

# BookletChart™

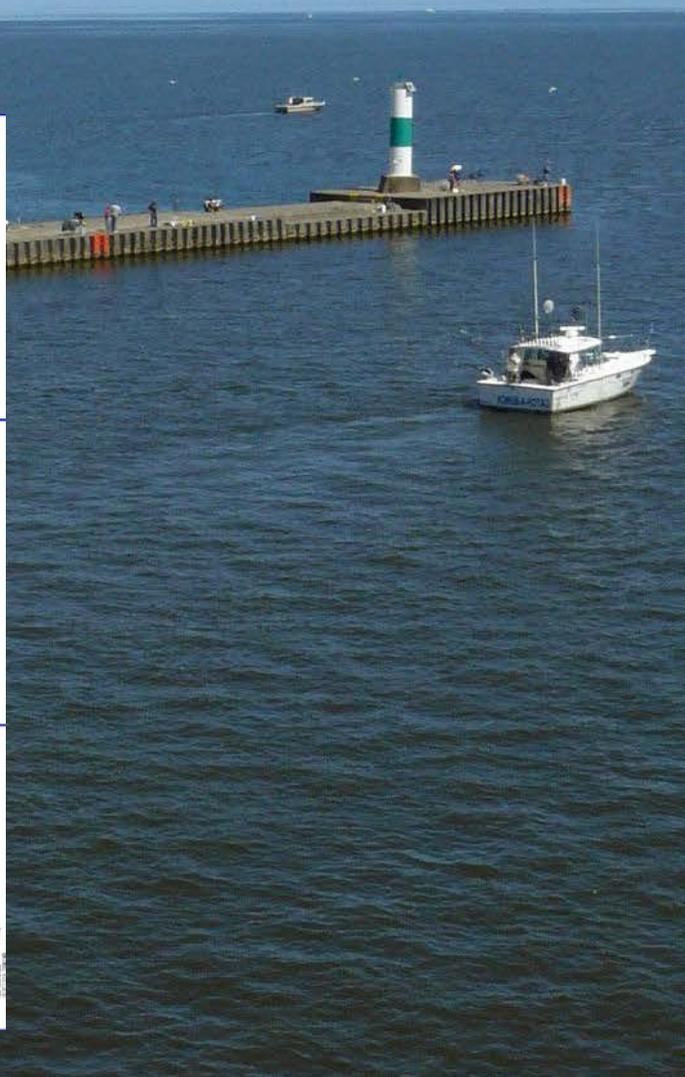
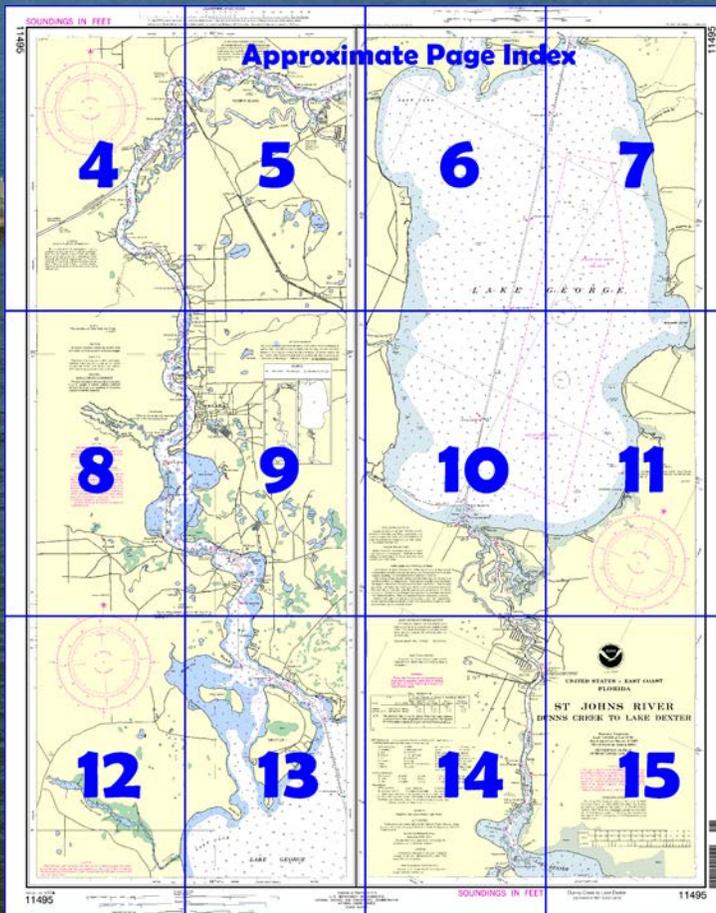


## St. Johns River – Dunns Creek to Lake Dexter NOAA Chart 11495

*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](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.

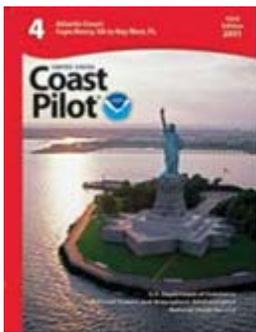
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11495>.



**(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. Some of these places

are winter resorts while others are centers of farming districts and citrus groves. Deep-draft vessels go as far as just below the Main Street Bridge. 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.

**Intracoastal Waterway.**—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.)

**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.

Four areas in the St. Johns River are considered to be particularly troublesome. These areas are listed in order of ascension when proceeding from sea. 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. The vessel with the fair current should initiate a proposal for meeting or passing and the vessel stemming the current should hold as necessary.

**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



**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](http://nauticalcharts.noaa.gov/service/navmanagers)

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>









NOTE C  
The controlling centerline depth was 12 feet.  
June 2001

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

CAUTION  
Numerous fish traps and stakes have been reported in  
the area of this chart; some may be submerged. Small  
craft should use caution when operating outside the main  
channel.

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.

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

CAUTION  
Obstructive snags are reported to exist in  
the Oklawaha River.

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 sub-  
marine 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.

