TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at http://tidesandcurrents.noaa.gov. Annual tide predictions are also available on the Internet, available in printed form from private sector printers.

Pump-out facilities

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)			
NAME	LAT/LONG	Mean Higher High Water	Mean High Water	Mean Low Water	Mean Lower Low Water
Shown Island Bridge	(30°21'N/81°32'W)	3.8	3.4	0.1	-0.1
Dames Point	(30°23'N/81°30'W)	3.8	3.4	0.1	-0.1
Cedar Point	(30°25'N/81°27'W)	4.0	3.6	0.1	-0.1
Picolata Pier	(30°10'N/81°38'W)	2.8	2.6	0.1	-0.1
Doctors Lake, Long Branch	(30°04'N/81°42'W)	1.4	1.2	0.1	-0.1
Orange Park Marina	(30°14'N/81°42'W)	1.3	1.2	0.1	-0.1
Piney Point	(30°14'N/81°42'W)	1.0	0.9	0.1	-0.1
Mayport Near Pilots Dock	(30°23'N/81°25'W)	1.0	0.9	0.1	-0.1
Mayport Naval Station	(30°23'N/81°25'W)	1.2	1.0	0.1	-0.1
Jacksonville, Main Street Bridge	(30°19'N/81°40'W)	2.0	1.8	0.1	-0.1

Datum 0 — Lowest tide recorded (may occur during the year) or one foot lower than the lowest tide recorded, whichever is lower, and tide current predictions are available on the internet from http://tidesandcurrents.noaa.gov. (May 2014)

CAUTION

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

Positions of floating aids moored by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to maritime 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:
⊙Muscle Island (Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

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

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.

Coastal wells may be marked by lighted or unlighted buoys.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Motorboats must give them a wide berth. Any craft, when caught small craft not Yachting, 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 each alter course 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.

Motorboats operators 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. Large vessels may not be able to appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance to stop. Operators of small craft are cautioned that suprastructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves becalmed. Large vessels may not be able to see small craft close to their bows.

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 World Geodetic System 1984 (WGS 84). Geographic positions referenced to the North American Datum of 1927 must be corrected an average of 0.827 northeast and 0.667 eastward to agree with this chart.

RACING BUOYS

Racing buoys within the limits of this chart are not shown thereon. Information may be obtained from the U.S. Coast Guard District. Officials are racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

PLANE COORDINATE GRID

(Based on NAD 1927)

The Plane Coordinate Grid ticks (Lambert Conformal Conic Projection, Zone 0901 of the Florida State Plane Coordinate System) are shown thus: The tail three digits are omitted.

CAUTION

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

Vessels engaged in towing where the skidoo flag, a red square with a diagonal white stripe, is displayed.

1st JONS RIVER CHANNEL DEPTHS

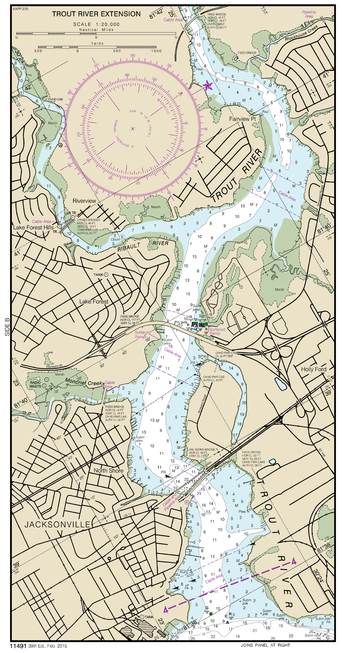
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2013

