Miami, FL

(305) 415-6800

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

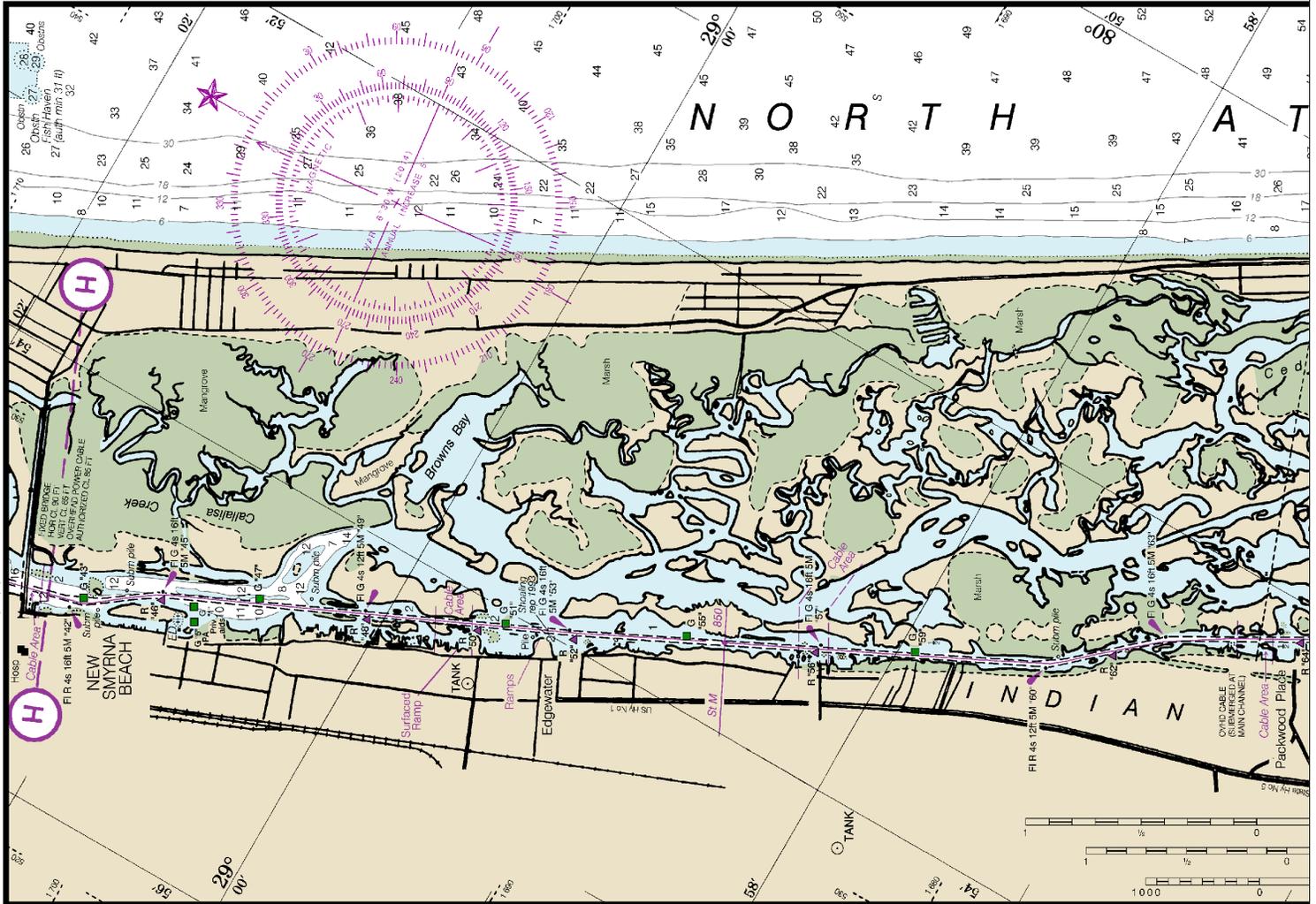
on navigable waters except Western Rivers



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>

KAPP 282

CONTINUED ON CHART 11484



KAPP 284

Joins page 10

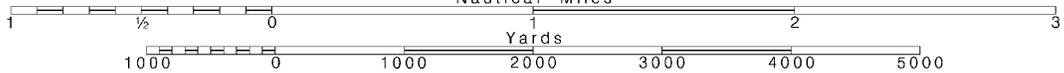
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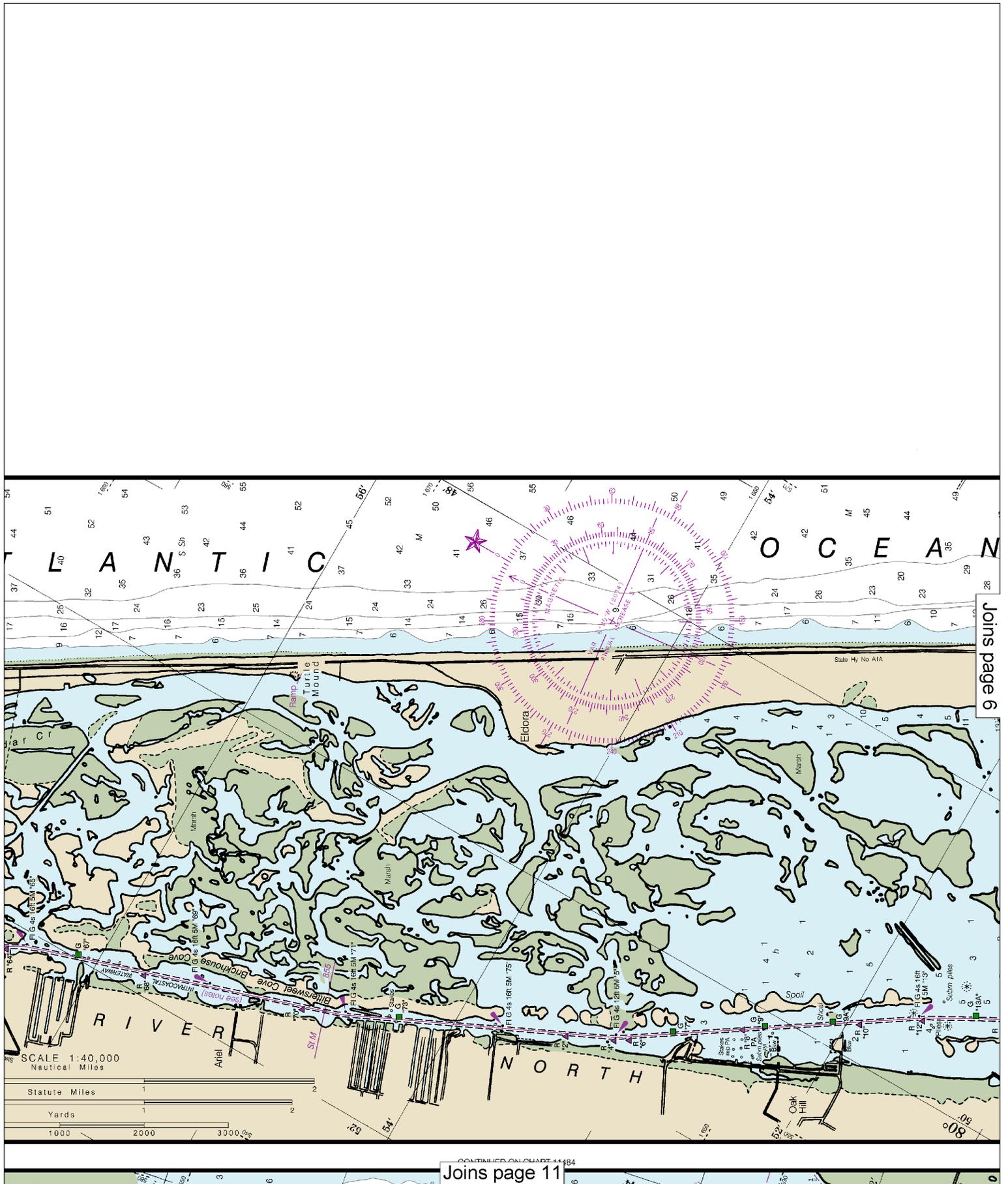
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

Ⓟ Pump-out facilities

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 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.

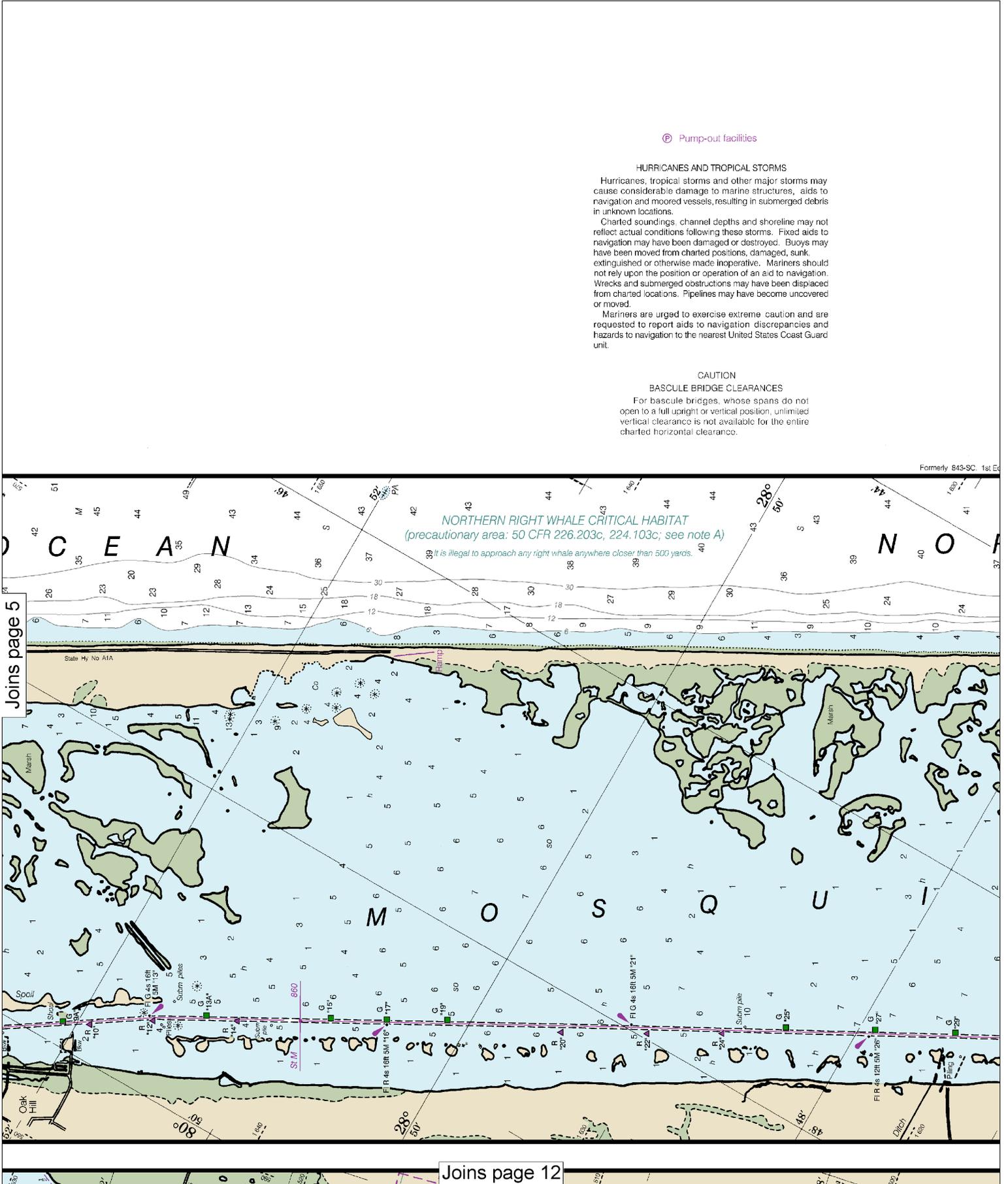
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Formerly 843-SC, 1st Ed



Joins page 5

Joins page 12

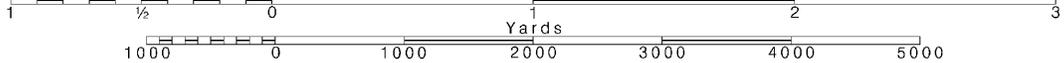
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