NOTE D  
ST. JOHNS RIVER  
The controlling centerline depth from Mt. Royal Bn. 60  
to Lake George Bn. 1 was 12 feet; thence 9 feet to Lake  
Dexter Bn. 13.  
June 2001

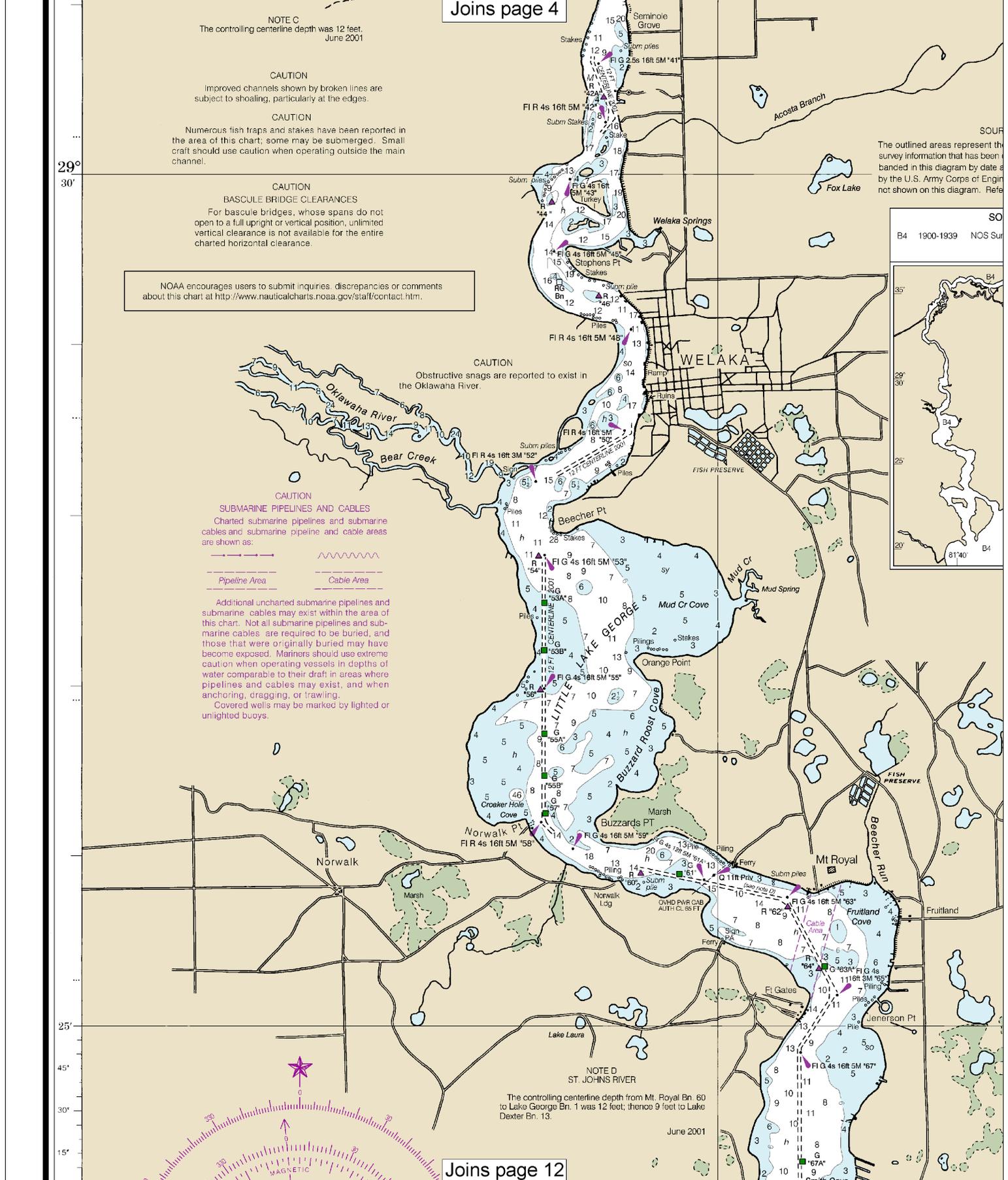
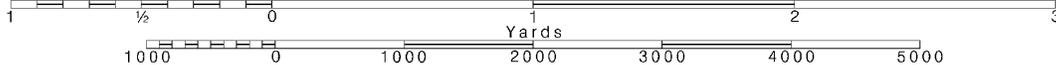
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

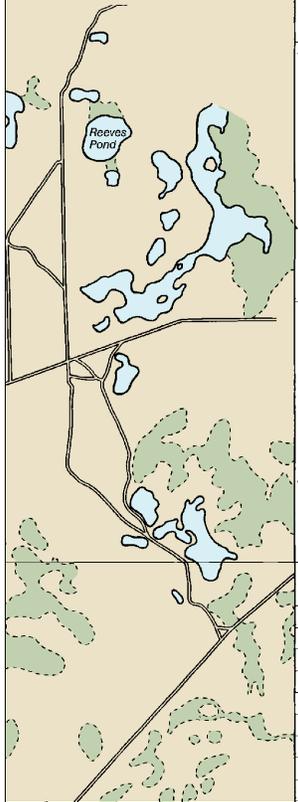
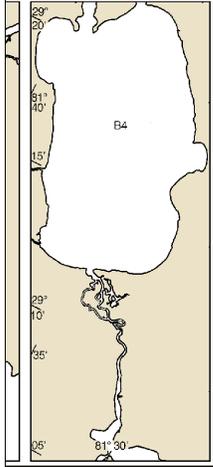


Note: Chart grid  
lines are aligned  
with true north.