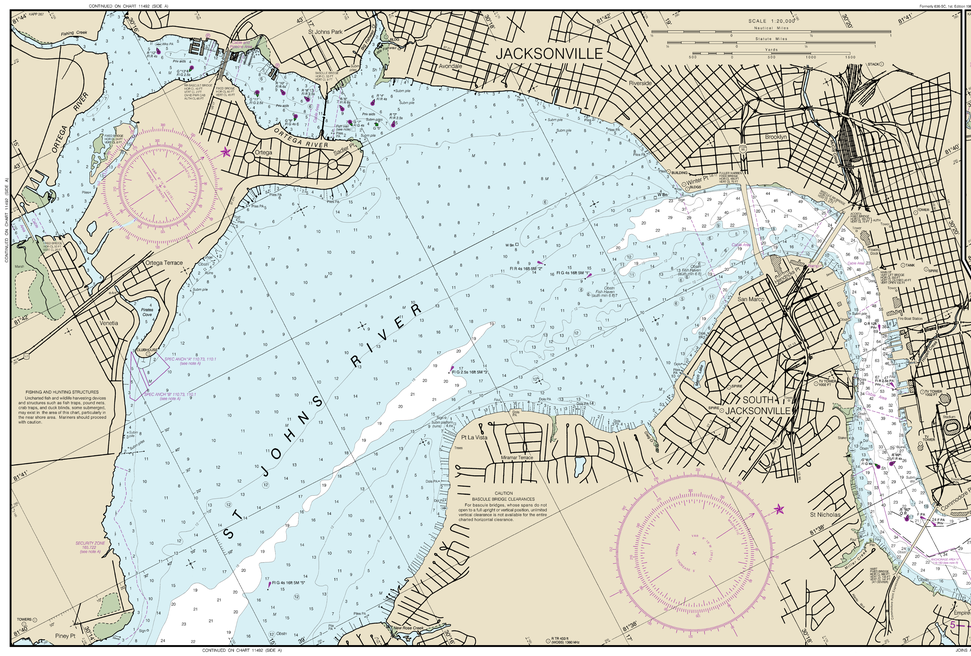
(NO DIMENSIONS TO BE GIVEN)

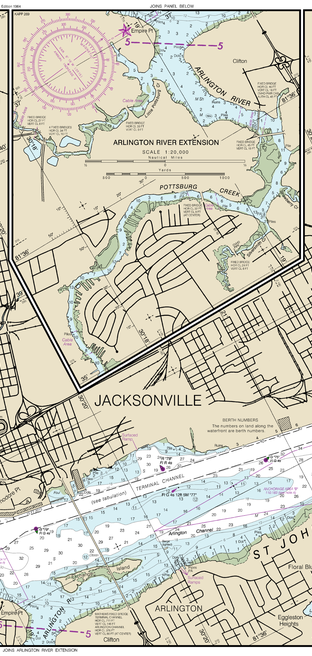
CONTROLLING DEPTHS					PRIOR DIMENSIONS		
NAME OF CHANNEL	LAT/LONG (DEGREES)	LAT/LONG (MINUTES)	LAT/LONG (QUARTER)	DATE OF SURVEY	DEPTH (FEET)	WIDTH (FEET)	DATE OF DEPTH
ST. JOHNS BAR CUT RANGE, EAST SECTION	30.3	48.0	48.0	04.11	50	3.16	42
ST. JOHNS BAR CUT RANGE, WEST SECTION	30.3	48.0	27.1	04.11	50	3.16	42
MAYPORT EXTENDED CHANNEL	30.3	43.2	45.4	45.3	12.14	1400/600	1.35	42
MAYPORT TURNING BASIN	30.3	43.2	45.4	45.3	12.14	1400	1.35	42
MAYPORT CUT RANGE	30.3	43.1	42.5	42.2	12.14	50	3.31	42
BATRAM CUT RANGE	30.4	10.3	42.7	39.2	12.14	225	2.07	42
ST. JOHNS RIVER, MAIN CHANNEL AND TURN	30.4	24.4	31.4	31.3	12.14	300	2.07	42
TRAINING WALL REACH	30.4	17.1	45.6	39.8	12.14	1/1400	1.16	42
ST. JOHNS BLUFF REACH	30.4	16.3	45.3	45.2	12.14	1/1400	1.16	42
JAMES FT. FULTON CUT RANGE	30.4	17.7	43.0	42.3	12.14	1/1400	1.16	42
ST. JOHNS BLUFF REACH	30.4	15.2	55.2	51.4	3.15	300	3.28	34
JAMES FT. FULTON CUT RANGE	30.4	15.2	55.2	51.4	3.15	1/1400	1.16	42
JAMES FT. TURN (1961)	30.4	15.4	54.4	54.4	3.15	1/1400	1.16	42
DOWNSTREAM - UPPER RANGE								
BLOUNT ISLAND REACH	30.4	15.0	45.6	37.7	3.15	1/2,400	1.16	42
BROWARD RIVER TURN	30.4	15.7	42.5	41.7	3.15	300	3.28	34
BLOUNT ISLAND CHANNEL	30.4	15.4	33.4	33.0	2.13	300	3.28	34
BLOUNT ISLAND TURNING BASIN	30.4	15.4	33.4	33.0	2.13	1/1,000	1.16	42
BLOUNT ISLAND BARGE TERMINAL BERTHING CHANNEL	30.4	15.3	35.1	35.0	3.15	1/1	2.8	38
BLOUNT ISLAND	30.4	15.3	35.1	35.0	3.15	1/1	2.8	38

