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.

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
Atlantic Beach, Florida	(30°20'N/81°24'W)	5.7	5.4	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Peak-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Sep 2014)

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) e(Approximate location)

Formerly C&GS 569, 1st Ed., Nov. 1953 G-1953-838

CAUTION

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

SUPPLEMENTAL INFORMATION

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

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.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Jacksonville, FL KHB-39 162.550 MHz

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.

AIDS TO NAVIGATION

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

NOTE D

RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTE

The two-way route shown on this chart is RECOMMENDED for use by all vessels traveling into or out of Jacksonville. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

SOUNDINGS IN FEET

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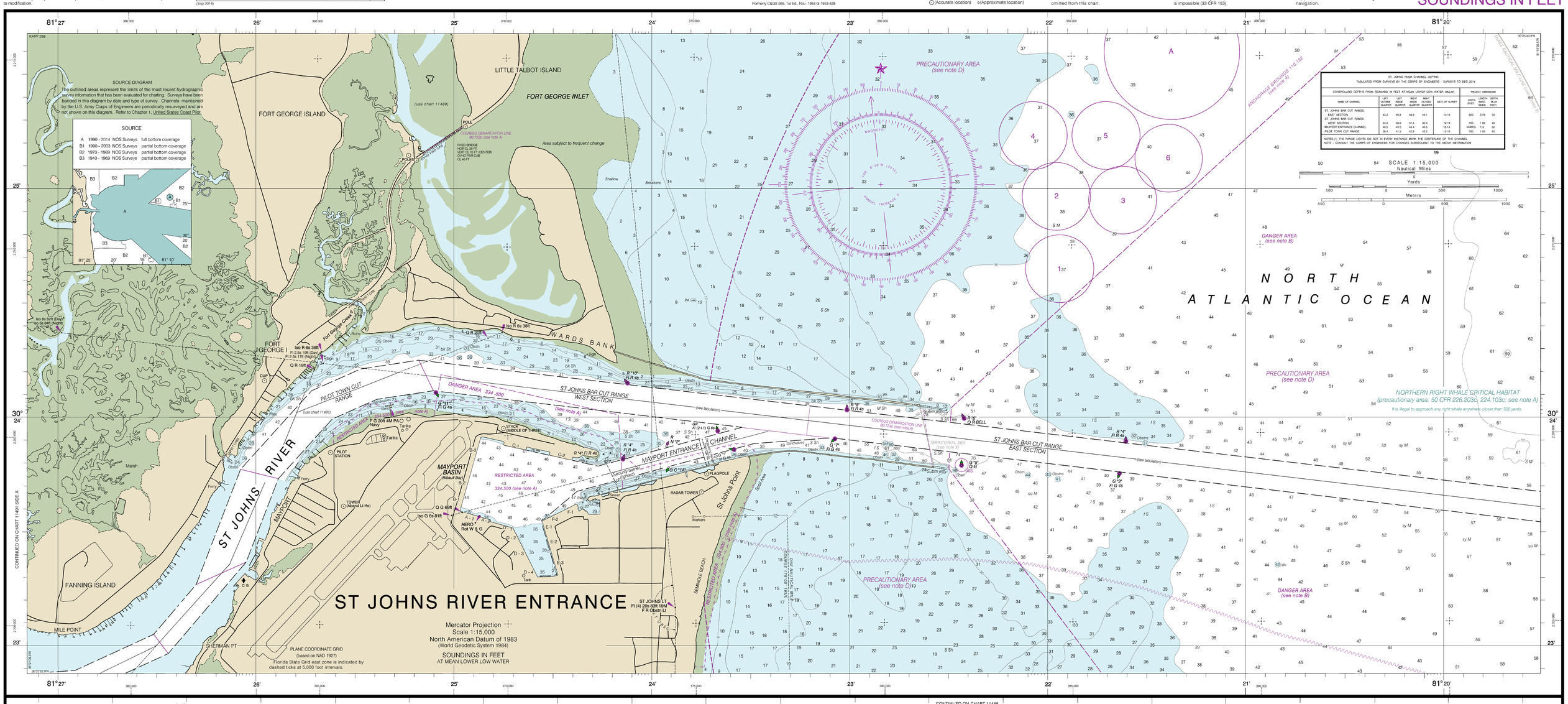