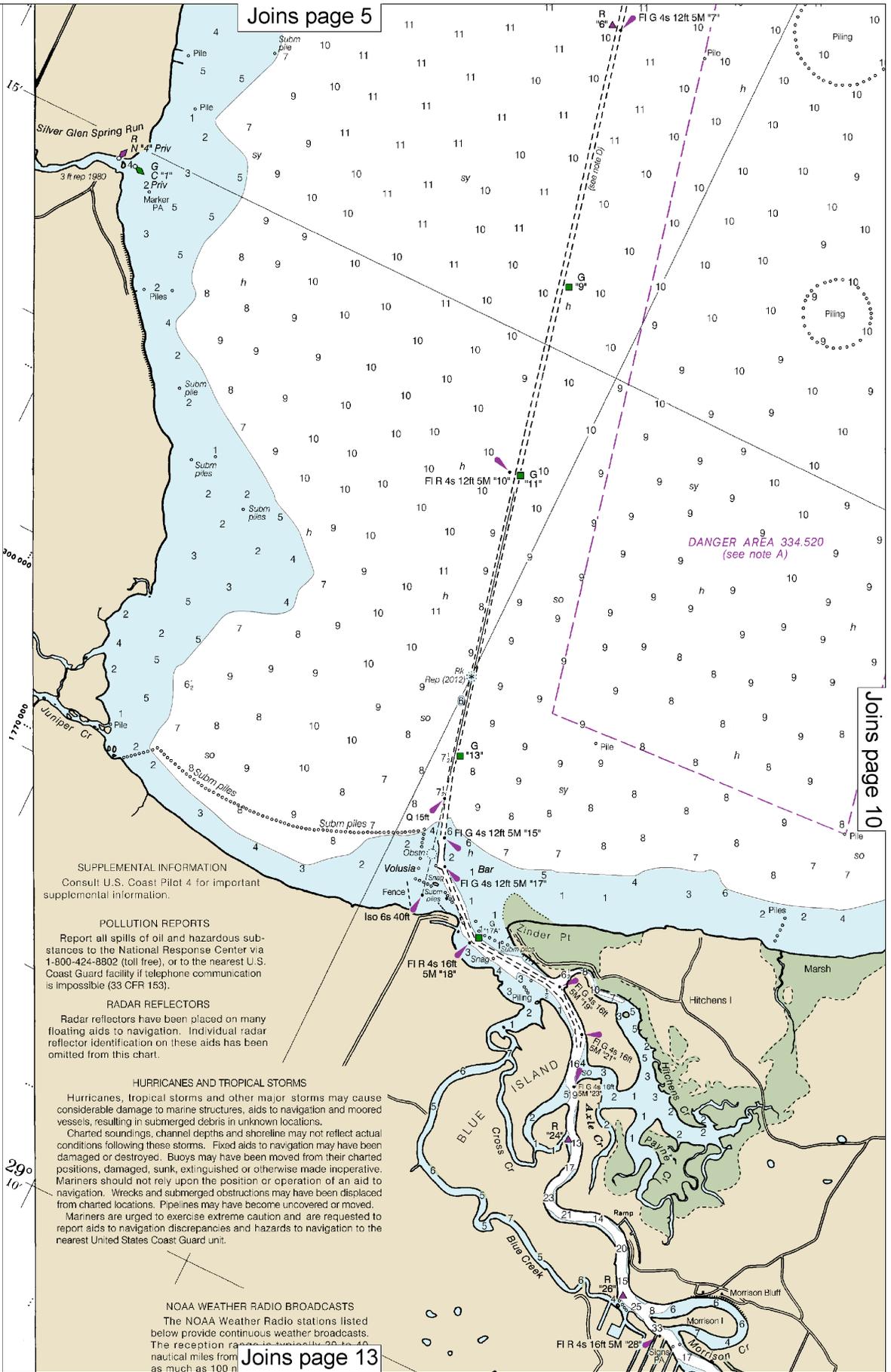


**SOURCE DIAGRAM**  
The limits of the most recent hydrographic survey have been evaluated for charting. Surveys have been conducted by the U.S. Coast and Geodetic Survey and other agencies. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are referred to in Chapter 1, United States Coast Pilot.

**SOURCE**  
Surveys partial bottom coverage



29° 30'