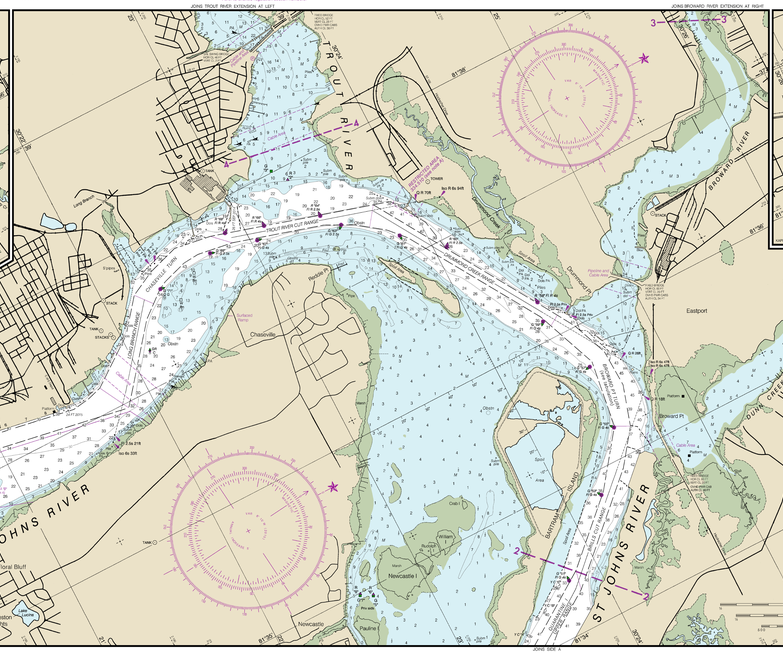
NOTE: THE RANGE DATA DO NOT ALWAYS DEPICT THE CENTERLINE OF THE CHANNEL.
NOTE - CONTACT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

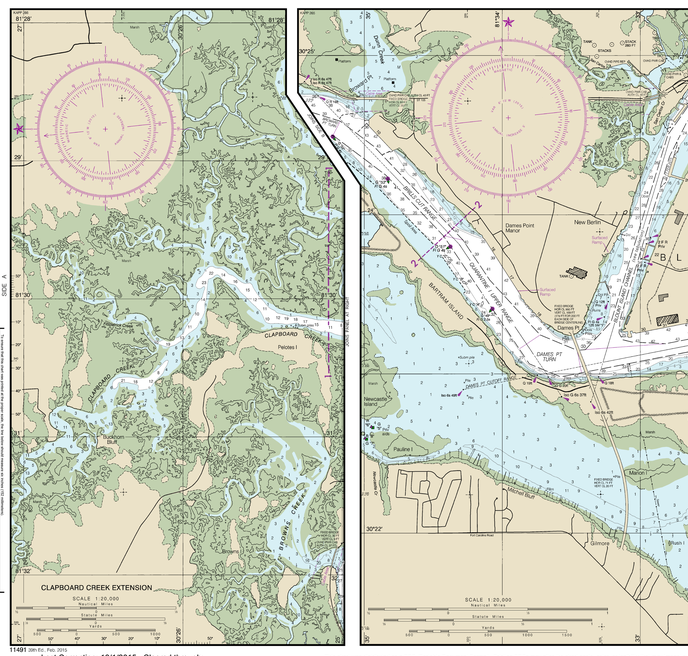
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

