BookletChart™

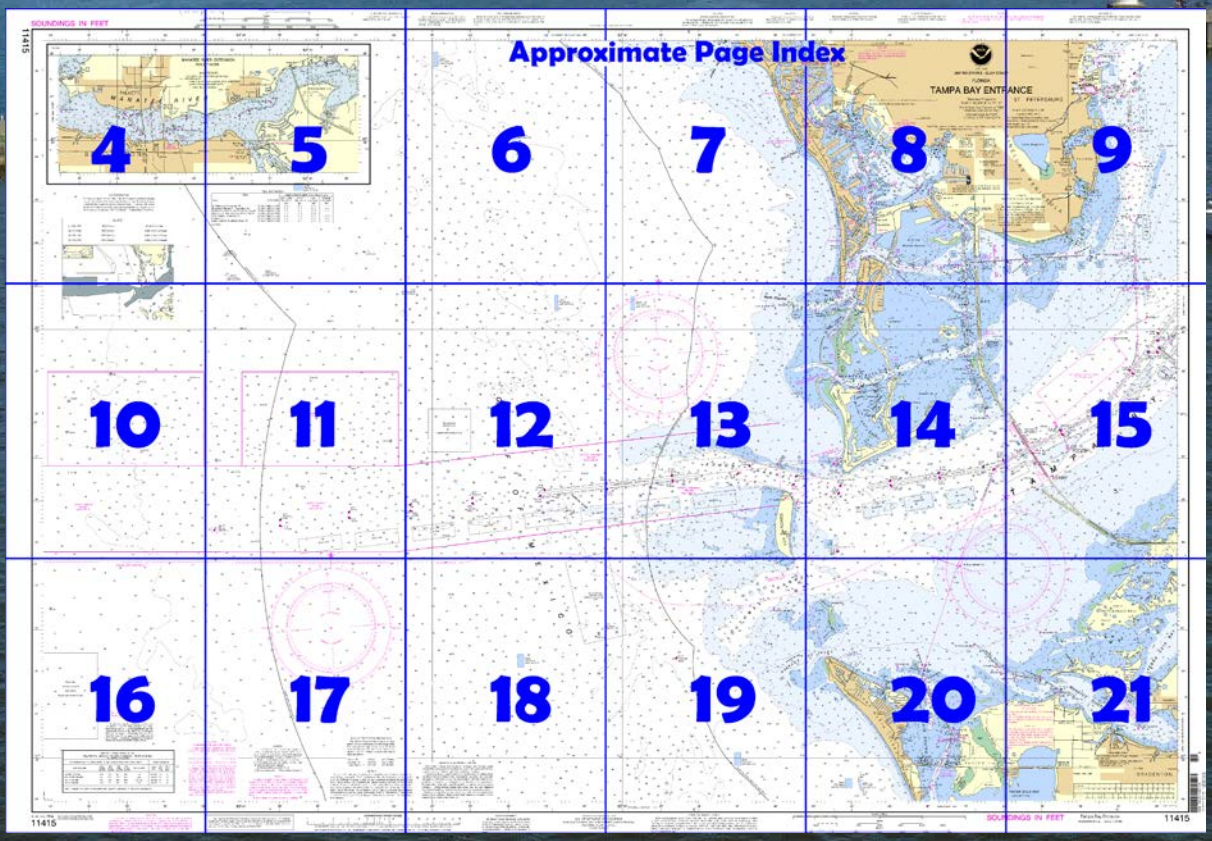
Tampa Bay Entrance

NOAA Chart 11415

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



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

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.

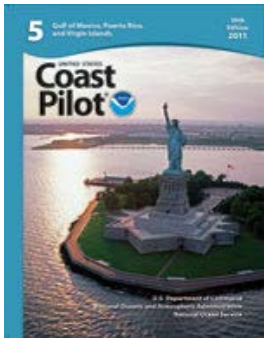
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11415



