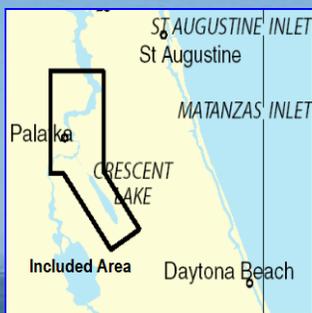


BookletChart™

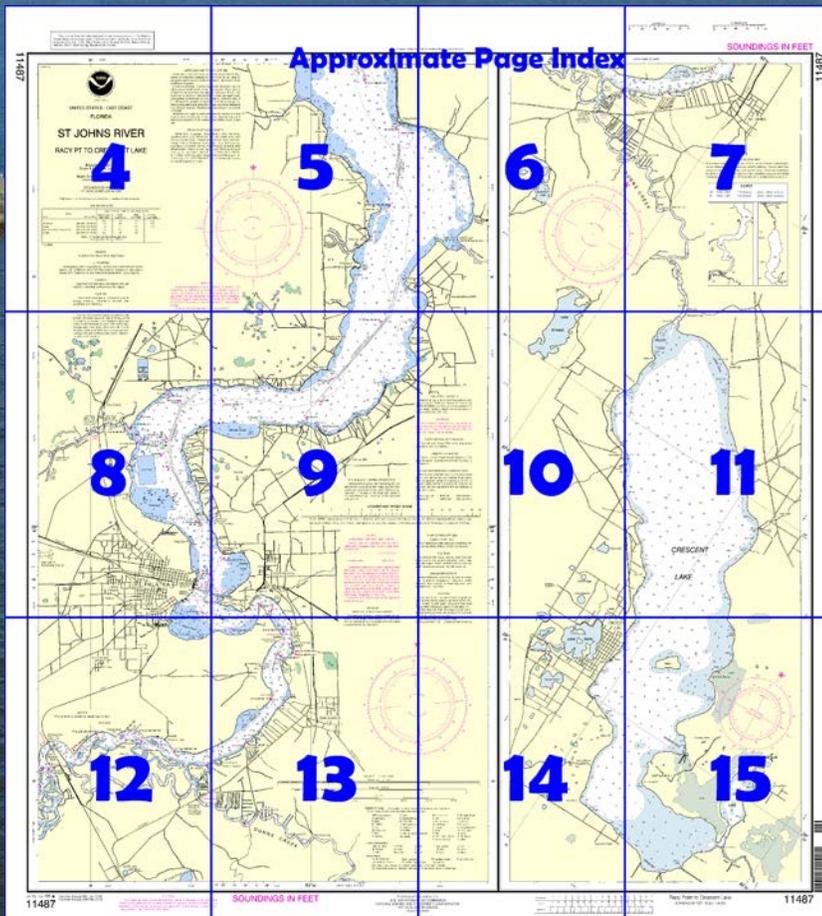


St. Johns River – Racy Point to Crescent Lake NOAA Chart 11487

*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.

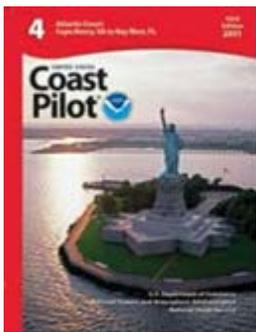
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11487>.



(Selected Excerpts from Coast Pilot)

St. Johns River, the largest in eastern Florida, is about 248 miles long and is an unusual major river in that it flows from south to north over most of its length. It rises in the St. Johns Marshes near the Atlantic coast below latitude 28°00'N., flows in a northerly direction, and empties into the sea north of St. Johns River Light in latitude 30°24'N. The river is the approach to the city of Jacksonville and a number of towns near its shores. Deep-draft vessels go

as far as just below the Main Street Bridge. Southward of the Jacksonville bridges, commercial traffic is light and consists almost entirely of oil barges. Many pleasure craft navigate this part of the river,

usually going only as far as Sanford, though small boats have navigated the river as far as Lake Washington, 188 miles south of Jacksonville. The **Intracoastal Waterway** crosses the St. Johns River at nearly right angles about 5 miles above the mouth, at about 30°23.1'N., 81°27.8'W. **Jacksonville** has expanded by consolidation to include most of Duval County and is now the largest city in the United States in terms of area; its extent along the St. Johns River is from the ocean to the town of Orange Park on the west side of the river and to Julington Creek on the east side. Most of the marine terminals are on the west side of the river about 21 miles above the entrance, just above the point where the river first turns southward. The deepwater port is the largest on the east coast of Florida. It is a major southeastern bulk-handling, distribution, and railroad center. Both general and bulk cargoes are handled, and Jacksonville is a leading southeastern container port. The principal exports are paper products, phosphate rock, fertilizers, chemicals, citrus products, naval stores, tallow, clay, scrap metal, feed, and general cargo. The principal imports are petroleum products, coffee, iron and steel products, limestone, pulpwood, cement, automobiles, lumber, chemicals, alcoholic beverages, and general cargo.

Caution.—Navigators should bear in mind the prevailing northerly current in this area, which is felt until well inside the 10-fathom curve, except with northeasterly or northerly winds.

North Atlantic Right Whales.—Approaches to the St. Johns River entrance lie within designated critical habitat for endangered North Atlantic right whales (see **50 CFR 226.203(c)**, chapter 2.) The area is a calving ground from generally November 15 through April 15. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, chapter 2, for limits, regulations, and exceptions.) **Recommended two-way Whale Avoidance Routes** have been established in the approach to the St. Johns River entrance to reduce the likelihood of ship strikes of endangered North Atlantic right whales. All vessels are encouraged to use recommended routes when traveling into or out of the port of Jacksonville. (See **North Atlantic right whales**, indexed as such, in chapter 3 for more information on right whales and recommended measures to avoid collisions.)

All vessels 65 feet or greater in length overall (L.O.A.) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in the Southeastern United States Seasonal Management Area between November 15 and April 15. The area is defined as the waters bounded to the north by 31°27'N., to the south by 29°45'N., and to the east by 80°51.6'W. (See **50 CFR 224.105** in chapter 2 for regulations, limitations, and exceptions.)

Numerous fish havens are eastward of the entrance to St. Johns River; the outermost, marked by a private unlighted buoy, is about 27 miles eastward of St. Johns Light.

