

# BookletChart™



## St. Johns River – Atlantic Ocean to Jacksonville NOAA Chart 11491

*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**

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**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

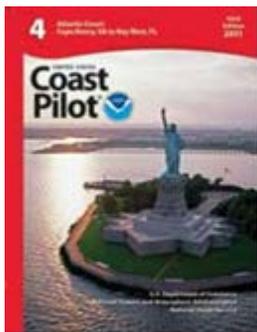
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11491>



**(Selected Excerpts from Coast Pilot)**

**Communications and areas of concern.—**

The entrance channel between the jetties is marked by St. Johns Bar Cut Range. Currents often set across the ends of the jetties. Vessels arriving at the bar should give a Security call on VHF-FM channel 13, 30 minutes before entering the jetties. Low-powered or poor handling vessels intending to enter the river should be prepared to delay up to 45 minutes. (See Coast Pilot for further discussion).

**Areas of particular concern.—**Four areas in the St. Johns River are considered to be particularly troublesome. Vessels should make every effort to avoid meeting at these areas, and should give Security calls on

VHF-FM channel 13 (165.65 MHz) 15 minutes prior to arriving at any one of these areas. (See Coast Pilot for further discussion).

**Intracoastal Waterway** (30°23.1'N., 81°27.8'W.). This waterway is used extensively by tows, and its junction with the St. Johns River is subject to strong and unpredictable crosscurrents at various stages of the tide. The situation is further complicated by repair docks on the north side which may require speed reductions to reduce wake. (See Coast Pilot for further discussion).

**Dames Point Turn** (30°23.1'N., 81°33.6'W.). Navigation of this sharp turn is complicated by crosscurrents coming from the old channel behind Blount Island which tend to set a vessel deep into the bend on both the flood and ebb. In addition, the channel in this area is used as a turning basin for vessels using Blount Island terminal and the waterfront facilities in the old channel to the west of Blount Island.

**Trout River Cut** (30°23.3'N., 81°37.6'W.). This dredged channel extends through rock formations, and deep loaded vessels must exercise great care not to leave the channel in this area. Local knowledge is necessary to predict current effects as they tend to set across the channel on both the flood and ebb. Poor handling vessels should use an assist tug when transiting the area of Trout River Cut and Chaseville Turn to avoid being set on vessels transferring at the many oil terminals on the west bank of the river.

**Commodore Point** (30°19.1'N., 81°37.7'W.). The nearly 90-degree turn at Commodore Point is complicated by the Hart Bridge, with its piers located in the turn, as well as the Matthews Bridge just to the north. Poor handling vessels, or those whose engines are questionable for any reason, should use assist tugs to avoid being set on the support piers of either bridge.

Smaller vessels continuing up the river are advised that about 2 miles above Commodore Point, at a bend in the river at **Hendricks Point** (30°19.1'N., 81°39.8'W.), a series of four bridges is within a 0.7 mile reach. Mariners should ensure that they can clear the closed bridges or that they can navigate safely between the bridges when opening. There is limited stopping and turning room once committed to the transit of the area which is subject to strong currents in the constricted bend.

The **tidal currents** are strong in St. Johns River as far as Jacksonville. The currents at the entrance between the jetties require special attention. The Bar Pilots report that 1 hour after the beginning of a blow from any direction from north through east to south, a very strong current sets with the wind across the end of the jetties, and the condition is usually dangerous; when such winds reach gale force, the positions of the buoys should not be relied upon as they may drag from station.

The velocity of the current between the jetties is 1.9 knots on the flood and 2.3 knots on the ebb; at Mayport, 2.2 knots on the flood and 3.1 knots on the ebb; at Mile Point, 2.7 miles above the mouth, about 2.8 knots. At downtown Jacksonville (Commodore Point), the velocity of current is about 1.0 knot; however, in 1967 a naval vessel reported being forced against the Acosta highway bridge by flood currents estimated to exceed 5 knots. Caution should be exercised in this area. The flood is increased by northeasterly and easterly winds and the ebb by southwesterly and westerly winds. (See the Tidal Current Tables for daily predictions)

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

RCC Miami

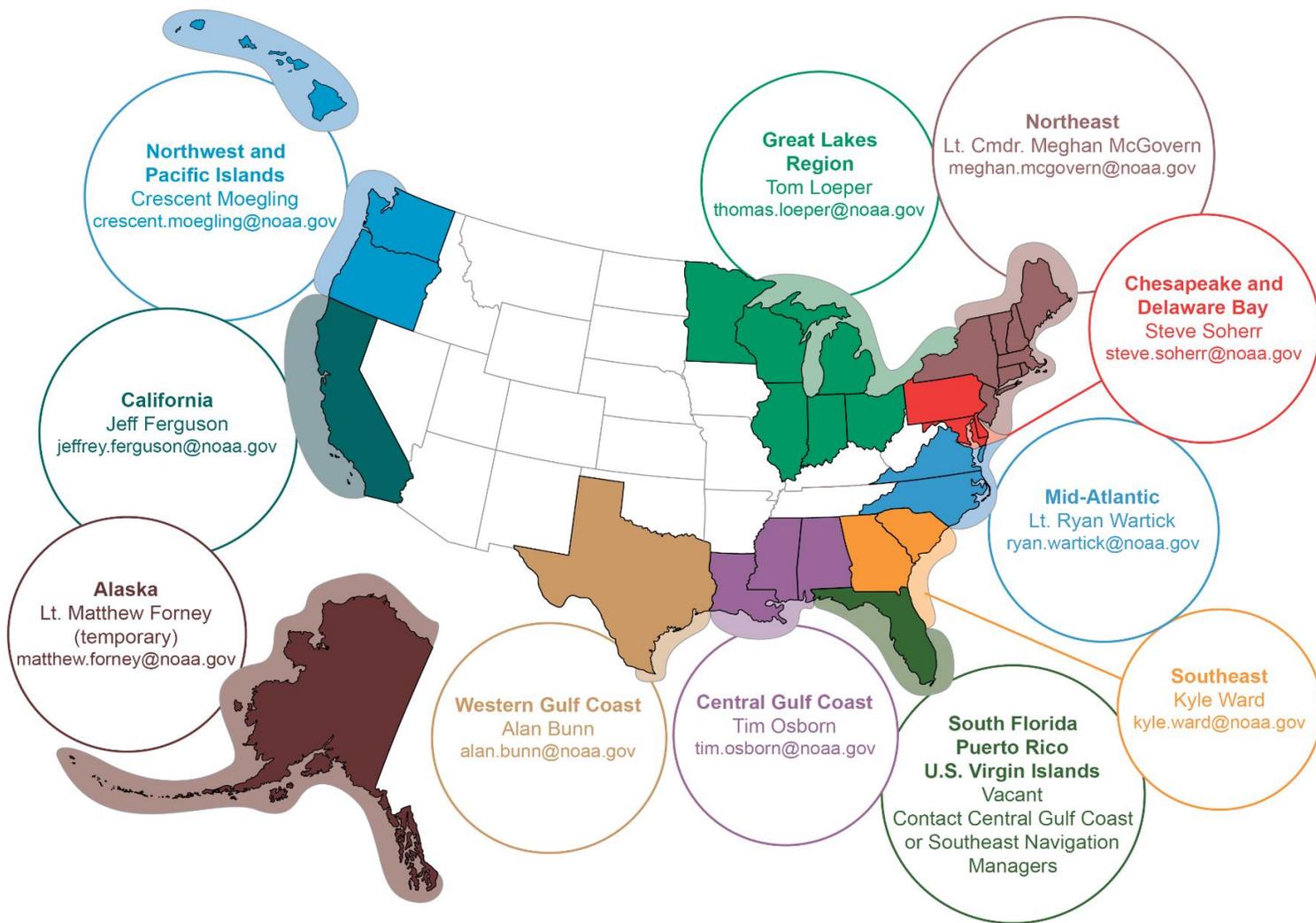
Commander

7th CG District

Miami, FL

(305) 415-6800

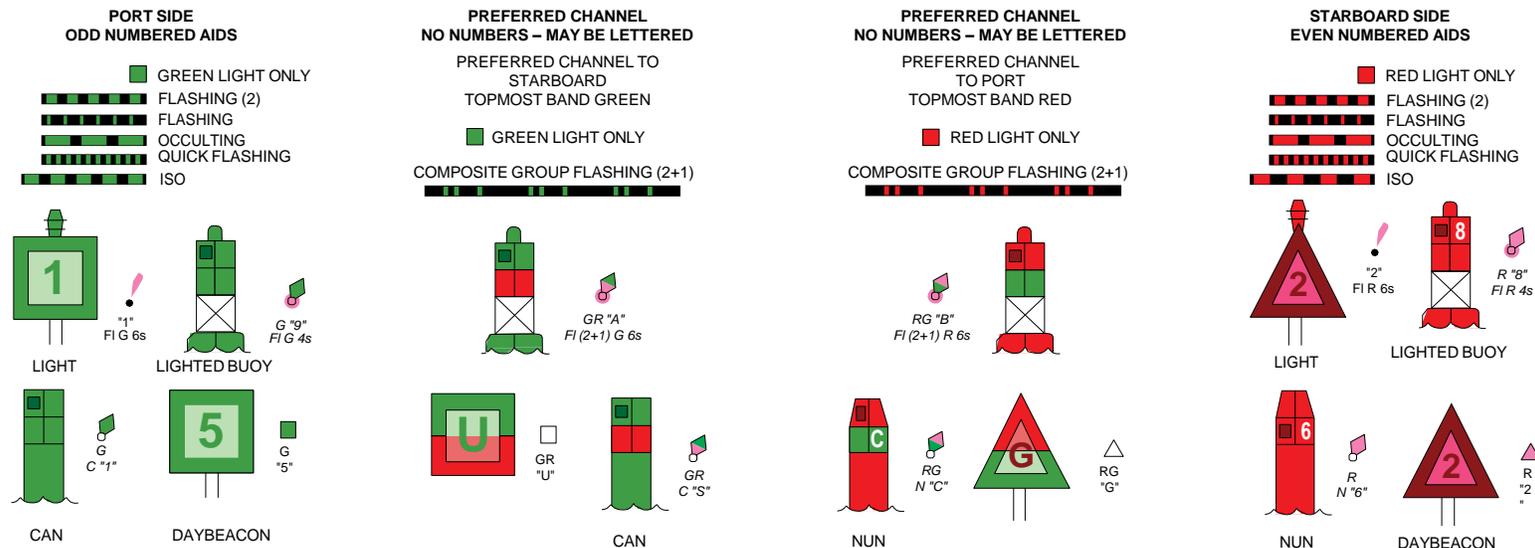
# Navigation Managers Area of Responsibility



To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://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>







TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

Ⓟ Pump-out facilities

TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Blount Island Bridge	(30°26' N/81°33' W)	3.8	3.6	0.1
Dames Point	(30°23' N/81°34' W)	3.7	3.5	0.1
Fulton	(30°23' N/81°30' W)	4.0	3.8	0.1
Phoenix Park	(30°23' N/81°38' W)	2.8	2.6	0.1
Jacksonville, Long Branch	(30°22' N/81°37' W)	2.7	2.6	0.1
Ortega River entrance	(30°17' N/81°42' W)	1.3	1.2	0.1
Pinney Point	(30°14' N/81°40' W)	1.0	0.9	0.1
Mayport (Bar Pilots Dock)	(30°24' N/81°26' W)	5.0	4.7	0.1
Mayport Naval Station	(30°24' N/81°25' W)	5.2	4.9	0.1
Jacksonville, Main Street Bridge	(30°19' N/81°40' W)	2.0	1.9	0.1

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)

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

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)

