A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA’s Office of Coast Survey, the nation’s chartmaker
Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What are Nautical Charts?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial-Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.


[Coast Pilot 5, Chapter 3 excerpts]
The Gulf of Mexico coast of the United States, from Key West, Fla., to the Rio Grande, is low and mostly sandy, presenting no marked natural features to the mariner approaching from seaward; shoal water generally extends well offshore. The principal points and harbor entrances are marked by lights, which are the chief guides for approaching or standing along the coast.

From the S shore of the Florida mainland, the Florida Reefs extend for about 134 miles in the SW curve to Sand Key Light, and about 58 miles in a W direction to Loggerhead Key. These keys and reefs are of sand, shell, and coral formation. The reefs have frequent shoal patches. The keys are generally low and covered with mangrove. Together, they form the N boundary of the Straits of Florida. Toward the W end are several openings between the keys offering passage from the straits into the Gulf.

The SW extremity of the Florida mainland is part of the Everglades National Park and Big Cypress Swamp. Much of these areas are under water throughout the year and are nearly all covered during the rainy summer season. Fronting the swampy areas are the Ten Thousand Islands, a group of low mangrove-covered islands divided by tidal channels. N of the Ten Thousand Islands the coast is low, sandy, and generally backed by pine forests and Hammocks. These hammocks are a jungle of tropical trees, mostly hardwood, which appear as an impenetrable green wall.

From Cape Romano to Anclote Keys the coast becomes a barrier beach of low islands separated by inlets, most of which are small and cannot be distinguished from offshore. Between Anclote Keys and St. James Island, the W side of Apalachee Bay, the coast is low and marshy for 1 to 2 miles inland then backed by pine forests. The shoreline is broken by a number of unimportant rivers and creeks.

W of St. James Island to the South Pass of the Mississippi River, the coast is mostly a barrier beach of low, wooded, sand islands. The general drift of these islands is to the W which causes an encroachment upon the channels between them. Hurricanes and heavy gales will sometimes change the shape of these islands and in some cases they have washed away leaving only shoals.

**State Boundaries**—The boundary between Florida and Alabama follows the Perdido River. The Alabama-Mississippi boundary follows a marked line cutting across the E end of Petit Bois Island, through Grande Batture Islands. Pearl River, from its most E junction with Lake Borgne, forms the boundary between Mississippi and Louisiana.

**St. Petersburg**, a large winter resort city, is on the W side of Tampa Bay 6 miles S of Gandy Bridge; and major highways connect it with all parts of the State. The Gandy Bridge and Frankland Bridge offer a short route to Tampa, and the Sunshine Skyway, a toll bridge, connects with points to the S.

St. Petersburg has a city hospital and several private hospitals. Gasoline, diesel fuel, water, ice, provisions, and marine supplies are available in quantity. Boats can be chartered and guides engaged. The St. Petersburg–Clearwater International Airport is N of the city, and the Albert Whitted Municipal Airport is on the E waterfront at the center of the city.

Point Pinellas channel extends N for about 5.5 miles from deep water in lower Tampa Bay to an entrance channel leading W to basins at the Port of St. Petersburg and Bayboro Harbor. In 2008, the controlling depths were 19 feet in Point Pinellas channel; thence 21 feet in the entrance channel to the turning basin at the Port of St. Petersburg with depths of 21 to 23 feet in the basin, except for shoaling in the SE corner near Light 10, thence 15 feet to the basin at Bayboro Harbor with 10 to 12 feet available in the basin, except for lesser depths along the S edge.
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS
- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO STARBOARD
- TOPMOST BAND GREEN
- GREEN LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO PORT
- TOPMOST BAND RED
- RED LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS
- RED LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov
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 180,000 series charts for near-shore navigation.

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

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 are shown as:
Ariel Area
Passive Area
Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Pipelines and submarine cables are required to be buried, and those that are originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water compatible to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or t rawing. 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 (WGS84). Geographic positions referred to the North American Datum of 1983 do not require conversion to NAD 83 for plotting on this chart.

NOTE E
CAUTION
Unexploded ordinance is known to exist in the area. Ordinance removed from the ocean floor should be reported to the U.S. Coast Guard immediately for disposal instructions. See Annual Notice 1 (NA).

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Note: Chart grid lines are aligned with true north.
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:2880000. Bar scales have also been reduced and are accurate when used to measure distances in this BookletChart.
CAUTION
Many lights on the coast of Cuba have been reported to be irregular or extinguished.

NOTE 9
A Traffic Separation Schema, centered at approximately 23°30'N, 85°18'W, has been approved by the International Maritime Organization (IMO). Refer to chart 11140 for detailed graphics of the scheme.
VHF Marine Radio channels for use on the waterways:
Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

http://www.nws.noaa.gov/nwr/

**Quick References**
- Nautical chart related products and information: [http://www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)
- Interactive chart catalog: [http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml](http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml)
- Report a chart discrepancy: [http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx)
- Coast Pilot online: [http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm)
- Tides and Currents: [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Marine Forecasts: [http://www.nws.noaa.gov/om/marine/home.htm](http://www.nws.noaa.gov/om/marine/home.htm)
- National Hurricane Center: [http://www.nhc.noaa.gov/](http://www.nhc.noaa.gov/)
- Pacific Tsunami Warning Center: [http://ptwc.weather.gov/](http://ptwc.weather.gov/)
- Contact Us: [http://www.nauticalcharts.noaa.gov/staff/contact.htm](http://www.nauticalcharts.noaa.gov/staff/contact.htm)

For the latest news from Coast Survey, follow @NOAAcharts

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.