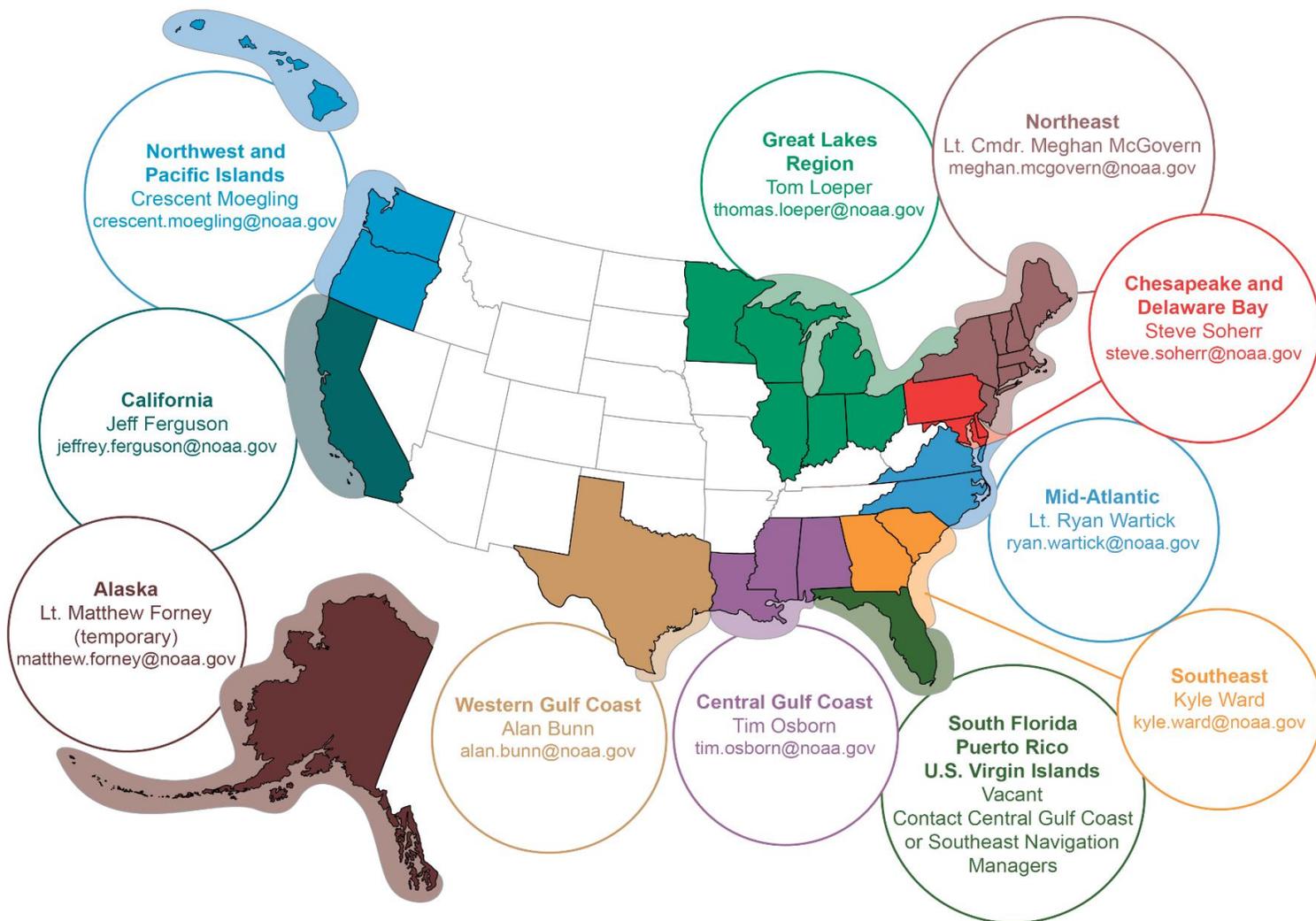
St. Johns Light (30°23'10"N., 81°23'53"W.), 83 feet above the water, is shown from a white square tower on the beach about 1 mile south of St. Johns River north jetty. A tower at Jacksonville Beach and a red and white checkered water tank at Mayport Naval Station are prominent off the entrance, and water tanks are prominent along the beaches to the southward.

Vessels waiting outside the entrance to St. Johns River can anchor in depths of 36 to 50 feet north-northeastward of the jetties if wind and sea permit. (See **110.182**, chapter 2, for limits and regulations of the anchorage areas.) Anchorage south of the south jetty is not recommended because of the heavy shrimpboat activity in that area.

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

RCC Miami Commander
7th CG District (305) 415-6800
Miami, FL

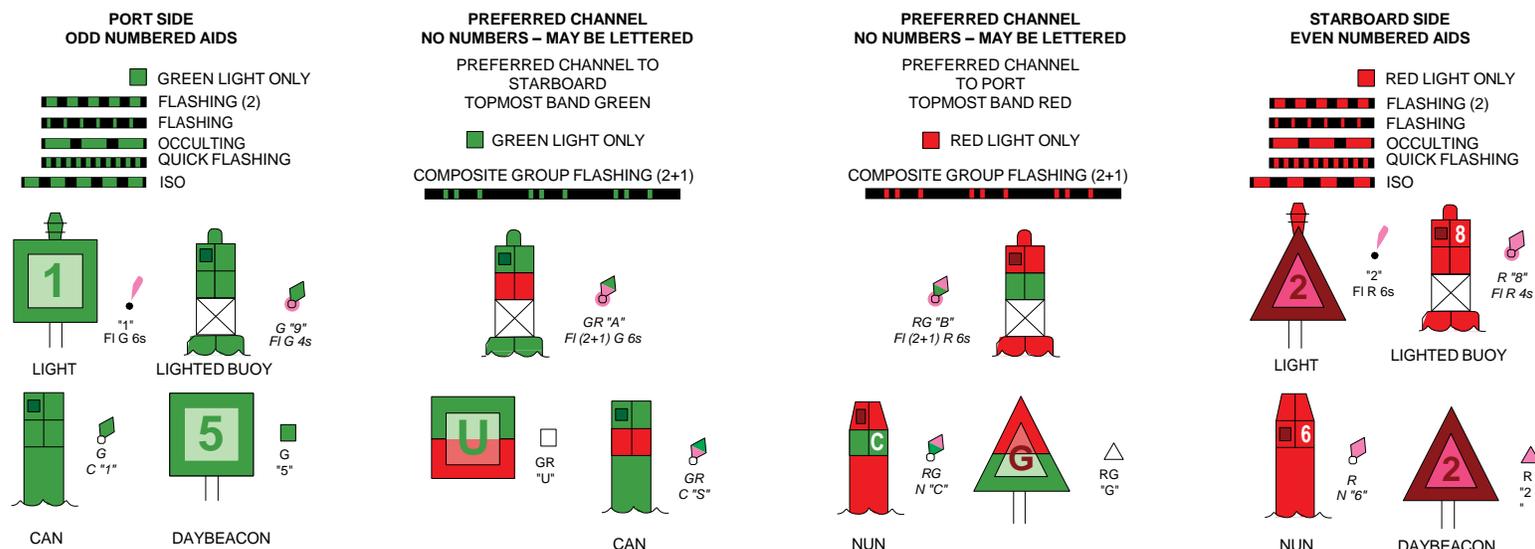
Navigation Managers Area of Responsibility