CAUTION

SUBMARINE PIPELINES AND CABLES

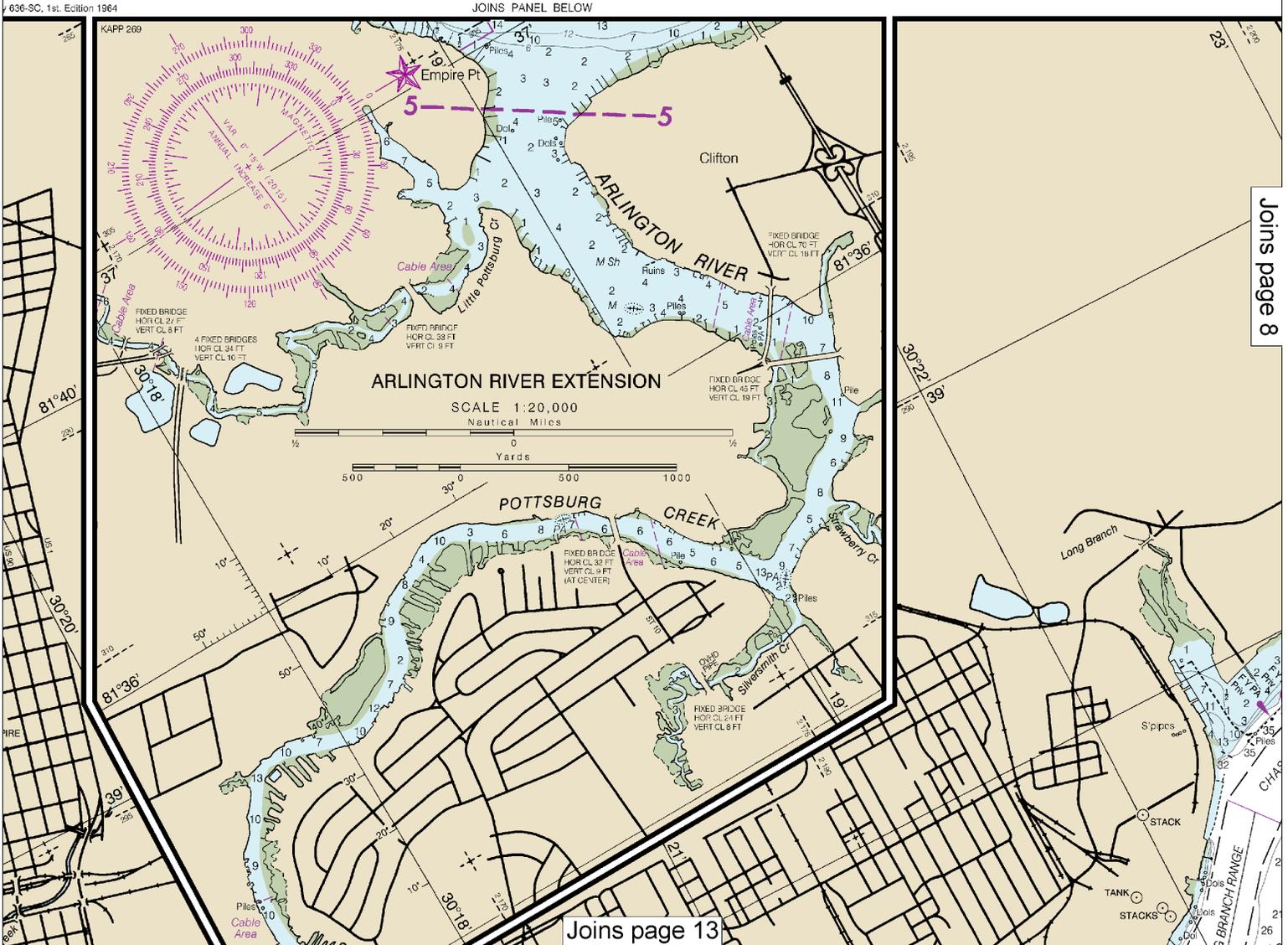
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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.

636-SC, 1st. Edition 1964



Joins page 8

Joins page 13

39th Ed., Feb. 2015. Last Correction: 2/15/2017. Cleared through:  
 LNM: 0517 (1/31/2017), NM: 0617 (2/11/2017)



ON  
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 Lists and National  
 Agency Publication 117.  
 bearings to commercial  
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 tion.

own thus:  
 (Approximate location)

ON  
 IES AND CABLES  
 elines and submarine  
 eline and cable areas



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 exist within the area of  
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 ally buried may have  
 rs should use extreme  
 vessels in depths of  
 ir draft in areas where  
 may exist, and when  
 r trawling.  
 a marked by lighted or

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

**CAUTION**

**WARNINGS CONCERNING LARGE VESSELS**

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

**NOTE A**

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. 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.

**HORIZONTAL DATUM**

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the American Datum of 1927 must be corrected by an average of 0.861" northward and 0.661" eastward to agree with this chart.

**RACING BUOYS**

Racing buoys within the limits of this chart are not shown hereon. Information on racing buoys is obtained from the U.S. Coast Guard District Office as racing and other private buoys not all listed in the U.S. Coast Guard Light List.

**PLANE COORDINATE GRID**

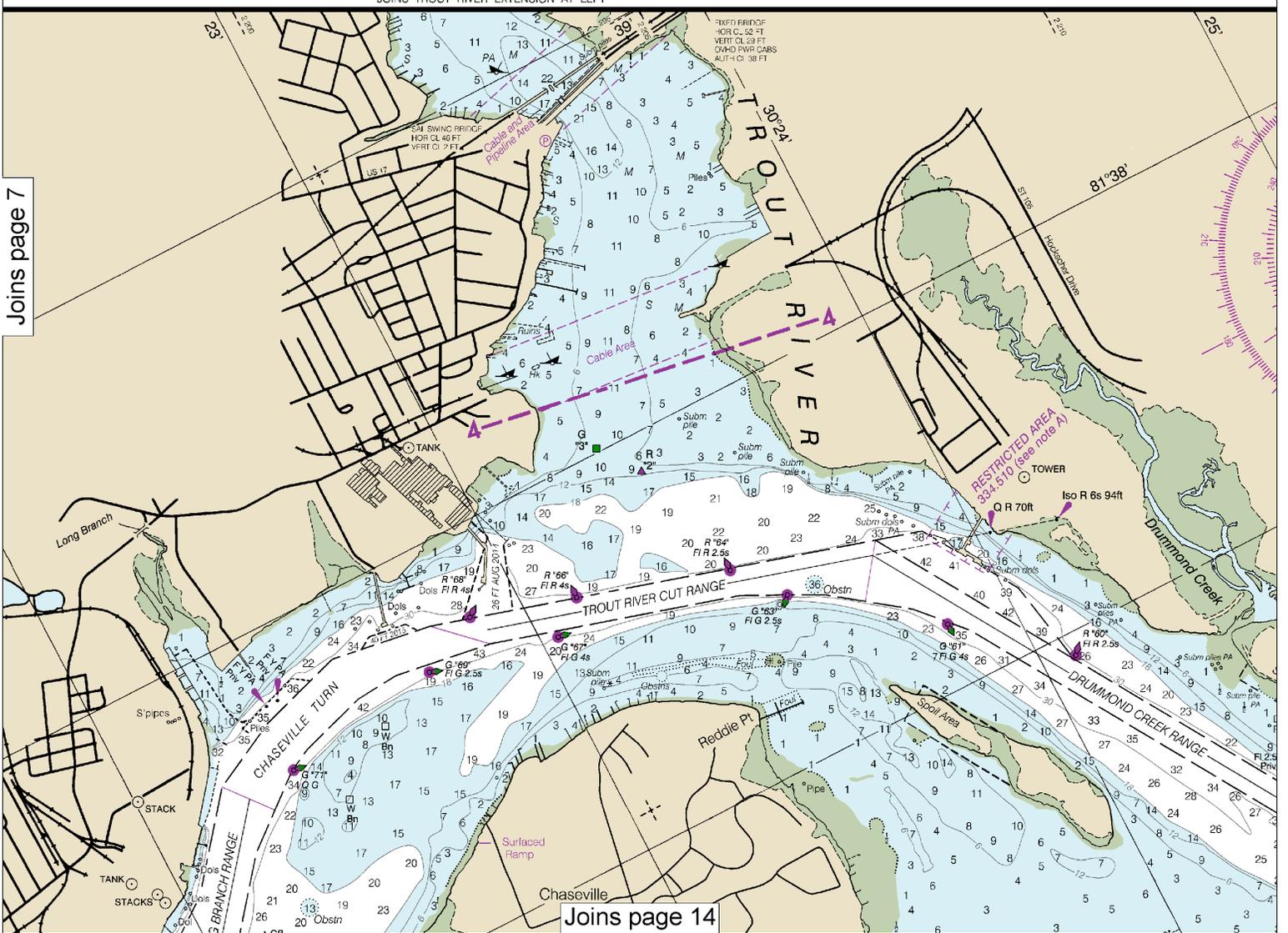
(based on NAD 1927)

The Florida State plane coordinate (East Zone) is indicated on this chart at foot intervals thus:  
 The last three digits are omitted.

**CAUTION**

Small craft should stay clear of large commercial and government vessels even if they have the right-of-way. All craft should avoid areas where the divers flag, a red square with a diagonal stripe, is displayed.

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Joins page 14

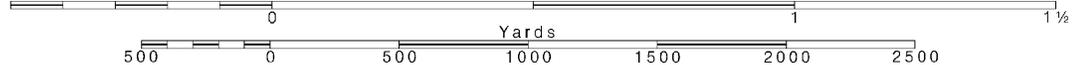


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
 Nautical Miles

See Note on page 5.



This chart is a part of the North District Charts List.

This chart may be a part of the District Charts List.