**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 rest of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

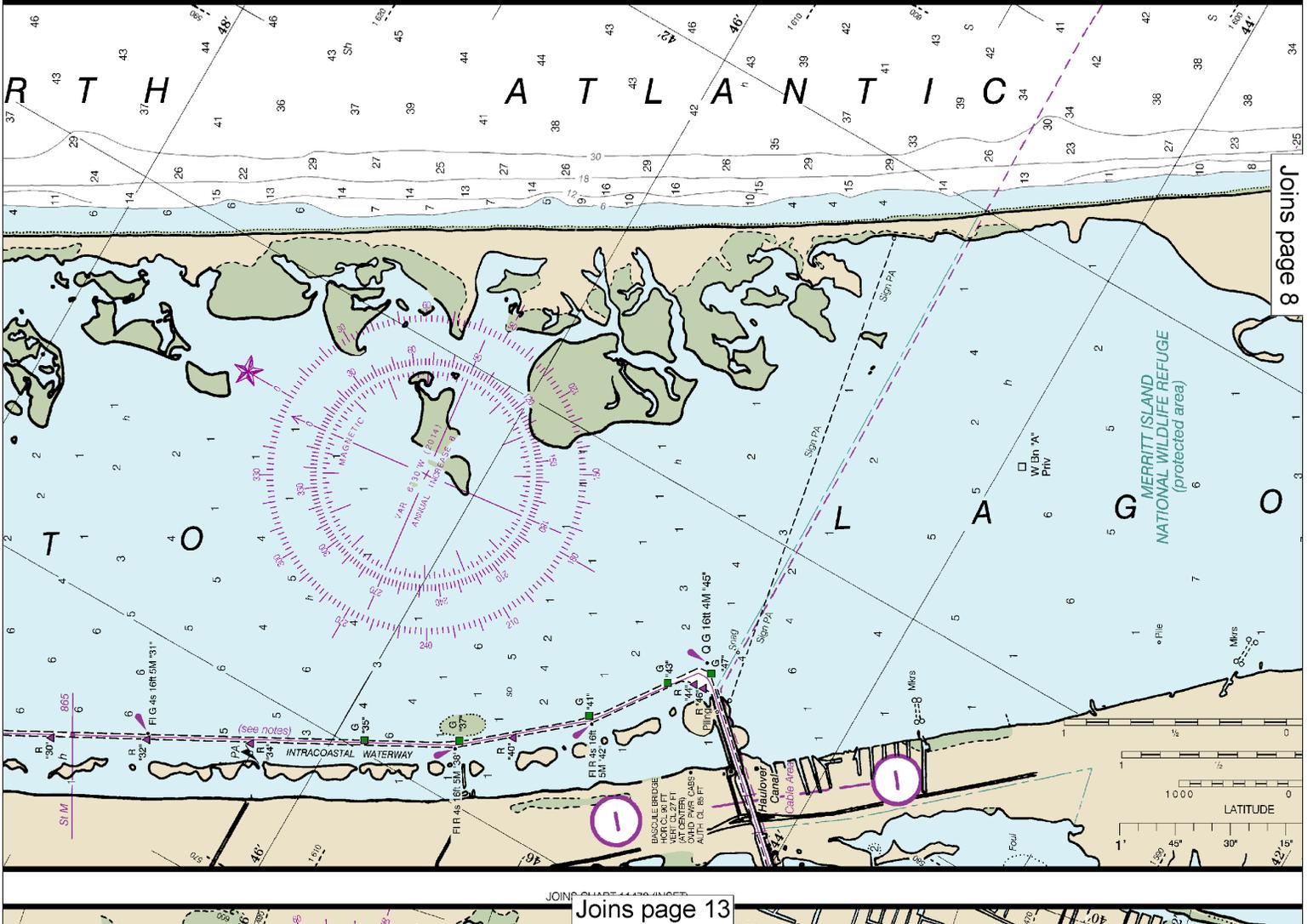
HORIZONTAL DATUM

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 0.995' northward and 0.804' eastward to agree with this chart.

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.

Ed., 1963



Joins page 13

Joins page 8

37th Ed., Nov. 2014. Last Correction: 12/6/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)



INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce, FL; 10 feet Fort Pierce, FL to Miami, FL; 7 feet Miami, FL to Cross Bank in Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:

<http://nauticalcharts.noaa.gov/staff/contact.htm>

Distances

The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow the aids to navigation and avoid charted shoals and obstructions.

Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ————

One Statute Mile equals 0.87 Nautical Miles.

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

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 southward from Norfolk, VA to Cross Bank in Florida Bay, 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.

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

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

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.

AIDS TO NAVIGATION

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

PLANE COORDINATE GRID

(based on NAD 1927)

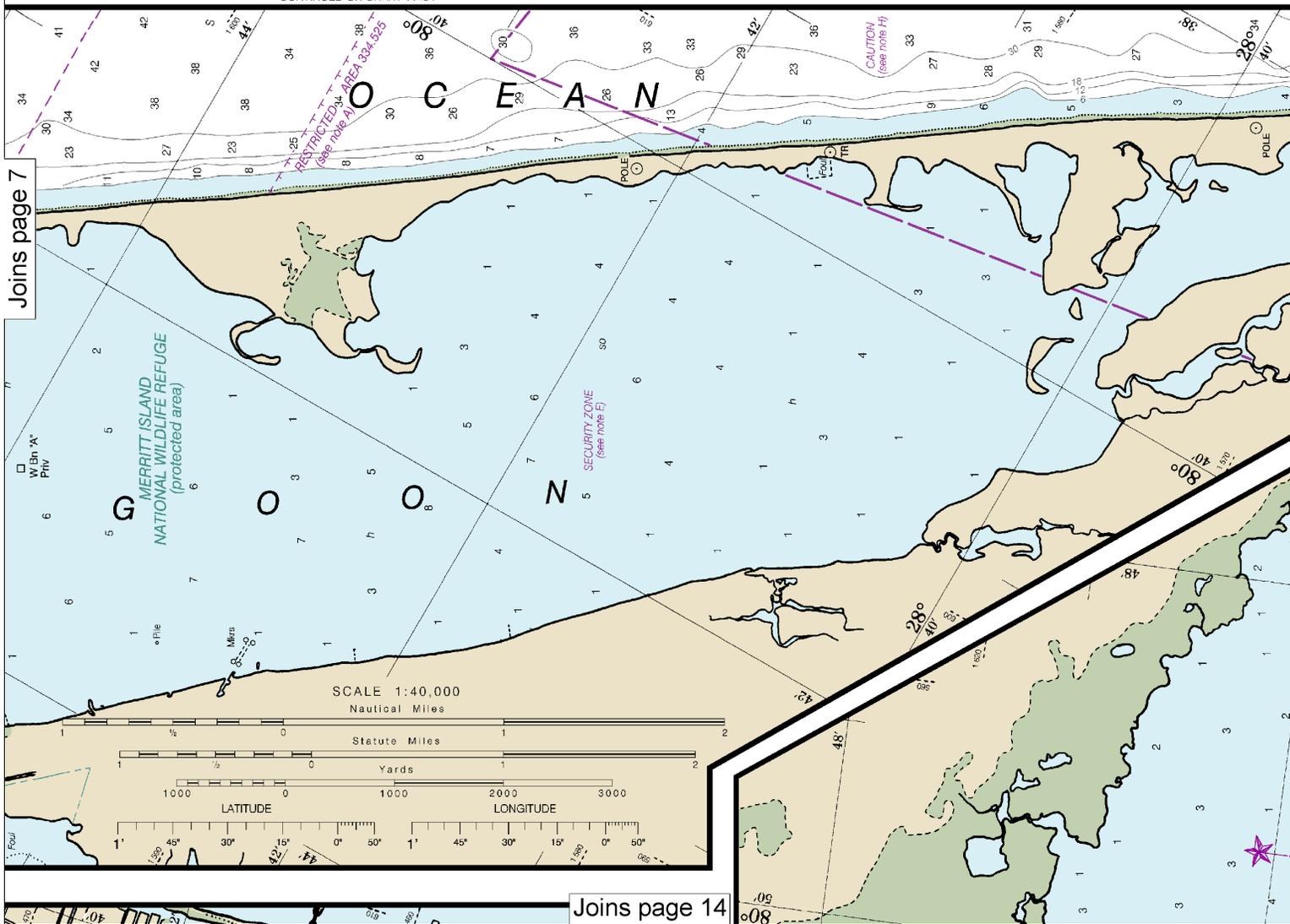
The Florida State Grid, east zone, is indicated on this chart at 10,000 foot intervals thus: ————

The last three digits are omitted.

NOTE H

The heavy dashed magenta lines represent launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazard areas specific to each launch and the times they will be in effect.

CONTINUED ON CHART 11484



Joins page 7

Joins page 14

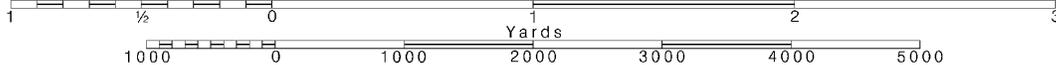


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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

NAUTICAL CHART 11485

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

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 4 for important supplemental information.

HEIGHTS

Heights in feet above Mean High Water.

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.

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).



