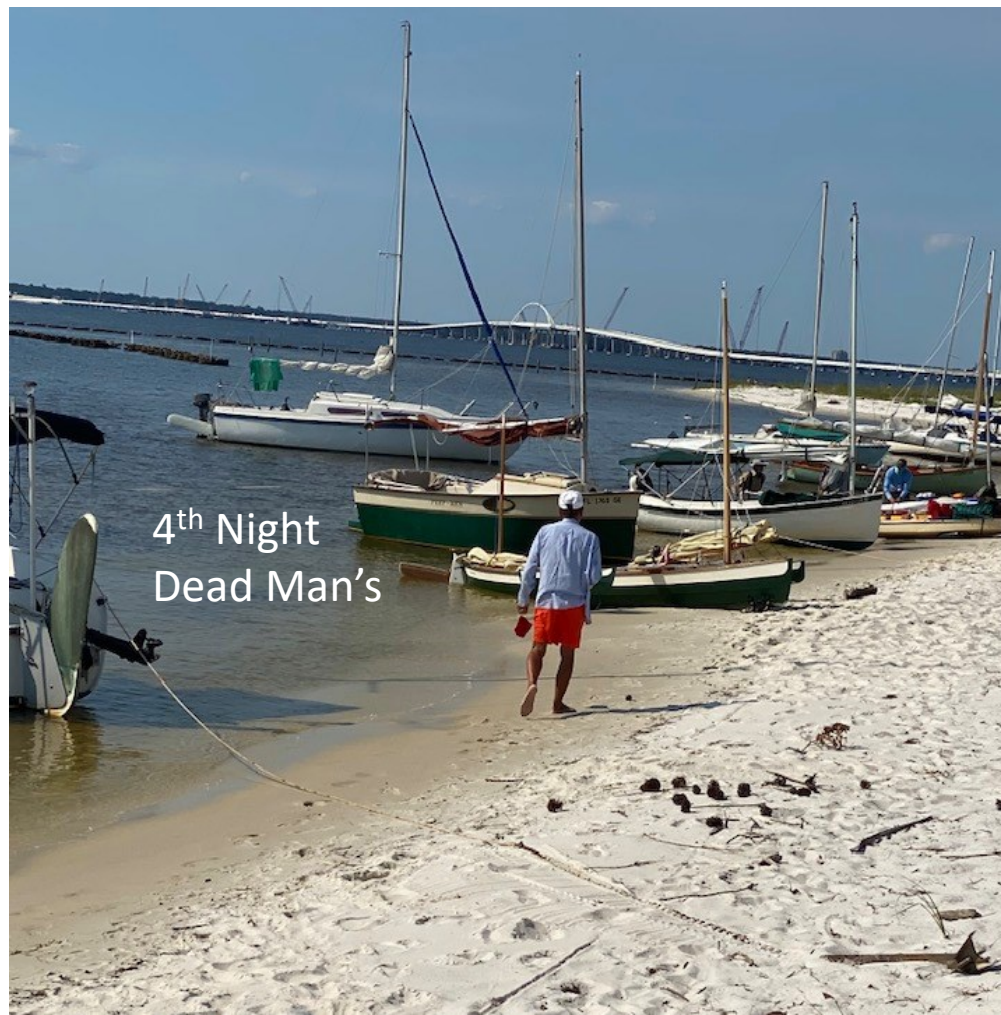




1<sup>st</sup> & 5<sup>th</sup> Nights  
Ft. McRee



2<sup>nd</sup> Night  
Big Sabine

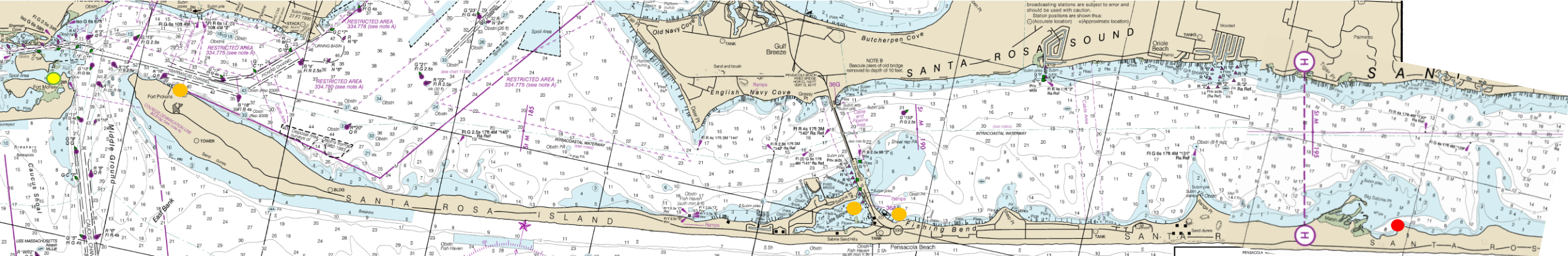


4<sup>th</sup> Night  
Dead Man's



3<sup>rd</sup> Night  
Specter Island





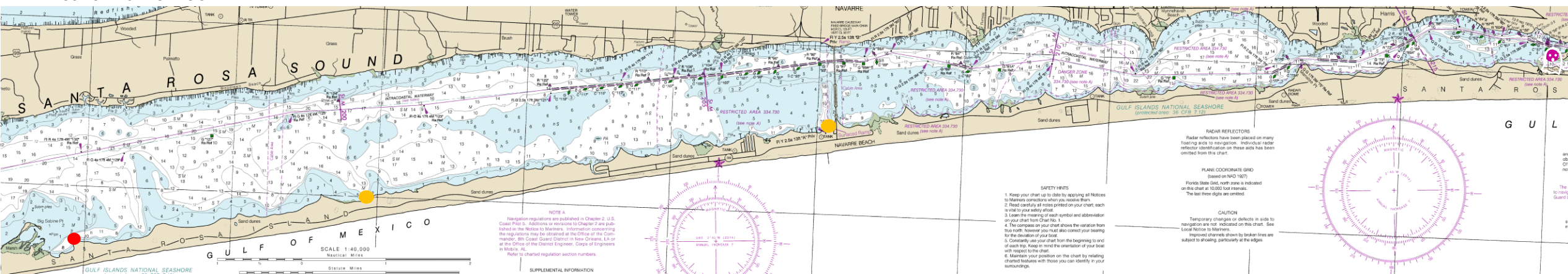
Day One:

● Ft. McRee  $30^{\circ}19'44.6''N$   $87^{\circ}18'57.1''W$   
 ● Ft. Pickens  $30^{\circ}19'49.5''N$   $87^{\circ}17'32.0''W$

19 Miles upwind

$30^{\circ}20'05.8''N$   $87^{\circ}08'23.9''W$   
 ● Pensacola Beach  
 ● Little Sabine

● Big Sabine  $30^{\circ}20'05.8''N$   $87^{\circ}08'23.9''W$

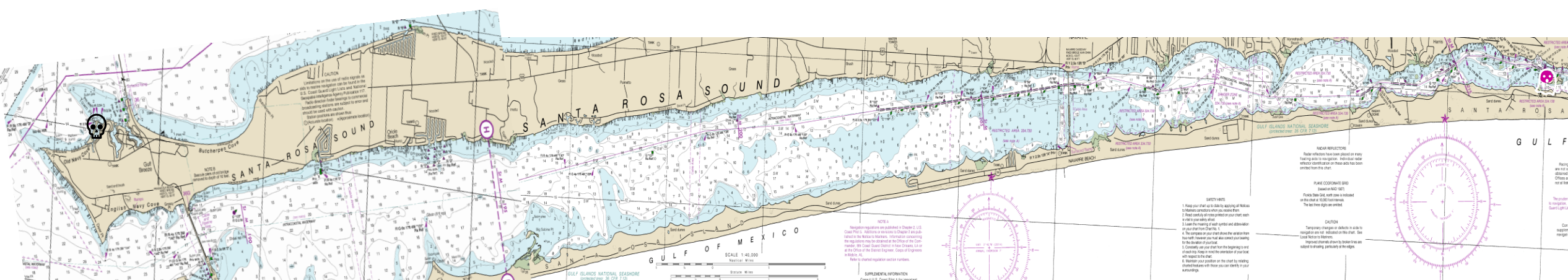


Day Two:

● Big Sabine  $30^{\circ}21'17.7''N$   $87^{\circ}02'09.8''W$   
 ● Opal Beach Pavillions  $30^{\circ}21'57.7''N$   $86^{\circ}58'07.7''W$   
 ● Navarre Beach  $30^{\circ}22'59.8''N$   $86^{\circ}51'50.1''W$

22 Miles upwind

● Specter Island  $30^{\circ}24'10.4''N$   $86^{\circ}41'56.5''W$



Day Three:

☠ Dead Man's  $30^{\circ}22'03.3''N$   $87^{\circ}11'15.3''W$


See Stops Above


35 mile downwind


● Specter Island  $30^{\circ}24'10.4''N$   $86^{\circ}41'56.5''W$





# Launch Ramps:

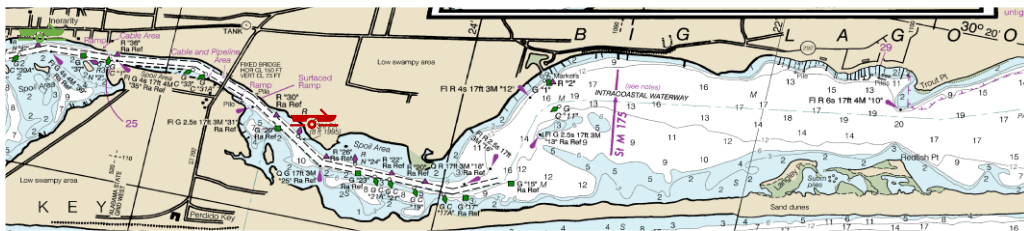
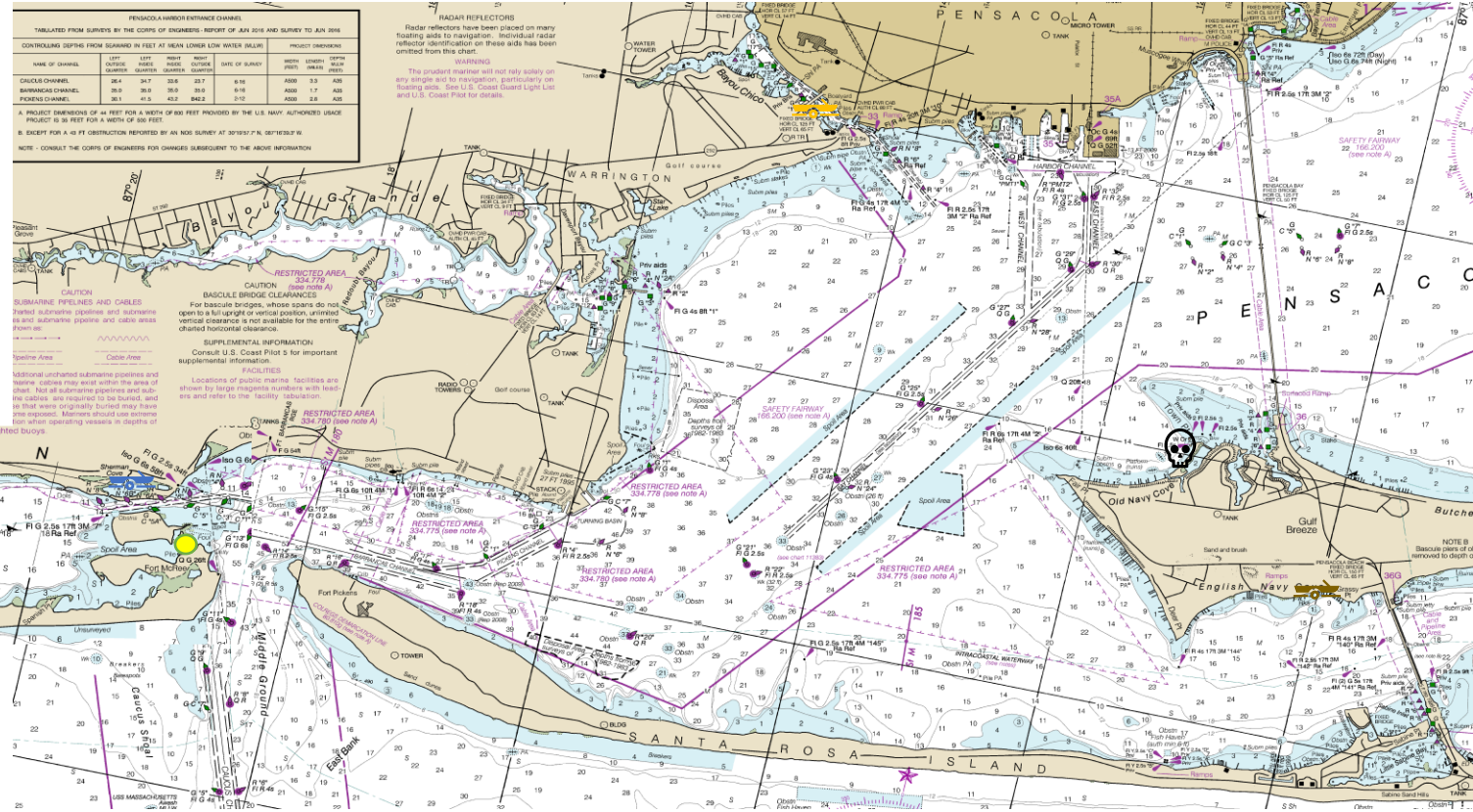
 Mahogany Mills: Protected, porta pot w/o shower, Free, have to cross Pensacola Bay which can get lumpy.