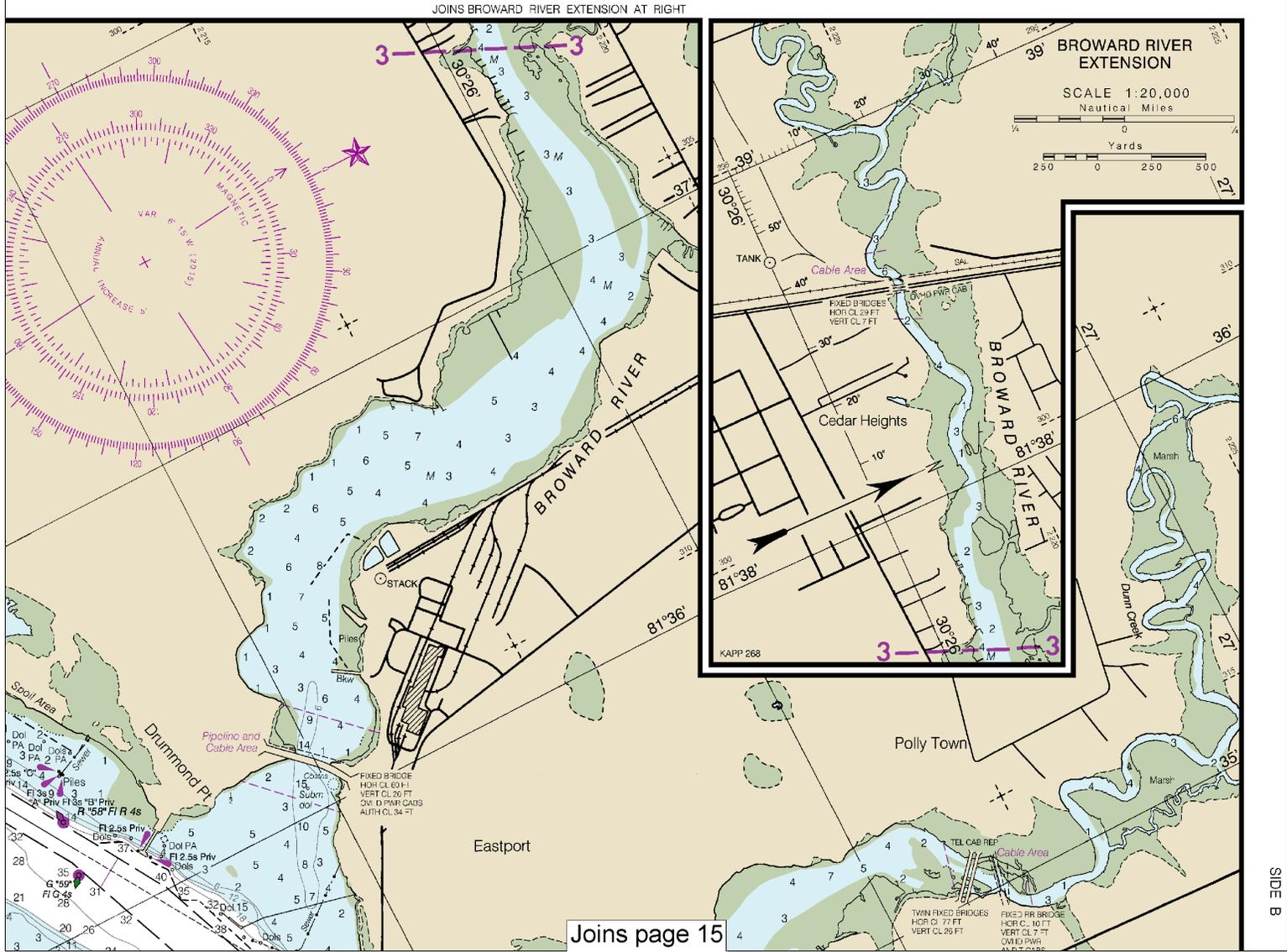
Latitude grid at 5,000

Large compass if small the skin will white

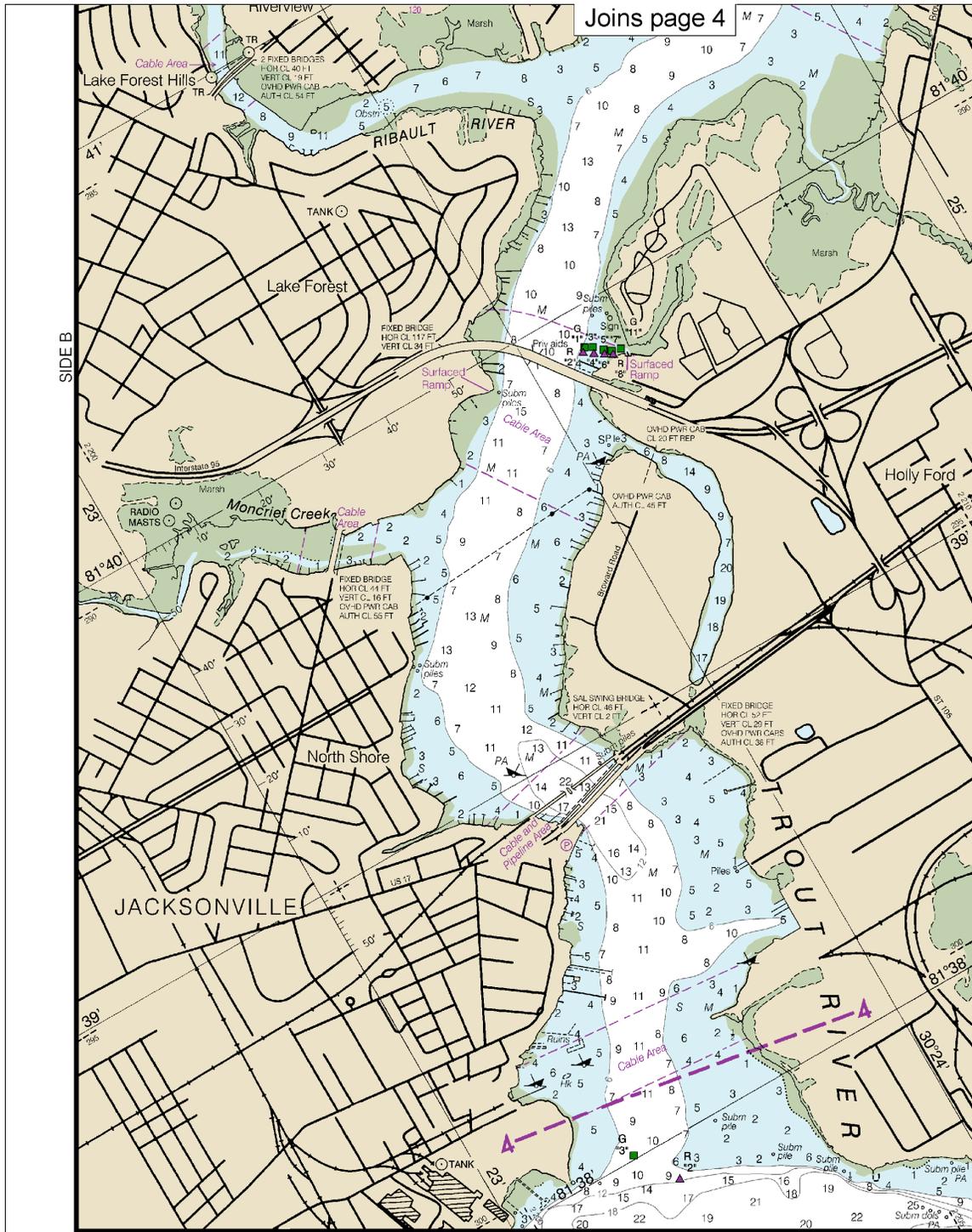
ST. JOHNS RIVER CHANNEL DEPTHS						PROJECT DIMENSIONS		
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY			
DAMES PT TURN	38.3	42.4	41.9	41.3	3-15	1175	0.41	40
QUARANTINE I, UPPER RANGE	37.2	40.4	41.5	39.4	3-15	525	0.93	40
BRILLS CUT RANGE	38.4	40.9	40.8	37.7	3-15	425-600	1.16	40
BROWARD POINT TURN	26.4	42.0	42.5	41.7	3,6-15	800	0.92	40
DRUMMOND CREEK RANGE	36.5	40.5	40.9	36.8	3,6-15	400	1.56	40
TROUT RIVER CUT RANGE	38.8	41.8A	41.4	39.7	1-15	400	1.11	40
CHASEVILLE TURN	34.5	42.5	42.0	39.4	1-15	500-660	0.74	40
LONG BRANCH RANGE	33.3	38.0	40.1	39.6	1-15	650	0.76	40
TERMINAL CHANNEL	19.8	27.8	22.7	20.7	1-15	500-575	3.62	34-40

A - EXCEPT FOR A 36 FT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 30°23'37.1" N, 081°37'25.6" W  
 NOTE: THE RANGE LIGHTS DO NOT IN EVERY INSTANCE MARK THE CENTERLINE OF THE CHANNEL.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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

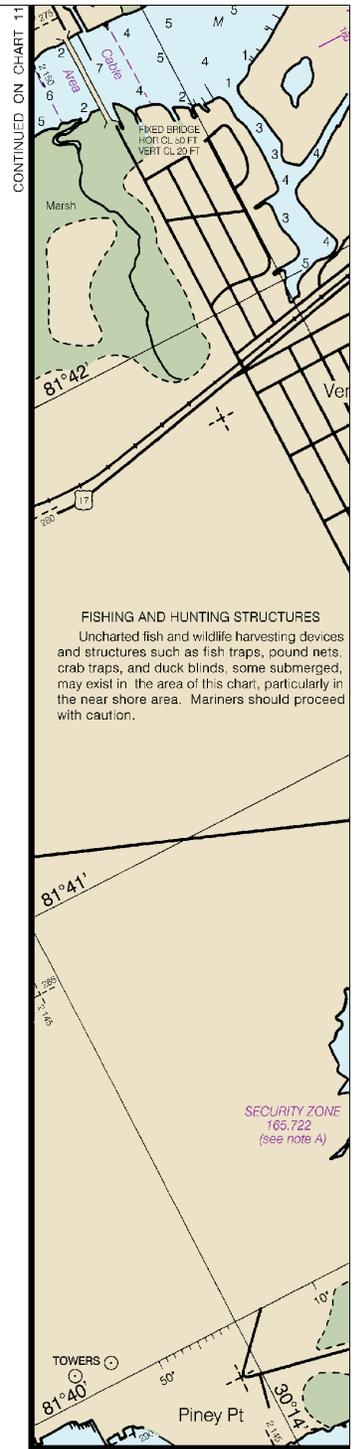


Joins page 15



11491

JOINS PANEL AT RIGHT



**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.

SECURITY ZONE  
 165.722  
 (see note A)

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**HURRICANES AND TROPICAL STORMS**  
 Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

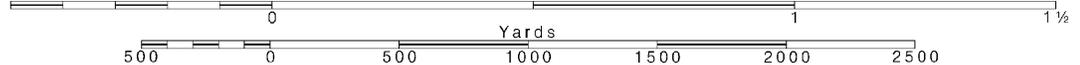


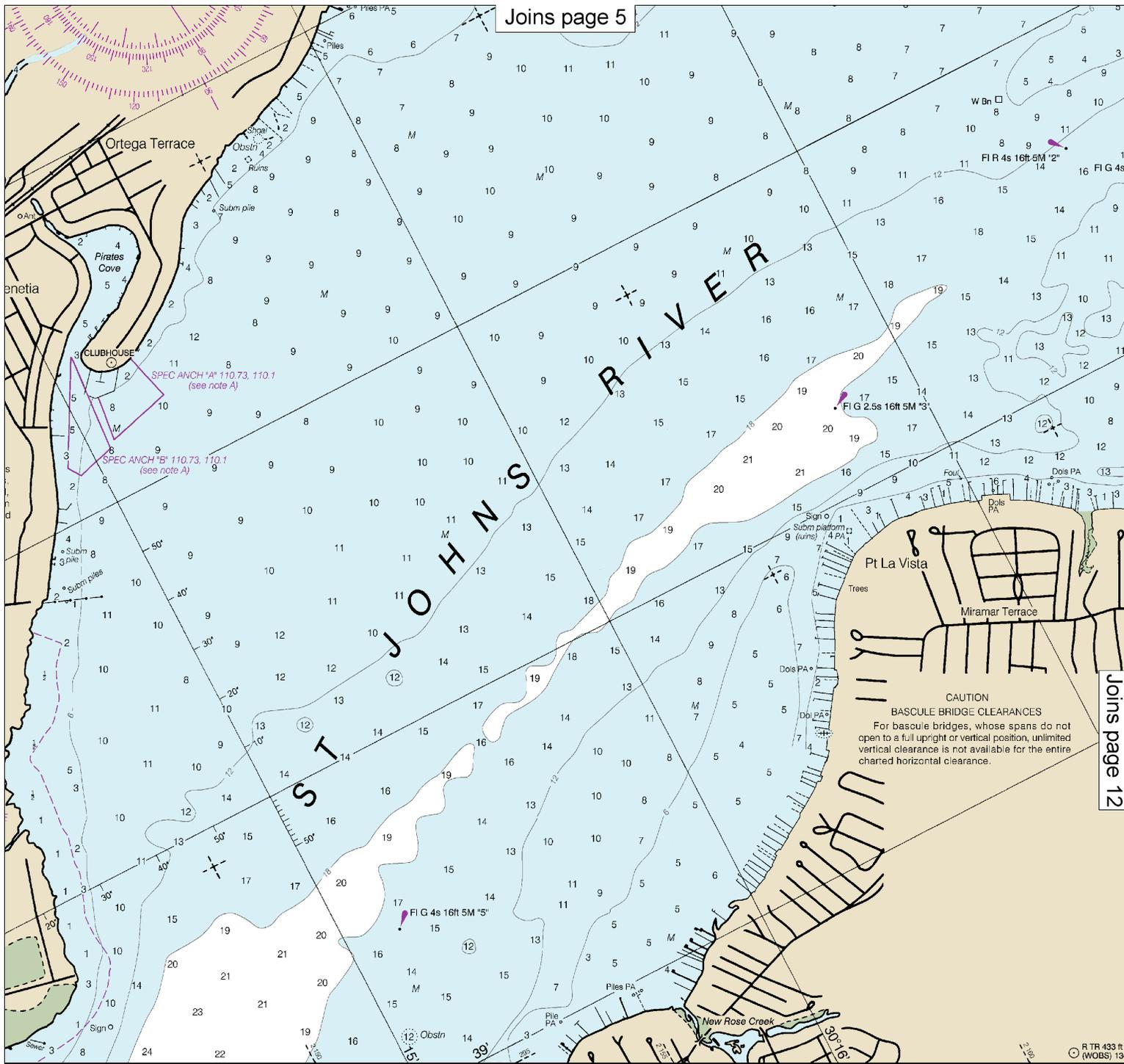
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
 Nautical Miles

See Note on page 5.

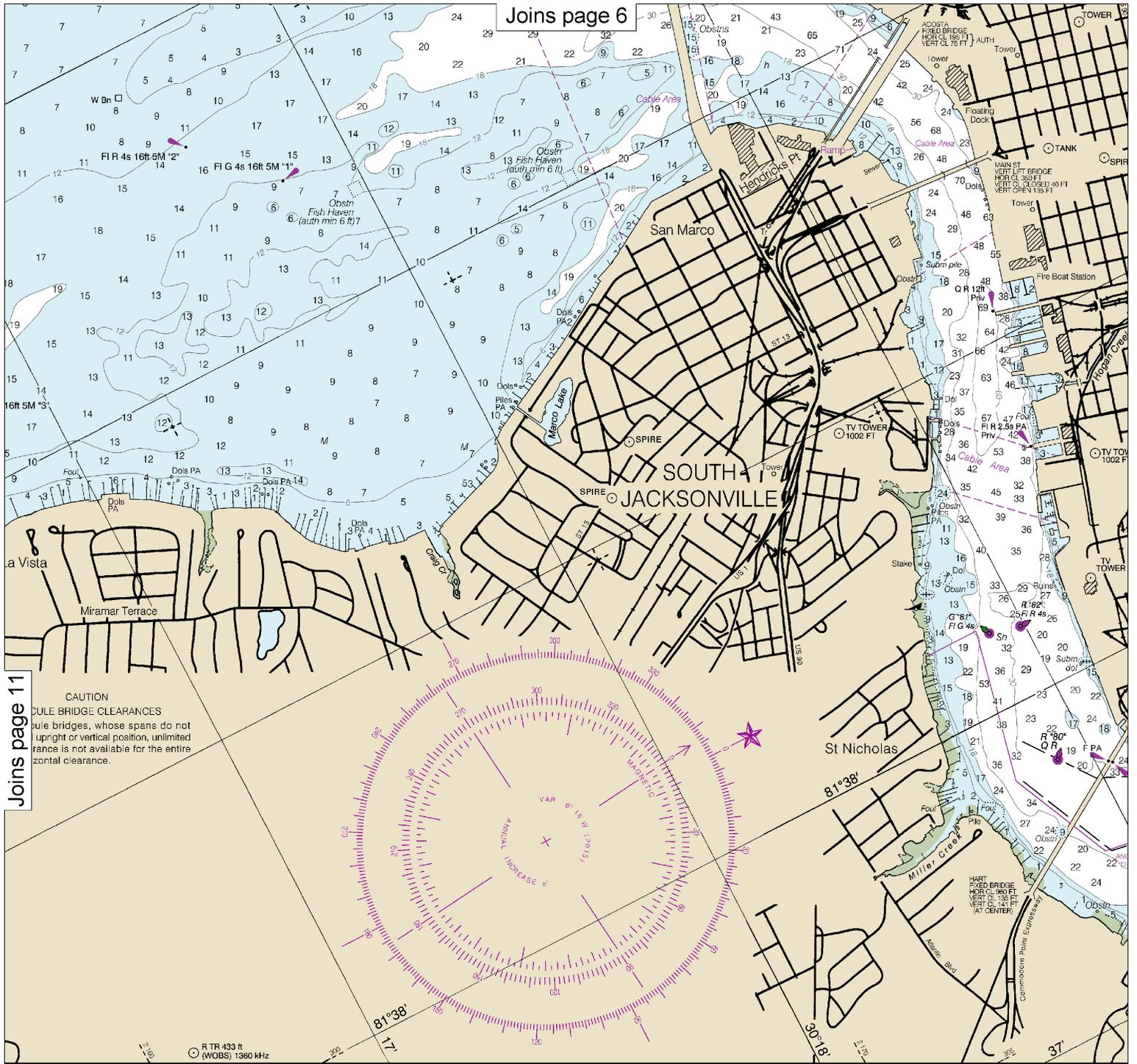




CONTINUED ON CHART 11492 (SIDE A)

ST. JOHNS RIVER CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL. 2015 AND SURVEYS TO JUL. 2015								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ST. JOHNS BAR CUT RANGE, EAST SECTION	48.6	50.1	49.4	45.9	7-15	800	3.76	50
ST. JOHNS BAR CUT RANGE, WEST SECTION	38.8	38.7	38.0	38.1	7-15	780	1.3	13
MAYPORT ENTRANCE CHANNEL	40.5	43.0	46.4	40.5	12-14	VARIABLE	1.3	13
PILOT TOWN CUT RANGE	33.7	40.9	42.6	42.3	6.7-15	780	1.4	14

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



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Joins page 11

Joins page 18

**CAUTION**  
 UNUSUAL BRIDGE CLEARANCES  
 Some bridges, whose spans do not  
 lie upright or vertical position, unlimited  
 clearance is not available for the entire  
 horizontal clearance.