THE NATION'S CHARTMAKER SINCE 1807

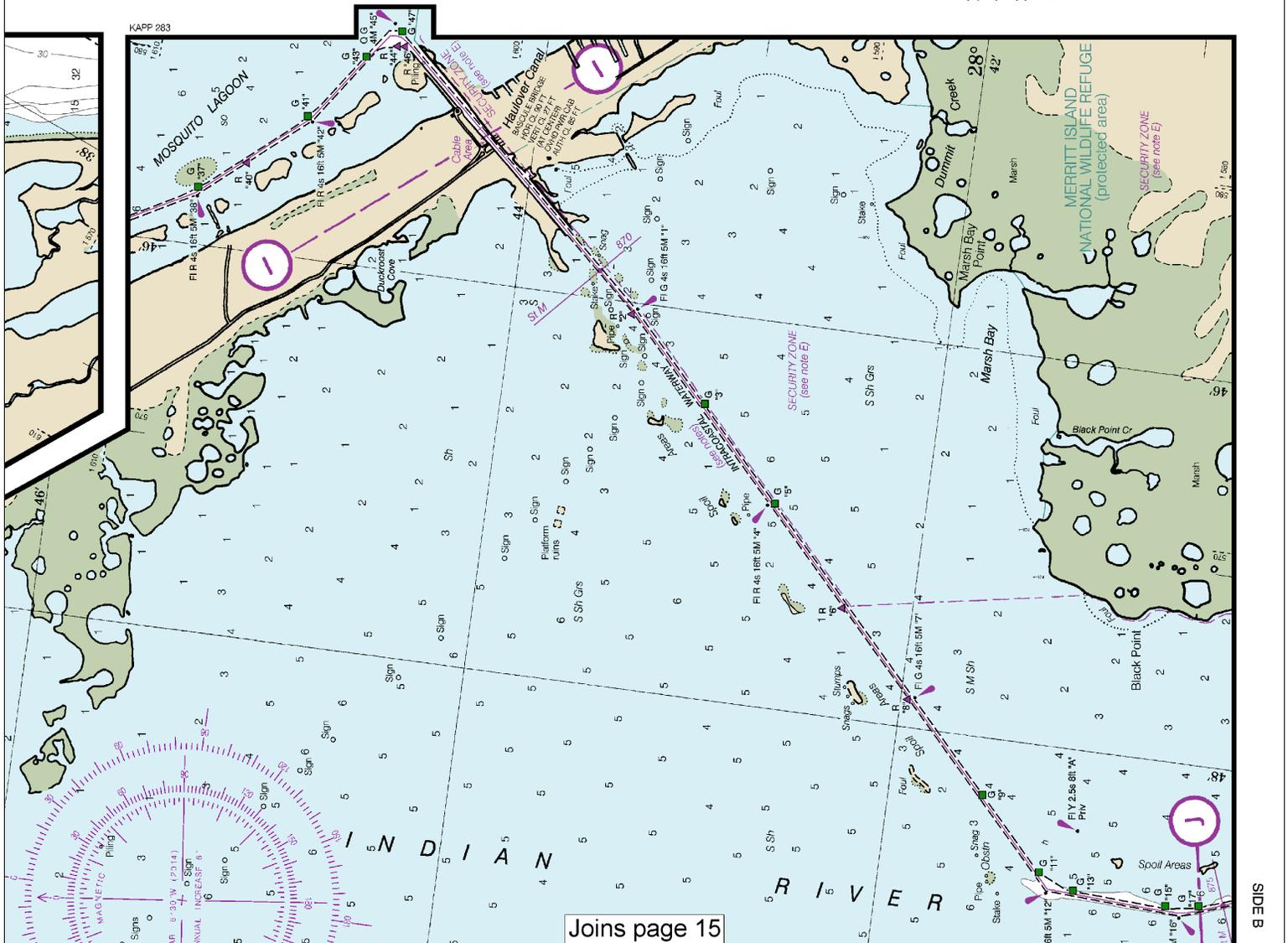
INTRACOASTAL WATERWAY

TOLOMATO RIVER TO PALM SHORES

FLORIDA

Chart 11485

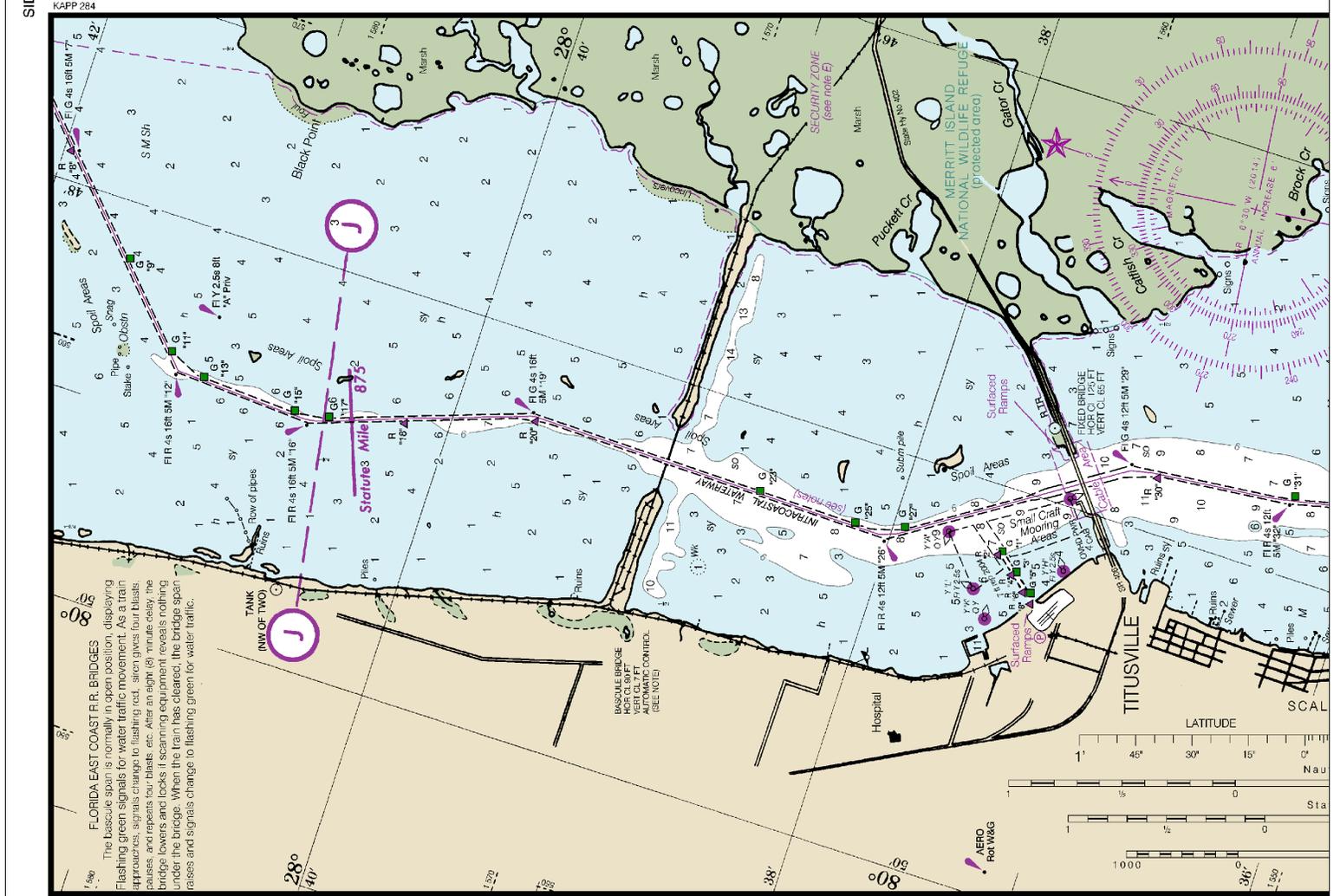
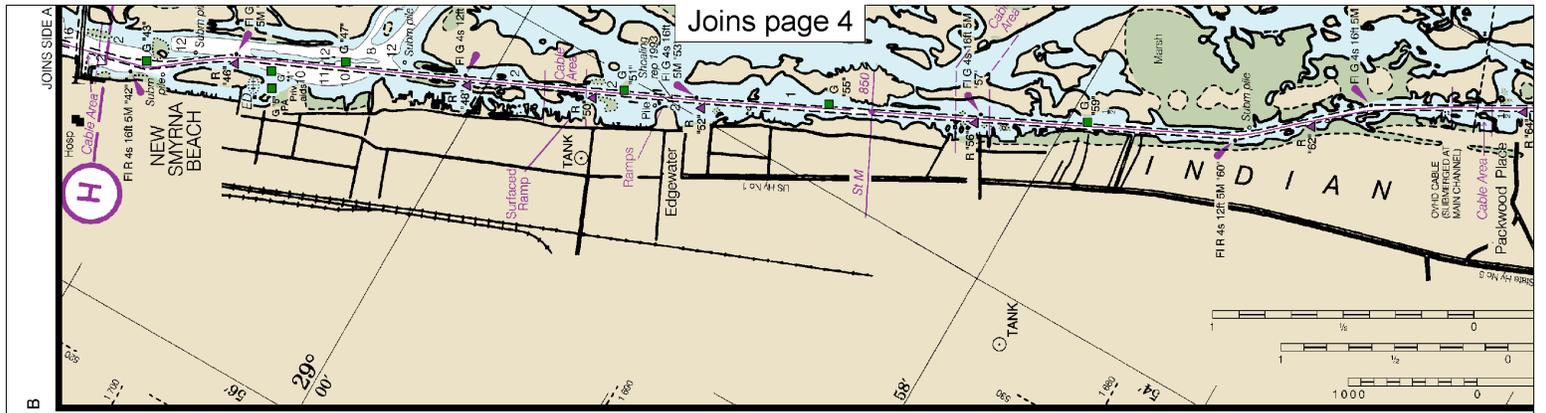
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



Joins page 15

SIDE B





11485

INTRACOASTAL WATERWAY
Project Depths
12 feet Norfolk, VA to Fort Pierce, FL; 10 feet Fort Pierce, FL to Miami, FL; 7 feet Miami, FL to Cross Bank in Florida Bay.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:
<http://nauticalcharts.noaa.gov/staff/contact.htm>
Distances

NOTE F
Strong tidal currents exist perpendicular to the Bridge of Lions opening. Vessels engaged in towing and pushing operations are advised to transit the bridge opening during slack tide and, if necessary, breakdown the tow in small units or use adequate tugs.

Joins page 16

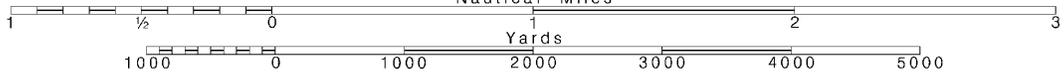
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Note: Chart grid lines are aligned with true north.

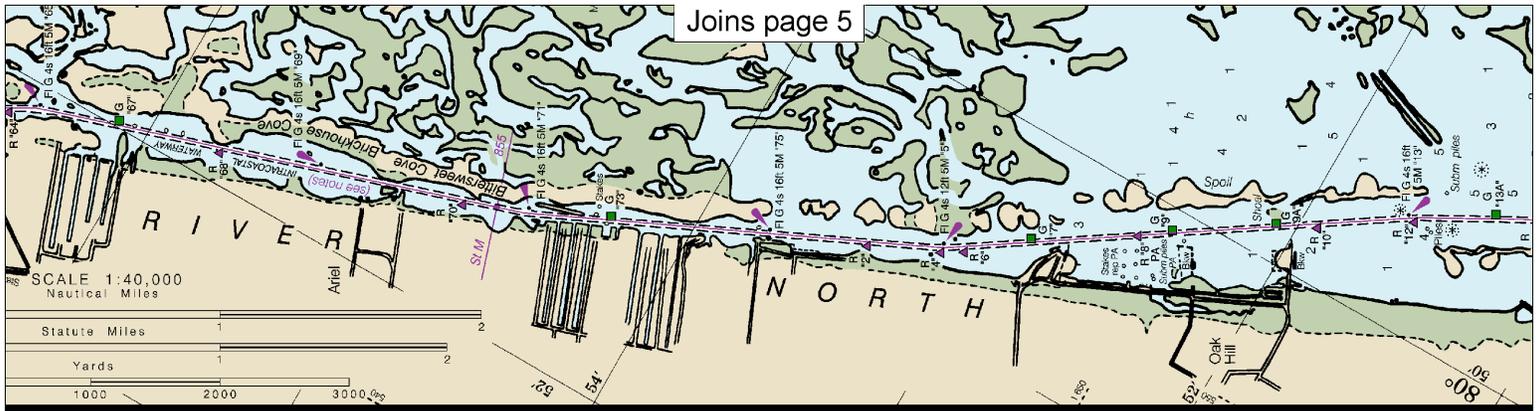
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SCALE 1:40,000
Nautical Miles

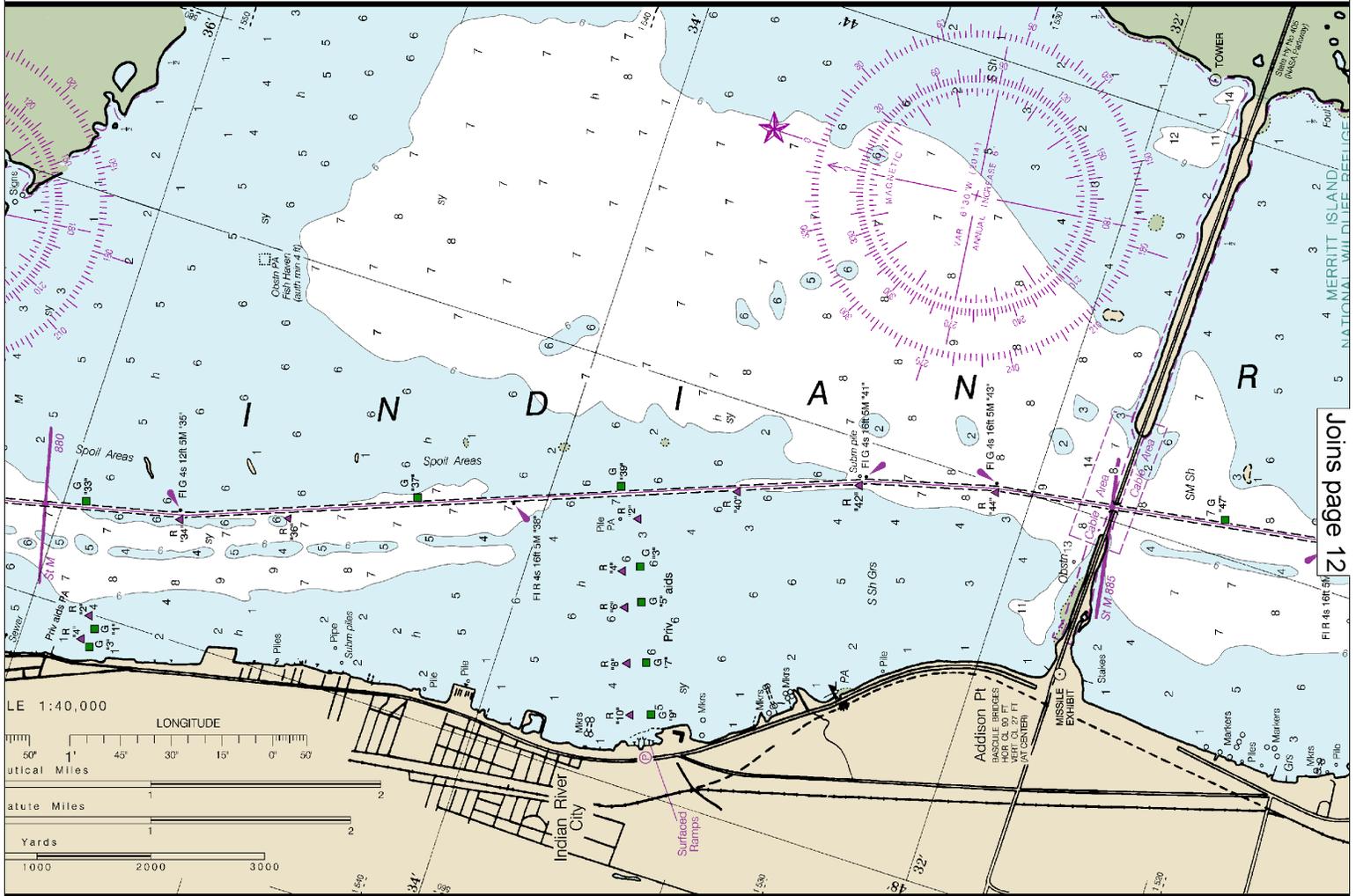
See Note on page 5.



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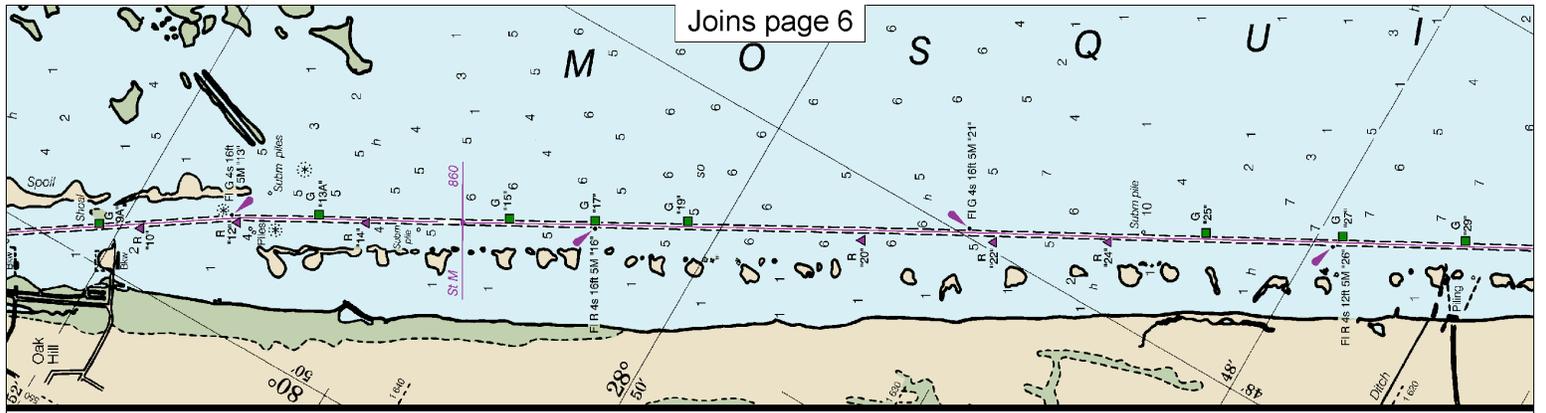


DIURNAL WEATHER FORECASTS
 NATIONAL WEATHER SERVICE
 Ft. Pierce, FL
 Ft. Pierce, FL
 Ft. Pierce, FL

