

87°18'W

87°15'W

SOURCE DIAGRAM

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 periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

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

For Symbols and Abbreviations see Chart No. 1

SOURCE

A	1990-2010	NOS Surveys	full bottom coverage
B1	1990-1994	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage

AL DATUM  
Vertical datum of this chart is the datum of 1983 (NAD 83), which is considered equivalent to the datum of the World Geodetic System 1984 (WGS 84). For information, the datum of 1983 must be corrected an amount of 0.106' eastward and 0.106' southward.

ELECTORS  
Electromagnetic interference has been placed on many aids to navigation. Individual radar receivers should be checked for these aids has been placed on many aids to navigation.

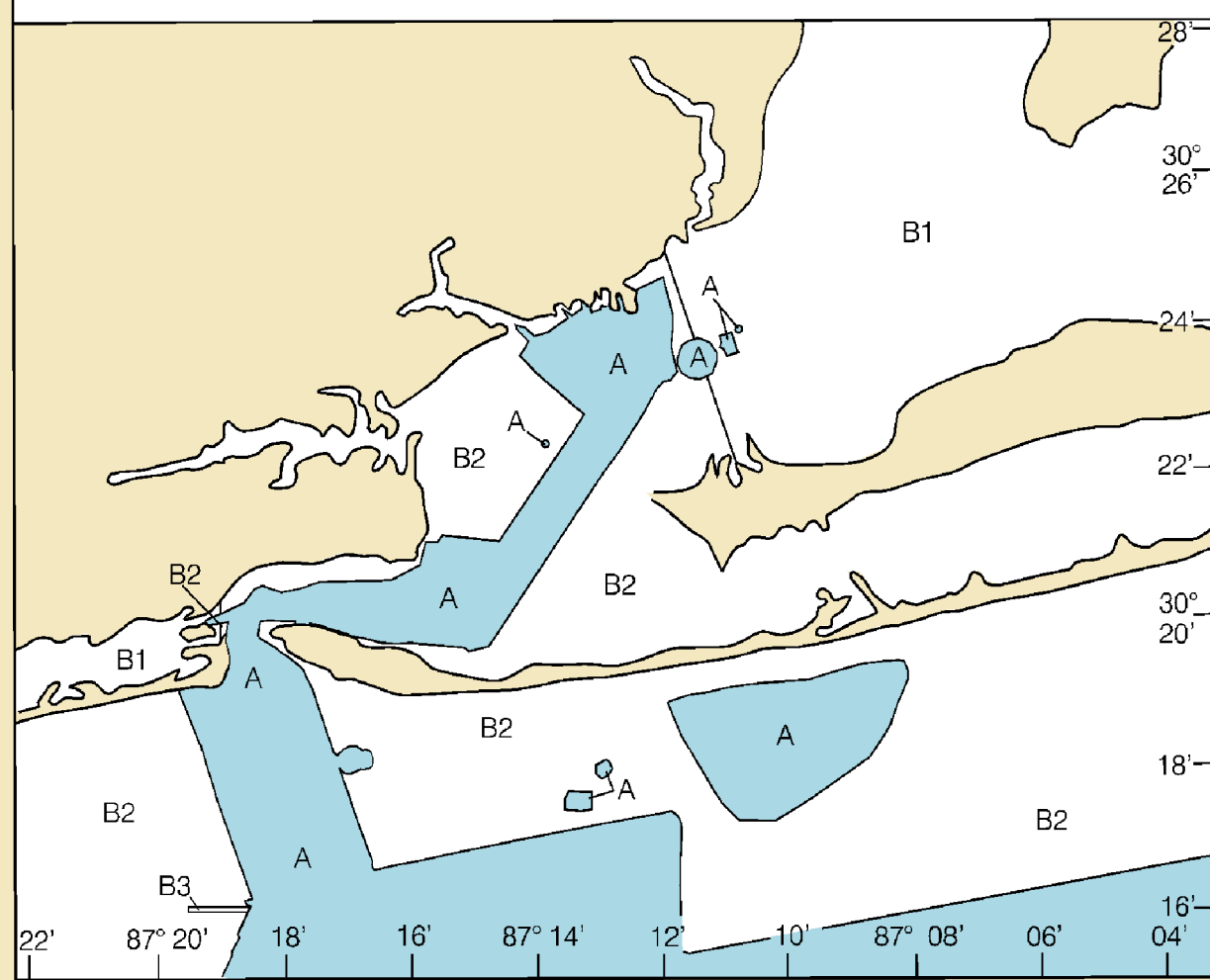
REPORTS  
Reports of obstructions, wrecks, and hazardous substances should be reported to the National Response Center via telephone (800) 424-6343, or to the nearest U.S. Coast Guard office (see Chapter 1, United States Coast Pilot).

RADIO BROADCASTS  
Radio stations listed on this chart are for weather broadcasts. These broadcasts are typically 20 to 40 minutes in length, but can be extended to 1 hour for stations at 162.400 MHz.

