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

Formerly 866 SC, 1st Ed., 1970, KAPP 143

SOUNDINGS IN FEET

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

FLORIDA - INTRACOASTAL WATERWAY

APALACHICOLA BAY TO LAKE WIMICO

Mercator Projection
Scale 1:40,000 at Lat. 29°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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.

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

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.

NOTE C
Port St. Joe is in the Eastern Standard Time Zone

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

PLANE COORDINATE GRID
(Based on NAD 1927)
The Florida State Grid, north zone is indicated on this chart at 10,000 foot intervals thus: + + +
The last three digits are omitted.

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
Apalachicola	(29°44'N/84°59'W)	1.7	1.6	0.8
West Pass	(29°38'N/84°05'W)	1.4	1.3	0.5

Dashes (- - -) located in datum columns indicate unavailable data/values for a tide station. Real-time water levels, tide predictions, and total tide/current predictions are available on the internet from http://tidesandcurrents.noaa.gov.
(Oct 2015)

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.

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 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, 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.

Pump-out facilities

INTRACOASTAL WATERWAY
Project Depth:
12 feet Carrabelle, FL to Brownsville, TX
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:
http://nauticalcharts.noaa.gov/staff/contact.html
Distances
The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow the aids to navigation and avoid charted shoals and obstructions.
Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA and are indicated thus: 1 2 3
One Statute Mile equals 0.87 Nautical Miles.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, 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.

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

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.762" northward and 0.306" eastward to agree with this chart.

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.

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:
(A)Accurate location) e(Approximate location)

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.

East Point, FL	WWF-86	162.500 MHz
Panama City, FL	KGG-67	162.550 MHz
Tallahassee, FL	KIH-24	162.400 MHz

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.

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.

APPALACHICOLA RIVER
The controlling depth from Jackson River to the Chattahoochee River was 7 feet.
May 1988
The channel is marked by daybeacons from Jackson River to the Chattahoochee River.

NOTE
Shoaling exists to various depths on the Apalachicola River between Buoy 13 and Buoy 24.

APALACHICOLA BAY
TWO MILE ENTRANCE CHANNEL
The controlling depth was 5 feet for a width of 100 feet from LL "1" to buoy "4", thence 2½ feet to the apex.
Jul 2015

CAUTION
The West Pass bar channel is subject to extreme shoaling and is unreliable for navigation.

CAUTION
MISSILE TEST AREA 334.720
(see note A)

DANGER AREA 334.650
(see note A)

RESTRICTED AREA 334.660
(see note A)

Upper Anchorage

CONTINUED ON CHART 11401

23rd Ed., Jan. 2015. Last Correction: 12/2/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4416 (10/29/2016)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

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.

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U.S. DEPARTMENT OF COMMERCE
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NATIONAL OCEAN SERVICE
COAST SURVEY

Apalachicola Bay to Lake Wimico
SOUNDINGS IN FEET - SCALE 1:40,000

11402