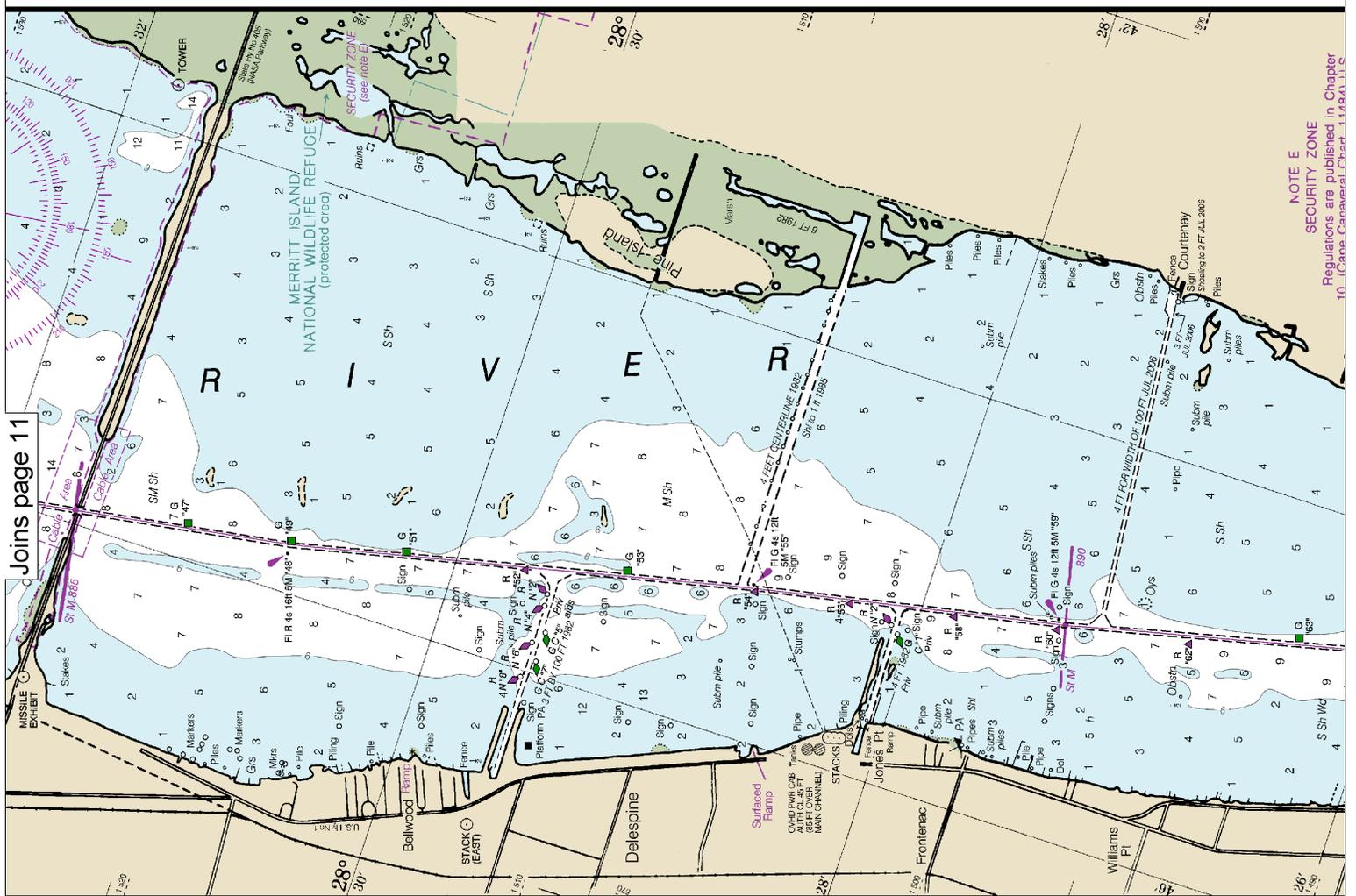
TELEPHONE NUMBERS
 * (888) 741-4311
 * (321) 255-0212
 (305) 229-4522

OFFICE HOURS
 8:30 AM-5:00 PM (Mon-Fri)
 8:00 AM-4:00 PM (Mon-Fri)
 24 Hours daily

WEATHER RULES FOR SAFE BOATING



Joins page 6



Joins page 11

NOTE E
SECURITY ZONE
Regulations are published in Chapter 10, (Cape Canaveral Chart 1149A, U.S.

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 true north however, you must also correct your bearing.

HORIZONTAL DATUM
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Joins page 18

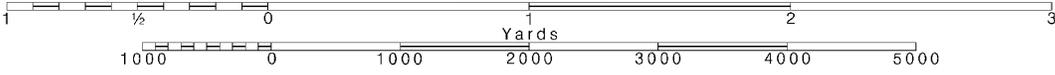
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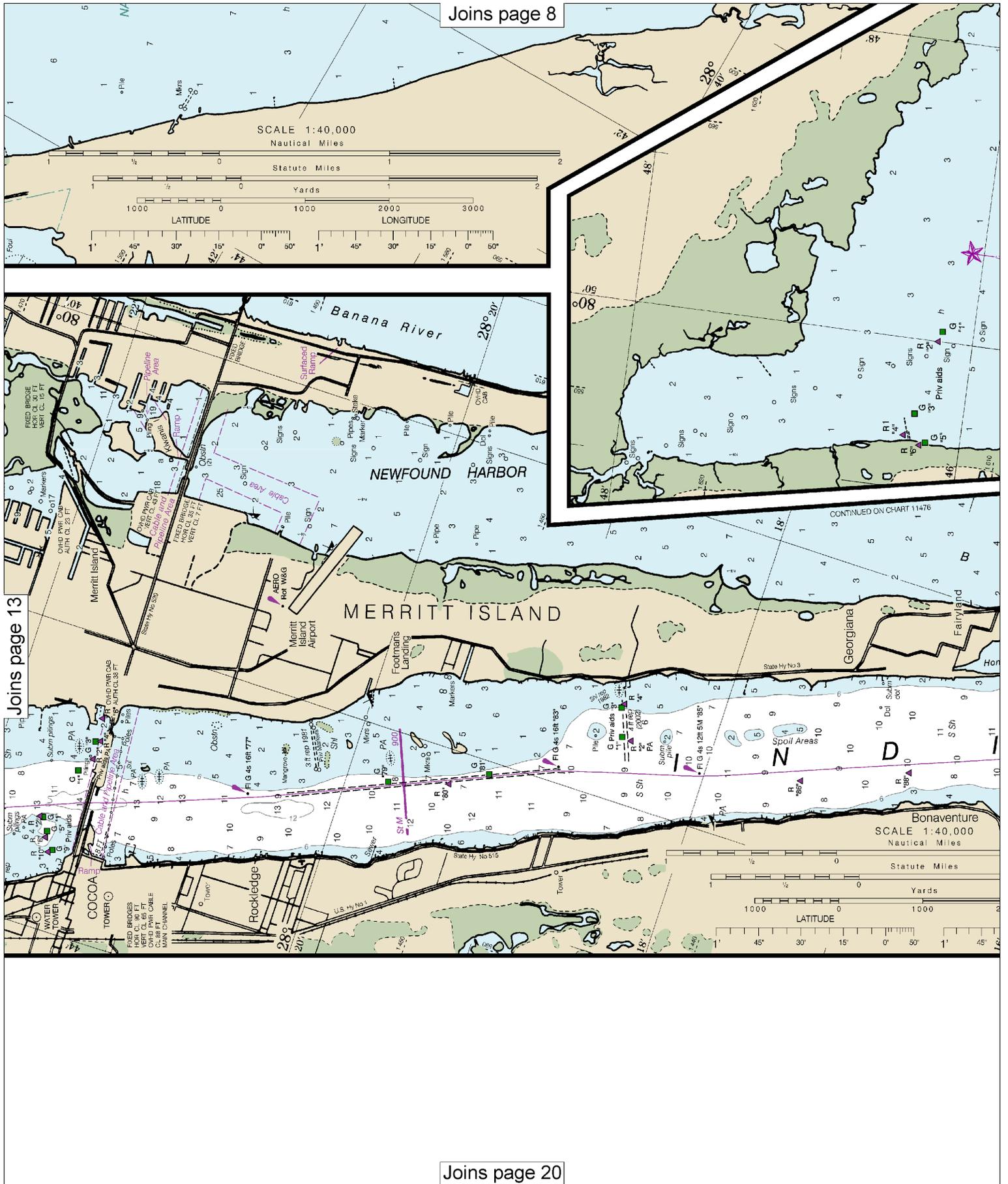
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





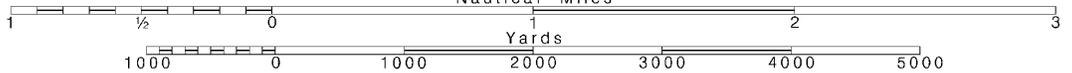
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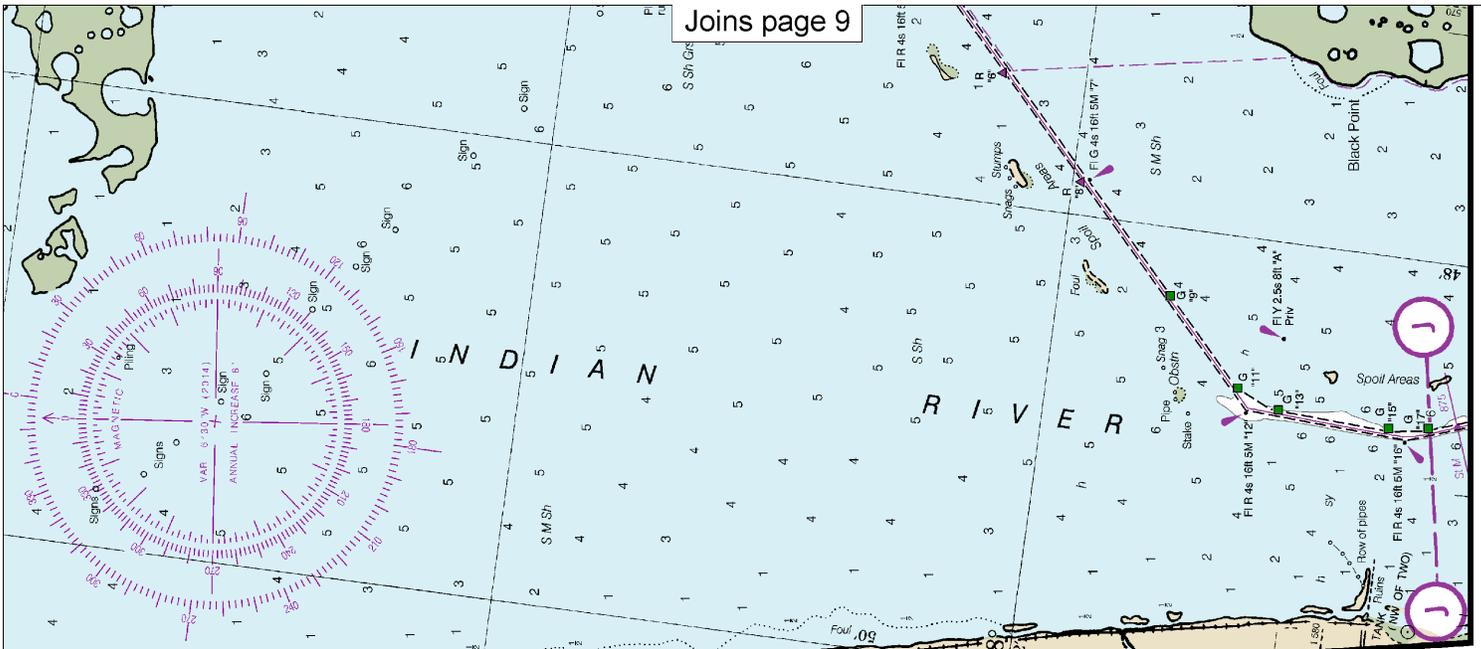
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

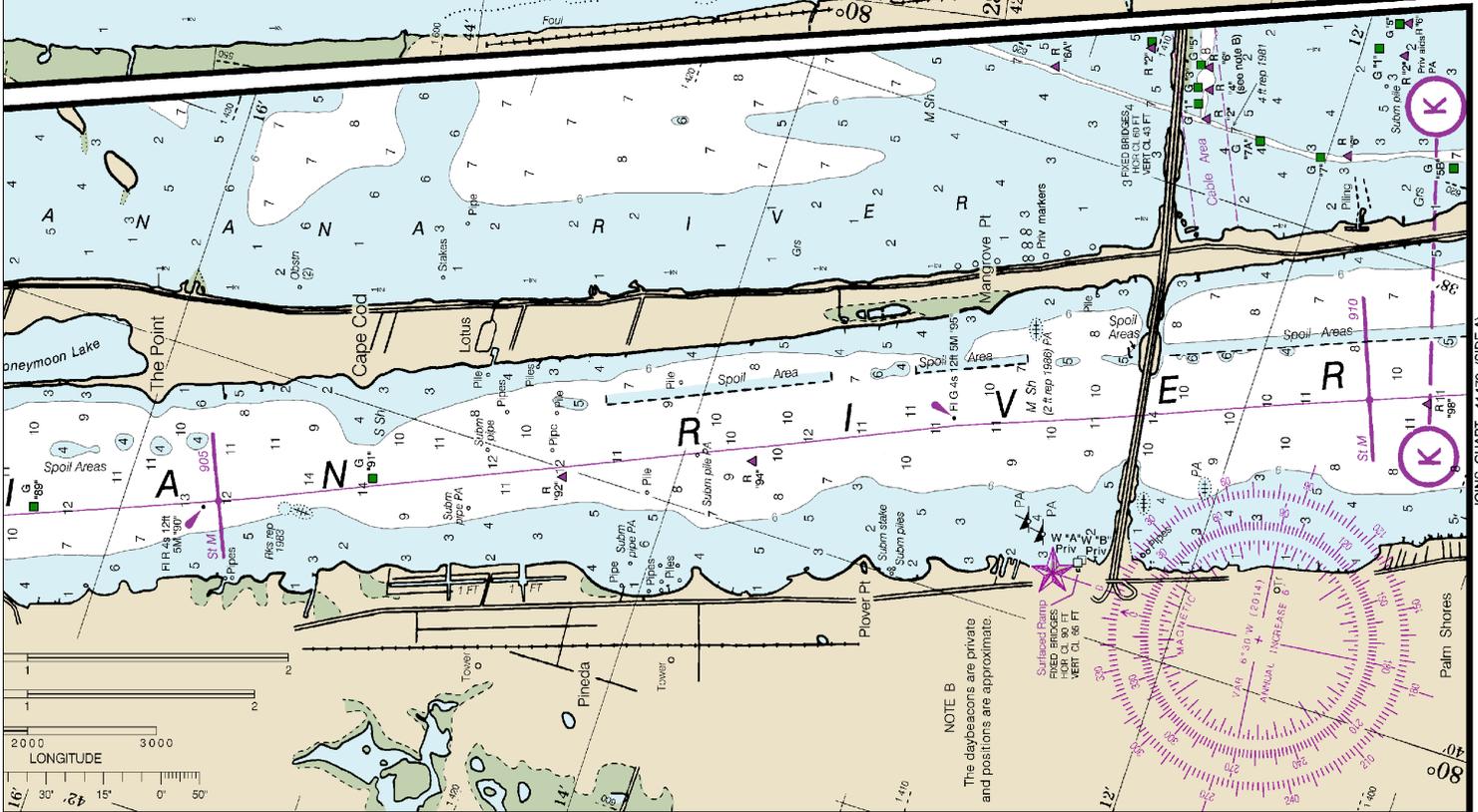
SCALE 1:40,000
Nautical Miles

See Note on page 5.