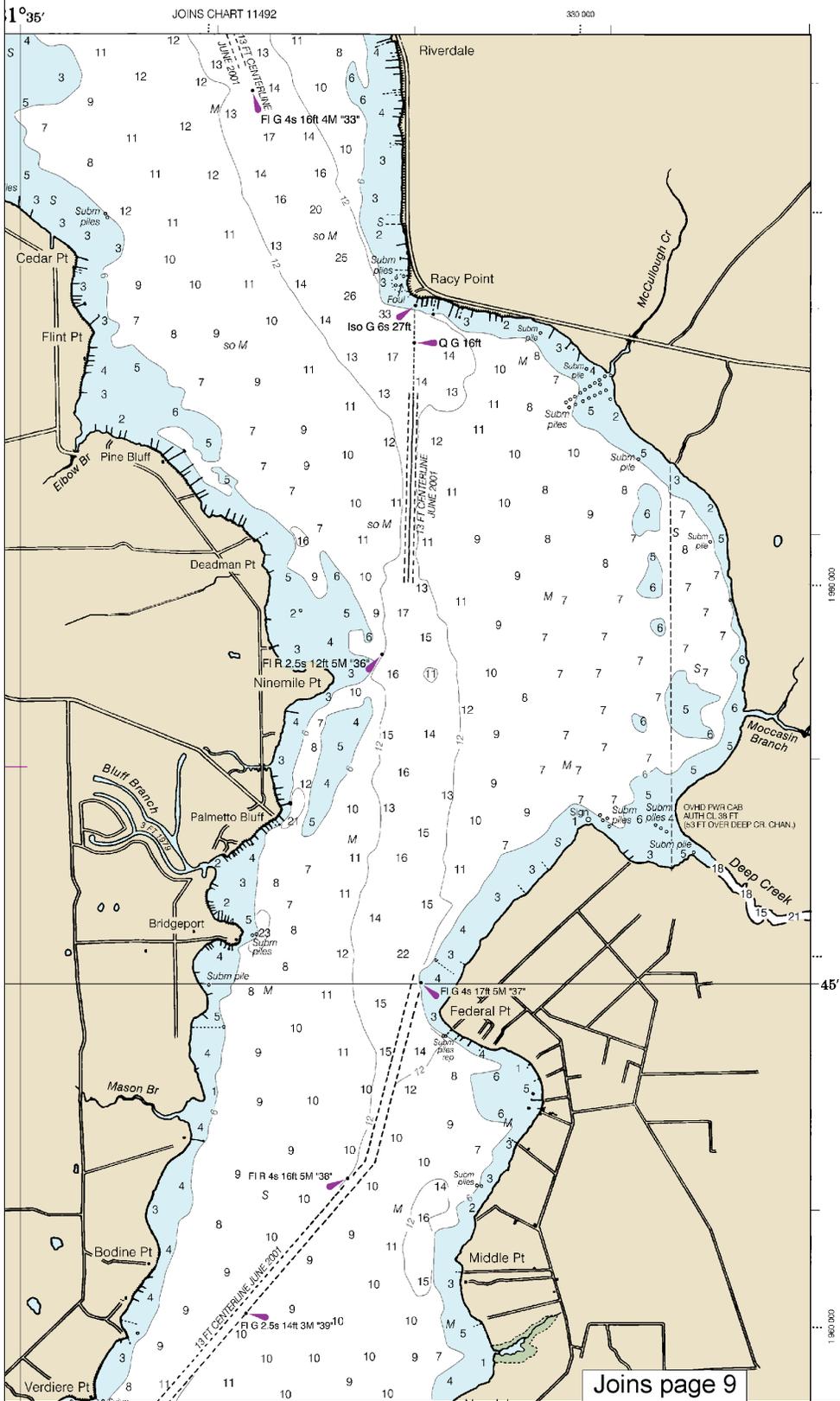
To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

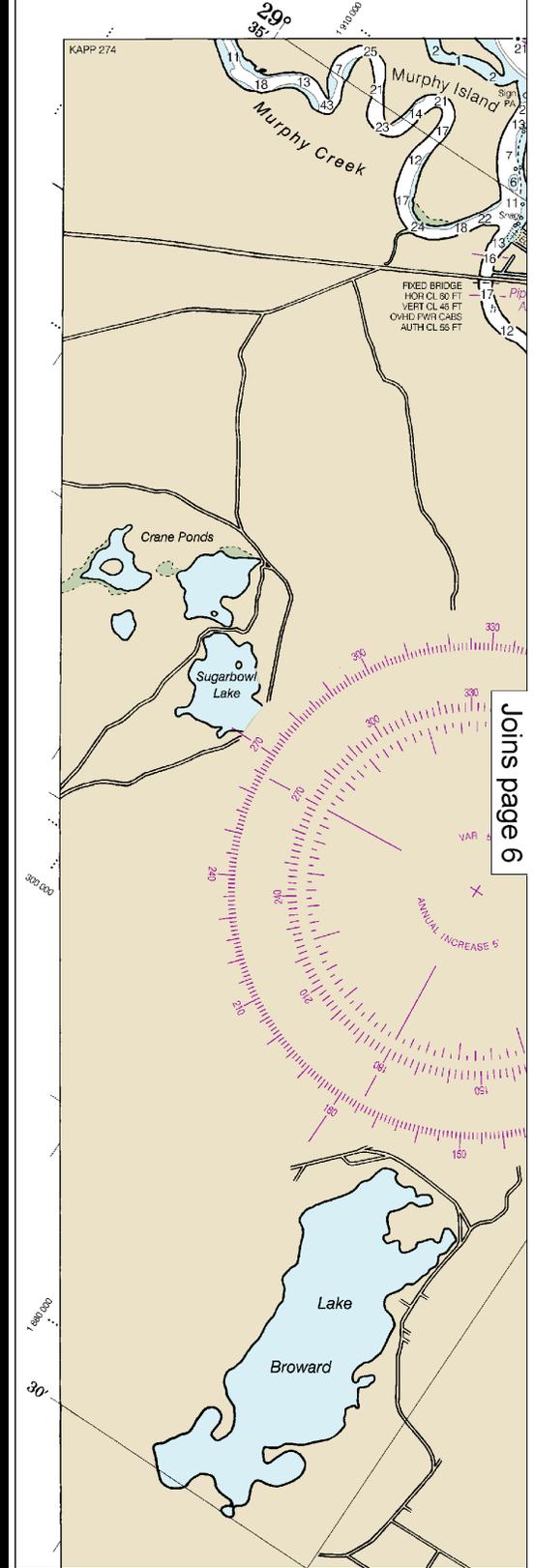
on navigable waters except Western Rivers



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>



Joins page 9



Joins page 6

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.



navigation are not indicated on this chart. See Local Notice to Mariners.