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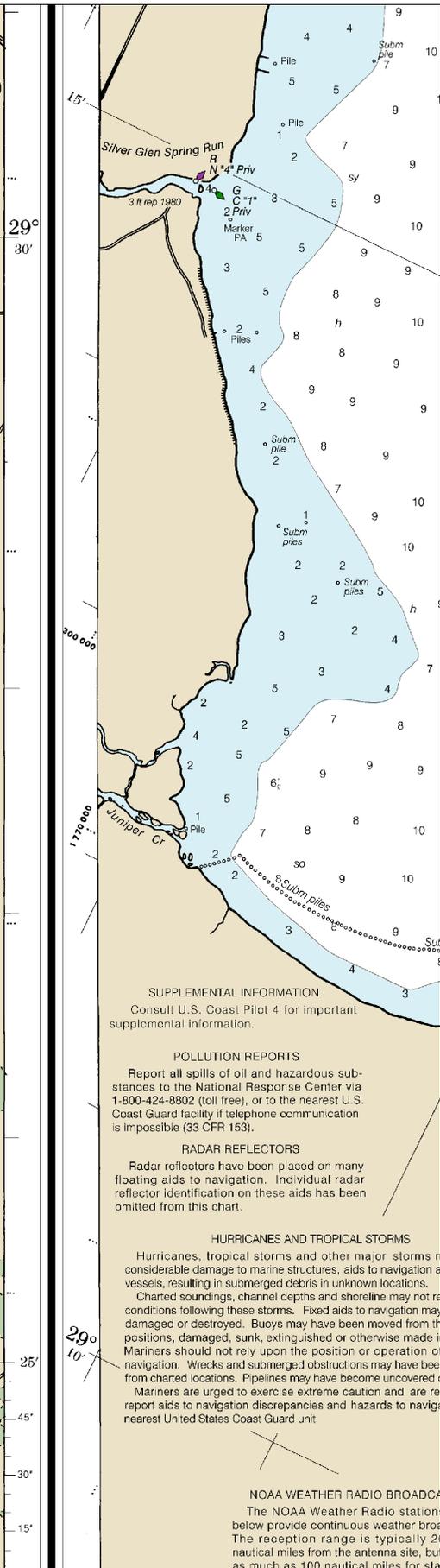
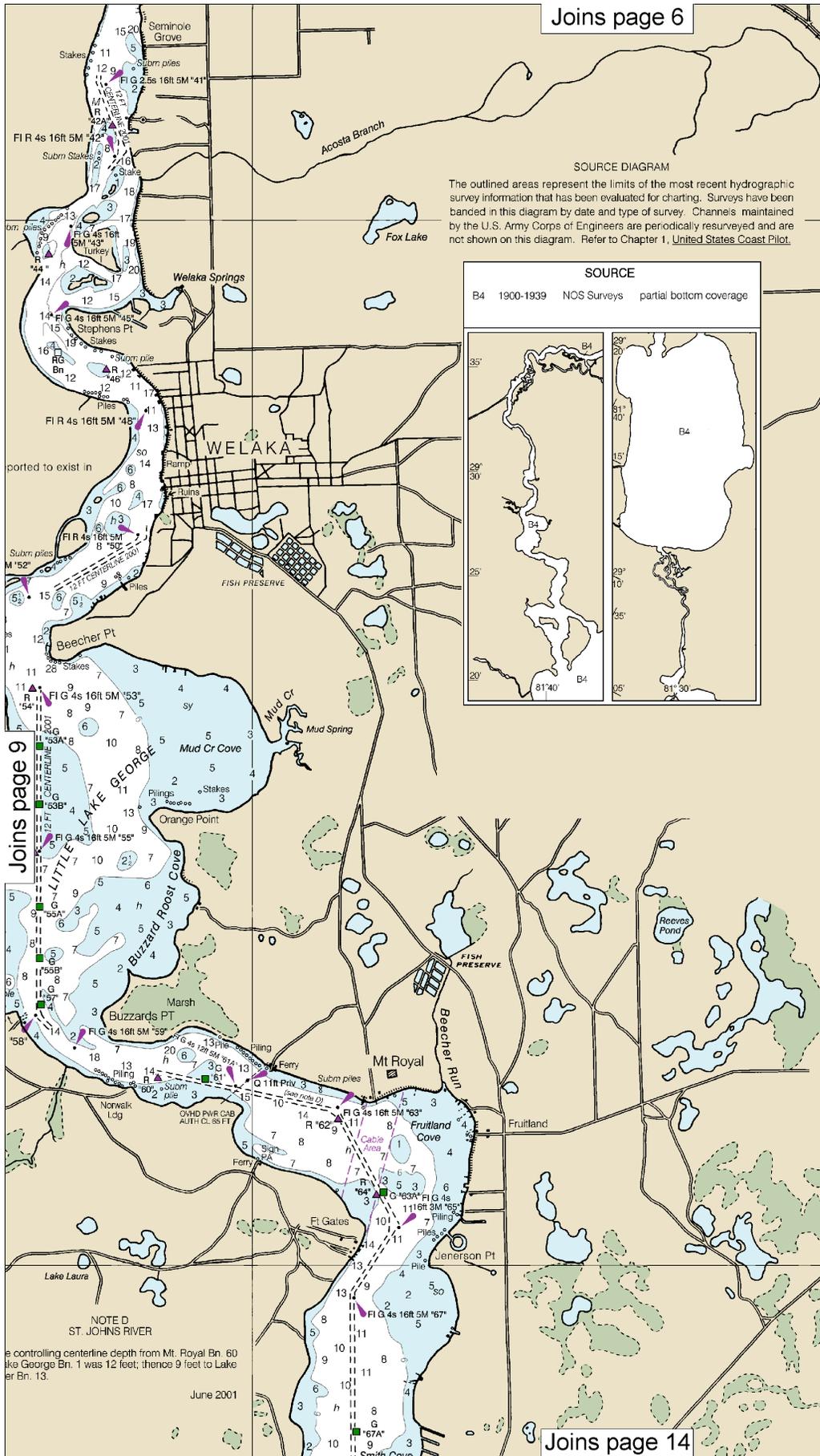
**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 4 for important supplemental information.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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

**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.

**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 station, but may be as much as 100 nautical miles from the station.



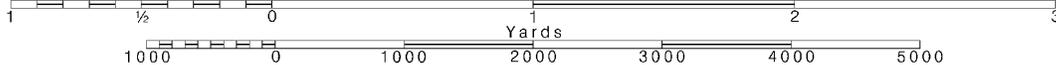
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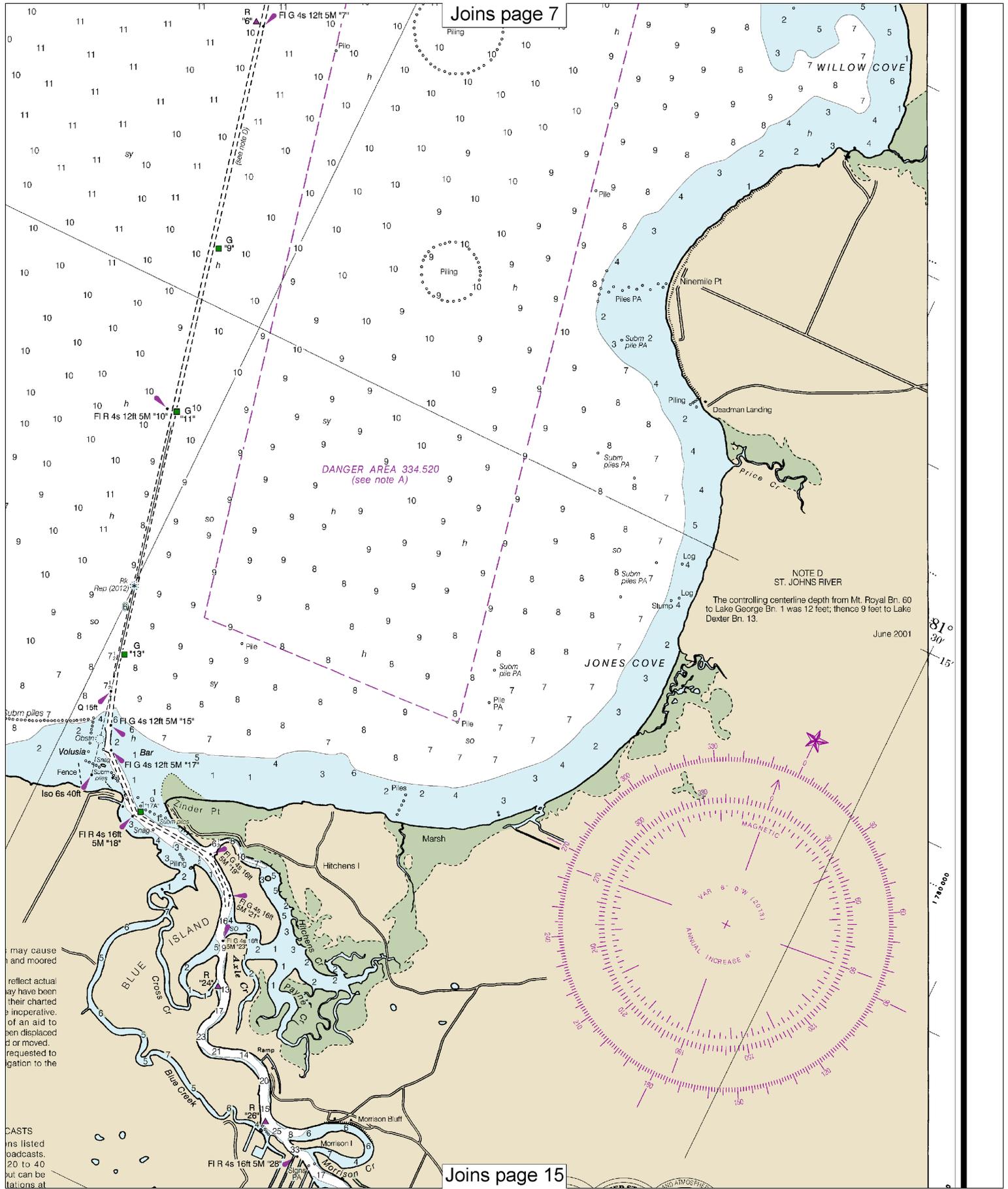
Note: Chart grid lines are aligned with true north.

