Intracoastal Waterway – Tolomato River to Palm Shores
NOAA Chart 11485

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

4 5 6 7 8 9
10 11 12 13 14 15
16 17 18 19 20 21
22 23 24 25 26 27
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=11485

(Selected Excerpts from Coast Pilot)
At Mile 775.6, a channel marked by daybeacons and a 250° lighted range leads west to a protected marina. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, and wet storage are available.

Severe shoaling had occurred in the Intracoastal Waterway from Mile 775 southward to Mile 780, including the area crossing St. Augustine Inlet. Mariners are advised to seek local knowledge.

The Vilano Beach Route A1A bridge: Tidal currents run at angles to the bridge and caution is imperative. A marina on the north side of the bridge has berths, electricity, gasoline, diesel fuel, water, ice and wet storage.

Matanzas River. At Mile 777.9, Route A1A bridge: Caution is advised because the tidal currents, particularly ebb, run at right angles to the bridge.

At Mile 788.6, Crescent Beach, Route 206 bridge: Gasoline may be obtained by shallow-draft boats at a fishing camp south of the bridge.

Navigation in the Waterway opposite the breakthrough at Matanzas Inlet at Mile 794.0 is hazardous during flood and ebb tides. Signs reading “DANGER TURBULENT WATER” have been placed to warn mariners.

Matanzas Inlet. Route A1A bridge has a clearance of 10 feet. Route A1A bridge crossing Matanzas River has a clearance of 12 feet; the one crossing the river 1 mile farther south has a clearance of 12 feet.

At Mile 796.6 is the oceanarium at Marineland where marine life are exhibited. On the east side of the waterway a privately marked channel, with a depth of 7 feet leads to the Marineland marina and boat slip. Berths at the marina are south of the boat slip. Depths of 6½ feet are alongside. Gasoline, diesel fuel, and limited marine supplies are available.

A small-craft facility is on the south side of a canal that leads west from the waterway at Mile 802.8.

Daytona Beach, Mile 830.0, is a large resort city with stores, motels, hotels, and restaurants. It has excellent yacht facilities, and marine supplies can be obtained.

South of the bridge at Mile 830.7, a marked channel leads westward to City Dock on the north side of the Municipal Yacht Basin. The channel had a depth of 5½ feet on the centerline. There are berths on the east and south sides with depths of 6½ feet. Water, ice, and electricity are available; meals and lodging are nearby. At the Halifax River Yacht Club, reciprocal courtesies are extended to members of other yacht clubs. Berths with electricity, water, and ice are available. A depth of 8 feet was alongside.

The primary facilities for yachts, other than the Halifax River Yacht Club, is 0.3 mile south of Seabreeze Bridge at Mile 829.4, and is used for docking, and fueling.

Anchorage.–There is good anchorage in the Matanzas River at St. Augustine both below and above the bridge. This anchorage, however, is not used as a harbor refuge because during strong northeasterly and northwesterly winds the sea makes the bar impassable even for small vessels. A more protected anchorage in depths of 20 feet, hard sand bottom, is reported in Salt Run, close south-southeastward of St. Augustine Inlet. About 8 feet can be taken to this anchorage. The mariner should favor the eastern shore for the best water and lee.

Private buoys mark the channel into Salt Run.

Pilots.–All vessels including yachts not having local knowledge of the channel are advised to take a local pilot both entering and leaving the inlet. Pilots are available by prior arrangement with the dockmaster at the city yacht pier. At least 24 hours advance notice of time of arrival is requested.

Harbor regulations.–A dockmaster controls moorage at the city yacht pier. The city has a harbormaster, who can be contacted through the dockmaster or by telephone (904-829-3966).
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
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 at unknown locations. Charted soundings, charted depths and shoreline may not reflect actual conditions following these storms. Aids to navigation may have been damaged or destroyed. Buoys may have been moved from charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted vertical clearance.

RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.205, 226.4103; see note A)

No vessel shall approach any right whale anywhere closer than 500 yards.
RULERS OF THE ROAD
APPROACHES
Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than ninety-five feet in length shall not impede the passage of a vessel
which can navigate only by sailing clear of it.
A motorboat being overtaken has the right-of-
way.
Motorboats approaching head to head on or nearly
to head to head are passing each other. When passing
each other at right angles or obliquely, on the right has
the right-of-way in most cases.
Motorboats must keep to the right in narrow channels
when safe and practicable.
Motorists are urged to become familiar with the
complete text of the Rules of the Road in U.S.
Coast Guard Publication "Navigation Rules."

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1927 (NAD 27), which
for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84).
Geographic positions referred to the North American Datum of 1927 must be corrected an
average of 0.990 northward and 0.894 eastward to agree with this chart.

WARNING
The prudent mariner will not rely solely on
any single aid to navigation, particularly on
floating aids. See U.S. Coast Guard Light List
and U.S. Coast Pilot for details.
Note: Chart grid lines are aligned with true north.
CAUTION

WARNINGS CONCERNING LARGE VESSELS

The “Rules of the Road” state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel’s superstructure may block the wind, with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

CONTINUED ON CHART 11485
Use NOAA electronic navigational charts for the most up-to-date information.  
36th Ed., Jan 2017, Last Correction: 5/1/2020, Cleared Through:  

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.
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/

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 (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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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