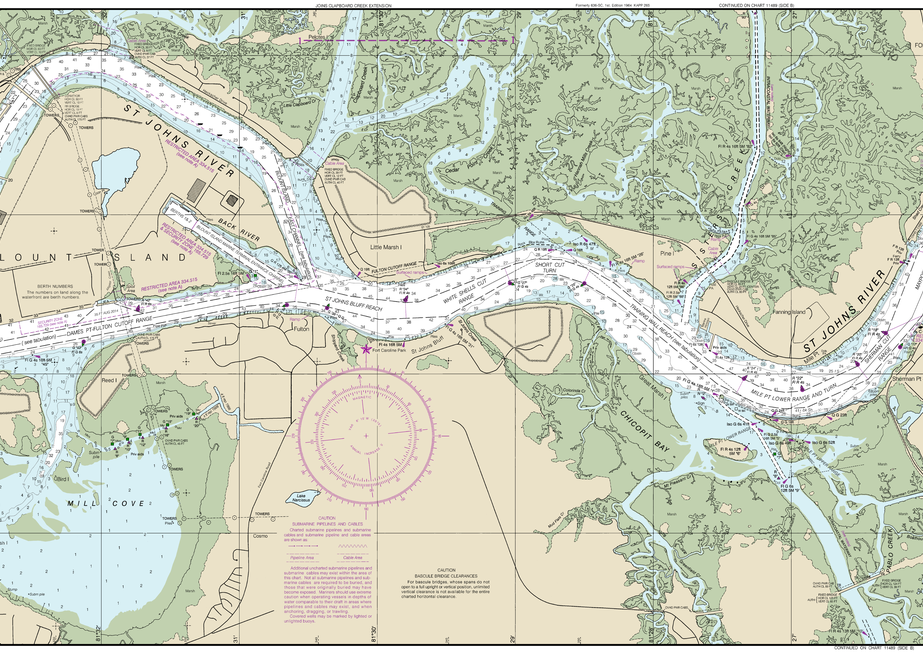


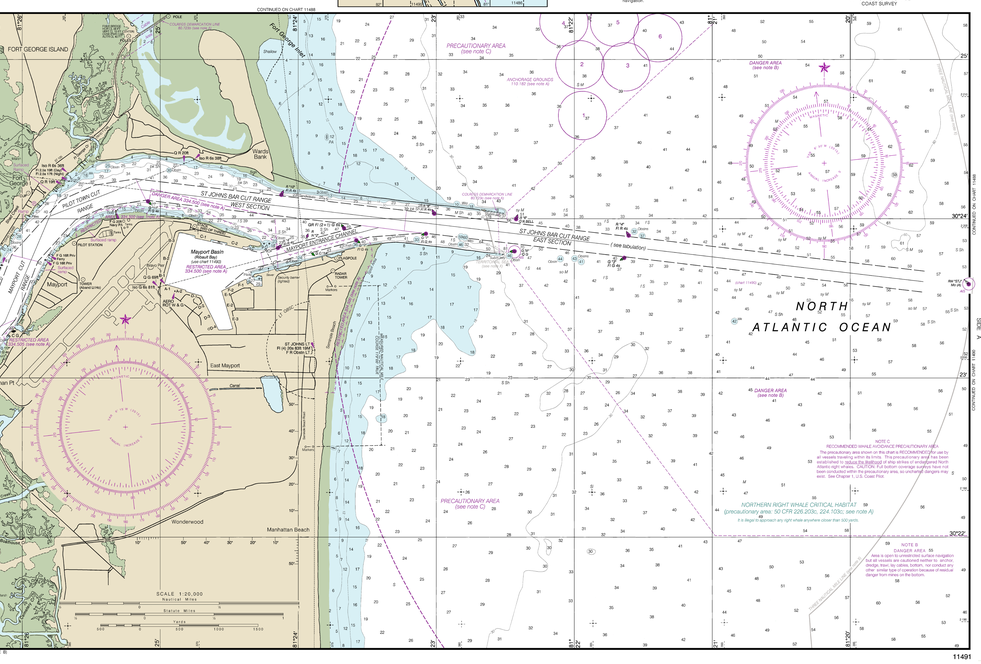












HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause severe damage to navigation aids, moorings, and navigable and secured vessels, resulting in submerged debris or unknown locations.

After major storms, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may be displaced from their charted positions or may be 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 shoaded 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. Large vessels may not be able to appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance to stop. Operators of small craft are cautioned that suprastructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves becalmed. Large vessels may not be able to see small craft close to their bows.