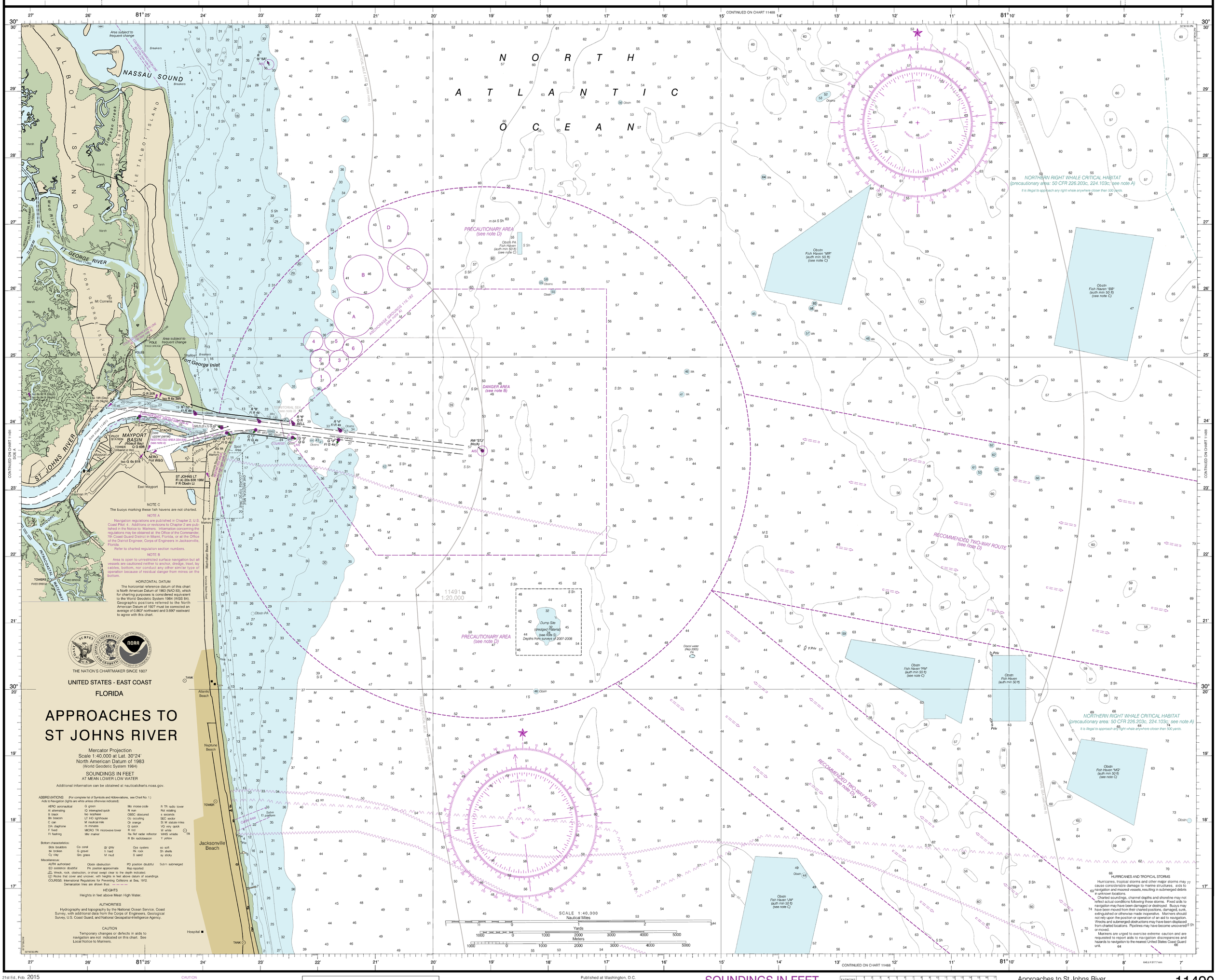

NOTE C

The buoys marking these fish havens are not charted.

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.

NOTE B

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

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 0.863" northward and 0.690" eastward to agree with this chart.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

FLORIDA

APPROACHES TO ST JOHNS RIVER

Mercator Projection
Scale 1:40,000 at Lat. 30°24'
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.

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	St M statute miles	
DA diaphone	m minutes	Q quick	VQ very quick	
F fixed	MICRO TR microwave tower	R red	W white	
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle	TR
		R Bn radiobeacon	Y yellow	

Bottom characteristics:

Bldrs boulders	Co coral	gy gritty	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	Submr submerged
ED existence doubtful	PA position approximate	Rep reported	

21, 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: — — —

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.

CAUTION

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

NOTE D

RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTE

The two-way route shown on this chart is RECOMMENDED for use by all vessels traveling into or out of Jacksonville. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

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.

21st Ed., Feb. 2015

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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.

Last Correction: 10/20/2015. Cleared through:
LNM: 4115 (10/13/2015), NM: 4215 (10/17/2015)

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.

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

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

SOUNDINGS IN FEET

FATHOMS / FEET / METERS

Approaches to St Johns River
SOUNDINGS IN FEET - SCALE 1:40,000

11490

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