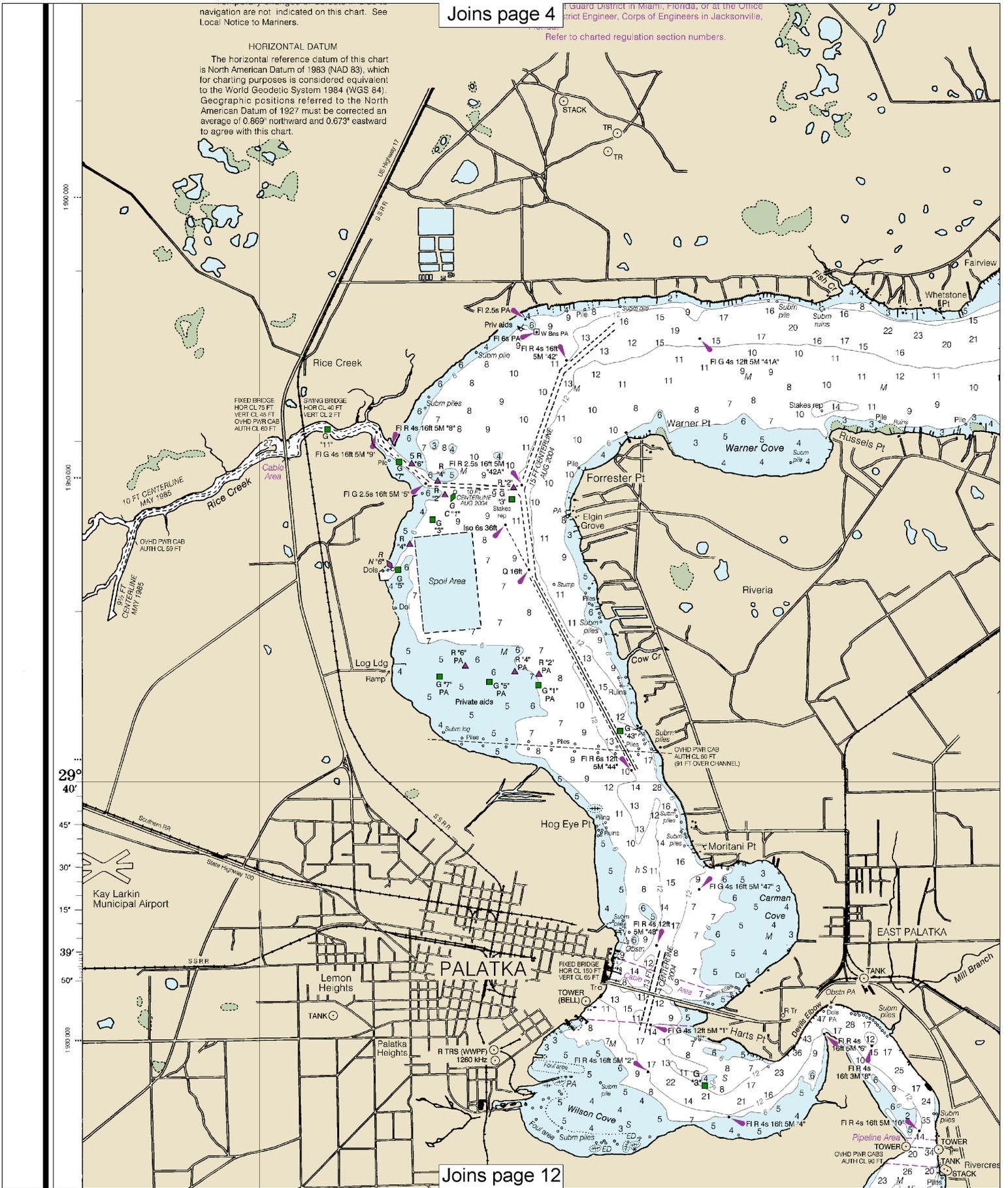
Joins page 4

Guard District in Miami, Florida, or at the Office District Engineer, Corps of Engineers in Jacksonville.

Refer to charted regulation section numbers.

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 0.669' northward and 0.673' eastward to agree with this chart.



Joins page 12

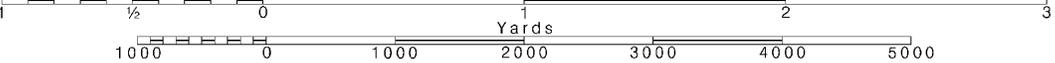


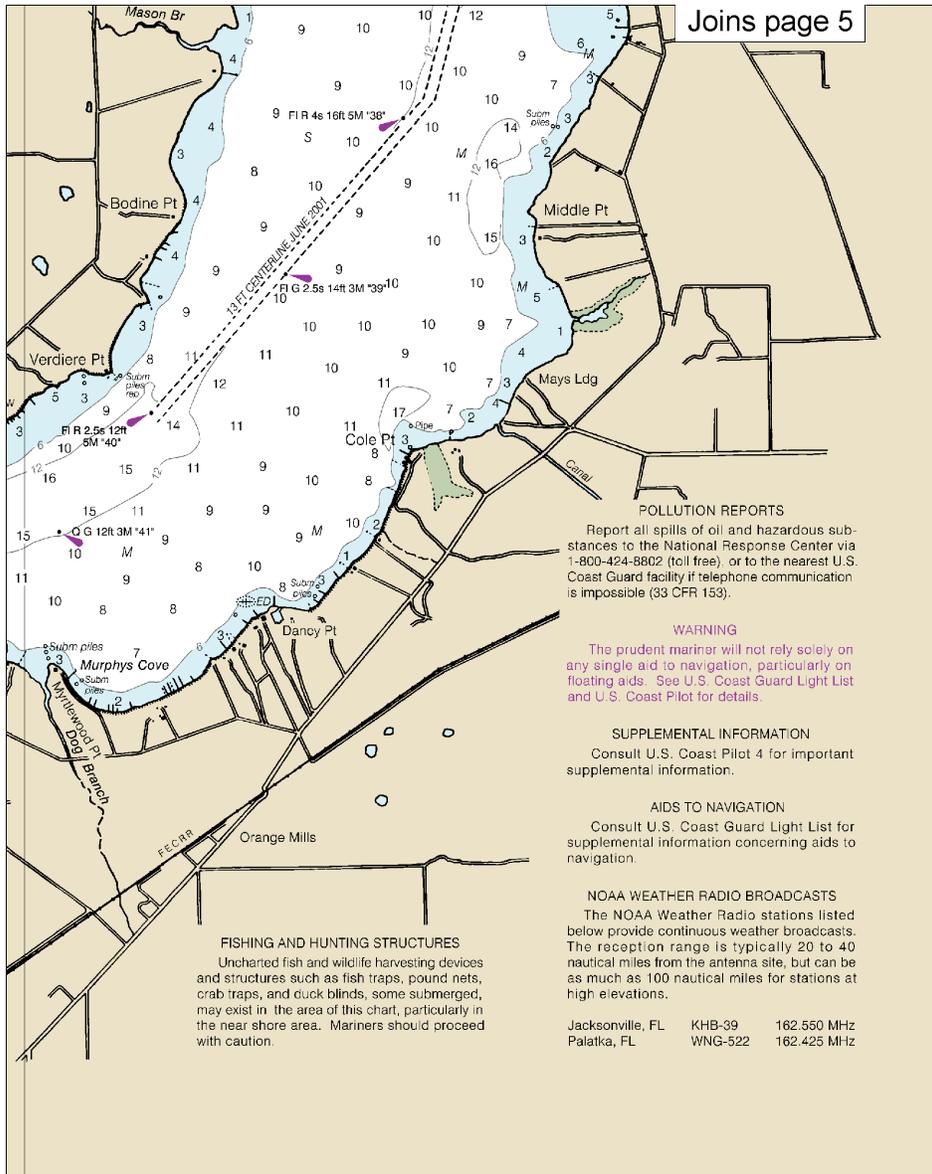
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.





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).

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.

SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 4 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.