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

**NOTE X**  
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation,  
 some Federal laws apply. The Three Nautical Mile Line, previously identified as the  
 outer limit of the territorial sea, is retained as it continues to depict the jurisdictional  
 limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast  
 of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain  
 in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the  
 jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical  
 mile Exclusive Economic Zone were established by Presidential Proclamation.  
 Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject  
 to modification.

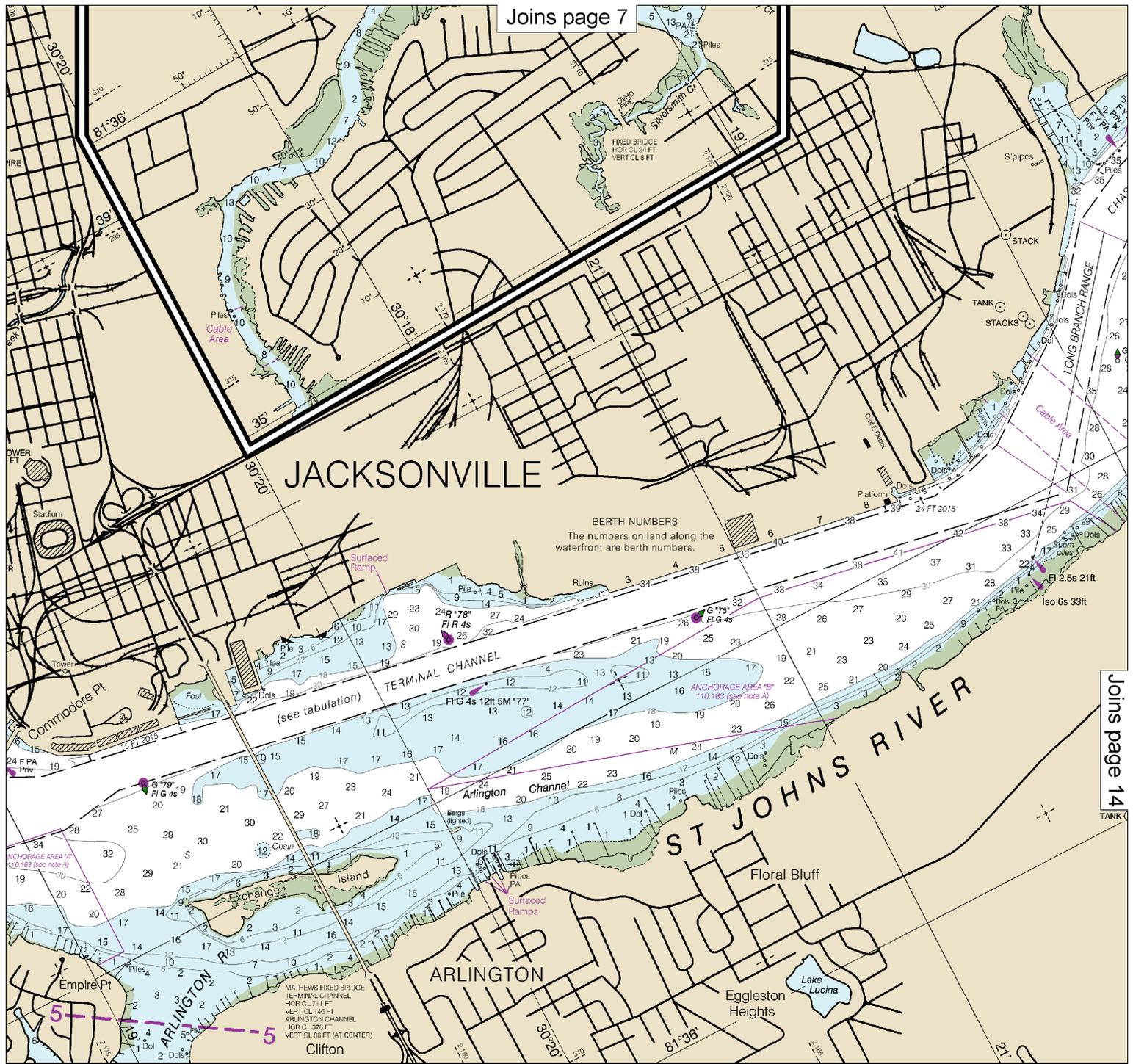
**PUBLIC BOATING INSTRUCTION PROGRAMS**  
 The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary  
 (USCGAUX), national organizations of boatmen, conduct extensive boating  
 instruction programs in communities throughout the United States. For  
 information regarding these educational courses, contact the following sources:

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Note: Chart grid lines are aligned with true north.



See Note on page 5.



JOINS ARLINGTON RIVER EXTENSION

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.

CAUTION

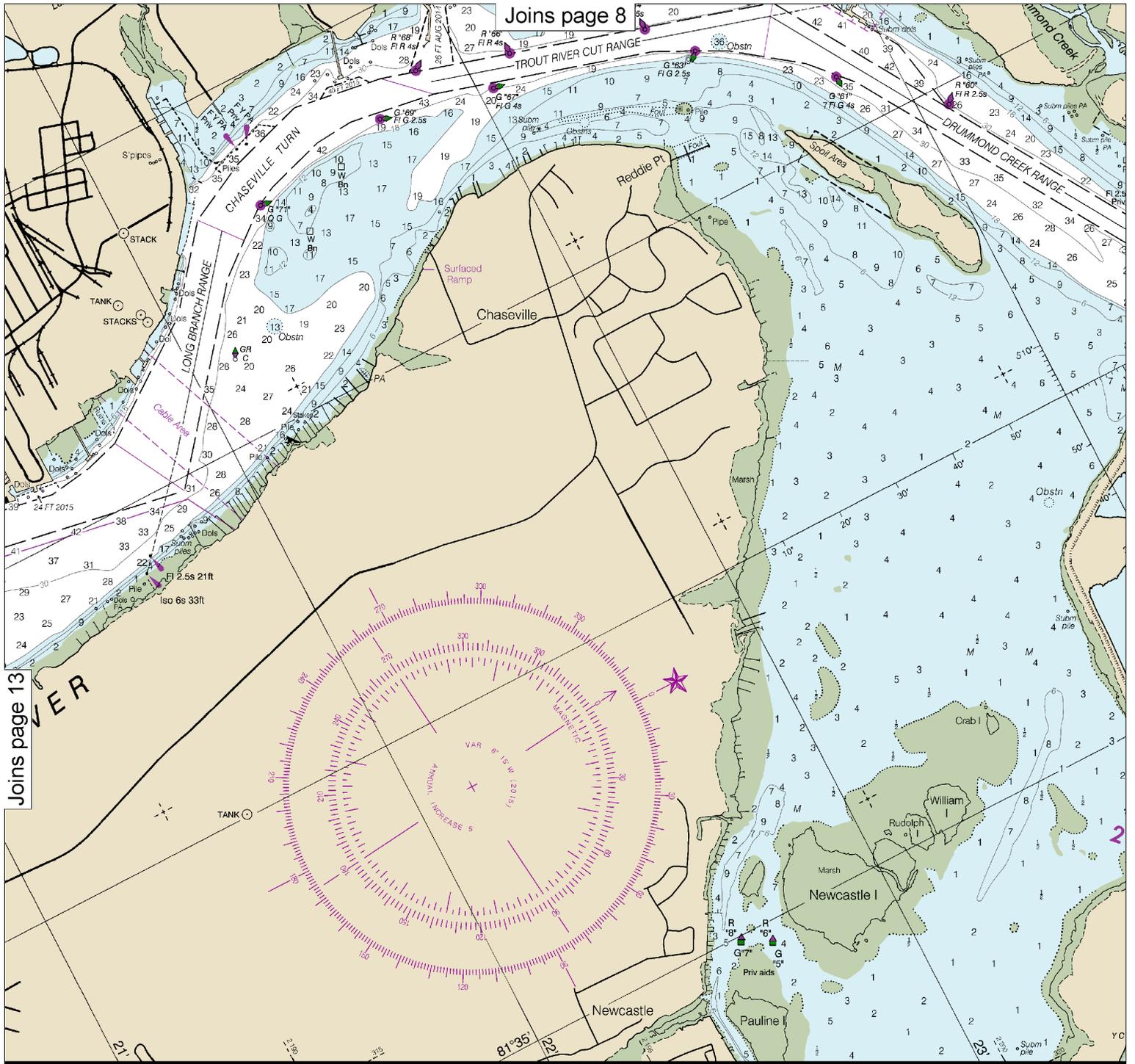
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and

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 squares should be kept on the starboard side of the vessel and aids with yellow circles should be kept on the port side

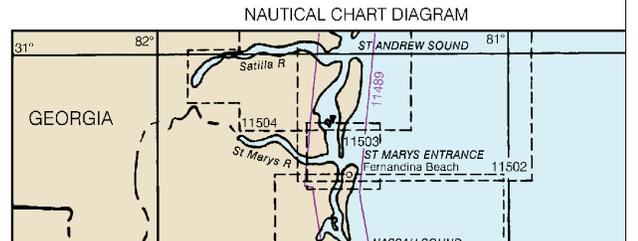


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MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE  
CITY TELEPHONE NUMBER  
Jacksonville, FL \*(904) 741-4311  
\*Recording (24 hours daily)

OFFICE HOURS  
8:30 AM-5:00 PM (Mon.-Fri.)

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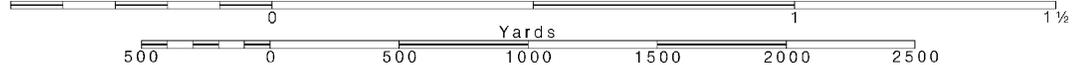
**14**

