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?

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What is a BookletChart™?

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=113 83

[Coast Pilot 5, Chapter 9 excerpts].

Bay Channel extends NE for 4 miles to two parallel channels, West Channel and East Channel, that lead N to Inner Harbor Channel, along the wharves at Pensacola. Project depth in these channels is 33 feet.

Bayou Chico Channel is a channel that leads from the bay to a turning basin 1 mile above the entrance to the bayou. A Federal Project provides 15 feet through the entrance channel, thence 14 feet in the inner channel and turning basin.

The channels are marked by lighted ranges, lights, daybeacons, and lighted and unlighted buoys.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies
RCC New Orleans Commander 8th CG District (504) 589-6225 New Orleans, LA

Anchorage.--Vessels should anchor in the Pensacola Anchorage, E of the Safety Fairways. In addition, good anchorage can be found in any part of the bay except S of the naval air station. Inside Pensacola Bay, the usual anchorage is off the city of Pensacola where the holding ground is good.

Dangers.--East Bank and Middle Ground form an extensive shoal area that extends 1.6 miles S of the W end of Santa Rosa Island. Caucus Shoal, with depths of 2 to 18 feet, extends 1.5 miles S of the W side of the entrance. Because of shoaling on the E side of the entrance, large vessels are advised to navigate as close as possible to the range line. Shoaling was reported at the entrance to the bay between Buoy 7 and Lighted Bell Buoy 12.

A restricted area and a seaplane restricted area are in Pensacola Bay. Currents.--The diurnal velocity of the tidal current in Pensacola Bay Entrance in midchannel is about 1.7 knots at strength, although currents of up to 8 knots have been reported in the entrance and up to 5 knots at the Pensacola Naval Air Station pier. In Caucus Cut, for 2 hours at the strongest of the ebb, the normal current has a velocity of 2 to 2.5 knots, setting SE somewhat across the channel in the vicinity of Fort Pickens. The flood has less velocity and sets along the channels. The flood has greater velocity following a norther than at other times.

Vessels should approach the harbor through the prescribed Safety Fairways. (See 166.100 through 166.200, chapter 2.)

In July 1984, an obstruction was reported in the coastwise safety fairway about 5 miles SE of Caucus Channel entrance in about 30°14'20"N., 87°12'00"W. Several other submerged obstructions are in the fairway about 3.5 miles S of the channel entrance.

Anchorages.--Vessels should anchor in the Pensacola Anchorage, E of the Safety Fairways. (See 166.100 through 166.200, chapter 2.)

In addition, good anchorage can be found in any part of the bay except S of the naval air station. Inside Pensacola Bay, the usual anchorage is off the city of Pensacola where the holding ground is good.

Dangers.--East Bank and Middle Ground form an extensive shoal area that extends 1.6 miles S of the W end of Santa Rosa Island. Caucus Shoal, with depths of 2 to 18 feet, extends 1.5 miles S of the W side of the entrance. Because of shoaling on the E side of the entrance, large vessels are advised to navigate as close as possible to the range line. A naval restricted area, a restricted area, and a seaplane restricted area are in Pensacola Bay. (See 334.775, 334.778 and 334.780, chapter 2, for limits and regulations.)

Currents.--The diurnal velocity of the tidal current in Pensacola Bay Entrance in midchannel is about 1.7 knots at strength, although currents of up to 8 knots have been reported in the entrance and up to 5 knots at the Pensacola Naval Air Station pier. In Caucus Cut, for 2 hours at the strongest of the ebb, the normal current has a velocity of 2 to 2.5 knots, setting SE somewhat across the channel in the vicinity of Fort Pickens. The flood has less velocity and sets along the channels. The flood has greater velocity following a norther than at other times.

Pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade if drawing over 6 feet.
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
**PENSACOLA BAY**

**Mercator Projection**  
Scale 1:30,000 at Lat. 30° 22'  
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.

### Tidal Information

<table>
<thead>
<tr>
<th>Place</th>
<th>LAT/LONG</th>
<th>Mean High Water</th>
<th>Mean Low Water</th>
</tr>
</thead>
</table>
| Pensacola | 30° 20' 
| Pensacola Bay entrance | 30° 20' 30" | 1.3 | 0.5 |
| Pensacola Breakwater | 30° 20' 30" | 0.2 |

*Denotes vertical datums and sometimes unusable depth values for a location. Pleasure water levels are approximate. For current predictions, see the National Ocean Service National Waterways Service website.*

### Abbreviations

- AL: Atlantic Ocean
- CO: Coast
- CQ: Caribbean
- D: Depth
- FL: Florida
- GA: Georgia
- GULF: Gulf of Mexico
- GAR: Gulf Are
- GSA: Gulf Stream Area
- HI: Hawaii
- HK: Hong Kong
- I: Islands
- IN: Indiana
- Int.: International
- M: Mediterranean
- ML: Mississippi
- MN: Minnesota
- MS: Mississippi
- MT: Montana
- N: Nevada
- NE: New England
- NJ: New Jersey
- NY: New York
- NUC: Nuclear
- OR: Oregon
- PA: Pennsylvania
- PR: Puerto Rico
- Q: Queen
- R: River
- S: Sound
- SD: Saskatchewan
- SFA: Southwest Florida Area
- SEE: Southwest England
- SLE: South East Love
- SLO: South Africa
- SM: St. Mark's
- ST: St. Thomas
- TA: Tennessee
- T-N: Twin
- TN: Tennessee
- TX: Texas
- UT: Utah
- V: Virgin
- WA: Washington
- WV: West Virginia
- Y: York