Jacksonville, FL KHB-39 162.550 MHz
 Palatka, FL WNG-522 162.425 MHz

FISHING AND HUNTING STRUCTURES
 Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

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



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

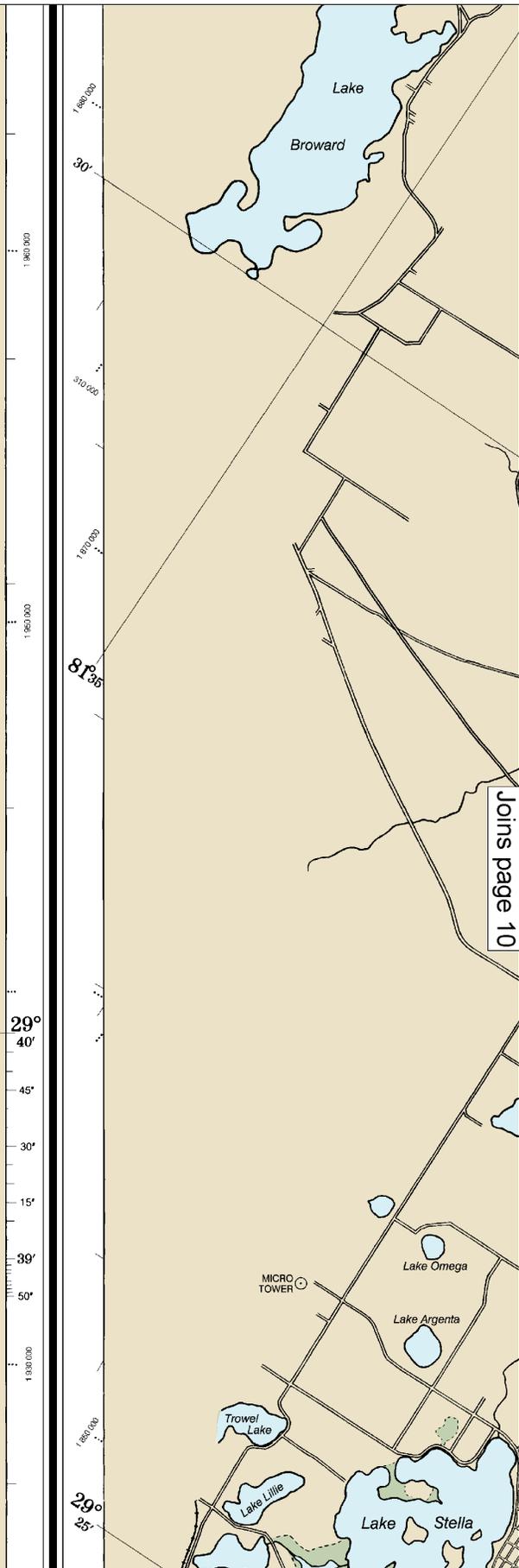
CAUTION
BASCULE BRIDGE CLEARANCES
 For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

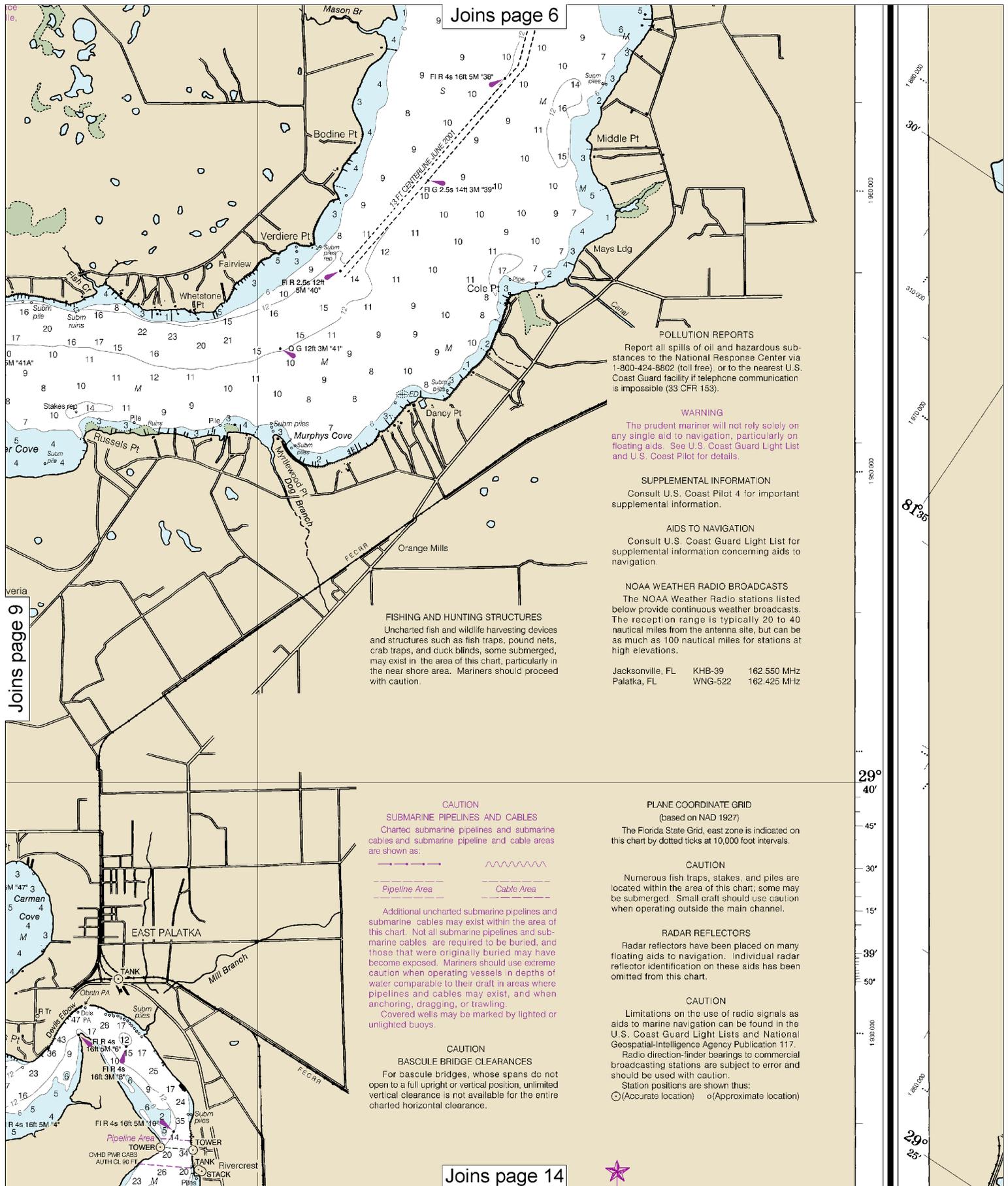
PLANE COORDINATE GRID
 (based on NAD 1927)
 The Florida State Grid, east zone is indicated on this chart by dotted ticks at 10,000 foot intervals.

CAUTION
 Numerous fish traps, stakes, and piles are located within the area of this chart; some may be submerged. Small craft should use caution when operating outside the main channel.