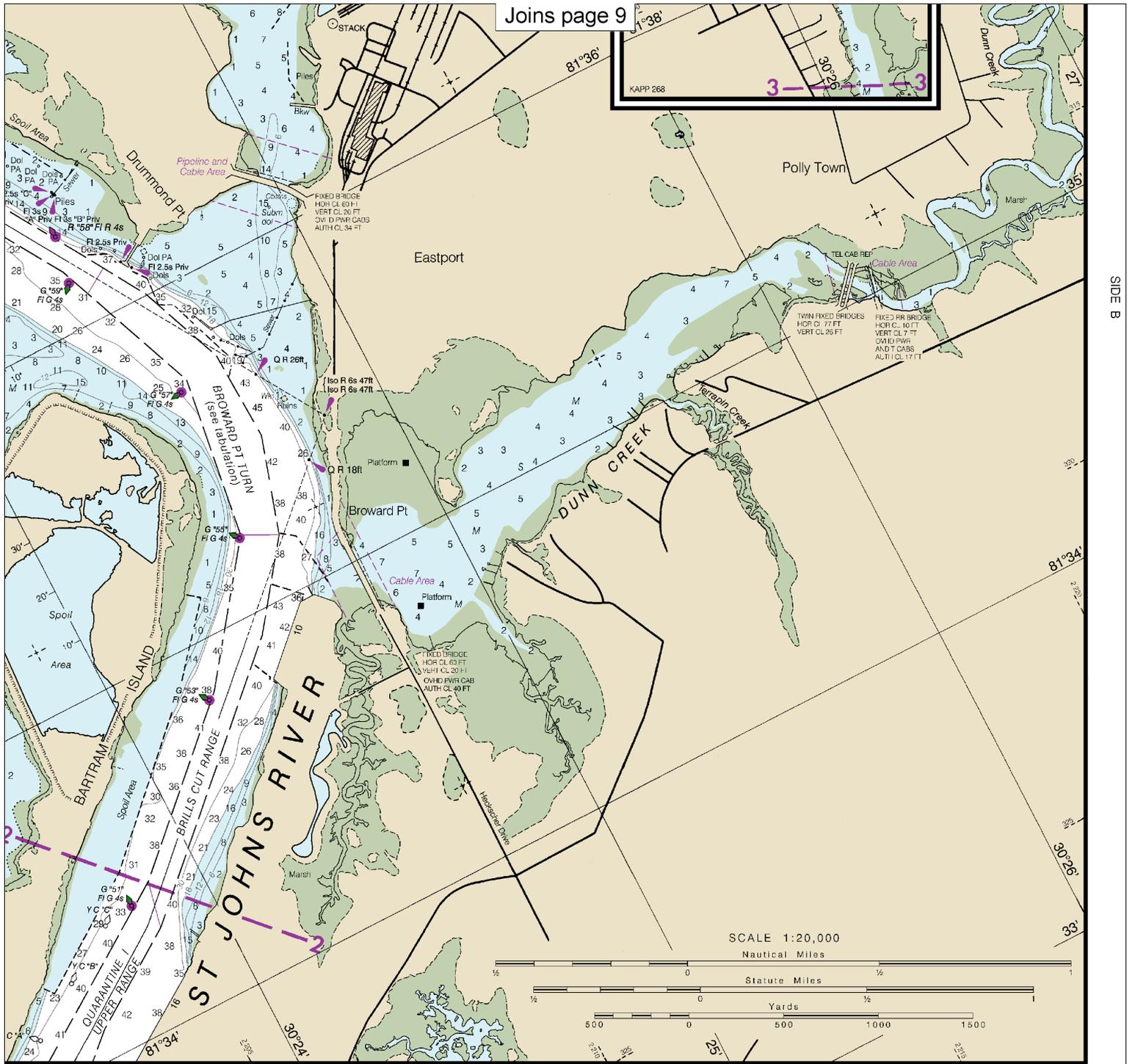
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

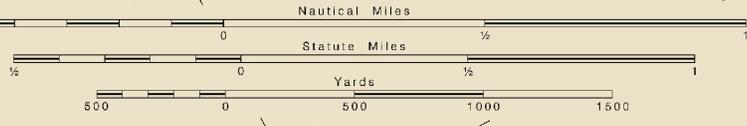
See Note on page 5.





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SCALE 1:20,000



JOINS SIDE A

11491

Mercator Projection  
Scale 1:20,000 at Lat. 30°20'

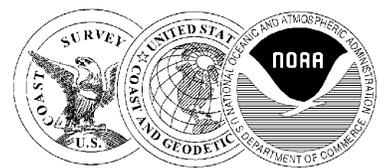
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

North American Datum of 1983  
(World Geodetic System of 1984)

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

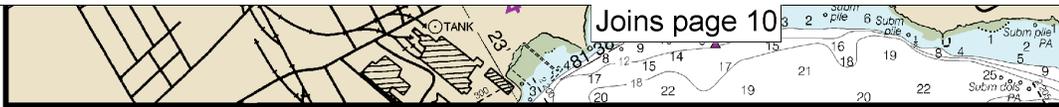
HEIGHTS  
Heights in feet above Mean High Water.

# NAUTICAL CHART 11491

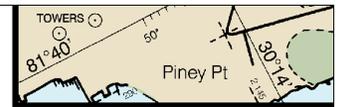


THE NATION'S CHARTMAKER SINCE 1807

Joins page 21 **FLORIDA**



Joins page 10



11491

JOINS PANEL AT RIGHT

**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.

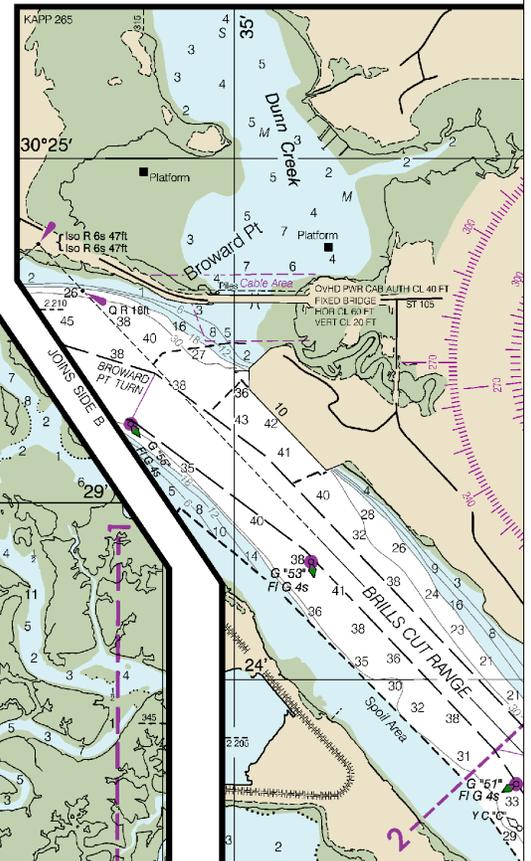
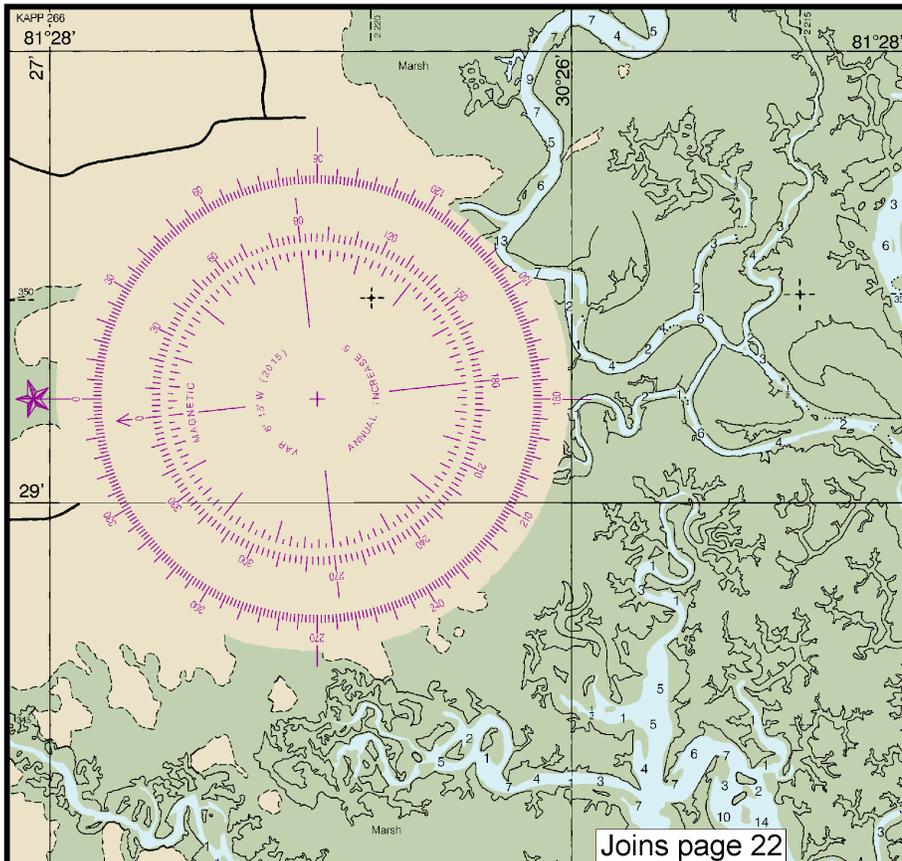
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not 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.

**CAUTION**

**WARNINGS CONCERNING LARGE VESSELS**

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.



**16**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



CONTINUED ON CHART 11492 (SIDE A)

ST. JOHNS RIVER CHANNEL DEPTHS						PROJECT DIMENSIONS		
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)								
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
ST. JOHNS BAR CUT RANGE, EAST SECTION	48.6	50.1	49.4	45.9	7-15	800	3.76	50
ST. JOHNS BAR CUT RANGE, WEST SECTION	38.8	38.7	38.0	38.1	7-15	760	1.92	40
MAYPORT ENTRANCE CHANNEL	40.5	43.0	46.4	40.5	12-14	VARIES	1.30	50
PILOT TOWN CUT RANGE	33.7	40.9	42.6	42.3	6.7-15	760	1.02	40
MAYPORT CUT RANGE	41.3	42.7	42.5	42.2	12-14	700	0.53	40
SHERMAN CUT RANGE	43.4	43.3	42.7	34.2	12-14	625	0.47	40
MILE POINT LOWER RANGE AND TURN	37.9	41.7	40.3	28.4	6-15	625	0.82	40
TRAINING WALL REACH	41.1	41.1	40.6	36.9	12-14	475-625	1.49	40
SHORT CUT TURN	38.3	41.6	42.4	41.8	12-14	575	0.56	40
WHITE SHELLS CUT RANGE	37.7	40.9	41.0	42.3	12-14	450-600	0.90	40
ST. JOHNS BLUFF REACH	39.5	42.4	37.4	37.4	6-15	600	0.90	40
DAMES PT-FULTON CUTOFF	31.7	39.9	40.2	39.6	2-15	475	2.89	40
DAMES PT. TURN	39.3	42.4	41.9	41.3	3-15	1175	0.41	40
QUARANTINE I. UPPER RANGE	37.2	40.4	41.5	39.4	3-15	525	0.93	40
BRILLS CUT RANGE	38.4	40.9	40.8	37.7	3-15	425-600	1.16	40
BROWARD POINT TURN	26.4	42.0	42.5	41.7	3.6-15	600	0.92	40
BLOUNT ISLAND CHANNEL	29.6	33.4	33.6	33.0	2-15	300	2.23	36
BLOUNT ISLAND EAST CHANNEL	13.4	17.6	19.4	15.6	12-14	300	1.00	30
BLOUNT ISLAND MARINE TERMINAL ENTRANCE CHANNEL	33.8	36.5	36.1	33.2	3-15	415	0.8	38
BERTHS 1 & 2	28.6	32.0	31.6	23.6	3-15	572	0.2	36

NOTE: THE RANGE LIGHTS DO NOT IN EVERY INSTANCE MARK THE CENTERLINE OF THE CHANNEL.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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

Ⓟ Pump-out facilities

**TIDAL INFORMATION**

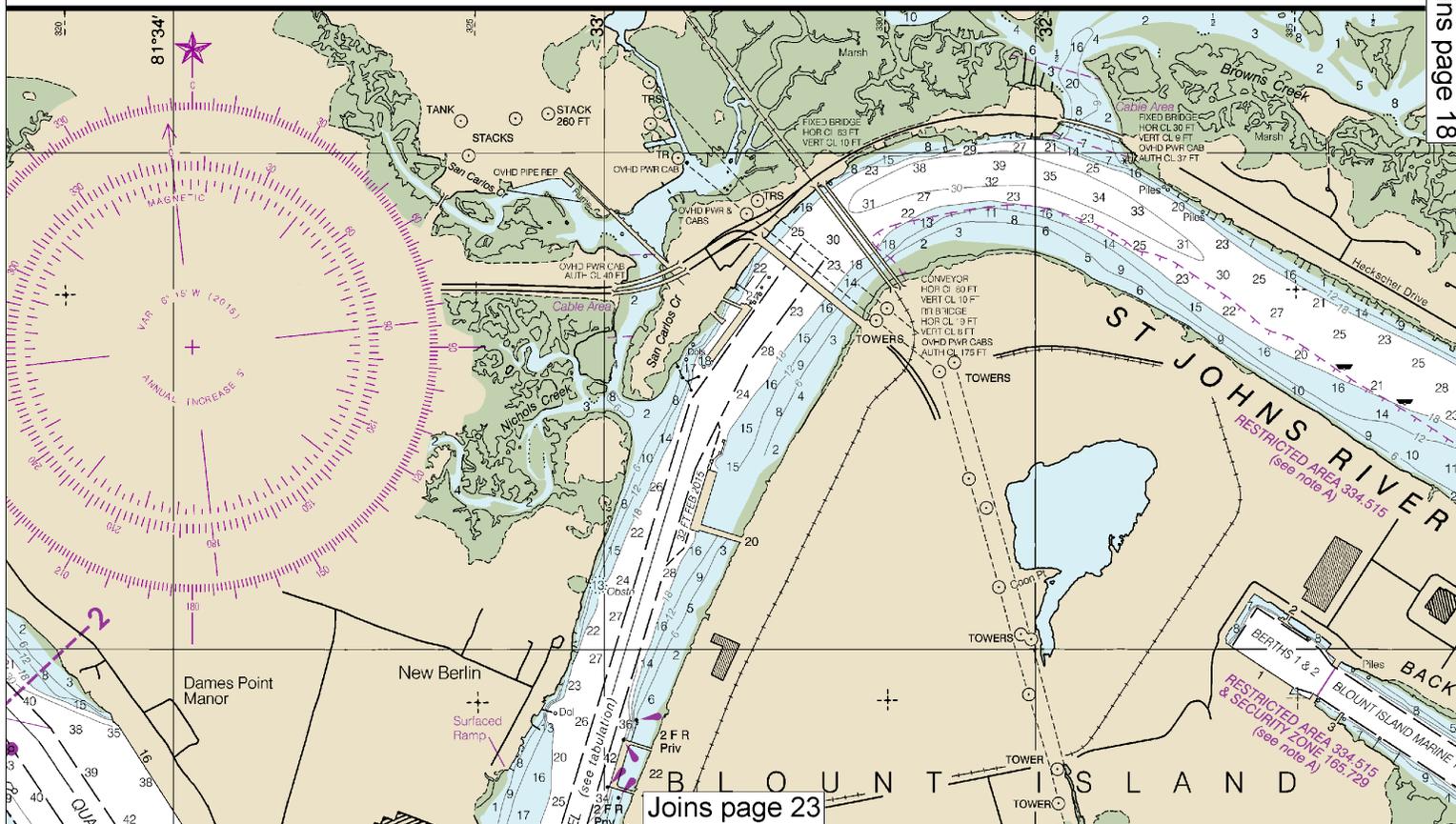
Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

**CAUTION**

This chart has been corrected from the Notice to Mariners weekly by the National Geospatial-Intelligence Agency and the Mariners (LNM) issued periodically by each U.S. Coast Guard dates shown in the lower left hand corner. Chart updates correct Mariners published after the dates shown in the lower left hand corner. [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**INTRACOASTAL WATERWAY**

The project depth is 12 feet from Ferrandine Beach to Fort Pierce, then 10 feet to Miami. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.



