BookletChart™

St. Marks River and Approaches
NOAA Chart 11406

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 vessels 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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11406

[Coast Pilot 5, Chapter 9 excerpts].

St. Marks River flows into the head of Apalachee Bay 83 miles NW of Cedar Keys and 54 miles NE of Cape St. George. The river is the approach to the town of St. Marks about 5.5 miles above the entrance. A cracking plant, several oil terminals, and a powerplant, which is about 0.5 mile above the town, are the principal facilities on the river. Barges constitute the major traffic on the river.

Prominent feature.—St. Marks Light (30°04’18”N, 84°10’48”W.), the most conspicuous object in the approach to St. Marks River, is 82 feet above the water and shown from an 80-foot white conical tower adjoining a one–story dwelling. The light also serves as the rear light to the 356° lighted entrance range.

Channels.—A dredged channel leads from deep water in Apalachee Bay to a turning basin at the town of St. Marks, and continues to just above the power plant about 0.5 mile above the town. In October 2006, the controlling depths were 3.4 feet (10.3 feet at midchannel) to the turning basin, thence 8.7 feet in the turning basin, thence 1.4 feet (11.3 feet at midchannel) to the head of the dredged channel. The channel is marked by a lighted range, lights, daybeacons, and lighted and unlighted buoys.

Dangers.—Shoal water extends about 3 miles S of St. Marks Light, and numerous shoals are on both sides of the channel. They are for the most part unmarked. In October 1990, a visible wreck was reported 3.8 miles SSE of the entrance channel.

Currents.—Prolonged winds from the N will cause tides to be 1 to 2 feet below predicted levels, and prolonged winds from the S will cause tides to be 1 to 2 feet above predicted levels. The tidal current in St. Marks River approach averages about 0.5 knot at strength. In the river the average is from 0.3 to 0.4 knot, although 2-knot currents have been reported.

Wakulla River enters St. Marks River 5 miles N of St. Marks Light. A draft of about 7 feet can be taken upriver for about 0.4 mile above the confluence, and about 3 feet to just above U.S. Route 319 highway bridge, about 5 miles above St. Marks. At this point the river is closed to navigation by a 6-foot-high fence across the river that provides protection for a wildlife refuge. The channel is obstructed by grass, and local knowledge is needed to carry the best water.

The San Marcos De Apalache State Park and Monument is on the point formed by the confluence of St. Marks and Wakulla Rivers. A private yacht club and a fish camp are on the E side of Wakulla River about 0.5 and 0.8 mile, respectively, above the confluence of the rivers. Berths, gasoline, a launching ramp, and a forklift that can haul out craft to 25 feet for hull and engine repairs and covered wet and dry storage are available.

A no-wake idle speed is enforced on St. Marks and Wakulla Rivers in the vicinity of all wharves and small-craft facilities.

Wharves—The riverfront at St. Marks has several oil terminal wharves and a power company wharf. The wharves are used to unload petroleum products from barges and, in May 1982, had reported depths of 10 to 15 feet alongside. There are several marinas, two of which have boatyards. Open or covered storage is available as well as open and covered berthage with electricity and launching ramps.

Supplies—Gasoline, diesel fuel, water, ice, and marine supplies are available.

An overhead power cable with a clearance of 65 feet crosses St. Marks River about 0.5 mile below Newport.

Newport is a small resort about 3.4 miles above St. Marks. U.S. Route 98 - State Route 30 highway bridge crossing the river at the N part of the town has a clearance of 9 feet. A public launching ramp is above the bridge. Fuel and some supplies are available nearby.

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
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**

<table>
<thead>
<tr>
<th>ODD NUMBERED AIDS</th>
<th>PREFERRED CHANNEL</th>
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<tbody>
<tr>
<td>GREEN LIGHT ONLY</td>
<td>NO NUMBERS – MAY BE LETTERED</td>
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<tr>
<td>FLASHING (2)</td>
<td>PREFERRED CHANNEL TO STARBOARD</td>
</tr>
<tr>
<td>FLASHING</td>
<td>TOPMOST BAND GREEN</td>
</tr>
<tr>
<td>OCCULTING</td>
<td>COMPOSITE GROUP FLASHING</td>
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<tr>
<td>QUICK FLASHING</td>
<td>ISO</td>
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**STARBOARD SIDE**

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<thead>
<tr>
<th>EVEN NUMBERED AIDS</th>
<th>PREFERRED CHANNEL</th>
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<td>QUICK FLASHING</td>
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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.
ST MARKS RIVER


CONTROLLED DEPTHS FROM SHEETED MTS AT MEAN LOWER LOW WATER (MLLW)

<table>
<thead>
<tr>
<th>NAME OF CHANNEL</th>
<th>LEFT EQUID.</th>
<th>MIDDLE EQUID.</th>
<th>RIGHT EQUID.</th>
<th>LENGTH</th>
<th>WIDTH</th>
<th>DEPTH</th>
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<tbody>
<tr>
<td>CHANNEL ENTRANCE</td>
<td>5.9</td>
<td>7.1</td>
<td>8.8</td>
<td>0.8</td>
<td>10.1</td>
<td>15.8</td>
</tr>
<tr>
<td>TO DREDGE AMPT</td>
<td>0.8</td>
<td>10.1</td>
<td>15.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>THRU TO END OF PROJECT</td>
<td>120</td>
<td>14.9</td>
<td>12</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>150</td>
<td>1.4</td>
<td>12</td>
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</table>

NOTE: CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.
Note: Chart grid lines are aligned with true north.
NOTE A
Regulation regulations are published in Chapter 2, U.S. Coast Pilot. Additional or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL. Refer to chart regulation section numbers.
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 (LNMs 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

Distress Call Procedures
- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: “MAYDAY, MAYDAY, MAYDAY.”
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!