Formerly C&GS 1007, 1st Ed., Oct. 1900 C-1906-62 KAPP 46

THE NATION'S CHARTMAKER SINCE 1807

GULF OF MEXICO

Mercator Projection
Scale 1: 2,160,000 at Lat. 26°14'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For offshore navigation only.
Detail within the blue tint area is not shown on this chart except on offlying shoals.
Use the 1:80,000 series charts for near-shore navigation.

Compiled from larger scale charts issued by the National Ocean Service, the National Geospatial-Intelligence Agency, the British Admiralty, and American Geographical Society.

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.

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.

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.

NOTE E
CAUTION
Unexploded ordnance is known to exist in this area. Ordnance removed from the ocean floor should be reported to the U.S. Coast Guard immediately for disposal instructions. See Annual NM 1 (39).

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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
Bk 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
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MORO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		Bn beacon	Y yellow

Bottom characteristics:

Bldr 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	Submn submerged
ED existence doubtful	PA position approximate	Rep reported	
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
Rocks that cover and uncover, with heights in feet above datum of soundings			

HEIGHTS
Heights in feet above Mean High Water.

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

GULF STREAM CURRENTS
From investigations by the National Ocean Service in 1885, 1886 and 1887.
The direction and velocity of the current are indicated at each station by arrows: the long arrow indicates maximum and the short arrow minimum velocity; figures show knots.

Locality of Current stations	Time of max velocity after Moons Transit
East of Fowey Rocks (6 stations)	3 h
South of Rebecca Shoal (5 stations)	3
Between Yucatan and Cuba (8 stations)	3

00 m	
24	
24	

MAGNETIC VARIATION
Magnetic variation curves are for 2013 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 4 and 5. Additions or revisions to Chapter 2 are published in the Local Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, FL; the Eighth Coast Guard District in New Orleans, LA; or at the Office of the District Engineer, Corps of Engineers, in Charleston, SC; Jacksonville, FL; Mobile, AL; New Orleans, LA and Galveston, TX.
Refer to charted regulation section numbers.

NOTE B
WEATHER PIPELINE IMPACT AREA
Mariners are cautioned against possible hazards in the impact area due to falling rocket casings. Hazards may exist during hours 1930-2100 Eastern Standard Time, Monday through Friday.

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).

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 K
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.

NOTE C
CAUTION
Drilling rigs and pipeline construction in this area.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation, and 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 charted information in the storm's aftermath. 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.

NOTE D
CHEMICAL MUNITIONS DUMPING AREA - RESTRICTION
Site was formerly used or designated for U.S. chemical munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

NOTE F
CAUTION
Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40 mile radius of Cape Canaveral, Florida, since it is known that missile debris, some of which may contain unexploded ordnance, exists in this area.

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), Region 4 or 6 Water Management Division Director at EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION
Gas and Oil Well Structures
Numerous platforms and gas and oil well structures exist in the Gulf of Mexico from Key West, Florida to Brazos Santiago, Texas. Some wells are submerged and capped. Only those structures reported submerged and covered less than 11 fathoms are charted outside of the 10 fathom curve. See Charts in the 1:400,000 scale range and 1:80,000 scale series charts for location of surface platform structures and wells submerged 11 fathoms or more, submarine pipelines and cables, aids to navigation and safety fairways through operational oil field areas.

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

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) ○(Approximate location)

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See National Geospatial-Intelligence Agency Lists of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

CAUTION
FISH HAVENS
Numerous uncharted Fish Havens, some marked by private buoys, exist seaward of the 10-fathom curve. See larger scale charts for location.

NOTE H
The heavy dashed magenta lines represent the limits of launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazard areas specific to each launch and the times they will be in effect.

NOTE I
Recommended routing to reduce the likelihood of ship strikes of endangered whales are in effect within this area, but are not depicted on this chart. See larger scale charts.

NOTE G
A Traffic Separation Scheme, centered at approximately 23°25'N., 80°48'W., has been approved by the International Maritime Organization (IMO). Refer to chart 11420 for detailed graphics of the scheme.

5th Ed., Aug. / 13
411

Last Correction: 11/3/2016. Cleared through:
LNM: 4516 (11/8/2016), 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/mcd/Publications.htm

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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COAST SURVEY

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