R TR 433 ft  
(WOBS) 1360 KHz

**NOTE X**

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

**PUBLIC BOATING INSTRUCTION PROGRAMS**

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), 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, NC 27612, 919-821-0281.  
USCGAUX - 7th Coast Guard District, 51 Southwest Ave., Miami, FL 33130, 305-350-5697 or USCG Headquarters (G-BAU), Washington, DC 20593-0001.

**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 morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Is isophase	s seconds	SEC sector
Bn beacon	LT HO lighthouse	Or orange	St M statute miles
C can	M nautical mile	Q quick	VQ very quick
DIA diaphone	m minutes	R red	W white
F fixed	MICRO TR microwave tower	Ra Ref radar reflector	WHIS whistle
Fl flashing	Mir marker	R Bn radiobeacon	Y yellow

**Bottom characteristics:**

Blds 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	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.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: - - - - -			

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

Ⓟ Pump-out facilities

**TIDAL INFORMATION**

Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

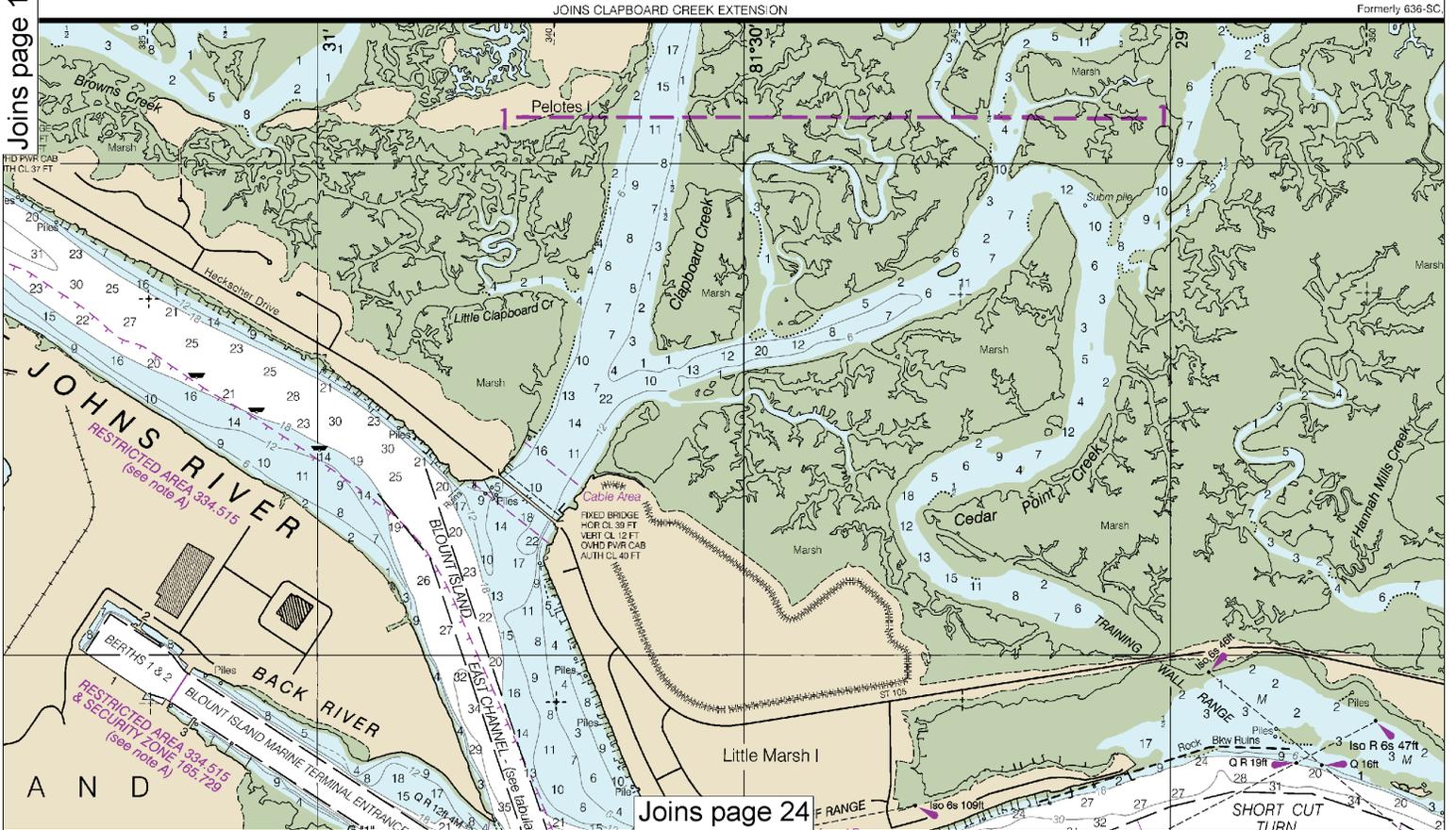
**CAUTION**

Chart has been corrected from the Notice to Mariners (NM) published by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the chart in the lower left hand corner. Chart updates corrected from Notice to Mariners after the dates shown in the lower left hand corner are available at [tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov).

**INTRACOASTAL WATERWAY**

The project depth is 12 feet from Fernandina Beach to Fort Pierce, then 10 feet to Miami. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

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A N D

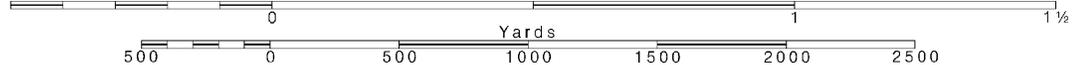
**18**

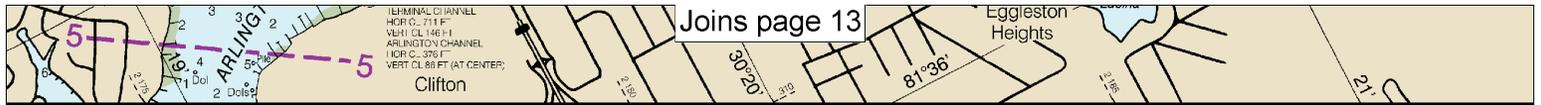
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





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JOINS ARLINGTON RIVER EXTENSION

**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.

**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)

**PLANE COORDINATE GRID**

(based on NAD 1927)

The Florida State plane coordinate grid (East Zone) is indicated on this chart at 5,000 foot intervals thus:

The last three digits are omitted.

**NOTE A**

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. 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.

**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.

**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**

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

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**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).

**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.

MARINE WEATHER NATIONAL WEATHER SERVICE CITY Jacksonville, FL

\*Recording (24 hr)

NOAA WEATHER SERVICE CITY Jacksonville, FL

BROADWAY

CITY

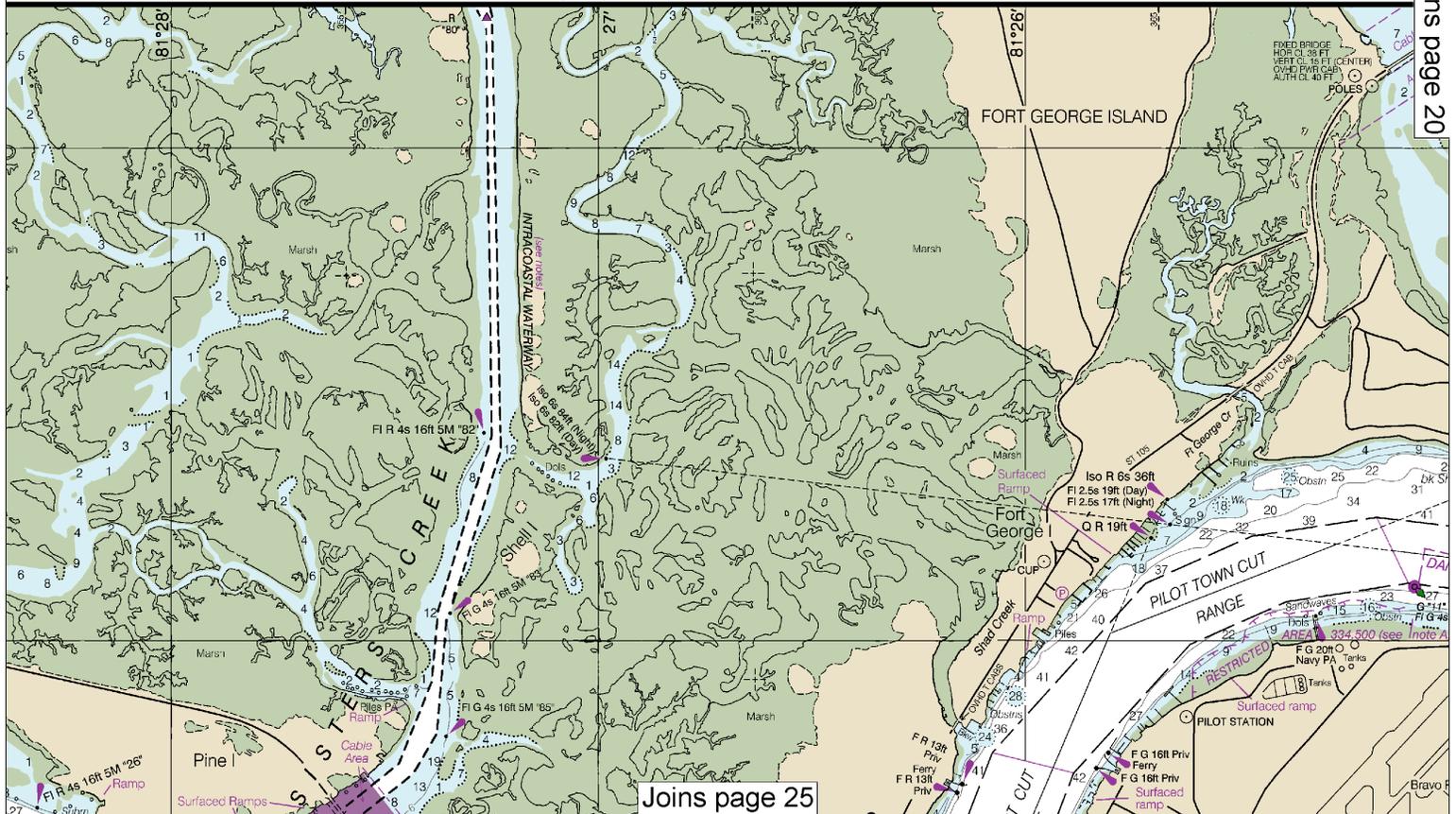
Mayport, FL

\*Preceded by an

Distress calls for channel 16 (156)

C, 1st. Edition 1964 KAPP 265

CONTINUED ON CHART 11489 (SIDE B)



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Joins page 20

MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Jacksonville, FL	*(904) 741-4311	8:30 AM-5:00 PM (Mon.-Fri.)
*Recording (24 hours daily)		

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Jacksonville, FL	KHB-39	162.550	24 hours daily

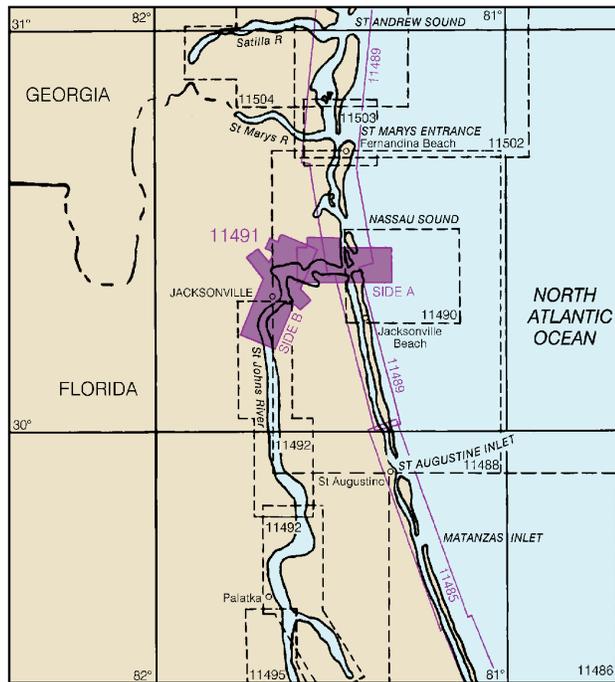
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS  
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROADCAST-EST	SPECIAL WARNING
Mayport, FL	NMA-10	2670 kHz	1:20 AM & PM	*On receipt
		157.100 MHz	7:15 AM, 5:15 PM	*On receipt