NOTICE  
Clearances for the passage of vessels are shown on this chart. 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.

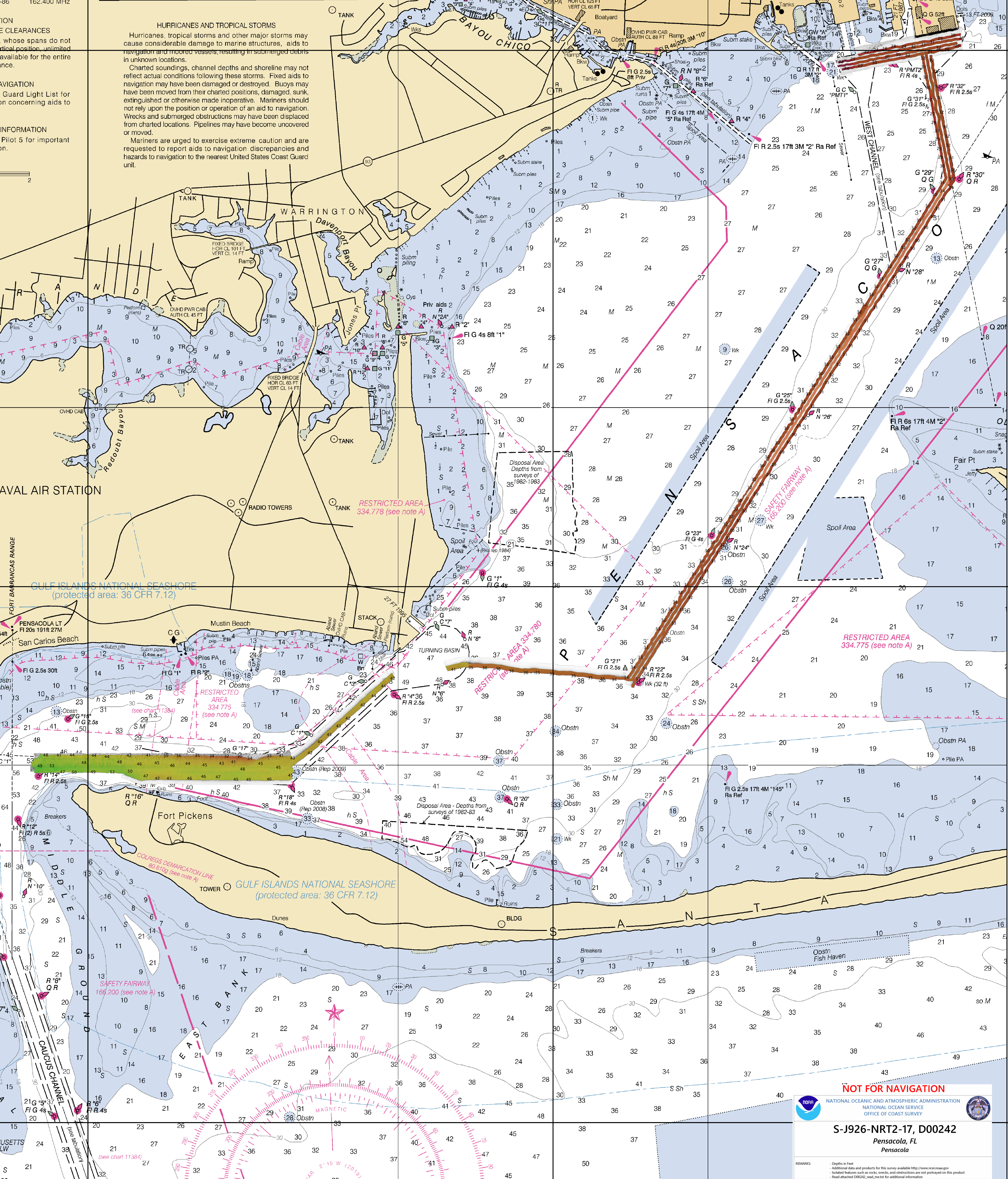
NAVIGATION  
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

ADDITIONAL INFORMATION  
For information, refer to Chapter 1, United States Coast Pilot 5 for important information.



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 shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their 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.



NAVAL AIR STATION

GULF ISLANDS NATIONAL SEASHORE (protected area: 36 CFR 7.12)

PENSACOLA LIGHT (see note A)

Fort Pickens

GULF ISLANDS NATIONAL SEASHORE (protected area: 36 CFR 7.12)

HUSETTS LIGHT (see note A)

87°18'W

87°15'W

**NOT FOR NAVIGATION**

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
OFFICE OF COAST SURVEY

**S-J926-NRT2-17, D00242**  
Pensacola, FL  
Pensacola

REMARKS: Depths in feet. Additional data and products for this survey available at: <http://www.nmce.noaa.gov>. Isolated features, such as rocks, wrecks, and obstructions are not portrayed on this product. Read attached 00032\_msd.txt for additional information.