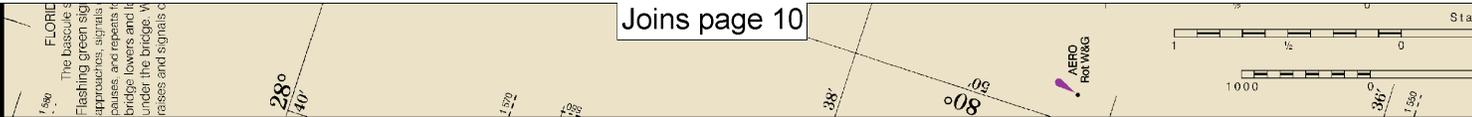
SIDE B



JOINS CHART 11472 (SIDE A)

NOTE B
The daybeacons are private
and positions are approximate.

11485



11485

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce, FL; 10 feet Fort Pierce, FL to Miami, FL; 7 feet Miami, FL to Cross Bank in Florida Bay.

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Distances

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Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus:

One Statute Mile equals 0.87 Nautical Miles.

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

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 southward from Norfolk, VA to Cross Bank in Florida Bay, 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.

NOTE F

Strong tidal currents exist perpendicular to the Bridge of Lions opening. Vessels engaged in towing and pushing operations are advised to transit the bridge opening during slack tide and, if necessary, breakdown the tow in small units or use adequate tugs.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are written unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radiotower
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 red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

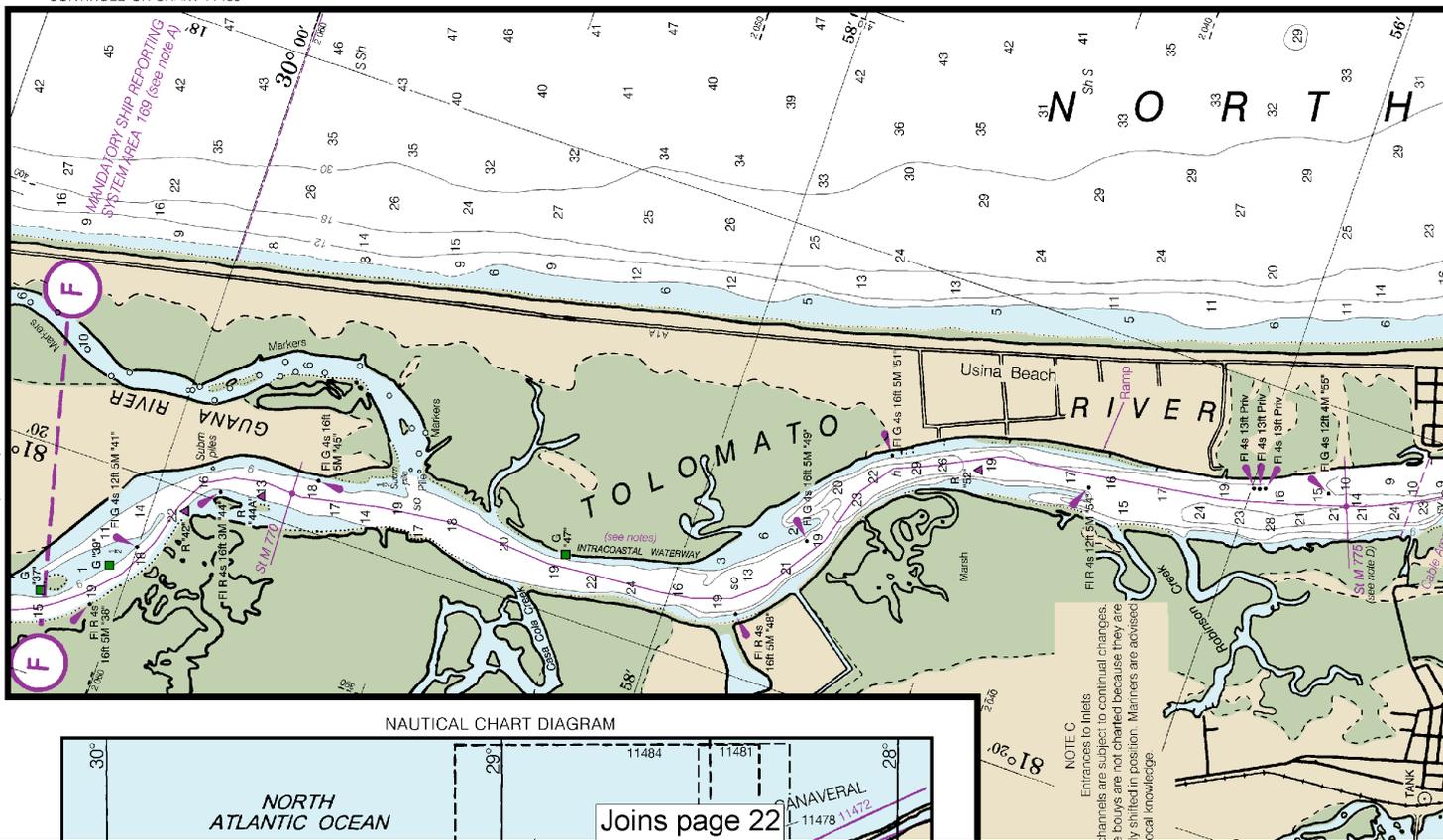
Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	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.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus:			

Pump-out facilities

CONTINUED ON CHART 11488



NAUTICAL CHART DIAGRAM

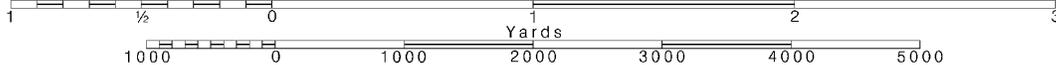
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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 surroundings.

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.

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 0.995' northward and 0.604' eastward to agree with this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons and U. S. Coast Guard Auxiliary, 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.

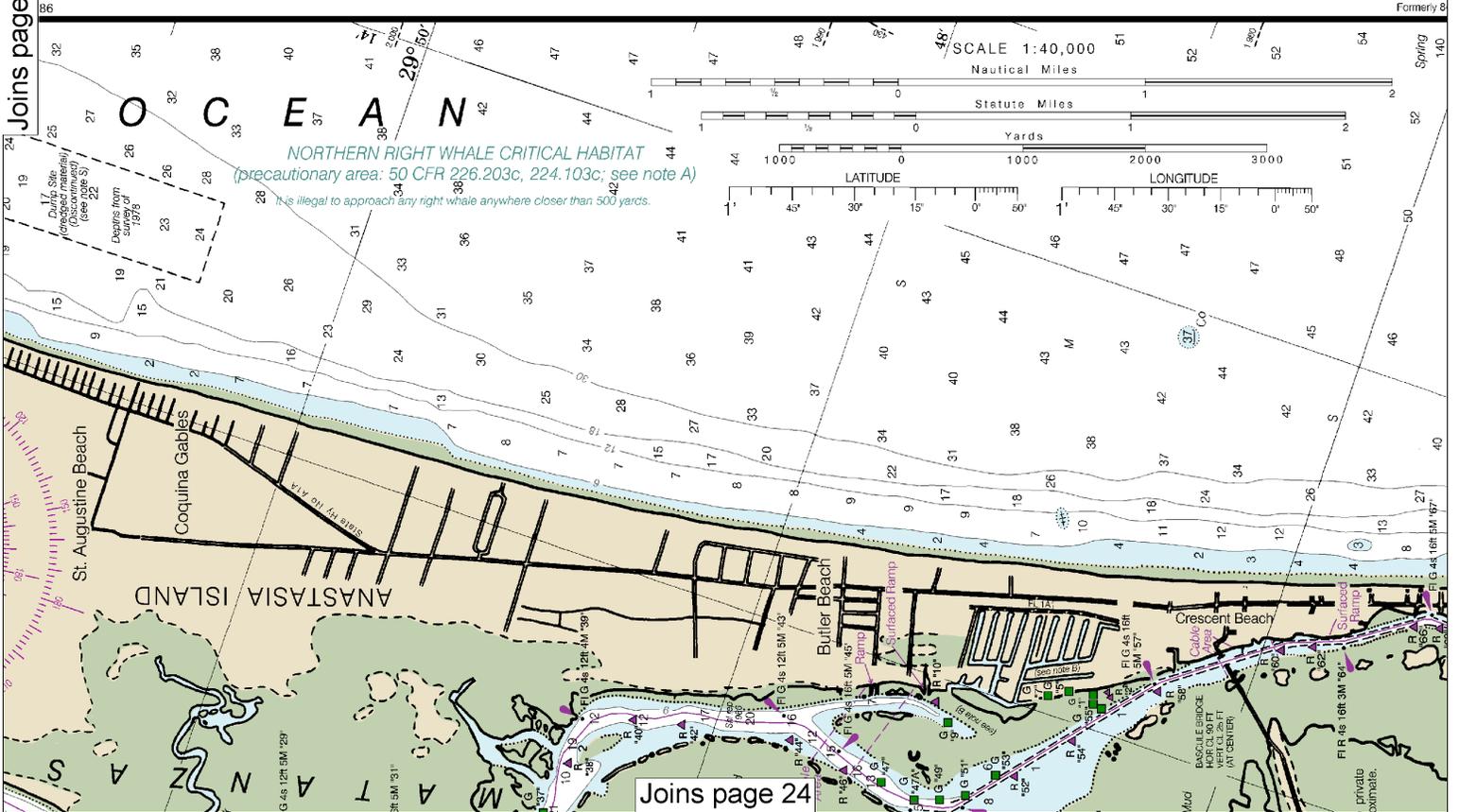
USCGAUX - 7th Coast Guard District, 51 Southwest First Ave., Miami, Fla. 33130, 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

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Joins page 17



18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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.

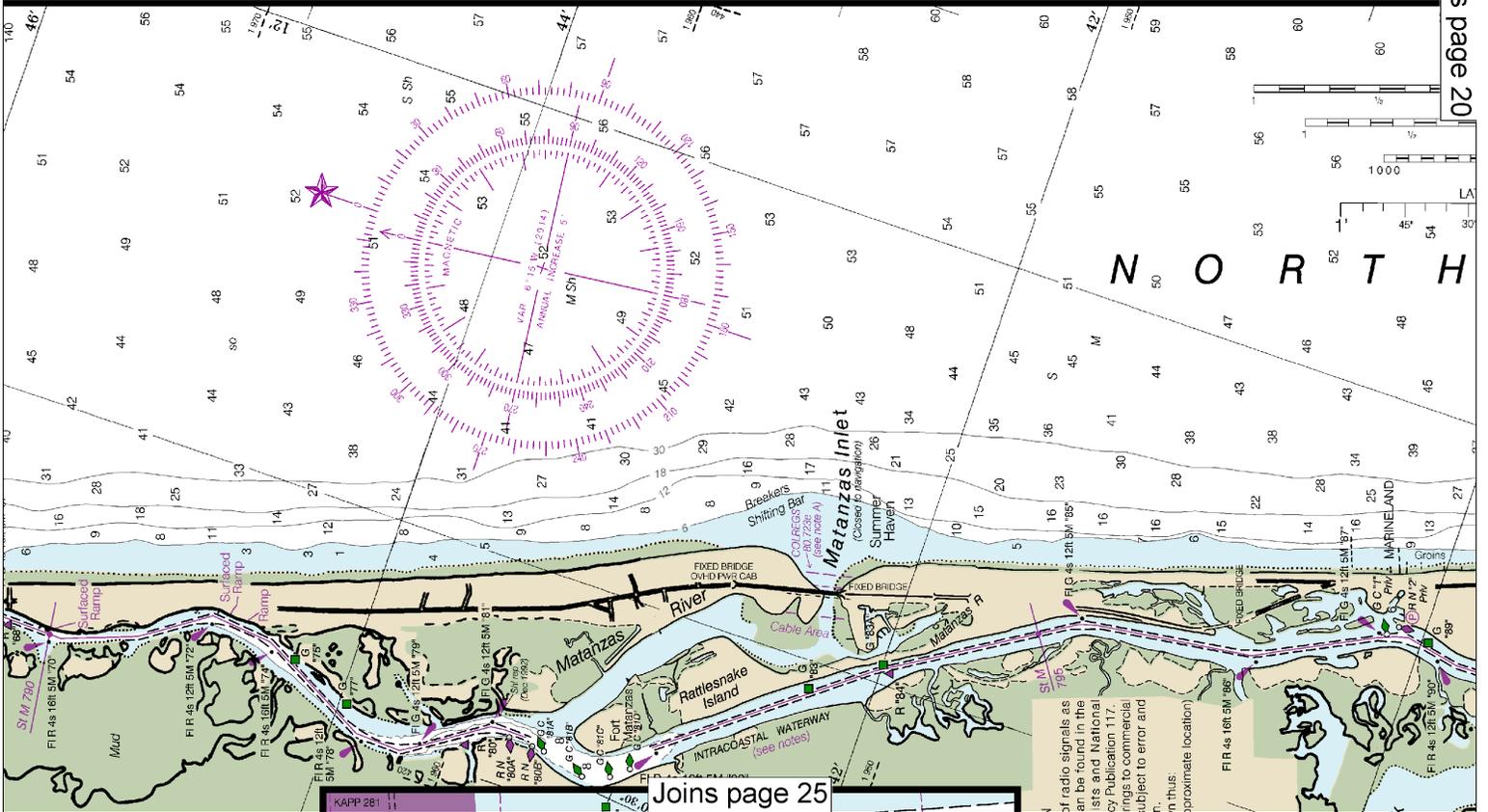
RADAR REFLECTORS

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

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

843-SC, 1st Ed., 1963, KAPP 279

CONTINUED ON CHART 11486



of radio signals as can be found in the lists and National by Publication 117. ings to commercial subject to error and in this: approximate location)

