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
What are Nautical Charts?

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 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.


(Selected Excerpts from Coast Pilot)

Topsail Bluff, a slightly elevated knoll, is about 10 miles E of the entrance to Choctawhatchee Bay and can be seen for several miles. The danger zones of aerial gunnery and bombing ranges are in Choctawhatchee Bay. (See 334.700, chapter 2, for limits and regulations.) The danger zone of a guided missiles test operations area is in the Gulf S of Choctawhatchee Bay. (See 334.720, chapter 2, for limits and regulations.)

Choctawhatchee Bay Entrance, East Pass, about 44 miles WNW of St. Andrew Bay entrance, extends into the W part of Choctawhatchee Bay between Moreno Point and Santa Rosa Island, and is protected by two jetties. The jetties are marked by a light off their seaward ends. Choctawhatchee Bay Entrance Lighted Whistle Buoy CB (30°22'14"N., 86°30'56"W.), about 0.5 mile off the entrance to the channel, marks the approach. To carry the best depths, mariners should be guided by the color of the water. Passage should not be attempted in rough weather. Local knowledge is advised. (See Local Notices to Mariners and the latest edition of the chart for controlling depths.) The channel S of the bridge is subject to frequent changes and shoals rapidly between dredgings.

An unlighted wreck of a shrimp boat with red superstructure lies sunk and awash in 30°20'30"N., 86°42'50"W., about 3 miles offshore and 10 miles W of the entrance.

From close offshore the entrance is easily identified by U.S. Route 98 fixed highway bridges crossing the channel just inside the E end of Santa Rosa Island. The parallel bridges have a least clearance of 49 feet. Choctawhatchee Bay, about 25 miles long, extends nearly parallel with the coast and separated from it by a strip of land varying in width from 0.3 to 4 miles. Depths in the bay decrease gradually from W to E with 18 to 43 feet in the W two-thirds, except near the shores, and 8 to 16 feet in the E third. Traffic in Choctawhatchee Bay consists principally of travel along the Intracoastal Waterway and oil deliveries to Freeport. There are good highway connections to Pensacola and Panama City on both the N and S shores of the bay.

U.S. Route 331 highway causeway over the bay at Wheeler Point has a fixed span at Intracoastal Waterway channel with clearance of 65 feet. Choctawhatchee River empties into the E end of Choctawhatchee Bay. Cypress River, Indian River, and Mitchell River are branch outlets of the main river. The mouth of Choctawhatchee River is very shallow, and boats generally enter through Cypress River. A rectangular area of exposed piling, about 1.2 miles long and 0.5 mile wide just off the mouths of the several rivers in this system, is used as a radar target range by Eglin Air Force Base. Cypress River entrance, marked by a light, has a controlling depth of about 6 feet. The river extends 1.5 miles inland to a junction with Choctawhatchee River. Black Creek, with depths of 8 feet inside but bars of about 1-foot depth blocking the entrance, leads to the village of Black Creek. Berths, electricity, gasoline, a launching ramp, water, ice, and wet storage are available at a small fish camp on the W bank of the creek about 1.6 miles above its mouth. Outboard engine repairs are available nearby.

Rocky Bayou, about 10 miles W of Basin Bayou, has depths of 10 to 20 feet and affords good anchorage for small craft. The entrance to the bayou is marked on the W side by a light. A channel about 0.9 mile above the entrance to the bayou leads SE to a marina in Ward Cove. The channel is marked by a private buoy and had a reported controlling depth of 8 feet in 2006. Gasoline, diesel fuel, berths with electricity, water, ice, a launching ramp, pump-out station and marine supplies are available. Hull and engine repairs can be made.

Danger zones.—The danger zones of two Air Force proving grounds have been established in Santa Rosa Sound. The Narrows, and the Gulf. (See 334.710 and 334.730, chapter 2, for limits and regulations.) Unexploded ordnance lies on the bottom a mile offshore from Santa Rosa Island, about 8 miles W of Choctawhatchee Bay Entrance. Santa Rosa Island and the E part of Perdido Key, W of the entrance to Pensacola Bay, are part of Gulf Islands National Seashore and subject to the rules and regulations of the U.S. Department of the Interior’s National Park Service.
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
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO PORT
  TOPMOST BAND RED
- 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
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
Note: Chart grid lines are aligned with true north.
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.

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/nsd/cpdownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- 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

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.