Intracoastal Waterway – Carrabelle to Apalachicola Bay
NOAA Chart 11404

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

Approximate Page Index

1. Port St Joe
2. Apalachicola
3. Carrabelle

4. Included Area

4 5 6 7
8 9 10 11
12 13 14 15
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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11404

[Coast Pilot 5, Chapter 9 excerpts].

**Carrabelle Harbor.** The principal entrance to the harbor and the sound is through **East Pass** between Dog and St. George Islands, 31 miles SW of St. Marks Light. **Carrabelle** is a small town at the mouth of the river that has several seafood processing plants. **(58) Carrabelle River.** River currents are rather strong on the ebb. A highway bridge with a clearance of 40 feet crosses the river 0.5 mile above the turning basin. Shoaling to an unknown extent was reported between Carrabelle River Buoy 1 and Daybeacon 3. A visible wreck was reported about 1 mile S of Carrabelle Channel Light 13 in about 29°47'35.8"N., 84°39'57.7"W.

The channels are marked by lighted ranges, a light, lighted and unlighted buoys, and daybeacons. A **022°24'** lighted range leads through the harbor channel, and a **324°** lighted range leads into the river entrance. In heavy seas, deep-draft vessels should stay in depths of 30 to 40 feet until Carrabelle Channel Lighted Buoy 2 is picked up. A submerged object, covered 15 feet, was reported in the vicinity of the bell buoy.

**Anchorage.**–Vessels may anchor in St. George Sound behind the W end of Dog Island in depths of about 20 feet and to the NW of the E end of St. George Island in depths of 18 to 20 feet. At these anchorages, vessels with good ground tackle can safely ride out any gale except a hurricane. Small boats can anchor closer inshore behind the hook at the E end of St. George Island or at various points in the sound where depths are suitable.

**Tides and currents.**–At East Pass and Carrabelle the tidal currents are strong, sometimes having a velocity of 3 to 4 knots, and ordinarily at least 1 knot. They usually set across the shoals at an angle with the channel, and great care should be taken not to be set toward the shoals on either hand.

**Wharves.**–A town wharf, several fish wharves, and service wharves with reported depths of 7 to 15 feet alongside are along the waterfront. There is a tie-up berth for barges on the S bank of the river opposite the town.

**Small-craft facilities.**–A marina and a boatyard are at Carrabelle. Berths, gasoline, diesel fuel, water, ice, marine supplies, motor and radio repairs, and launching ramps are available at the marina.

**Dangers.**–A fan-shaped test firing area, marked by unlighted buoys, is centered about 4 miles S of the abandoned lighthouse on Little St. George Island. (See 334.650, chapter 2, for limits and regulations.)

**Dangers.**–A restricted area of Tyndall Air Force Base is close W of Government Cut. (See 334.670, chapter 2, for limits and regulations.)

**Caution.**–The Apalachicola River entrance lighted range is partly obstructed by the highway bridge. The front range is a flashing light suspended below the bridge deck in the third bent W of the swing span and is difficult to see from the channel entrance. The rear range shows above the bridge deck, but may be difficult to identify in the daytime if vessels with tall masts are docked at the wharves north of the bridge. On the sides of the channel are ruins of wooden jetties extending 2 miles S of the highway bridge.

**Pilotage.**–Pilots are not available, but local fishing guides can be hired as pilots for the adjacent waters and the Gulf. There is a public hospital in Apalachicola.

**Agricultural quarantine** officials are stationed in Pensacola. (See Appendix A for address.)

**Note:** Mariners are required by the U.S. Army Corps of Engineers to contact Panama City area office by telephone (904-785-5881) for controlling depths and river channel conditions before entering the Apalachicola, Chattahoochee, and Flint Rivers system. Failure to comply with this requirement will result in the Corps of Engineers refusing to permit completion of passage by any tow in violation.

**U.S. Coast Guard Rescue Coordination Center**

24 hour Regional Contact for Emergencies

<table>
<thead>
<tr>
<th>RCC New Orleans</th>
<th>Commander</th>
<th>8th CG District</th>
<th>(504) 589-6225</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>New Orleans, LA</td>
<td></td>
</tr>
</tbody>
</table>
NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry. To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS

<table>
<thead>
<tr>
<th>Lightning</th>
</tr>
</thead>
<tbody>
<tr>
<td>GREEN LIGHT ONLY</td>
</tr>
<tr>
<td>FLASHING (2)</td>
</tr>
<tr>
<td>FLASHING</td>
</tr>
<tr>
<td>OCCULTING</td>
</tr>
<tr>
<td>QUICK FLASHING</td>
</tr>
<tr>
<td>ISO</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Lightning</th>
</tr>
</thead>
<tbody>
<tr>
<td>RED LIGHT ONLY</td>
</tr>
<tr>
<td>FLASHING (2)</td>
</tr>
<tr>
<td>FLASHING</td>
</tr>
<tr>
<td>OCCULTING</td>
</tr>
<tr>
<td>QUICK FLASHING</td>
</tr>
<tr>
<td>ISO</td>
</tr>
</tbody>
</table>

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
The U.S. Coast Guard recommends the following practices for Operation and Navigation:

1. **Chart**
   - Always carry a current chart or map suitable for the area of operation.
   - Keep charts and maps clean and free of obstructions such as magnets, clips, or other materials that could interfere with reading.

2. **Navigational Aids**
   - Use VHF radio and other navigational aids as necessary.
   - Keep a watch on VHF channel 16 (collision avoidance channel) and other channels as required.

3. **Weather**
   - Stay informed about local weather conditions and marine forecasts.
   - Use the latest marine weather reports and forecasts for your area.

4. **Lights**
   - Keep navigational lights on as required by law.
   - Use red and green lights as appropriate for your route and area.

5. **Radio**
   - Maintain contact with the Coast Guard and other aids to navigation.
   - Use radio in case of emergency or for reporting navigational hazards.

6. **Navigation**
   - Familiarize yourself with the area's navigation rules and regulations.
   - Keep a proper lookout for other vessels and hazards such as rocks, shoals, and obstructions.

**HURRICANES AND TROPICAL STORMS**

Hurricanes, tropical storms, and other severe weather events can cause significant damage to vessel structures, equipment, and rigging. Vessels may be damaged or disabled, and personnel may be unable to operate vessels in their normal positions due to high winds or waves. Vessels should be secured to avoid damage, and personnel should be prepared to take appropriate actions to ensure safety.

**NOAA WEATHER RADIO BROADCAST**

The NOAA Weather Radio stations below provide continuous weather broadcasts. The broadcast range is typically 25-30 nautical miles from the antenna, but may vary as much as 100 nautical miles for stations in high terrain.

**Joints page 9**

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
CARRABELLE TO APALACHICOLA BAY

Mercator Projection
Scale 1:40,000
North American Datum of 1993
(World Geodetic System 1984)

SOUNDING IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1
Additional information can be obtained at nauticalcharts.noaa.gov.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot for important supplemental information.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.

Scale 1:40,000 Nautical Miles
1000 0 1000 2000 3000 4000 5000 Yards
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/idsrs/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
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

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.

NOAA’s Office of Coast Survey
The Nation’s Chartmaker