\*Preceded by announcement on 2182 kHz / 156.800 MHz

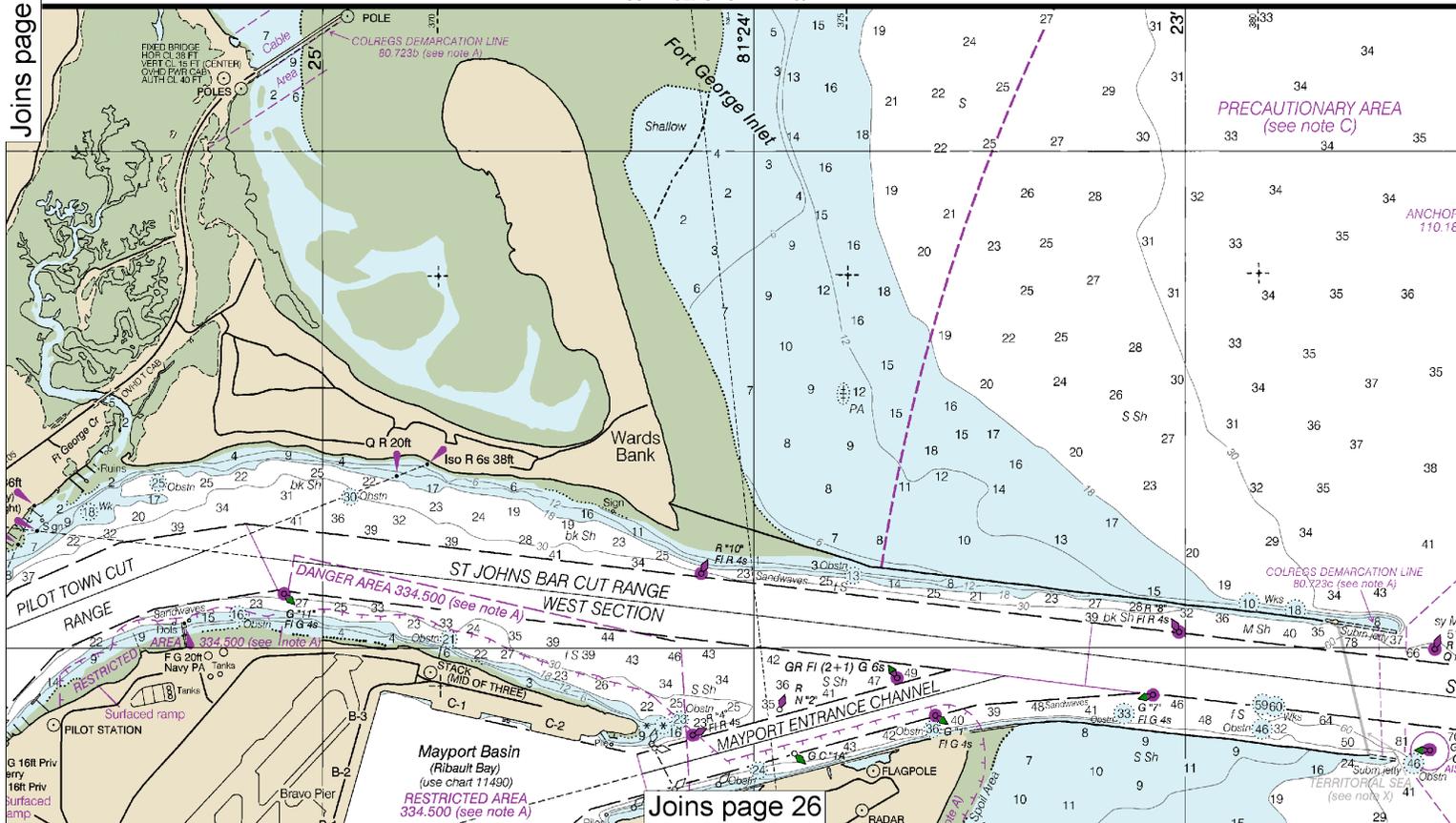
Distress calls for small craft are made on 2182 kHz or channel 16 (156.800 MHz) VHF.

NAUTICAL CHART DIAGRAM



CONTINUED ON CHART 11488

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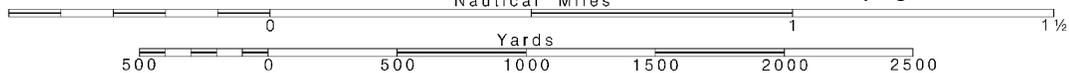


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





JOINS SIDE A

11491

Mercator Projection  
Scale 1:20,000 at Lat. 30°20'

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

North American Datum of 1983  
(World Geodetic System of 1984)

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

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 4 for important supplemental information.

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 0.861" northward and 0.661" eastward to agree with this chart.

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

# NAUTICAL CHART 11491



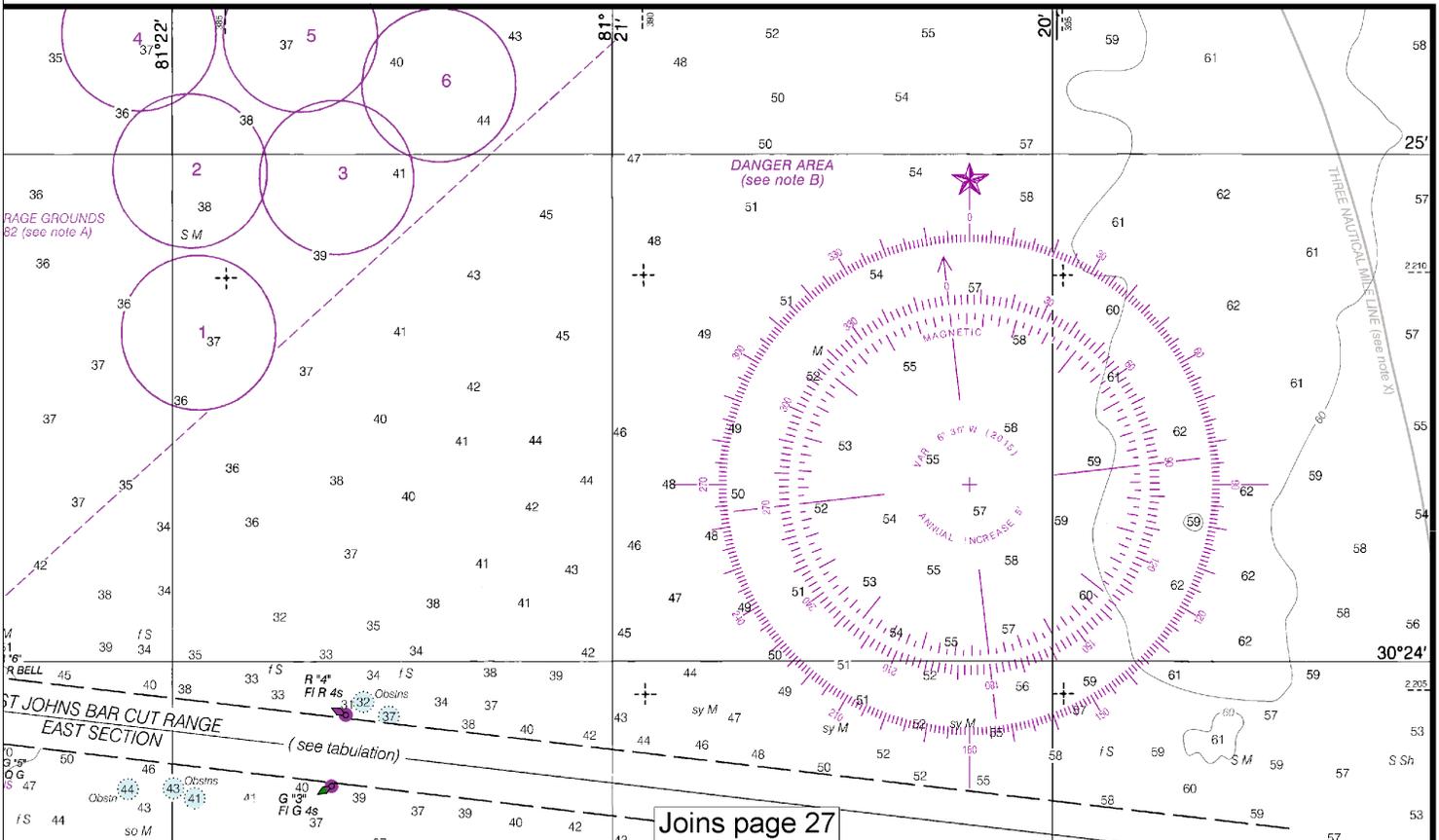
THE NATION'S CHARTMAKER SINCE 1807

FLORIDA

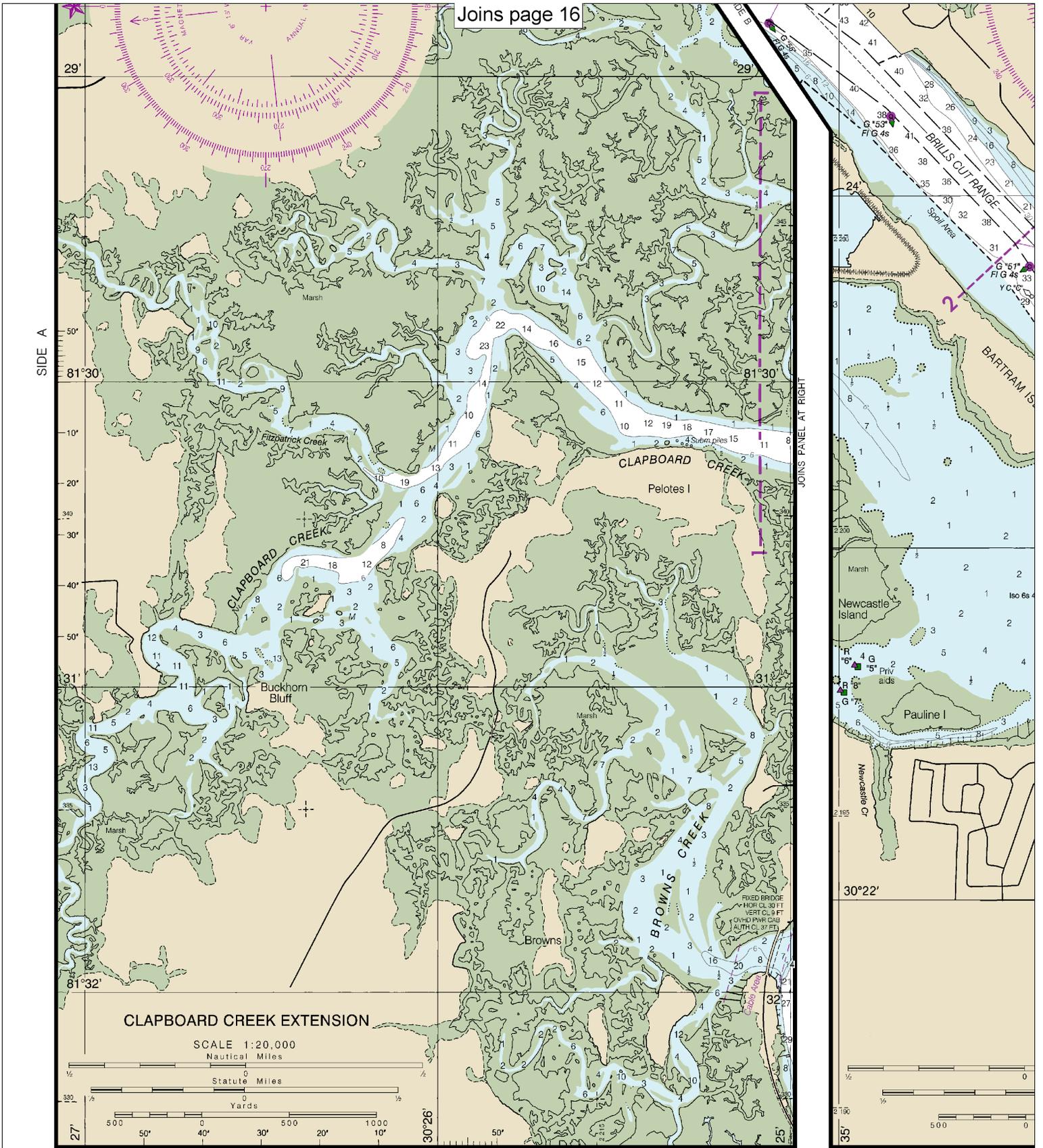
# ST JOHNS RIVER ATLANTIC OCEAN TO JACKSONVILLE