39th JONS RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2015

(NO DIMENSIONS TO BE GIVEN)

CONTROLLING DEPTHS					PRIOR DIMENSIONS		
NAME OF CHANNEL	LAT/LONG (DEGREES)	LAT/LONG (MINUTES)	LAT/LONG (QUARTER)	DATE OF SURVEY	DEPTH (FEET)	WIDTH (FEET)	DATE OF DEPTH
ST. JOHNS BAR CUT RANGE, EAST SECTION	30.3	48.0	48.0	04.11	50	3.16	42
ST. JOHNS BAR CUT RANGE, WEST SECTION	30.3	48.0	27.1	04.11	50	3.16	42
MAYPORT EXTENDED CHANNEL	30.3	43.2	45.4	45.3	12.14	1400/600	1.35	42
MAYPORT TURNING BASIN	30.3	43.2	45.4	45.3	12.14	1400	1.35	42
MAYPORT CUT RANGE	30.3	43.1	42.5	42.2	12.14	50	3.31	42
BATRAM CUT RANGE	30.4	10.3	42.7	39.2	12.14	225	2.07	42
ST. JOHNS RIVER, MAIN CHANNEL AND TURN	30.4	24.4	31.4	31.3	12.14	300	2.07	42
TRAINING WALL REACH	30.4	17.1	45.6	39.8	12.14	1/1400	1.16	42
ST. JOHNS BLUFF REACH	30.4	16.3	45.3	45.2	12.14	1/1400	1.16	42
JAMES FT. FULTON CUT RANGE	30.4	17.7	43.0	42.3	12.14	1/1400	1.16	42
ST. JOHNS BLUFF REACH	30.4	15.2	55.2	51.4	3.15	300	3.28	34
JAMES FT. FULTON CUT RANGE	30.4	15.2	55.2	51.4	3.15	1/1400	1.16	42
JAMES FT. TURN (1961)	30.4	15.4	54.4	54.4	3.15	1/1400	1.16	42
DOWNSTREAM - UPPER RANGE								
BLOUNT ISLAND REACH	30.4	15.0	45.6	37.7	3.15	1/2,400	1.16	42
BROWARD RIVER TURN	30.4	15.7	42.5	41.7	3.15	300	3.28	34
BLOUNT ISLAND CHANNEL	30.4	15.4	33.4	33.0	2.13	300	3.28	34
BLOUNT ISLAND TURNING BASIN	30.4	15.4	33.4	33.0	2.13	1/1,000	1.16	42
BLOUNT ISLAND BARGE TERMINAL BERTHING CHANNEL	30.4	15.3	35.1	35.0	3.15	1/1	2.8	38
BLOUNT ISLAND	30.4	15.3	35.1	35.0	3.15	1/1	2.8	38

NOTE: THE RANGE DATA DO NOT ALWAYS DEPICT THE CENTERLINE OF THE CHANNEL.
NOTE - CONTACT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on small craft. Vessels should use Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Limitations on the use of radio signals as aids to maritime 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:
⊙Muscle Island (Approximate location)

RUNE 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 U.S. Coast Guard District in Miami, Florida, or the Office of the Coast Guard District in Miami, Florida, or 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

The U.S. Aids to Navigation System is designed for use with buoys, beacons and the exact meaning of an aid to navigation may not be evident when the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway may be identified by a yellow can or diamond marker marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, Virginia, the Intracoastal Waterway markings 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 labor information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

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

All craft should avoid areas where the skidoo 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 at 1-800-424-8802. Toll Free. 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.

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 World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.827 northeast and 0.667 eastward to agree with this chart.

RACING BUOYS

Racing buoys within the limits of this chart are not shown thereon. Information may be obtained from the U.S. Coast Guard District. Officials are racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

PLANE COORDINATE GRID

(Based on NAD 1927)

The Plane Coordinate Grid ticks (Lambert Conformal Conic Projection, Zone 0901 of the Florida State Plane Coordinate System) are shown thus: The tail three digits are omitted.

CAUTION

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

Vessels engaged in towing where the skidoo flag, a red square with a diagonal white stripe, is displayed.

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Jacksonville, FL	*(904) 741-4511	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
		157.160 MHz	7:15 AM, 3:15 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.

NOTE B

Chart 11491 39th Ed., Feb. 2015

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

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Last Correction: 10/1/2015. Cleared through:
LNM: 2815 (7/14/2015), NM: 4015 (10/3/2015)

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