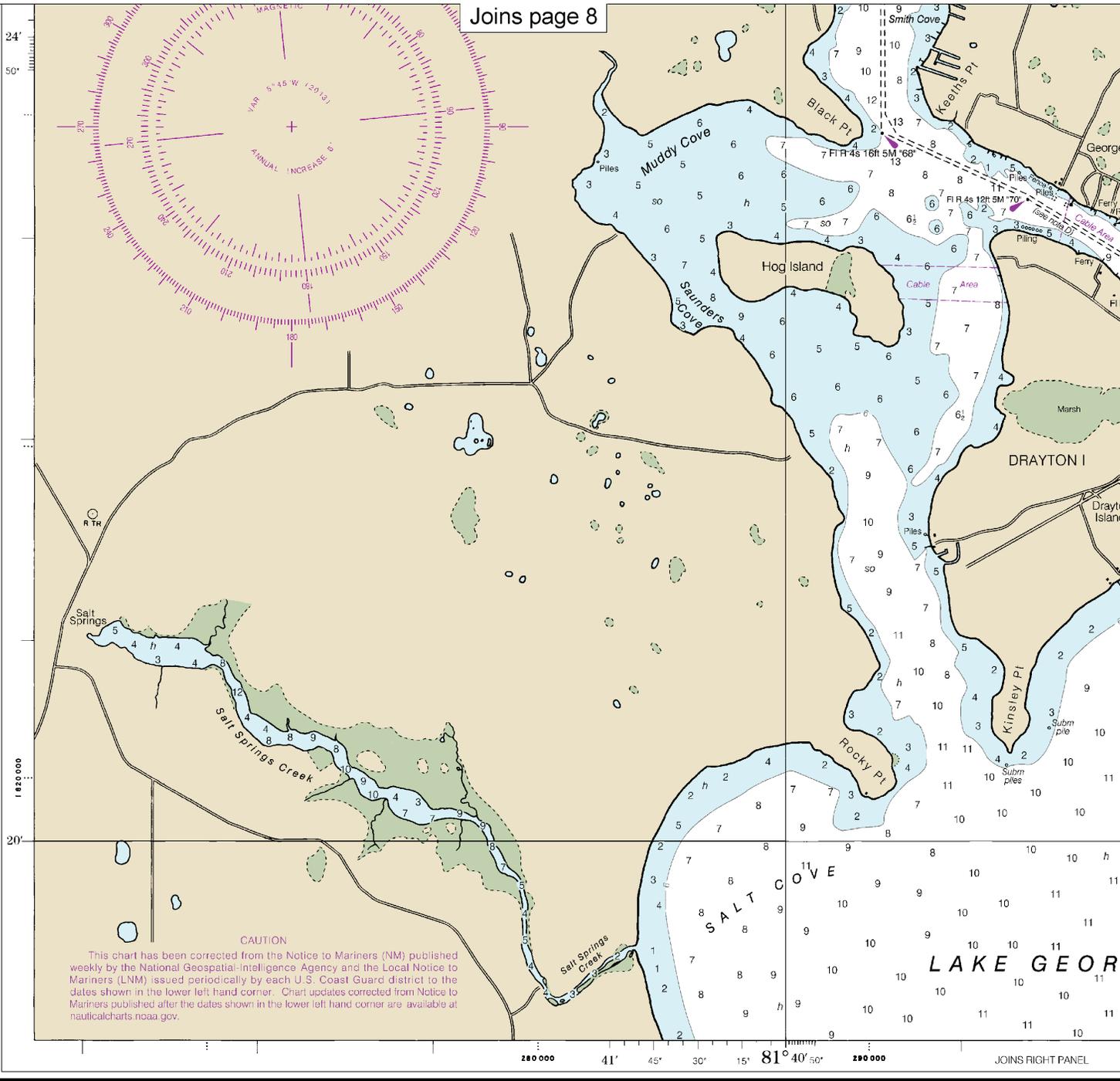
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SCALE 1:40,000  
Nautical Miles

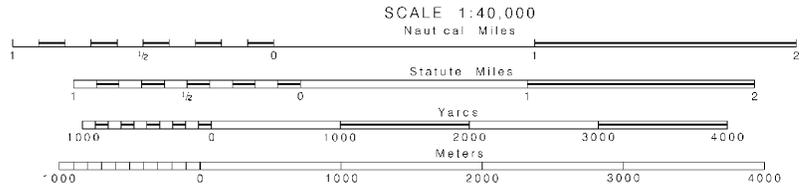
See Note on page 5.