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
 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:
 (Accurate location) (Approximate location)





Joins page 6

Joins page 9

Joins page 14

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SUPPLEMENTAL INFORMATION
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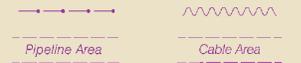
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| | | |
|------------------|---------|-------------|
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| Palatka, FL | WNG-522 | 162.425 MHz |

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 ○ (Accurate location) ◦ (Approximate location)

10

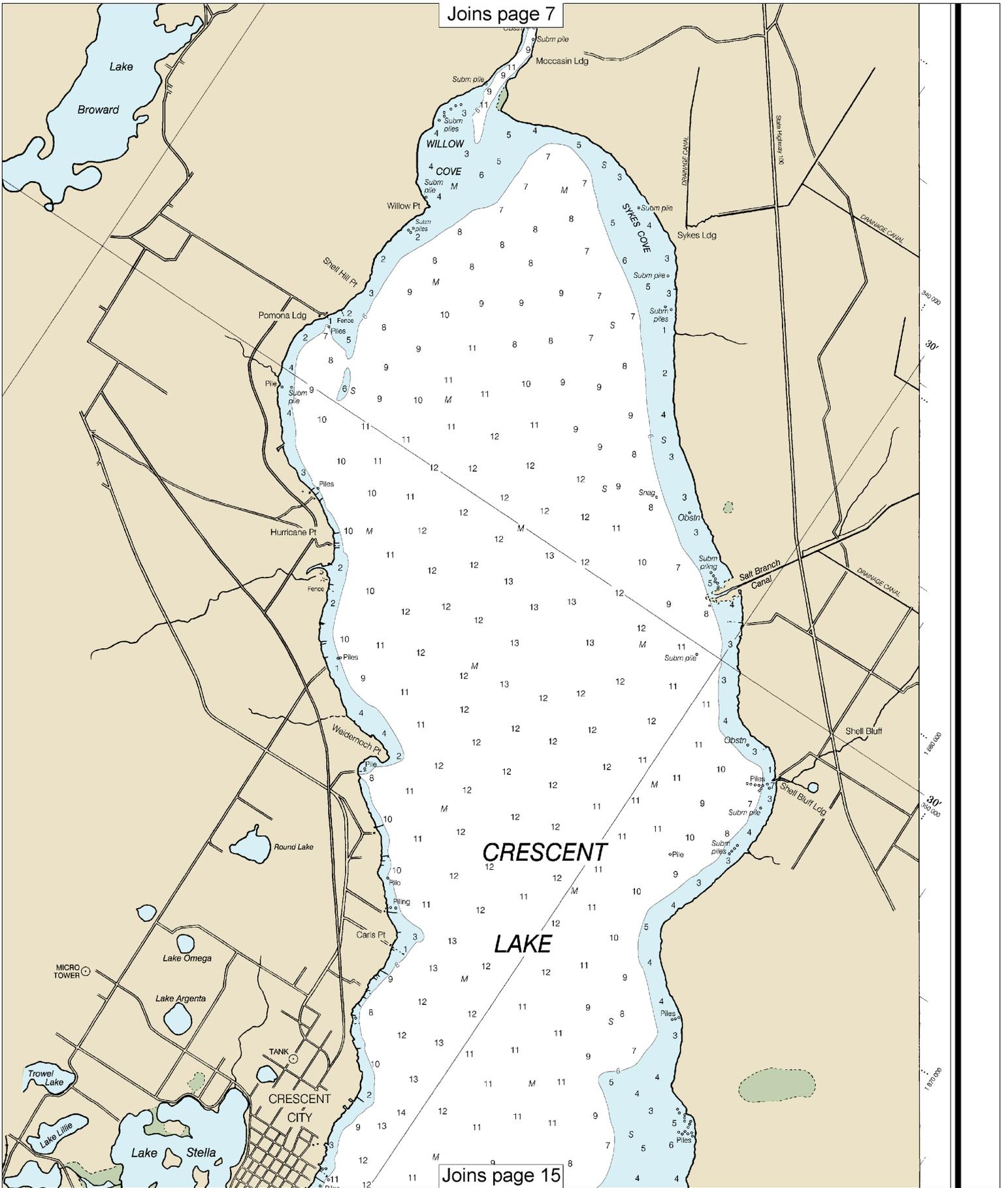
Note: Chart grid lines are aligned with true north.

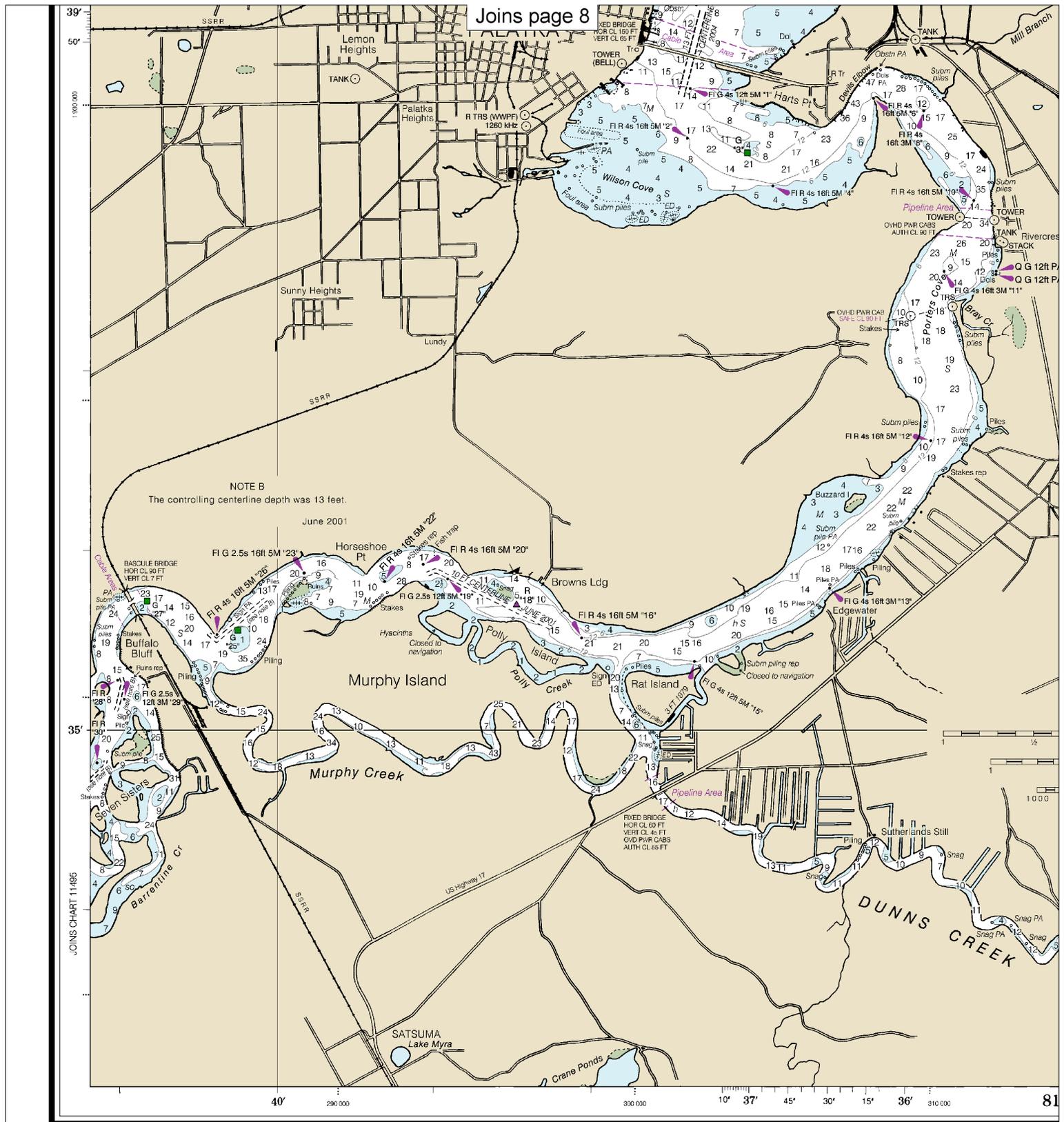
Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.