 Big Lagoon State Park: Protected, newly built, bathrooms and shower, secure, Charges Fee.

 Galvez Landing: Exposed to tides, limited parking, Porta Pot and no shower, across from spoil islands for camping, Hub Stacey's (restaurant/bar)

 Sherman Cove: Protected, bathrooms and shower, secure, across from Ft. McRee (start/stop point), only usable by active or retired military (on PAS base)

 Shoreline Park: bathrooms and shower, along day 1 and 3 routes, Charges Fee.

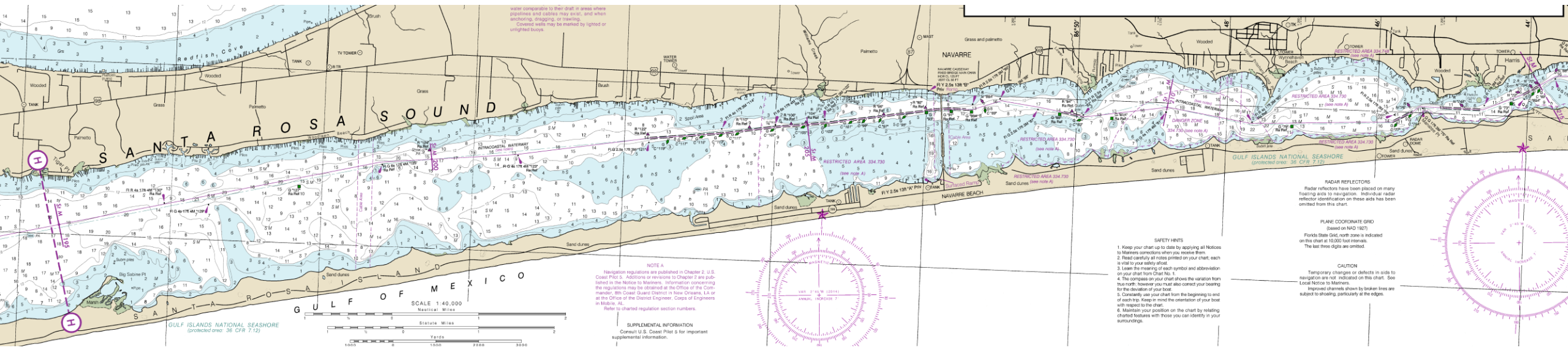
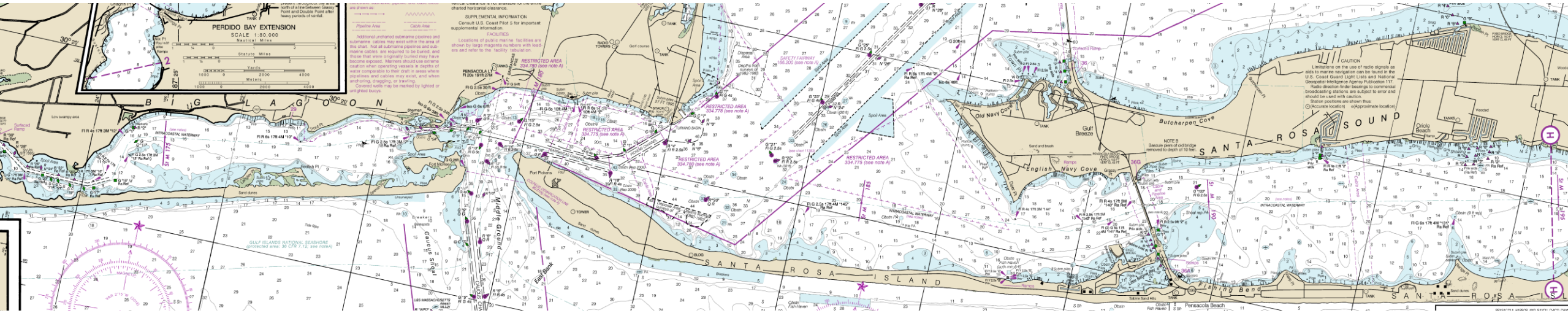


Day 4:

 Ft. McRee  
30°19'44.6"N 87°18'57.1"W



Dead Man's   
30°22'03.3"N 87°11'15.3"W



**PERDIDO BAY EXTENSION**  
SCALE 1:80,000  
Nautical Miles  
Statute Miles  
Meters

**PIPELINE AREA**  
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be marked, and those that were originally marked may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 5 for important supplemental information.  
**FACILITIES**  
Locations of public marine facilities are shown by large square numbers with letters and refer to the facility tabulation.

**RESTRICTED AREA 334 778** (see note A)  
**RESTRICTED AREA 334 779** (see note A)  
**RESTRICTED AREA 334 780** (see note A)  
**RESTRICTED AREA 334 781** (see note A)  
**RESTRICTED AREA 334 782** (see note A)  
**RESTRICTED AREA 334 783** (see note A)  
**RESTRICTED AREA 334 784** (see note A)  
**RESTRICTED AREA 334 785** (see note A)  
**RESTRICTED AREA 334 786** (see note A)  
**RESTRICTED AREA 334 787** (see note A)  
**RESTRICTED AREA 334 788** (see note A)  
**RESTRICTED AREA 334 789** (see note A)  
**RESTRICTED AREA 334 790** (see note A)

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light List and National Geospatial-Intelligence Agency Publication 117. Radio station frequencies are subject to error and should be used with caution.  
Station positions are shown true.  
On/Offshore location: (approximate location)

**NOTE B**  
Double lines of orange removed to depth of 10 feet

**NOTE 4**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions 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 charted regulation section numbers.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 5 for important supplemental information.

- SAFETY HINTS**
1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
  2. Read carefully all notes printed on your chart, each is vital to your safety.
  3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
  4. The compass on your chart shows the variation from true north; however you must also correct your bearing for the deviation of your boat.
  5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
  6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**PLANE COORDINATE GRID**  
(Based on NAD 1983)  
Florida State Grid north zone as indicated on the chart at 10,000 foot intervals.  
The last three digits are omitted.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notices to Mariners.  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

