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.


Econfina River, entering the E part of Apalachee Bay, is shallow and navigable by boats drawing about 2 feet at half tide or better; although lesser depths may be found during protracted periods of offshore winds. A private light marks the E side of the entrance to the river. The river channel is rocky and should be used only with local knowledge.

Econfina Landing, on the W bank 2 miles above the mouth, has facilities for small craft. Gasoline, water, ice, a launching ramp, and limited berthage are available. State Route 14 leads to U.S. Route 98.

AuCilla River flows into Apalachee Bay 4.5 miles NW of Econfina River. The approach for a distance of 3 miles is a narrow winding channel that is difficult for strangers. A private light on Gamble Point marks the entrance to the river. The river above the mouth is reported to be poorly marked, fast-flowing, and with depths of over 5 feet. It has been further reported that by giving the bends in the river a good berth, and by avoiding the rocks in the channel which are discernible by ripples, boats drawing 4 feet will have little difficulty. Local knowledge is advised.

St. Marks National Wildlife Refuge covers much of the coastal area between AuCilla River and Ochlockonee Bay, about 12 miles SW of St. Marks River.

A beach resort is at Shell Point (30°03.4’N., 84°17.4’W.), 5 miles W of St. Marks River. The mean range of tide is 2.5 feet. Shell Point Light (30°02’21”N., 84°17’41”W.), 17 feet above water and shown from a pile with a green and white diamond-shaped daymark, marks the approach.

Panacea Harbor, in Dickerson Bay, is about 11 miles SW of St. Marks Light. A dredged channel leads from Apalachee Bay to the public wharf at the town of Panacea. In 2011, the midchannel controlling depth was 5 feet to the public wharf. The channel is marked by lights, buoys, and daybeacons. Panacea is a summer resort and fishing center with a seafood processing plant in the harbor and several more in town. Gasoline and some supplies can be obtained in town.

Ochlockonee Bay, on the W side of Apalachee Bay, is a shallow bay 5 miles long and a mile wide. The approach from Apalachee Bay is obstructed by shoals, which probably shift from time to time. The S half of the mouth is closed entirely by oyster bars. The entrance is between Ochlockonee Point on the N and Bald Point on the S. Ochlockonee Bay Light OB (29°56’00”N., 84°18’00”W.), shown from a dolphin with a green square daymark, about 3 miles SE of Ochlockonee Point, marks the approach to the bay. The mean range of tide is 2.0 feet.

Ochlockonee River, emptying into the head of Ochlockonee Bay, leads W to the junction of Crooked River and then turns N and finally E. A depth of 5 feet, with local knowledge, can be found for 29 miles. U.S. Route 319 highway bridge about 6 miles above the mouth has a fixed span with a clearance of 10 feet. The river is little used. About 8 miles above the mouth, piling of a former railroad bridge is a hazard in the river. A launching ramp is available at a State park on the N side of the river, about 4.5 miles above the mouth.

Crooked River, a narrow, crooked tidal stream 22 miles long, connects Ochlockonee River with Carrabelle River. Crooked River is completely blocked by trees and growth about 10 miles above the E mouth.

Ochlockonee Shoal, lying about 8 miles SE of Ochlockonee Point, has depths of 3 to 17 feet. Although the shoal is separated from St. James Island by lanes of moderate depths, there is no safe passage between the shoal and the island except for small craft. A lighted bell buoy is SE of the shoal. The buoy also marks the approach to St. Marks River and Apalachee Bay.

There are three fish havens in Apalachee Bay. The first is 2.2 miles 167° from Shell Point Light, the second about 4.6 miles 161° from St. Marks Light, and the third about 4.5 miles 108° from Ochlockonee Bay Light 2. The first two are unmarked; the third is marked by private buoys.
Navigation Manager Regions

Northeast
northeast.navmanager@noaa.gov
Mid-Atlantic
midatlantic.navmanager@noaa.gov
Southeast
kyle.ward@noaa.gov
South Florida, Puerto Rico & U.S. Virgin Islands
florida.navmanager@noaa.gov
Texas
texas.navmanager@noaa.gov
Central Gulf of Mexico
tim.osborn@noaa.gov
Great Lakes
greatlakes.navmanager@noaa.gov
Northwest & Pacific Islands
crescent.moegling@noaa.gov
California
jeffrey.ferguson@noaa.gov
Alaska
alaska.navmanager@noaa.gov

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/

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
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.
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.ncdc.noaa.gov/ids/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.