12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

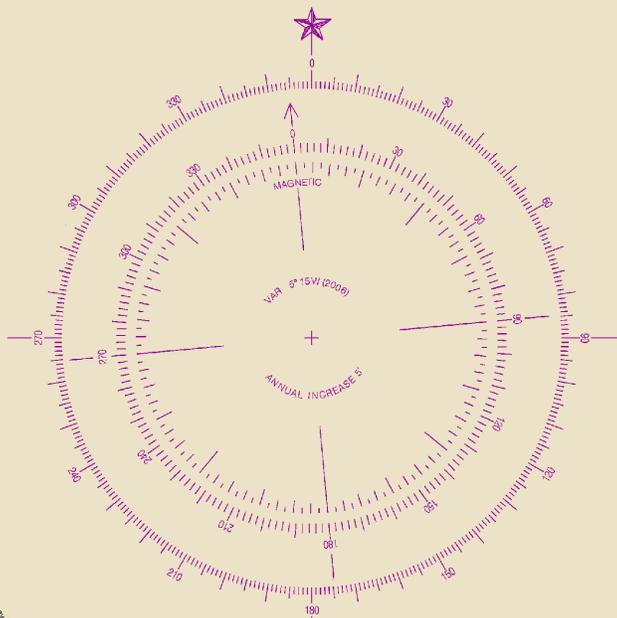
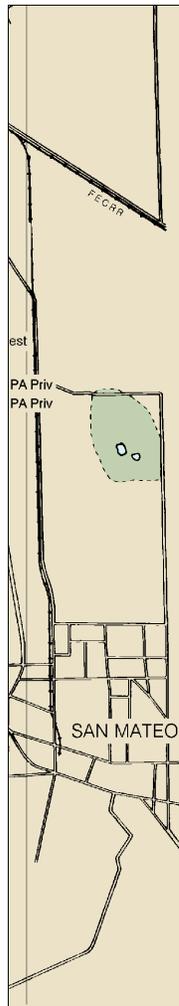


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floating aids to navigation reflector identification omitted from this chart.

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)



SCALE 1:40,000

Nautical Miles

Statute Miles

Yards

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

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

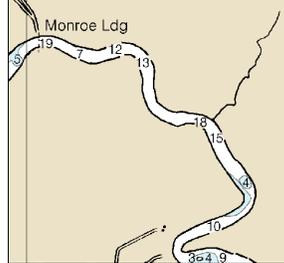
- | | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo moose code | R TR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | Is isophase | OBSC obscured | s seconds |
| Bn beacon | LT 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 | Gr grass | M mud | S sand | sy sticky |

Miscellaneous:

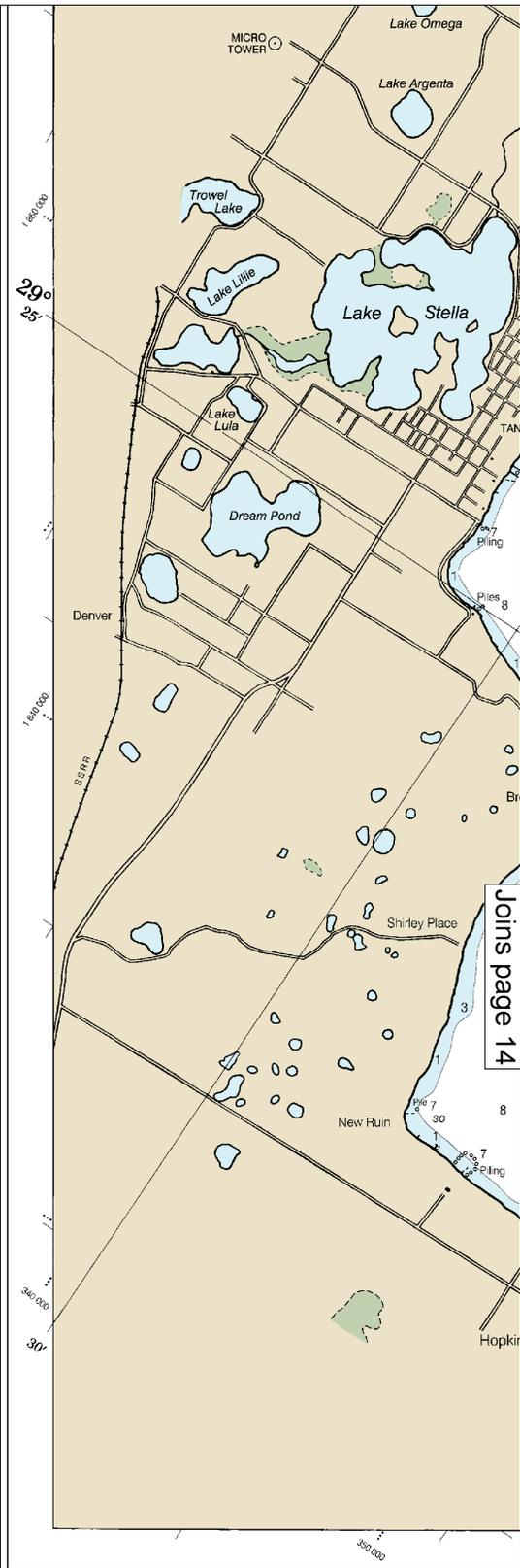
- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obstn obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
- (1) Wreck, rock, obstruction, or shoal swept clear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



1° 35' JOINS PANEL TO RIGHT

330 000

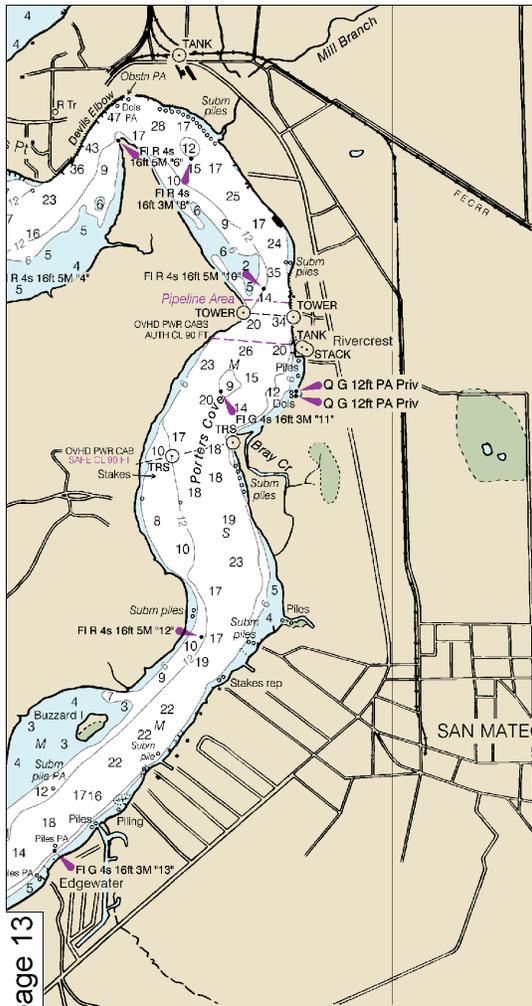
748 6 X 412.2 mm



ET

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

| | | | | | | | | | |
|---------|---|----|----|----|----|----|----|----|----|
| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 |
| METERS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |



