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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11409

[Coast Pilot 5, Chapter 9 excerpts]. The shoals that extend 10 miles offshore for 40 miles N from Anclote Keys are St. Martins Reef. The outer limit is marked by St. Martin Outer Shoal Light 10 (28°25'48"N., 82°55'06"W.), 16 feet above the water and shown from a dolphin with a red triangular daymark. Strangers should approach the coast with care. Small craft of 3 to 4 feet in draft follow the coast closely, especially during windy weather, and find comparatively smooth water by keeping 7 miles offshore. Hazy atmosphere frequently obscures this section of the coast, and the vessels standing inshore close enough to sight land are mostly spongers and fishermen, who sometimes anchor in shoal water, soft bottom, behind shell reefs and ride out the heaviest gales.

Hudson. The entrance channel had a centerline depth of 2 feet. The channel is marked by a light and daybeacons. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, sewage pump-out, launching ramp, wet and dry storage are available.

Aripeka. There are deep springs and shoals in the creek, which has a depth of 1 foot. The approach is marked by a private light and daybeacons. The bridges around the N and S sides of the island have clearances of 4 and 8 feet. There are fish camps on the creek. Gasoline in cans, water, ice, and provisions are available at the N of the two bridges. The village on State Route 59S has a launching ramp.

Hernando Beach. Transient berths, electricity gasoline, diesel fuel, water, ice, marine supplies, provisions, a launching ramp, are available. The approach channel is marked by a private light and daybeacons and can be followed by keeping several yards S of the jetty and fill spit. The channel had a depth of 4 feet. A large submerged rock covered at all stages of tide was reported in the middle of Hernando Beach channel.

Bayport is at the mouth of Weeki Wachee River. On a favorable tide 2 feet can be taken to a small marina 1.5 miles above the mouth. Gasoline, water, ice, marine supplies, and outboard engine repairs are available. Bayport Channel Approach Light BP (28°32'48"N., 82°42'24"W.) marks the approach to the channel to Weeki Wachee River. Beacon Rock, close N of the light, covers at high water and is marked by a private daybeacon. A public launching ramp and wharf are near the N side of the river entrance.

In 1999, the centerline controlling depth was 3½ feet from Homosassa Bay Light 4 to Homosassa River Daybeacon 81, thence 3 feet to Daybeacon 5 at the end of the project. Homosassa Bay Entrance Light 2 (28°41'26"N., 82°48'39"W.), 16 feet above the water and shown from a dolphin with a red triangular dayboard, about 3.3 miles SW of the entrance to the channel, marks the approach. The river entrance is clearly marked by lights and daybeacons. Shoals on either side of the channel are discernible by their lighter color. The river channel is marked by daybeacons.

The overhead power cables crossing Homosassa River below Homosassa have a reported least clearance of 45 feet.

Manatees.—Regulated speed zones for the protection of manatees are in Homosassa River. (See Manatees, chapter 3.)

Crystal River empties into the N side of Crystal 45 miles N of Anclote River and 23 miles SE from the town of Cedar Keys. Mangrove Pointon the S side of the entrance to the bay, is prominent in the approach from the SW. The white shell of Shell Island, on the S side of the river’s entrance, is prominent when approached from the dredged channel across Crystal Reefs.

A marked channel with dredged sections leads from the Gulf through Crystal Bay and Crystal River to Kings Bay and the town of Crystal River at the river head. The channel through Crystal Reefs to the mouth of the river on the N side of Shell Island to Kings Bay is marked by daybeacons.

Manatees.—Regulated speed zones and a motorboat prohibited area for the protection of manatees are in Kings Bay. (See Manatees, chapter 3.)
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

- GREEN LIGHT ONLY
- FLASHING (2)
- FLASHING OCCULTING
- FLASHING 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)

STARBORD SIDE
EVEN NUMBERED AIDS

- RED LIGHT ONLY
- FLASHING (2)
- FLASHING OCCULTING
- FLASHING 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.
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:36,000 See Note on page 5.
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are geodetically surveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast (Natl.)

SOURCE
B2 1970-1989 NOS Surveys partial bathymetric coverage
B3 1940-1969 NOS Surveys partial bathymetric coverage
B4 1900-1939 NOS Surveys partial bathymetric coverage
B6 Pre-1900 NOS Surveys partial bathymetric coverage

CAUTION
This chart has been corrected from the Notice to Mariners (NtM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district. Changes shown in the lower left-hand corner. Chart updates corrected from Notices to Mariners published after the dates shown in the lower left-hand corner are available at nauticalcharts.noaa.gov

Use NOAA electronic navigational charts for the most up-to-date information.

Printed at reduced scale. SCALE 1:80,000 See Note on page 5.

11409

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.

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**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!**

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/

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**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
- 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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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.

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