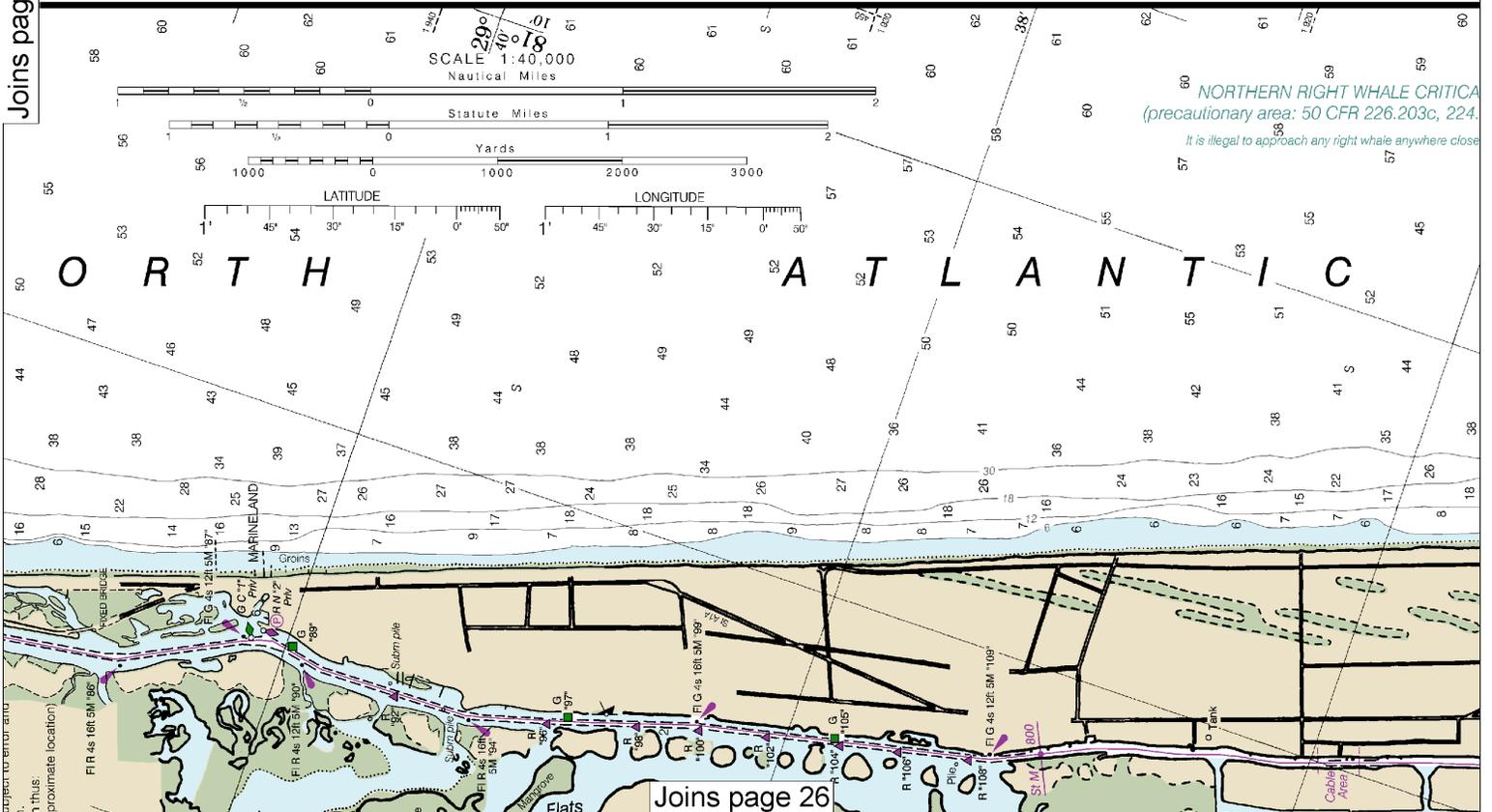
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TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Vilano Beach, Tolomato River	(29°55'N/81°18'W)	4.8	4.4	0.2
St. Augustine, City Dock	(29°54'N/81°19'W)	5.0	4.7	0.2
St. Augustine Beach	(29°51'N/81°16'W)	5.2	4.8	0.2
Smith Creek, Flagler Beach	(29°29'N/81°08'W)	1.1	0.9	0.1
Ormond Beach, Halifax River	(29°17'N/81°03'W)	0.8	0.7	0.1
Daytona Beach Shores, Sunglow Pier	(28°09'N/80°58'W)	4.4	4.1	0.2
Port Canaveral Entrance	(28°25'N/80°56'W)	4.2	3.8	0.2
Halifax River, Ponce Inlet	(28°05'N/80°56'W)	3.2	2.9	0.1
Ponce De Leon Inlet	(28°04'N/80°55'W)	3.5	3.2	0.1
Fort Matanzas, Matanzas River	(28°43'N/81°14'W)	4.3	4.0	0.2

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>.
(Sep 2014)

Joins page 19

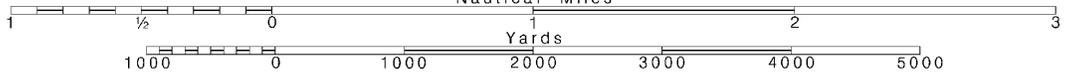


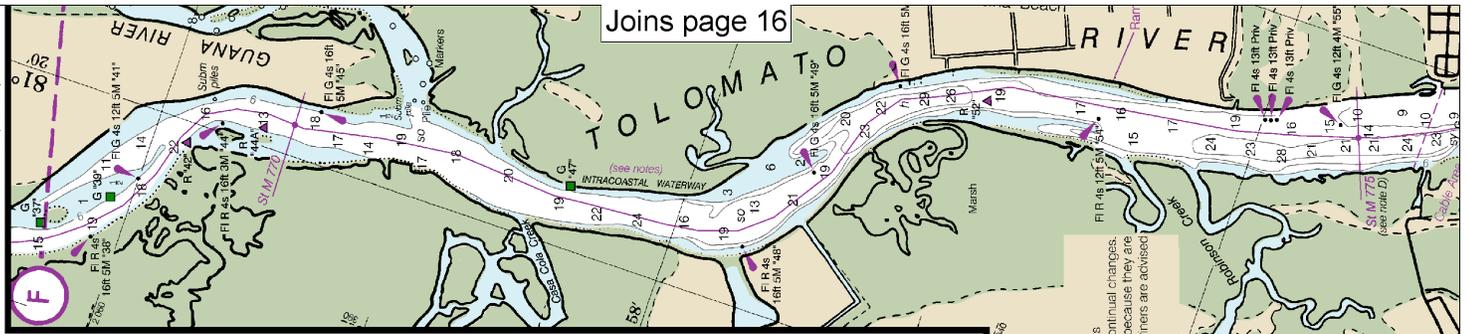
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

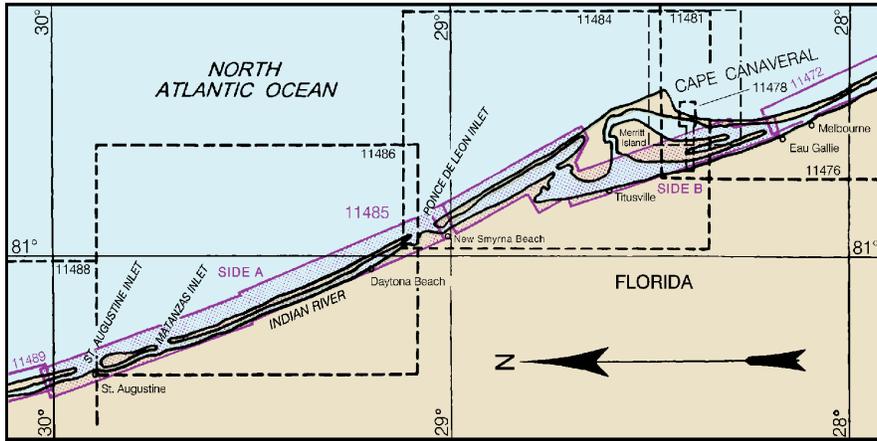
SCALE 1:40,000
Nautical Miles

See Note on page 5.



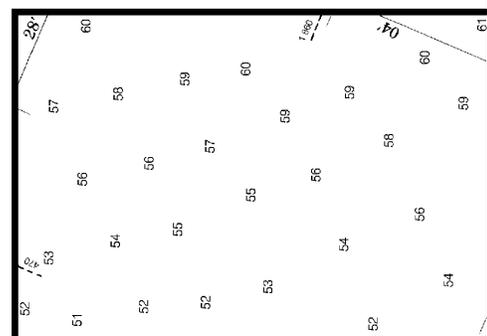


NAUTICAL CHART DIAGRAM

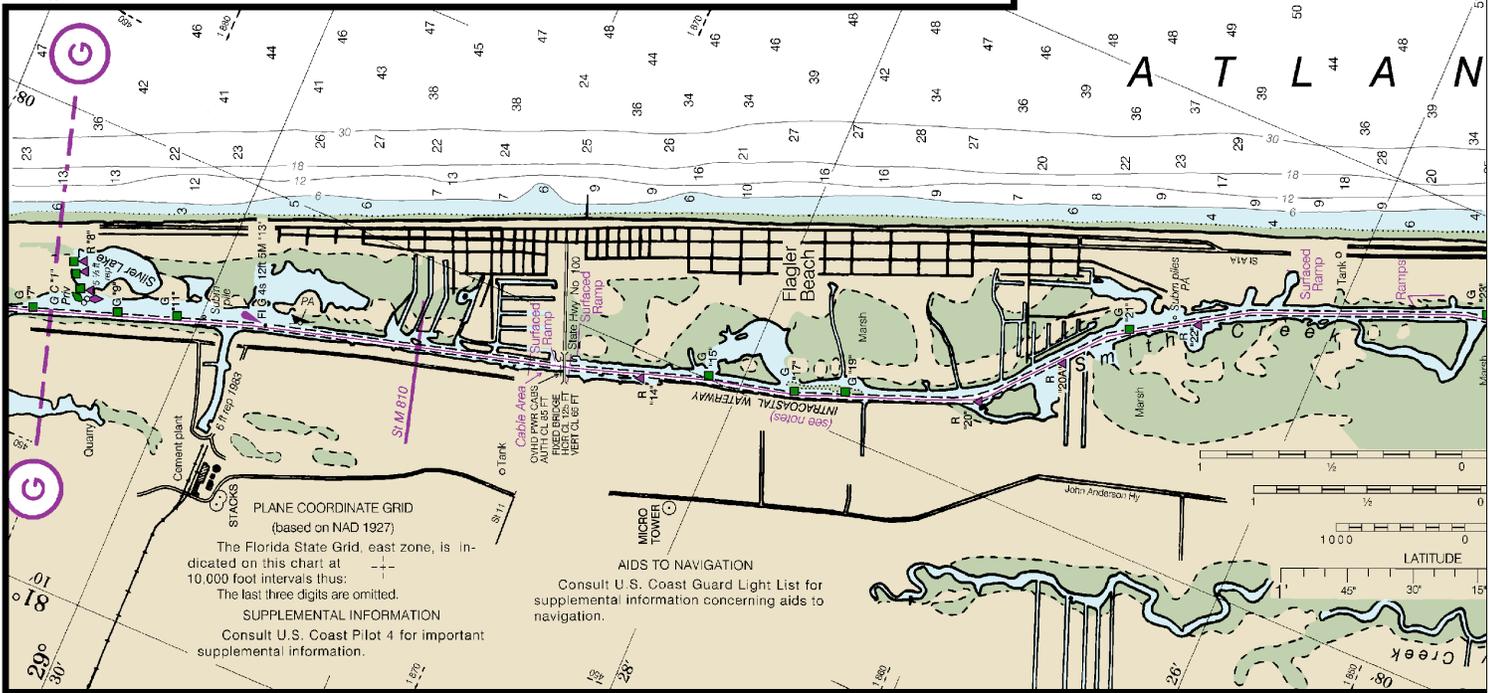


SIDE A

NOTE C
Entrances to inlets
The channels are subject to continual changes.
Entrance buoys are not charted because they are
frequently silted in position. Mariners are advised
to seek local knowledge.