11495



17th Ed., Nov. 2013. Last Correction: 2/12/2016. Cleared through: LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

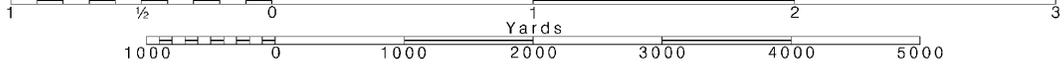
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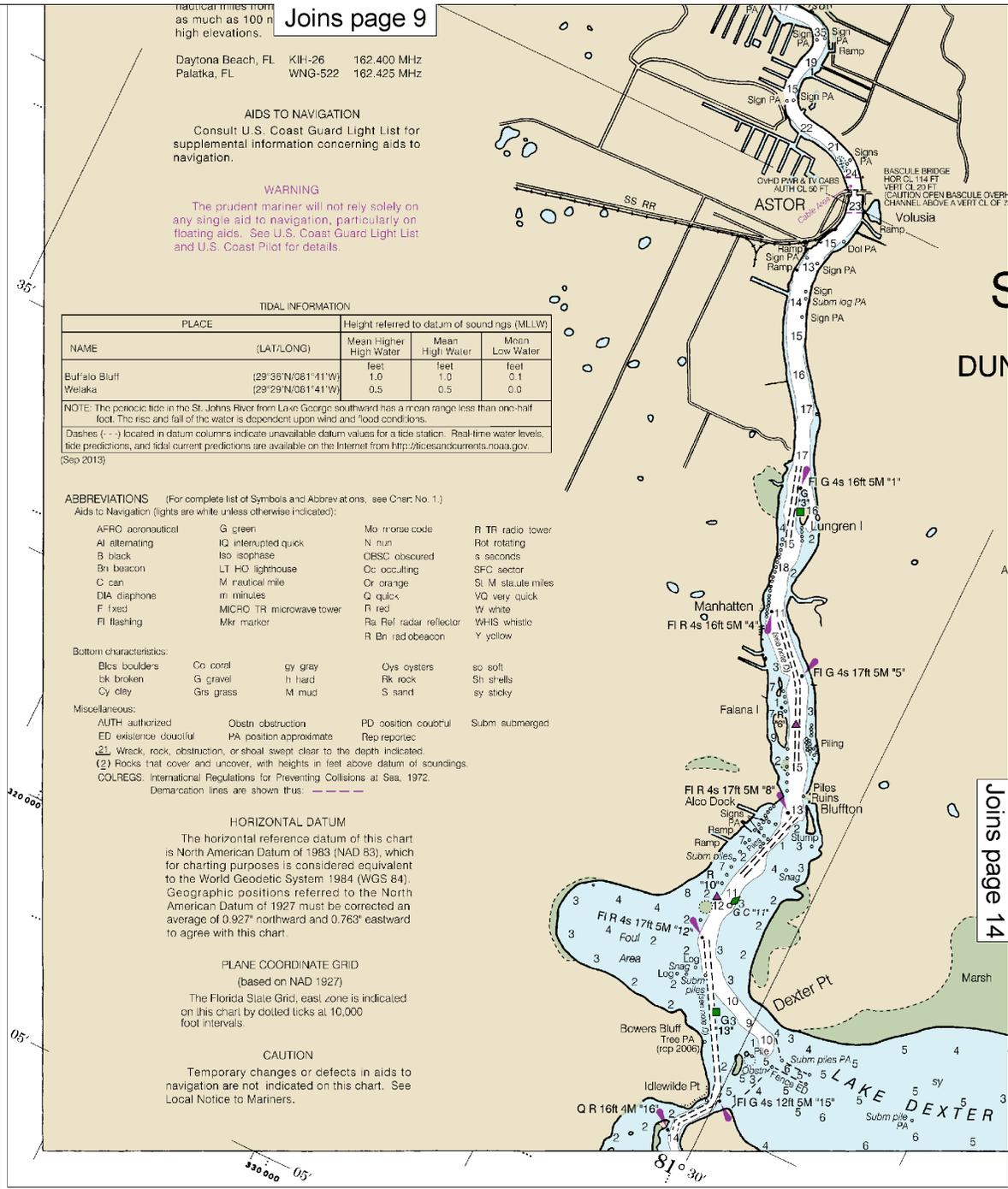
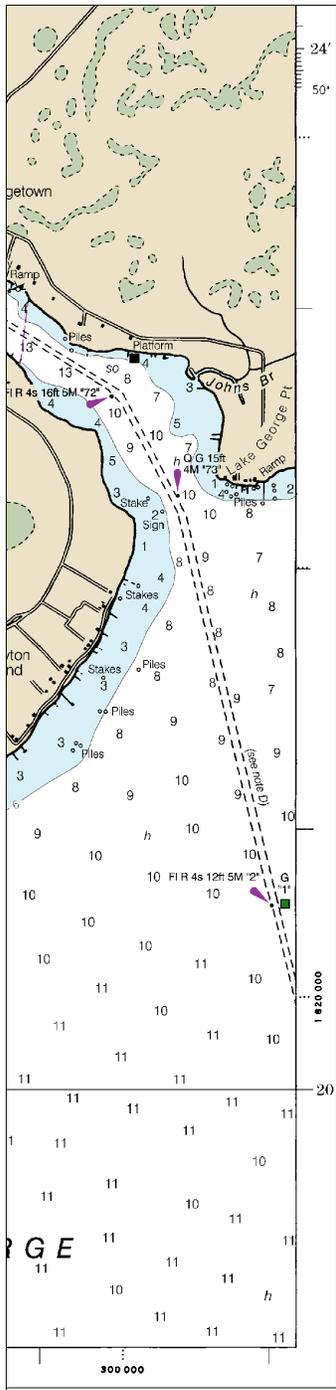
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.





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nautical miles from  
as much as 100 n  
high elevations.