Those that were become exposed. **Joins page 10**

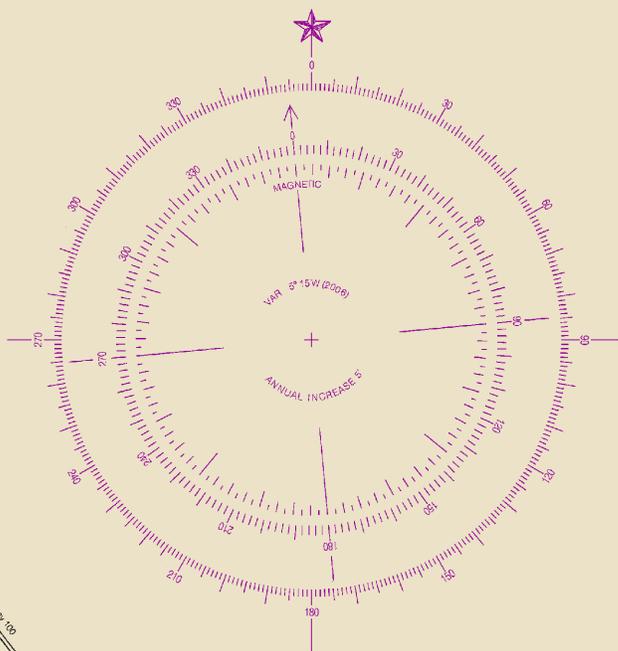
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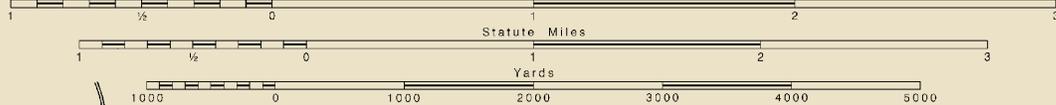
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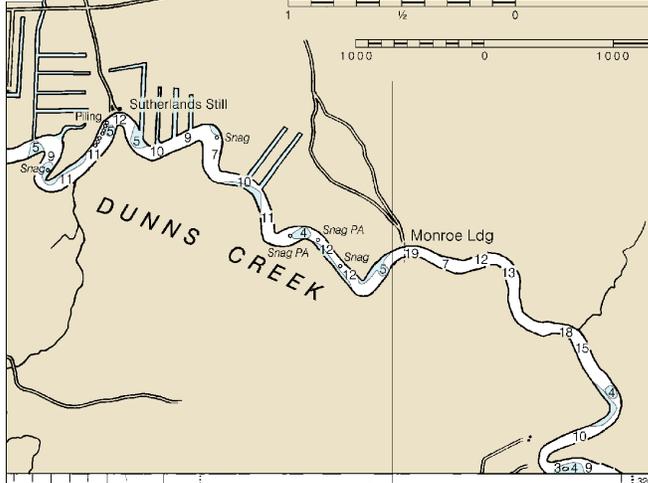
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 Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
 (O) (Accurate location) (o) (Approximate location)



SCALE 1:40,000
 Nautical Miles



Joins page 13



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

| | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mc morse code | R TR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | Isa 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 |
| D/A 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 Gre 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.

30° 15' 36' 310 000 81° 35' 320 000 JOINS PANEL TO RIGHT 330 000 748 6 X 412.2 mm

SOUNDINGS IN FEET

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

14

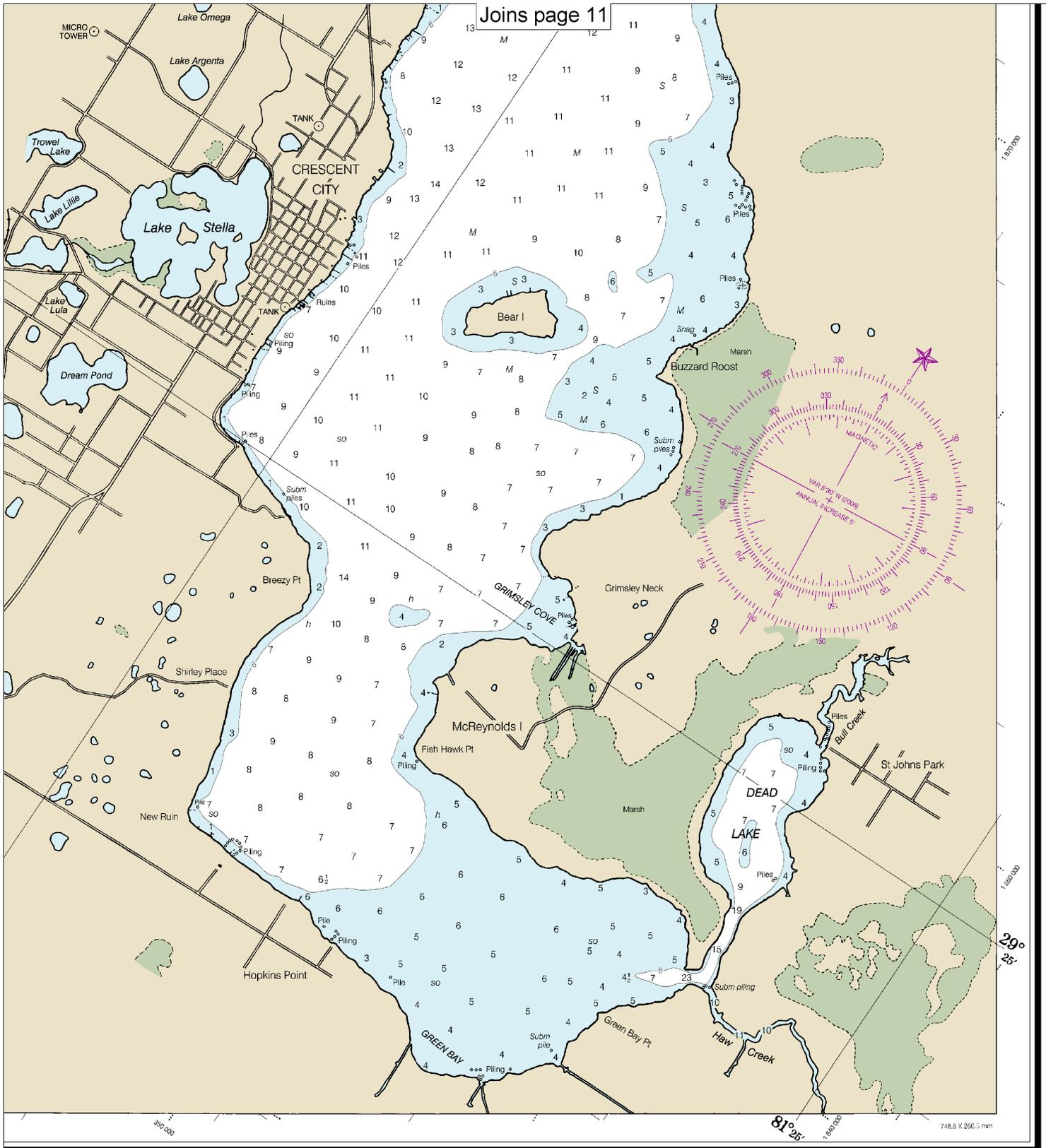
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





| | | | | | | | | | | | | | | | | | |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 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 |

Racy Point to Crescent Lake
SOUNDINGS IN FEET - SCALE 1:40,000

11487



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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