Chart 11491

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



CONTINUED ON CHART 11488

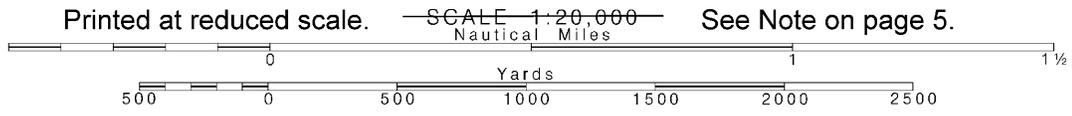


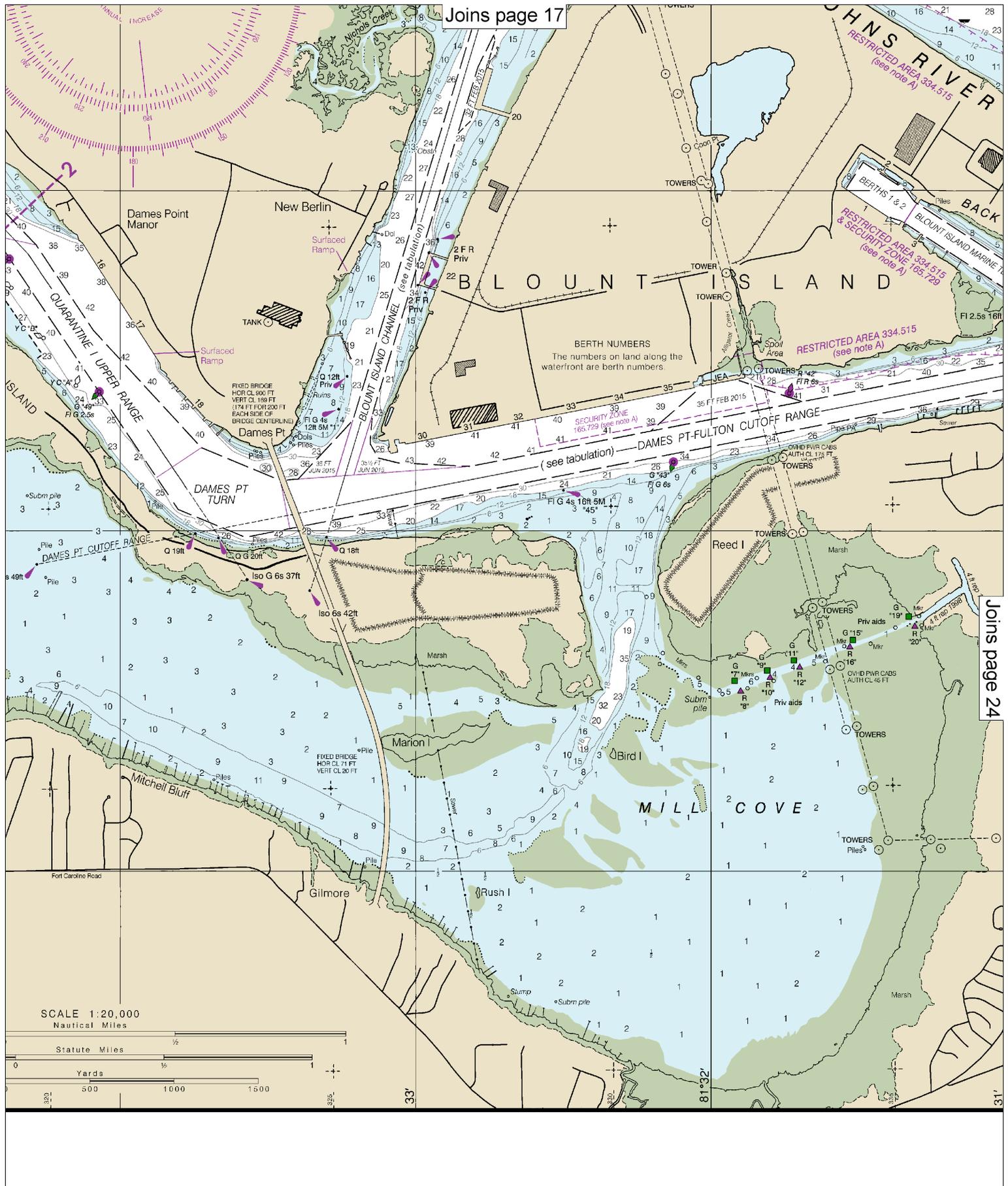
11491

39th Ed., Feb. 2015. Last Correction: 2/15/2017. Cleared through:  
LNM: 0517 (1/31/2017), NM: 0617 (2/11/2017)



Note: Chart grid lines are aligned with true north.





RESTRICTED AREA 334.515  
(see note A)

BERTHS 1 & 2  
BLOUNT ISLAND MARINE T

RESTRICTED AREA 334.515  
& SECURITY ZONE 165.729  
(see note A)

RESTRICTED AREA 334.515  
(see note A)

BERTH NUMBERS  
The numbers on land along the waterfront are berth numbers.

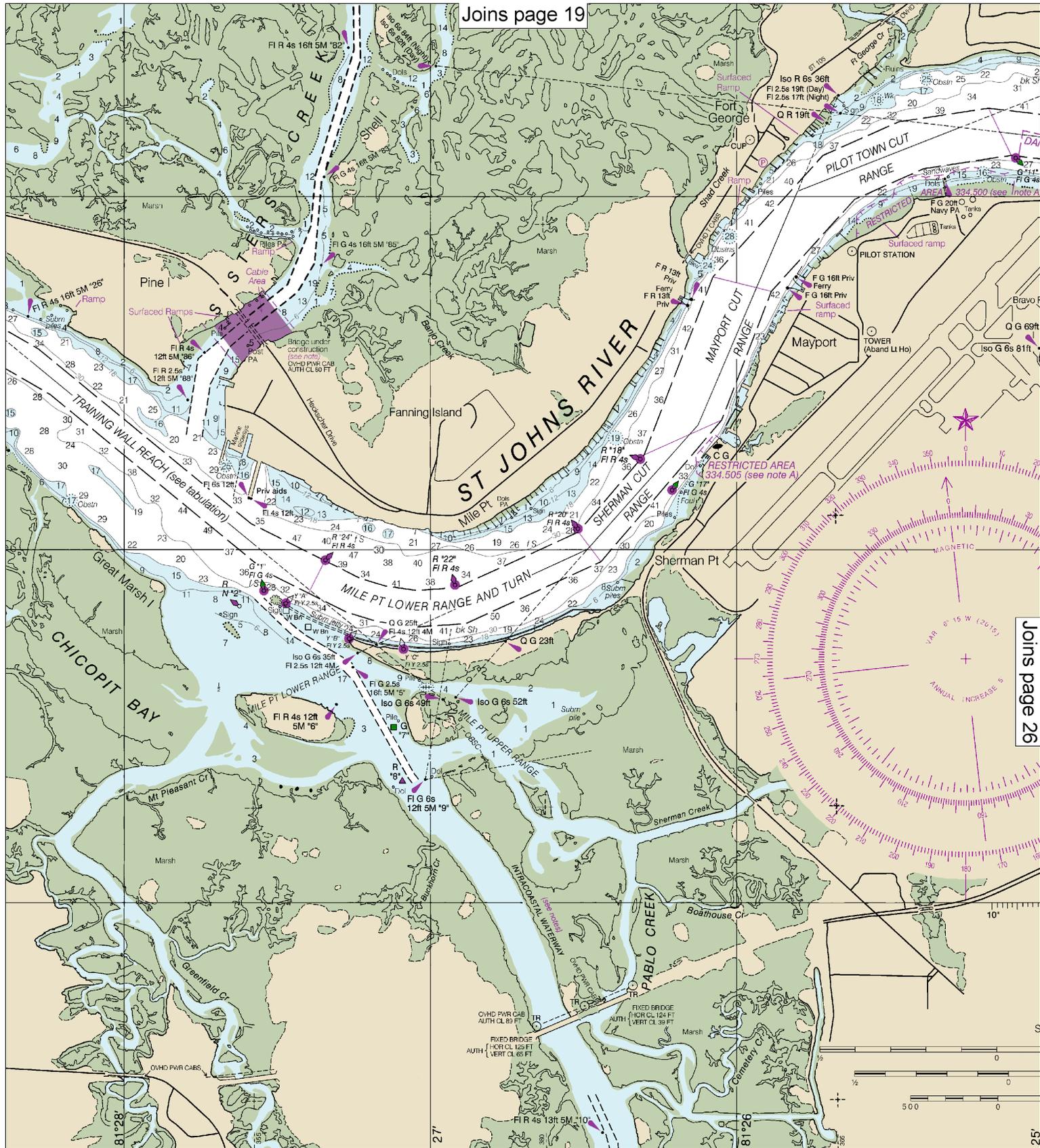
SECURITY ZONE  
165.729 (see note A)

(see tabulation)

SCALE 1:20,000  
Nautical Miles







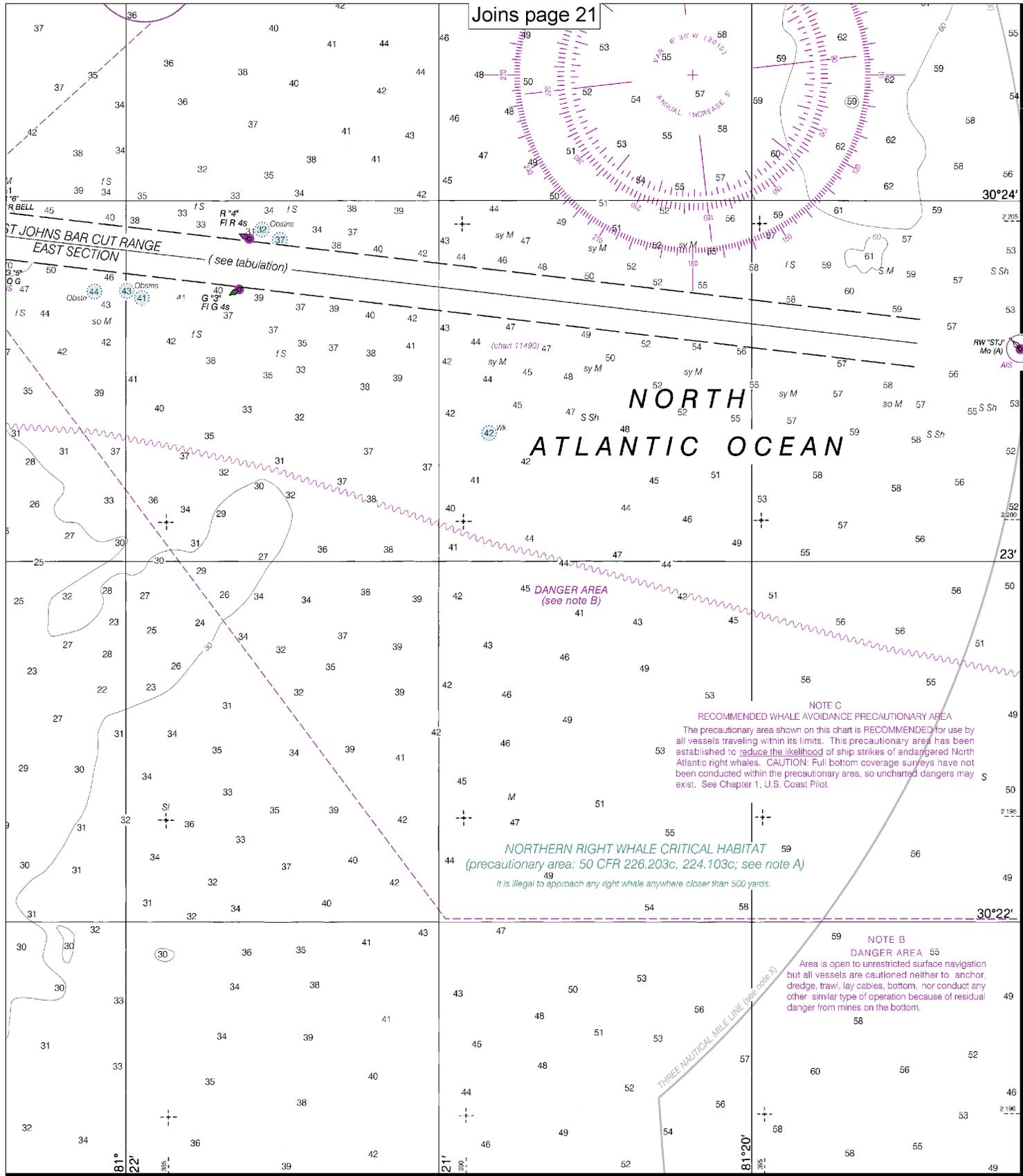
CONTINUED ON CHART 11489 (SIDE B)

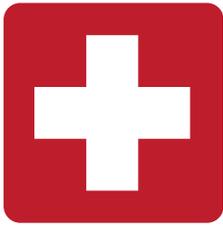


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CONTINUED ON CHART 11488

SIDE A  
CONTINUED ON CHART 11490





EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

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

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

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

## Quick References

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



— 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.