KAPP 260



11485

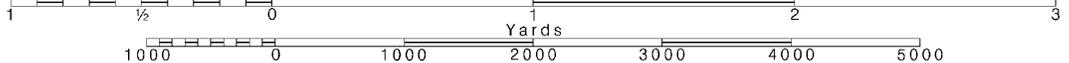
37th Ed., Nov. 2014. Last Correction: 12/6/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

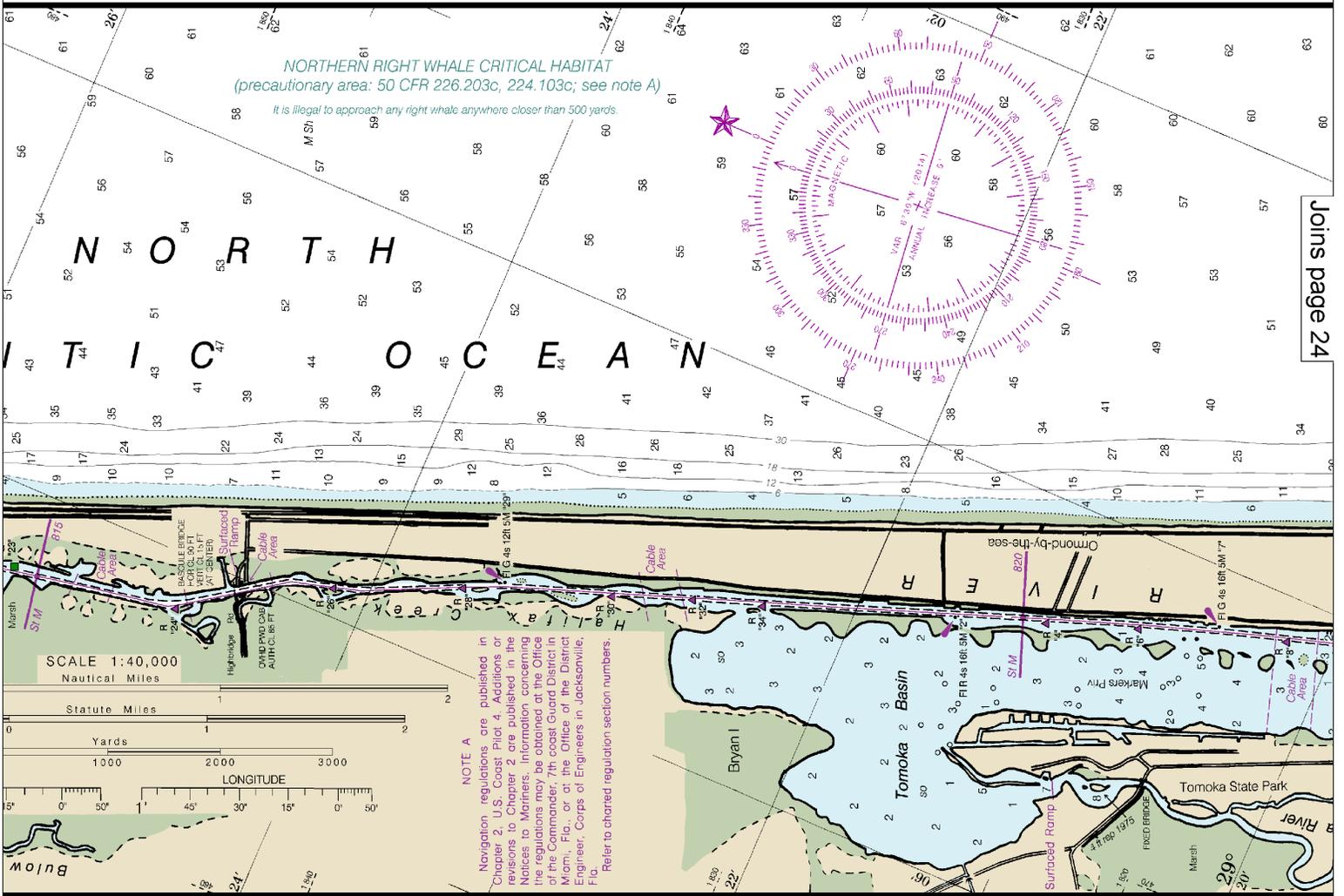
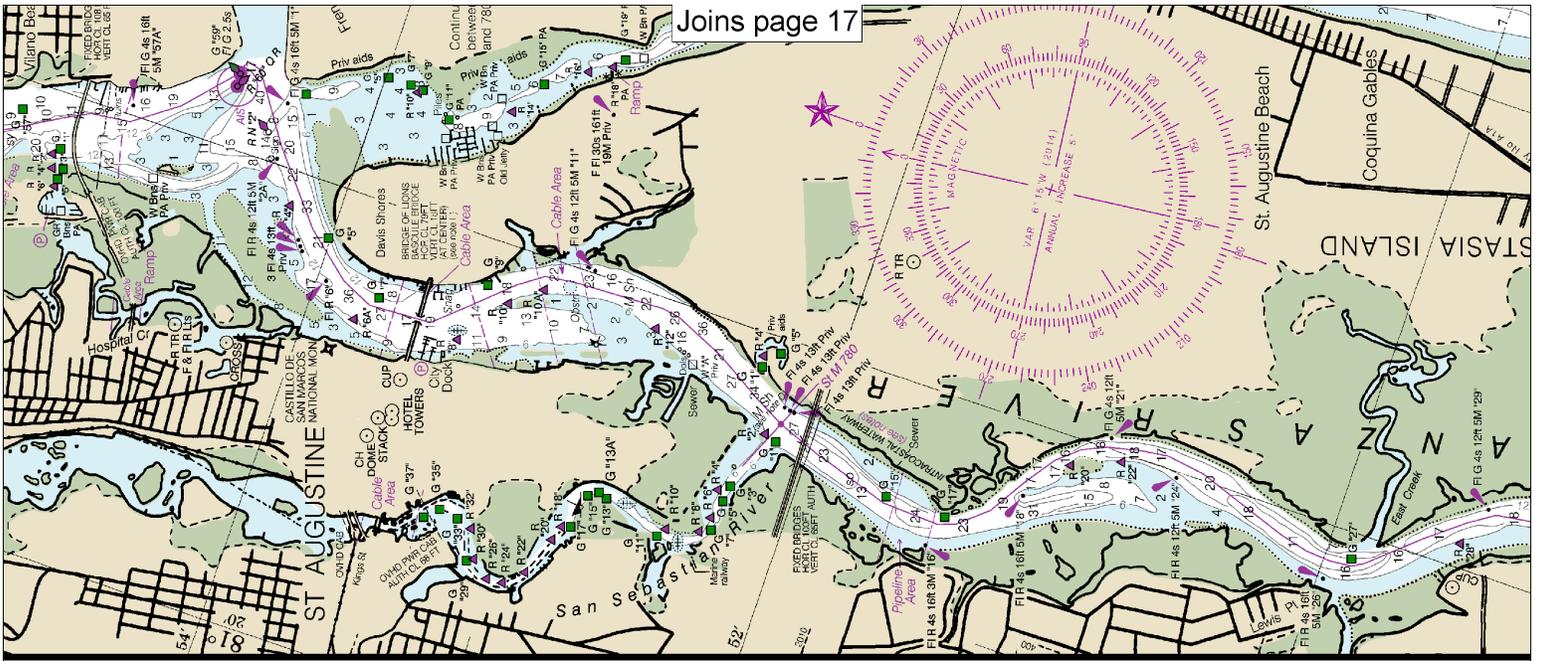
Note: Chart grid lines are aligned with true north.

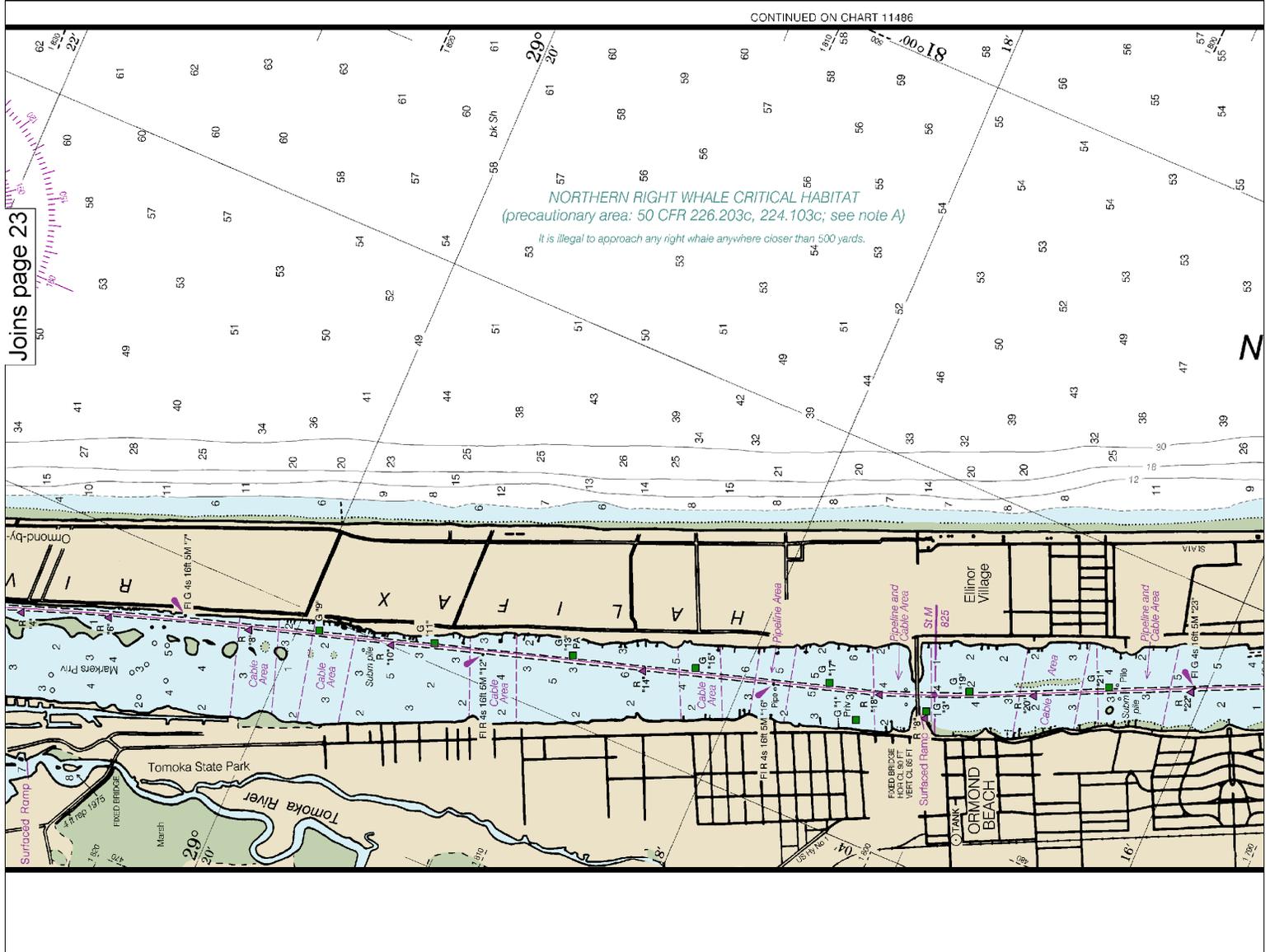
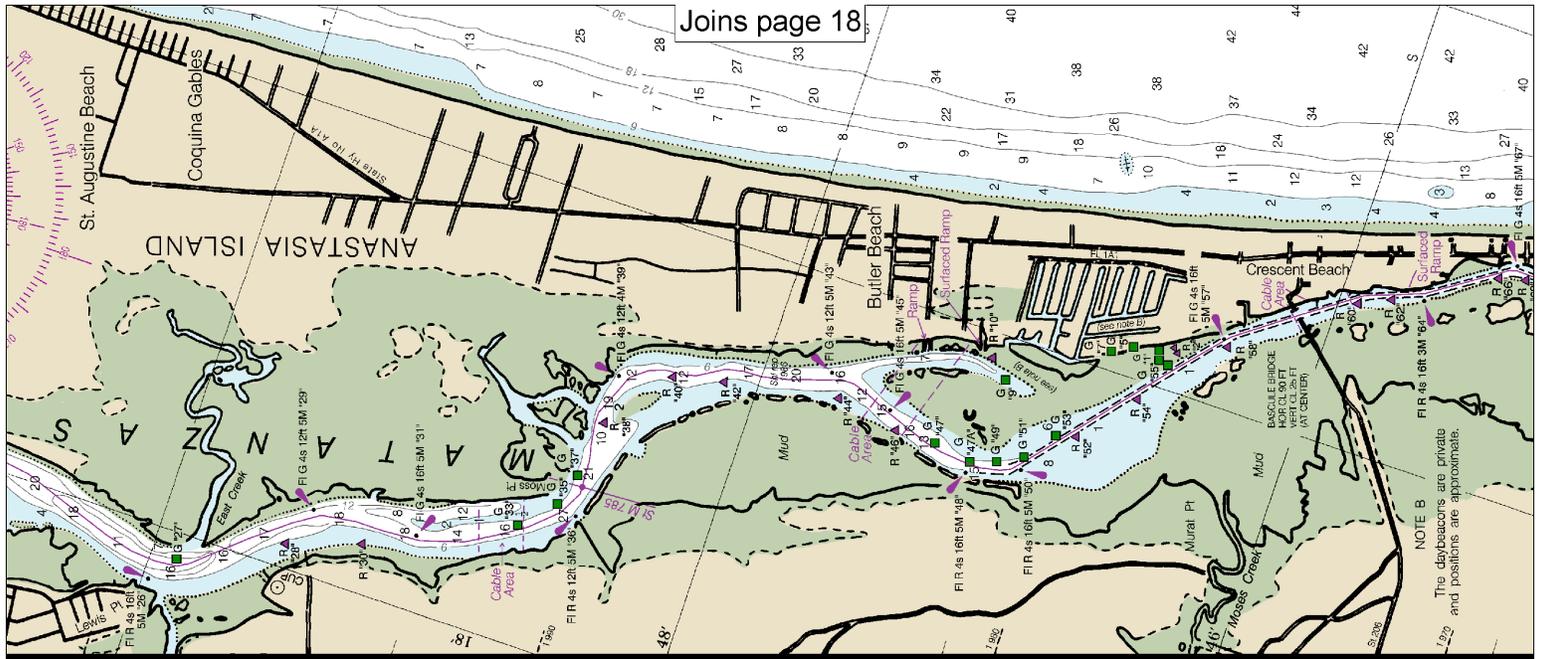
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





