SOUNDINGS IN FEET

11382

Formerly C&GS 1355, 1st Ed., Mar. 1902 C-1602-016 KAPP 164

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

FLORIDA - ALABAMA

PENSACOLA BAY AND APPROACHES

Mercator Projection
Scale 1:80,000 at Lat. 30°22'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at 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, and U.S. Coast Guard.

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

PENSACOLA HARBOR ENTRANCE CHANNEL							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS--REPORT OF MAR 2016 AND SURVEY TO MAR 2016							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTER QUARTER	LEFT INNER QUARTER	RIGHT INNER QUARTER	RIGHT OUTER QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH BELOW (FEET)
CAUCUS CHANNEL	36.4	33.8	34.4	29.9	3-16	4000	3.1	40L
A. PROJECT DIMENSIONS OF 44 FEET FOR A WIDTH OF 800 FEET PROVIDED BY THE U.S. NAVY. AUTHORIZED USACE PROJECT IS 35 FEET FOR A WIDTH OF 500 FEET.							
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Milton, Blackwater River	(30°37'N/87°02'W)	1.6	----	----
Lone Point, Escambia Bay	(30°31'N/87°16'W)	1.4	----	----
Pensacola, Bay	(30°24'N/87°12'W)	1.3	1.2	0.0
Pensacola Bay Entrance	(30°20'N/87°18'W)	1.1	----	----

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.

(Aug 2012)

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 nun; Rot rotating; B black; Iso isophase; OBSC obscured; s seconds; Bn beacon; LT HO lighthouse; Oc occulting; SEC sector; C can; M nautical mile; Or orange; SM statute miles; DIA diaphone; m minutes; Q quick; VQ very quick; F fixed; MORC TR microwave tower; R red; W white; Fl flashing; Mkr marker; Ra Ref radar reflector; WHIS whistle; R Bn radiobeacon; Y yellow

Bottom characteristics:
Bld 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; EO evidence doubtful; PA position approximate; Rep reported; Wreck, rock, obstruction, or shoal swept clear to the depth indicated; (5) 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:

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

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

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

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

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.

NOTE C
The minimum cleared depth in the Safety Fairway area is 47 feet.

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.

Mobile, AL	KEC-61	162.550 MHz
Pensacola, FL	KEC-96	162.400 MHz

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Mobile, AL. Refer to charted regulation section numbers.

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

Pipeline Area — Cable Area

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; 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.

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).

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

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) o(Approximate location)

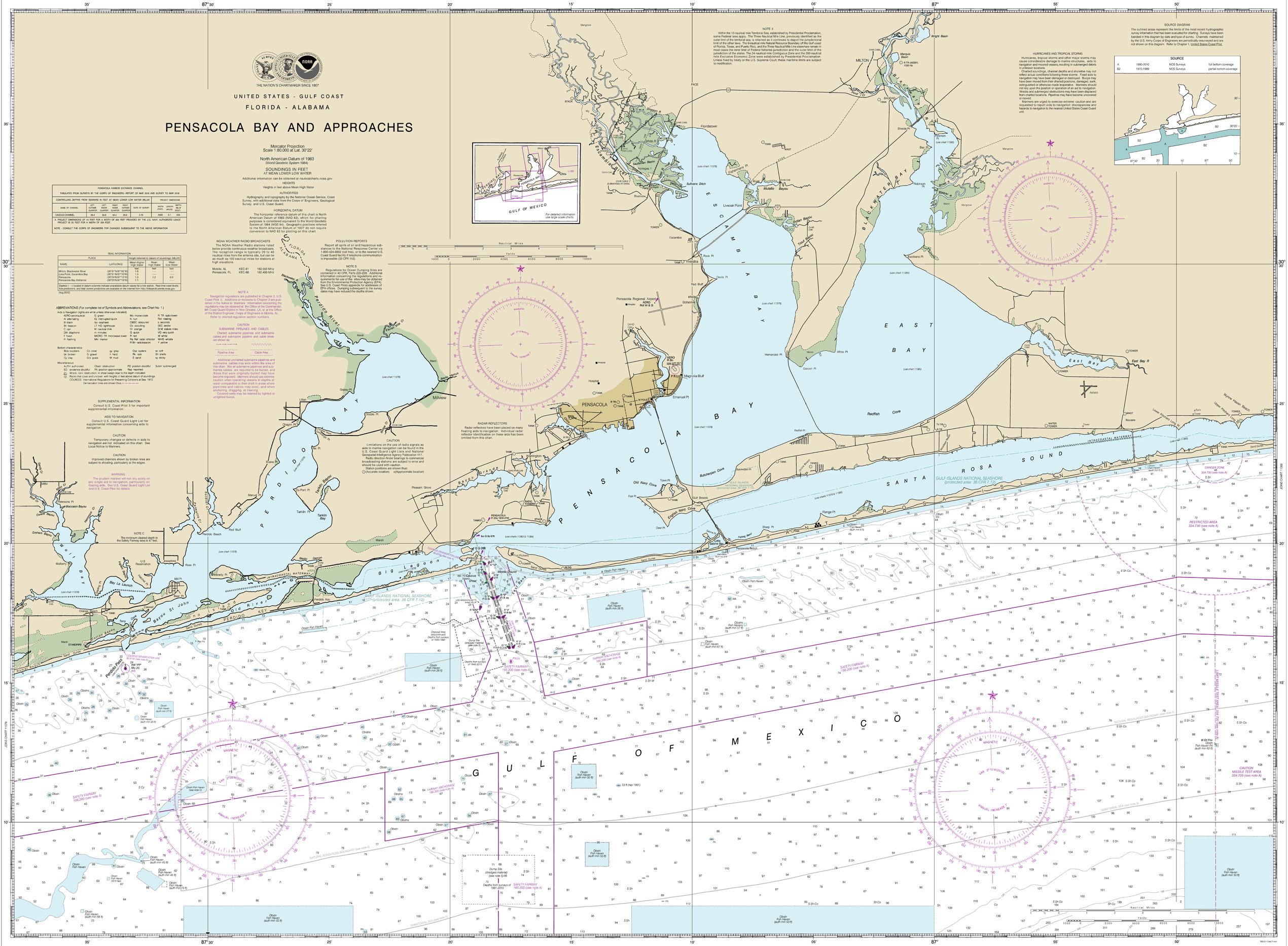
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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.

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.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2010	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage



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

42nd Ed., Oct. 2012. Last Correction: 8/16/2016. Cleared through:
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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FEET	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Pensacola Bay and Approaches
SOUNDINGS IN FEET - SCALE 1:80,000

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