### Height of Objects

<table>
<thead>
<tr>
<th>Sight Conditions</th>
<th>Co.</th>
<th>CQ</th>
<th>D</th>
<th>F</th>
<th>G</th>
<th>G</th>
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<th>T</th>
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<td>Co.</td>
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<tr>
<td>Co.</td>
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<td>V</td>
<td>W</td>
<td></td>
</tr>
</tbody>
</table>

### Miscellaneous

- AL: Atlantic Ocean
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- D: Depth
- FL: Florida
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- GULF: Gulf of Mexico
- GAR: Gulf Are
- GSA: Gulf Stream Area
- HI: Hawaii
- HK: Hong Kong
- I: Islands
- IN: Indiana
- Int.: International
- M: Mediterranean
- ML: Mississippi
- MN: Minnesota
- MS: Mississippi
- MT: Montana
- N: Nevada
- NE: New England
- NJ: New Jersey
- NY: New York
- NUC: Nuclear
- OR: Oregon
- PA: Pennsylvania
- PR: Puerto Rico
- Q: Queen
- R: River
- S: Sound
- SD: Saskatchewan
- SFA: Southwest Florida Area
- SEE: Southwest England
- SLE: South East Love
- SLO: South Africa
- SM: St. Mark's
- ST: St. Thomas
- TA: Tennessee
- T-N: Twin
- TN: Tennessee
- TX: Texas
- UT: Utah
- V: Virgin
- WA: Washington
- WV: West Virginia
- Y: York

### 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.

### Notes

**Note X**  
Within the 12 nautical mile Territorial Sea, established by Presidential Proclamation some 40 years ago, 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 coastal states. The 9 nautical mile Sable Island (also known as the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of exclusive fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24 nautical mile Continental Shelf Zone and the 200 nautical mile Exclusive Economic Zone were established by Presidential Proclamation. The United States Supreme Court, in the United Nations, these maritime limits are subject to modification.

Joins page 8

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**Printed at reduced scale.**  
**Scale: 1:30,000**  
**Nautical Miles**  
**Yards**

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See Note on page 5.
### Table: Pensacola Channel Project Depths (Continued)

<table>
<thead>
<tr>
<th>Name of Channel</th>
<th>Project Depth (Ft)</th>
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<tbody>
<tr>
<td>CIV ENTRANCE</td>
<td>26</td>
</tr>
<tr>
<td>RCH 1 (NORTH)</td>
<td>26</td>
</tr>
<tr>
<td>RCH 2 (NORTH)</td>
<td>26</td>
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<tr>
<td>DRY CHANNEL</td>
<td>25</td>
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<tr>
<td>RCH 1 (SOUTH)</td>
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<tr>
<td>RCH 2 (SOUTH)</td>
<td>25</td>
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<tr>
<td>RCH 3 (SOUTH)</td>
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<tr>
<td>WEST APPROACH CHANNEL</td>
<td>23</td>
</tr>
<tr>
<td>EAST APPROACH CHANNEL</td>
<td>23</td>
</tr>
<tr>
<td>WEST HARBOUR CHANNEL</td>
<td>25</td>
</tr>
</tbody>
</table>

A PROJECT DIMENSIONS OF 14 FEET FOR A WIDTH OF 100 FEET PROVIDED BY THE U.S. NAVY AUTHORIZED SPACE IS 24 FEET FOR A WIDTH OF 150 FEET

### Source Diagram

Red areas represent the limits of the most recent hydrographic information that has been evaluated for charting. Surveys have been in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are shown on this diagram. Refer to Chapter 1, United States Coast and Geodetic Survey.

### Cables and Pipeline Areas

The cable and pipeline areas listed within the areas of the larger scale charts are shown hereon and are not repeated on this chart.

### Project Depths

Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) active channels. The channel may be significantly shallower, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, see NOAA Electronic Navigation Charts. USACE surveys and channel condition reports are available at http://navigation.usace.army.mil/SurveyHydro.

### Hurricane and Tropical Storm

Tropical storms and other major storms may cause damage to marine structures. Always check weather conditions before entering the area. Conditions such as hypervelocity or high-frequency winds, wave action, storm surge, and other factors may affect navigation safety. For detailed information on hurricane and tropical storm conditions, consult United States National Hurricane Center forecasts and bulletins. The U.S. Navy maintains a daily warning service at 8 a.m. EST, and the U.S. Coast Guard issues a daily bulletin at 8 a.m. EST. For emergency information, contact the nearest United States Coast Guard Auxiliary station.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:40000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
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
Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online — http://www.nauticalcharts.noaa.gov/nrd/cpdownload.htm
Tides and Currents — http://tidesandcurrents.noaa.gov
Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center — http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
National Hurricane Center — http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center — http://ptwc.weather.gov/
Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

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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.