Daytona Beach, FL KIH-26 162.400 MHz  
Palatka, FL WNG-522 162.425 MHz

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

**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.

**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
Buffalo Bluff	(29°36'N/081°41'W)	feet	feet	feet
Wekiwa	(29°29'N/081°41'W)	1.0	1.0	0.1
		0.5	0.5	0.0

NOTE: The periodic tides in the St. Johns River from Lake George southward has a mean range less than one-half foot. The rise and fall of the water is dependent upon wind and "load" conditions.  
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 2013)

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

- Aids to Navigation (lights are white unless otherwise indicated):
- AFRO aeronautical
  - Al alternating
  - B black
  - Bn beacon
  - C can
  - DIA diaphone
  - F fixed
  - Fl flashing
  - G green
  - IQ interrupted quick
  - ISO isophase
  - LT HO lighthouse
  - M nautical mile
  - m minutes
  - MICRO TR microwave tower
  - Mkr marker
  - Mo Morse code
  - N nun
  - OBSC obscured
  - Oc occulting
  - Or orange
  - Q quick
  - R red
  - Ra Ref radar reflector
  - R Bn radobeacon
  - R TR radio tower
  - Rot rotating
  - s seconds
  - SFC sector
  - Sl M statute miles
  - VQ very quick
  - W white
  - WHIS whistle
  - Y yellow
- Bottom characteristics:
- Bls boulders
  - bk broken
  - Cy clay
  - Co coral
  - G gravel
  - Gr grass
  - gy gray
  - h hard
  - M mud
  - Oys oysters
  - Rk rock
  - S sand
  - so soft
  - Sh shells
  - sy sticky
- Miscellaneous:
- AUTH authorized
  - ED existence doubtful
  - 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: ---
  - Obstr obstruction
  - PA position approximate
  - Rep reported
  - Subm submerged

**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 0.927" northward and 0.763" eastward to agree with this chart.

**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**

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

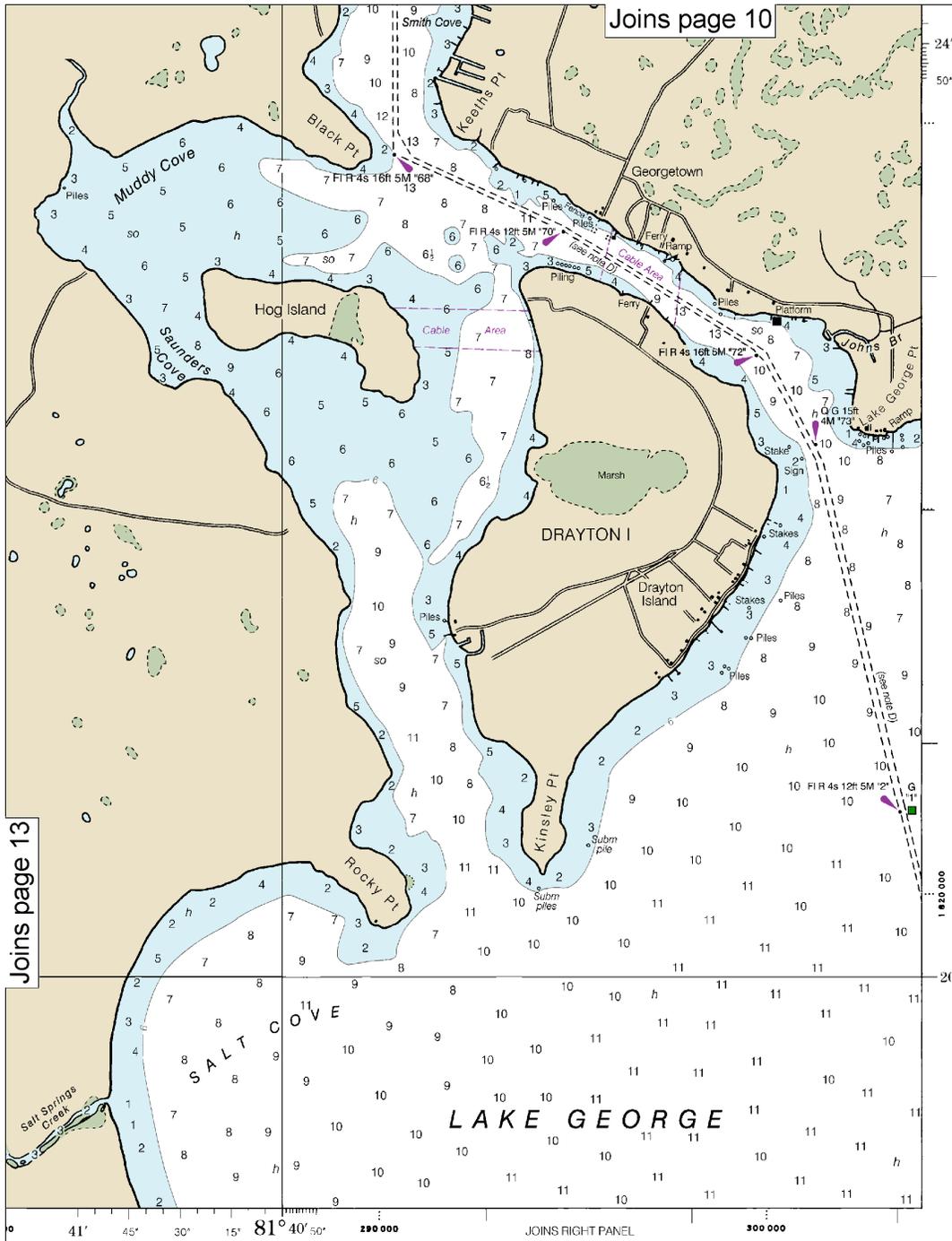
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U. S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

**SOUNDINGS IN FEET**

Dunns Creek t  
SOUNDINGS IN FEET



nautical miles from the antenna site, or as much as 100 nautical miles for stations with high elevations.