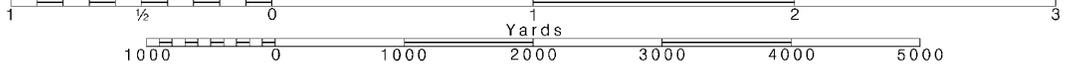


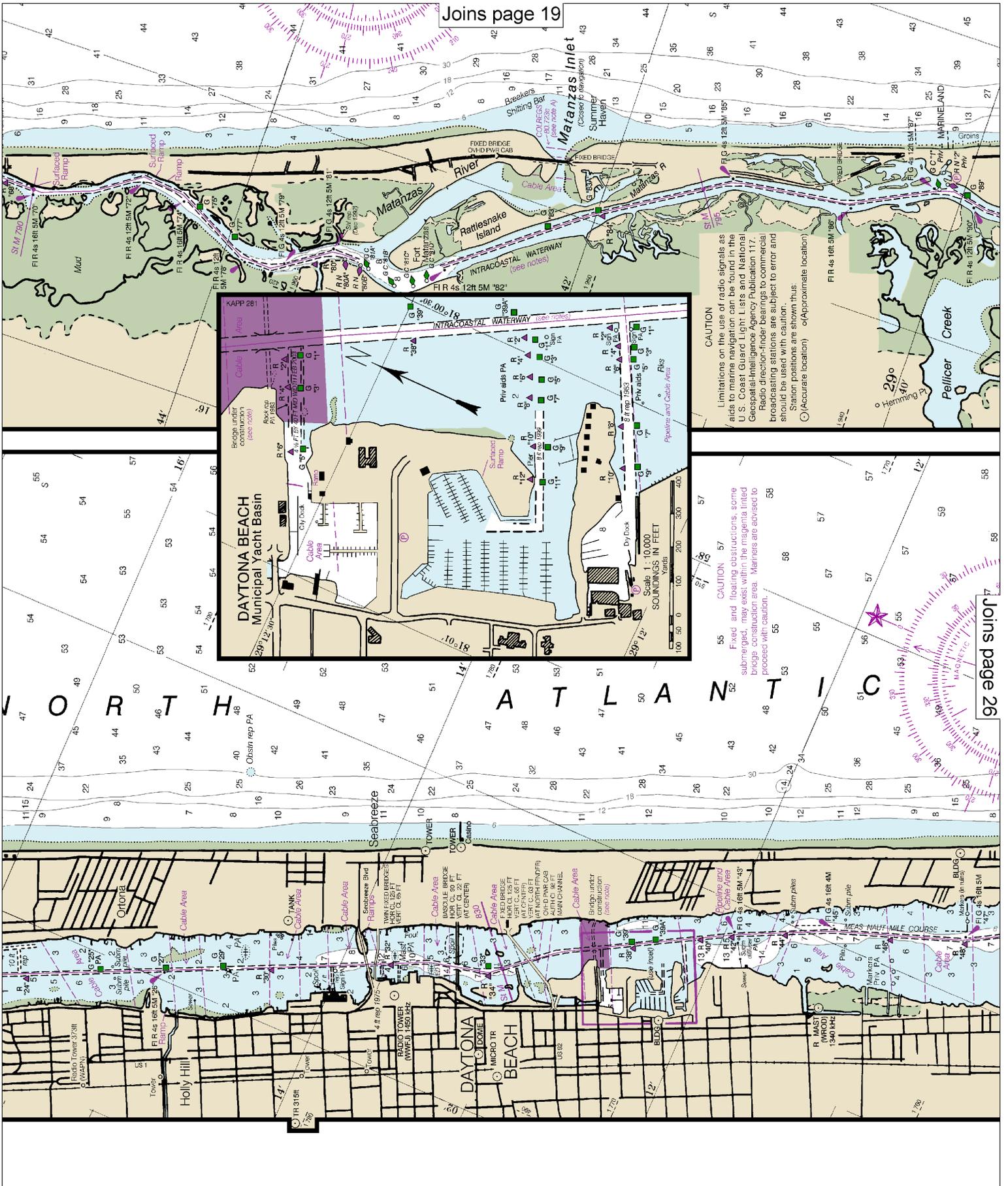
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

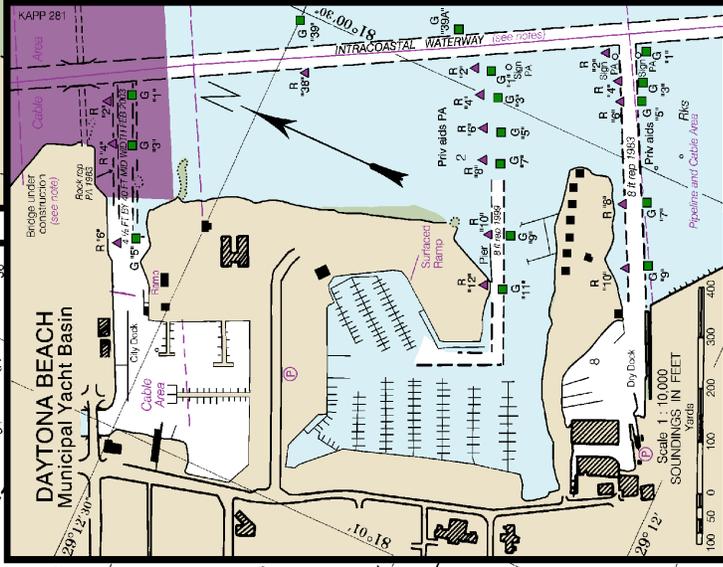
See Note on page 5.

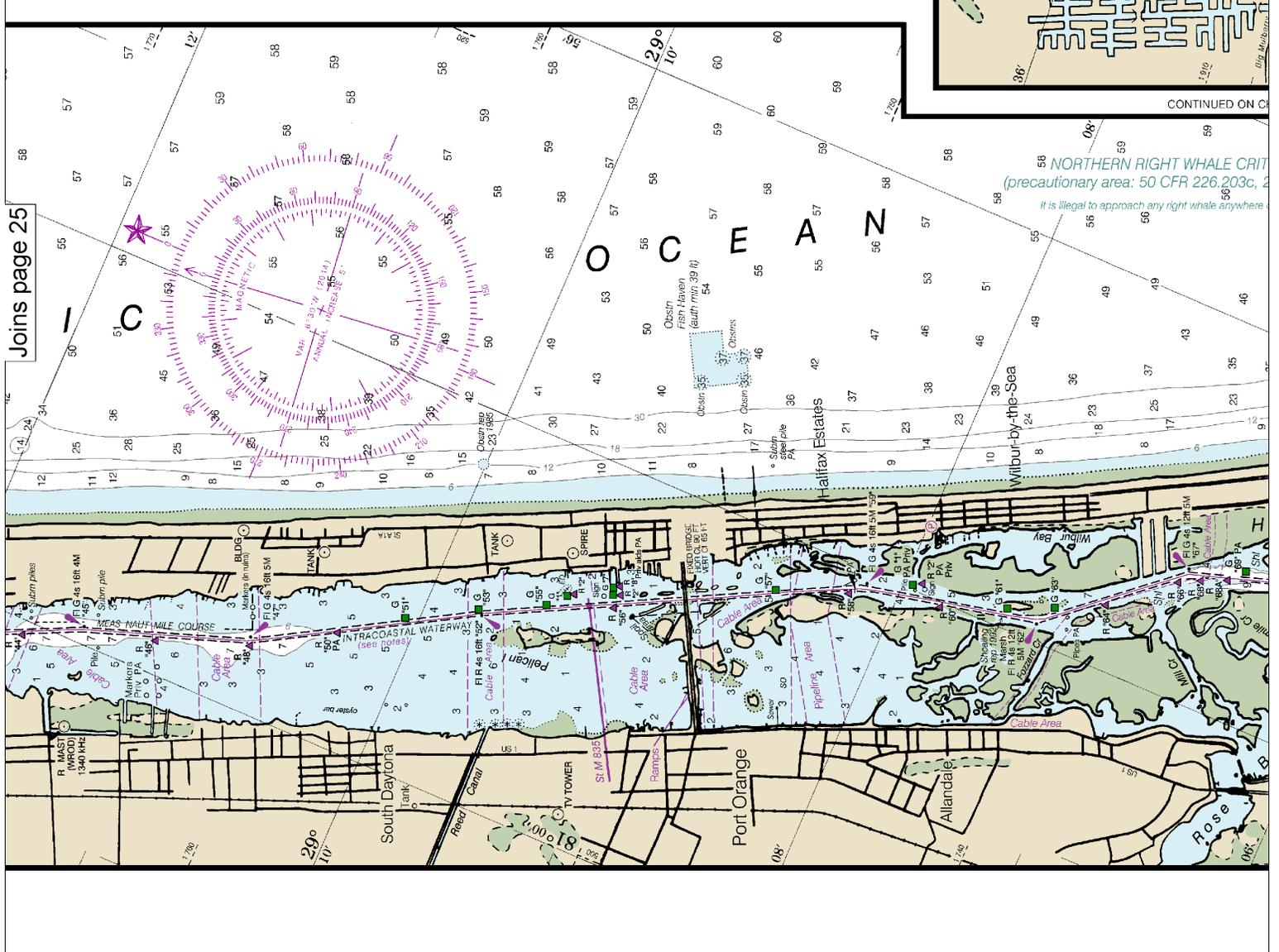
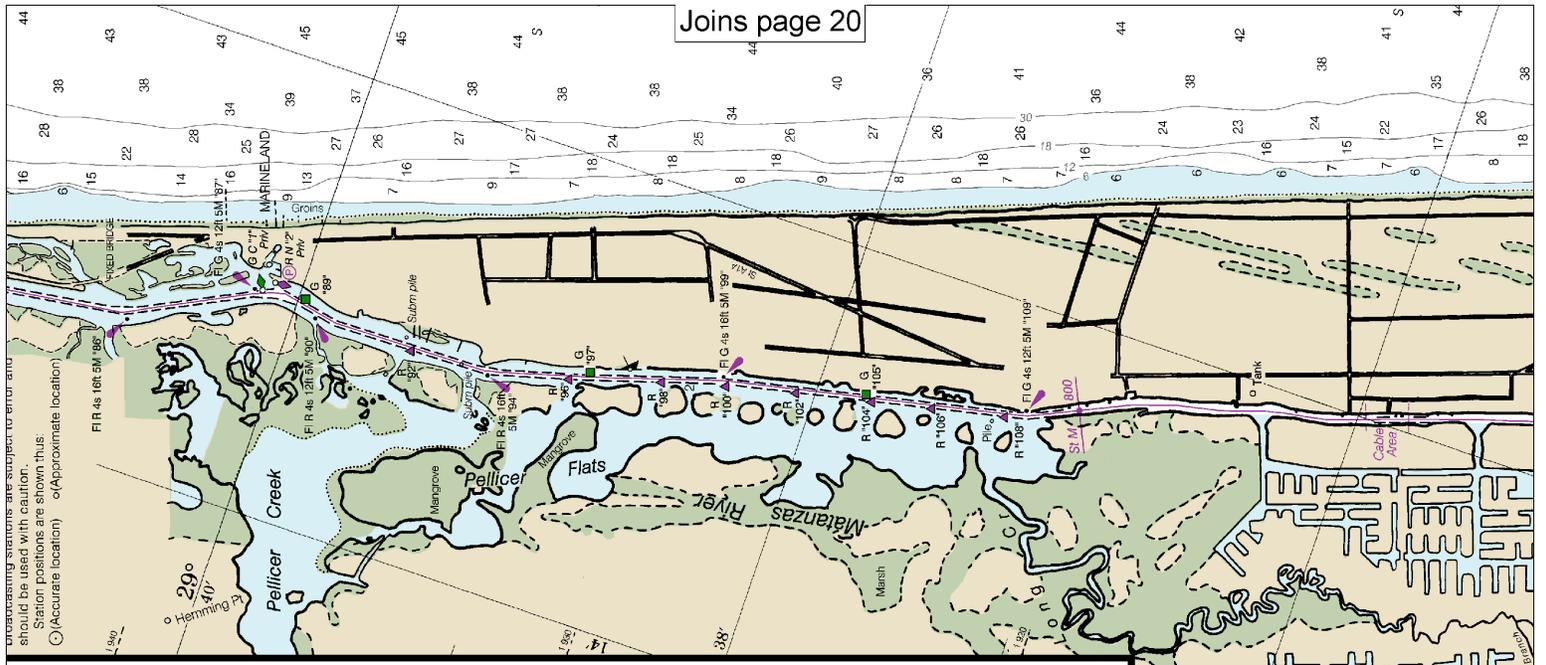




CAUTION
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
 (O) (Accurate location) (O) (Approximate location)

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



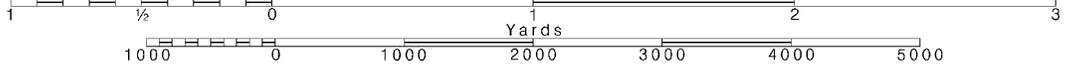


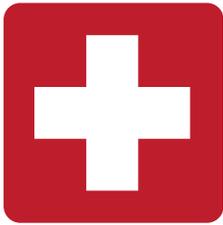
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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.