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?

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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)

Charlottesville Harbor, about 60 miles SSE from Tampa Bay, is the approach to Port Boca Grande, Boca Grande, Punta Gorda, and several smaller settlements. On the S side Charlotte Harbor opens into Pine Island Sound and on the N side into Gasparilla Sound, which are described in chapter 12 in connection with the Intracoastal Waterway. Matlacha Pass, on the S side, has been described earlier in this chapter. Port Boca Grande on the inner side of the S end of Gasparilla Island is an important petroleum receiving port. The town of Boca Grande is about 2 miles to the N.

Prominent features.—In the approach to the entrance from the S or SW, the first object sighted in daytime should be Gasparilla Island Light (26°44'31"N., 82°15'48"W.), 1.5 miles from the S end of Gasparilla Island. The light, 105 feet above the water, is shown from a white hexagonal pyramidal skeleton tower, enclosing a stair cylinder. A red sector in the light from 001° to 045° covers the shoals W of Cayo Costa S of the entrance.

Upon closer approach, the loading transporter and sampling tower at the abandoned phosphate terminal, the large storage sheds at the marina at Port Boca Grande, and four storage tanks about 0.4 mile N of the end of the island will be seen. A water tank and a microwave tower at the town of Boca Grande also are prominent. Port Boca Grande Light (26°43'02"N., 82°15'39"W.), 41 feet above the water, is shown from a white frame dwelling on the S end of the island. Close SW of the light, the tower and attached dwelling of the former lighthouse are prominent.

Anchorage.—Vessels should anchor in the Charlotte Anchorage, SW of the Safety Fairway. (See 166.100 through 166.200, chapter 2.) In addition, good anchorage in Charlotte Harbor for large vessels is in depths of 20 to 40 feet at the inner end of the entrance channel; the holding bottom is good. This is the anchorage used by vessels waiting for loading berths at Port Boca Grande. The anchorage affords excellent shelter from all winds, and is used as a harbor of refuge by coasting vessels and others. Small vessels can anchor almost anywhere in Charlotte Harbor. Good depths for small craft can be found close inshore between Port Boca Grande and Boca Grande. Small craft also can use the lagoon at Boca Grande. In 1996, a submerged wreck was reported 0.7 mile E of the anchorage in position 26°38.2'N., 82°17.7'W. Another good anchorage for small craft has been reported between Johnson Shoals and the NW side of Cayo Costa. Depths in the anchorage are 7 to 11 feet, but only craft drawing less than 5 feet can enter through the unmarked swash channel along the NW side of Cayo Costa.

Dangers.—Numerous floating piles have been reported in Charlotte Harbor and adjacent waterways, and in Boca Grande Channel and its approaches.

Currents.—The tidal currents in the entrance channel average 2.2 knots at strength. The ebb current, which is said to attain occasionally an extreme velocity of 3 to 4 knots, depending upon the winds and direction of the wind. In the harbor channel between Cape Haze and the N end of Pine Island, the average velocity of the current is 0.5 knot. In Matlacha Pass at Little Pine Island bridge the current floods to the SE with an average velocity of 0.6 knot; the ebb current is weak and variable. To the N at the Myakka River bridges the current floods to the NW with an average velocity of 0.5 knot; the ebb current is weak and variable. In Peace River the current floods to the NE and ebbs to the SW with an average velocity of about 0.4 knot at strength.

The coast between Charlotte Harbor and Tampa Bay trends about NW by N, and has a nearly straight sand beach that is broken in places by small inlets. Back of the barrier islands are shallow bays and lagoons which can be entered from the Gulf of Mexico through Gasparilla Pass, Stump Pass, Venice Inlet, Big Sarasota Pass, New Pass, and Longboat Pass. Most of these passes, though marked, are subject to change, and the aids are frequently shifted in position. The low shore is wooded nearly to the water’s edge and has few prominent features except in the vicinity of Boca Grande, Venice, and Sarasota, and for the 720-foot Venice Fishing Pier, about 2.5 miles S of the entrance to Venice Inlet. The pier is reported marked at its end by two fixed red lights.

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

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. See Note on page 5.

SCALE 1:48,000

Yards Nautical Miles

1 1000 2000 3000 4000 5000
RACING BUYS
Racing buoys within the limits of this chart are not shown herein. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoals may not reflect actual conditions. Altering these claims, fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, displaced or otherwise made inoperative. Mariners should not rely upon the position or description of an aid to navigation. Winds and submerged obstructions may have been displaced from charted locations. Pilings may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are required to report aids to navigation, discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION
Temporary changes or omissions to aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Pump-out facilities

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.

SCALE: 1 Nautical Mile = 1,000 Yards

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
FLORIDA
CHARLOTTE HARBOR TO TAMPA BAY
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.

**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/](http://www.nws.noaa.gov/nwr/)

**Quick References**

- Nautical chart related products and information — [http://www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — [http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm)
- Tides and Currents — [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Contact Us — [http://www.nauticalcharts.noaa.gov/staff/contact.htm](http://www.nauticalcharts.noaa.gov/staff/contact.htm)

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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