Daytona Beach, FL KIH-26 162.4  
Palatka, FL WNG-522 162.4

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

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**TIDAL INFORMATION**

PLACE	Height
NAME (LAT/LONG)	Mean High Water
Buffalo Bluff (29°36'N/081°41'W)	1.0
Welaka (29°29'N/081°41'W)	0.5

NOTE: The periodic tides in the St. Johns River from Lake George southward are not shown. The rise and fall of the water is dependent upon wind and flood. Dashes (---) located in datum columns indicate unavailable datum values for tide predictions, and tidal current predictions are available on the Internet from (Sep 2013).

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see the U.S. Coast Guard Light List.)  
Aids to Navigation (lights are white unless otherwise indicated):

AFRO aeronautical	G green	Mo moored
Al alternating	IQ interrupted quick	N nautical
B black	Is isophase	Obs observed
Bn beacon	LT LC lighthouse	Occ occulting
C can	M minute	Ord ordinary
DIA diaphane	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mkr marker	Ra red
		R.B. red buoy

**Bottom characteristics:**

Bls boulders	Co coral	gy gray
bk broken	G gravel	h hard
Cy clay	Gr grass	M mud

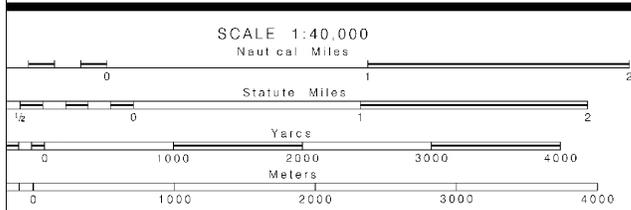
**Miscellaneous:**

AUTH authorized	Obstr obstruction	PD position
ED existence doubtful	PA position approximate	Rep report
Wreck, rock, obstruction, or shoal swept clear to the depth of 20 fathoms		
(2) Rocks that cover and uncover, with heights in feet above datum		
COLREGS. International Regulations for Preventing Collisions at Sea		
Demarcation lines are shown thus: ---		

**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 0.927" northward and 0.763" eastward to agree with this chart.

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

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

and through:

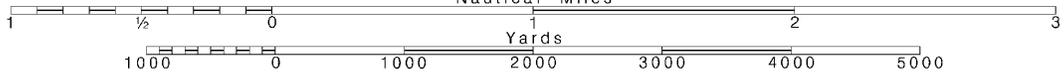
**14**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
FLORIDA - EAST COAST

# ST JOHNS RIVER

## DUNNS CREEK TO LAKE DEXTER

Mercator Projection  
Scale 1:40,000 at Lat. 29°20'

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

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

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

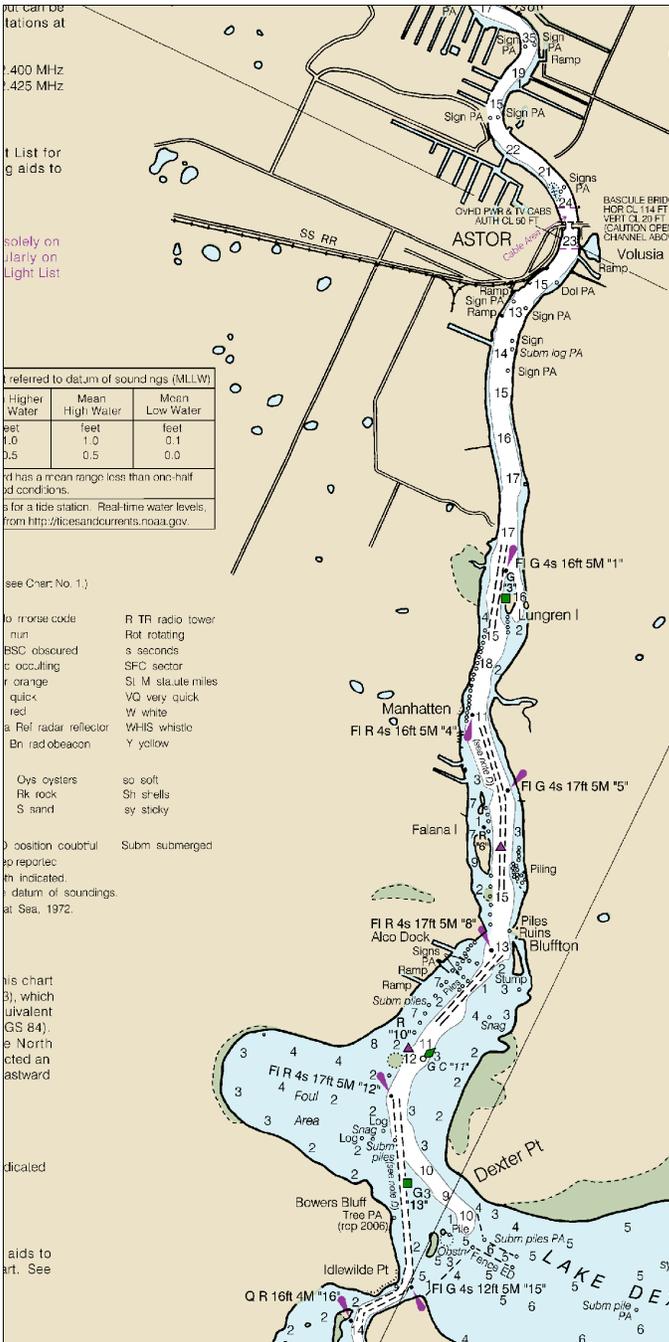
HEIGHTS  
Heights in feet above Mean High Water.

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

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.

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



Referred to datum of soundings (MLLW)		
Higher Water	Mean High Water	Mean Low Water
feet	feet	feet
1.0	1.0	0.1
0.5	0.5	0.0

- R TR radio tower
- Rot rotating
- Sec seconds
- SFC sector
- Sl M slate miles
- VQ very quick
- W white
- WHIS whistle
- Y yellow
- so soft
- Sh shells
- sy sticky

Subm submerged  
Foul  
Log  
Subm piles  
Subm piers

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JOINS CHART 11498

# SOUNDINGS IN FEET

Dunns Creek to Lake Dexter  
SOUNDINGS IN FEET - SCALE 1:40,000

# 11495



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>



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