[Coast Pilot 5, Chapter 9 excerpts].
Fort DeSoto Park. The park has picnic areas, restrooms, bathhouses, surfaced launching ramps, and parking areas.
Manatee River affords good storm anchorage for small boats.
In Manatee River, a channel leads from the entrance to **Rye**. The depths were 6½ feet to Daybeacon 31 near Rocky Bluff, then 4 feet to the highway (I-75) bridge. Snags and debris obstruct the river above Rocky Bluff. A light marks the entrance, and the channel is marked by lighted ranges, lights, and daybeacons as far as Ellenton.
Vessels should approach the harbor through the Tampa Safety Fairway.
The entrance and all other navigable waters of Tampa Bay, Hillsborough Bay, Old Tampa Bay, and tributaries herein are within a **regulated navigation area**.
Required Reports to the CVTS.–Vessels should contact the CVTS prior to entering Tampa Bay, shifting or departing dock (see paragraphs 39-51 for details).
Anchorages.–Vessels with good ground tackle should anchor in the Tampa Anchorages, N of the Tampa Safety Fairway leading to Egmont Channel. An emergency anchorage is S of Mullet Key in depths of 30 to 35 feet; and SW of Gadsden Point in natural depths of 29 to 32 feet. Explosives and quarantine anchorages are E of Mullet Key, NE of Papys Point, and S of Interbay Peninsula. (See **110.1 and 110.193**, chapter 2, for limits and regulations.)
Dangers.–Shoal areas extend seaward from Egmont Key as far as **Palantine Shoal,** which is 5 miles W of the key and on the S side of Egmont Channel entrance. Palantine Shoal consists of several small lumps with depths of 11 to 18 feet over them. Spoil areas, for the most part unmarked and with reported depths of 10 feet or less, border the dredged cuts of the main ship channel in Tampa Bay and the channels in Old Tampa Bay. Caution should be observed particularly at the entrances to the side channels leading to Port Manatee, Alafia River, and Port Sutton.
Local weather during the thunderstorm season is unpredictable, and intense winds can develop suddenly. Before entering or departing the port, mariners should obtain local weather forecasts, maintain a close watch on the weather, and ensure that light vessels are properly ballasted during the transit.
A **regulated navigation** area has been established to protect vessels from limited water depth in **Sparkman Channel** caused by an underwater pipeline.
Currents.–A strong offshore wind sometimes lowers the water surface at Tampa and in the dredged channels as much as 4 feet, and retards the time of high water by as much as 3 hours. A continued SW wind raises the water by nearly the same amount and advances the time of high water by as much as 1 hour.
There is a large daily inequality in the ebb, and velocities of 2 knots or more may be expected at the strength of the greater ebb of the day in Egmont Channel, Passage Key Inlet, and off Port Tampa. Flood velocities seldom exceed 2 knots. Winds have considerable effect in modifying the tidal current.
Notice of Arrival Time.–Vessels are requested to contact Pilot Dispatch 24 hours before arrival with the following information: international gross tonnage, LOA, beam, deep draft, and name of local agent. Call the pilot station on VHF-FM Channel 16 four hours prior to arrival and one hour prior to arrival at the sea buoy (Tampa Bay Lighted Buoy T). The pilot station stands by on VHF-FM Channels 16, 17, 13, 12, and 10. Additional instructions will be given upon radio contact. If instructed to anchor, please keep 24-hour watch on VHF-FM Channels 12 and 13. Vessels are normally not moved in dense fog, and during strong northwest winds, vessels are boarded inside Egmont Key.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

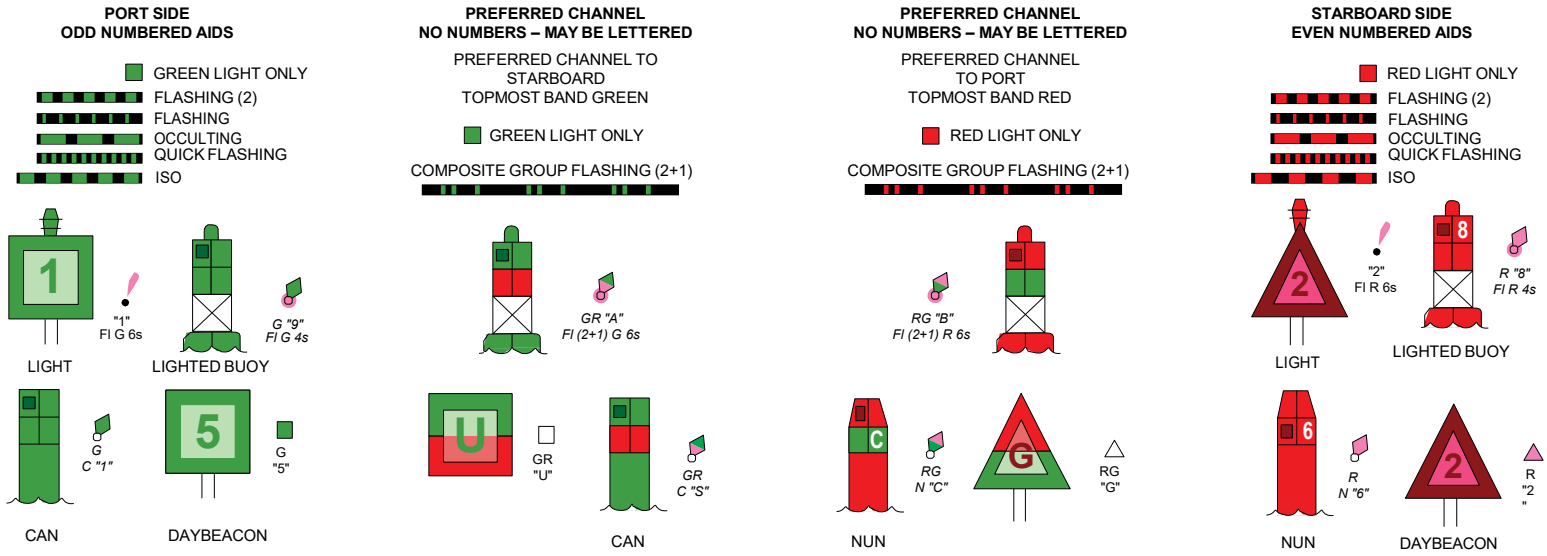
RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Manager Regions

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/

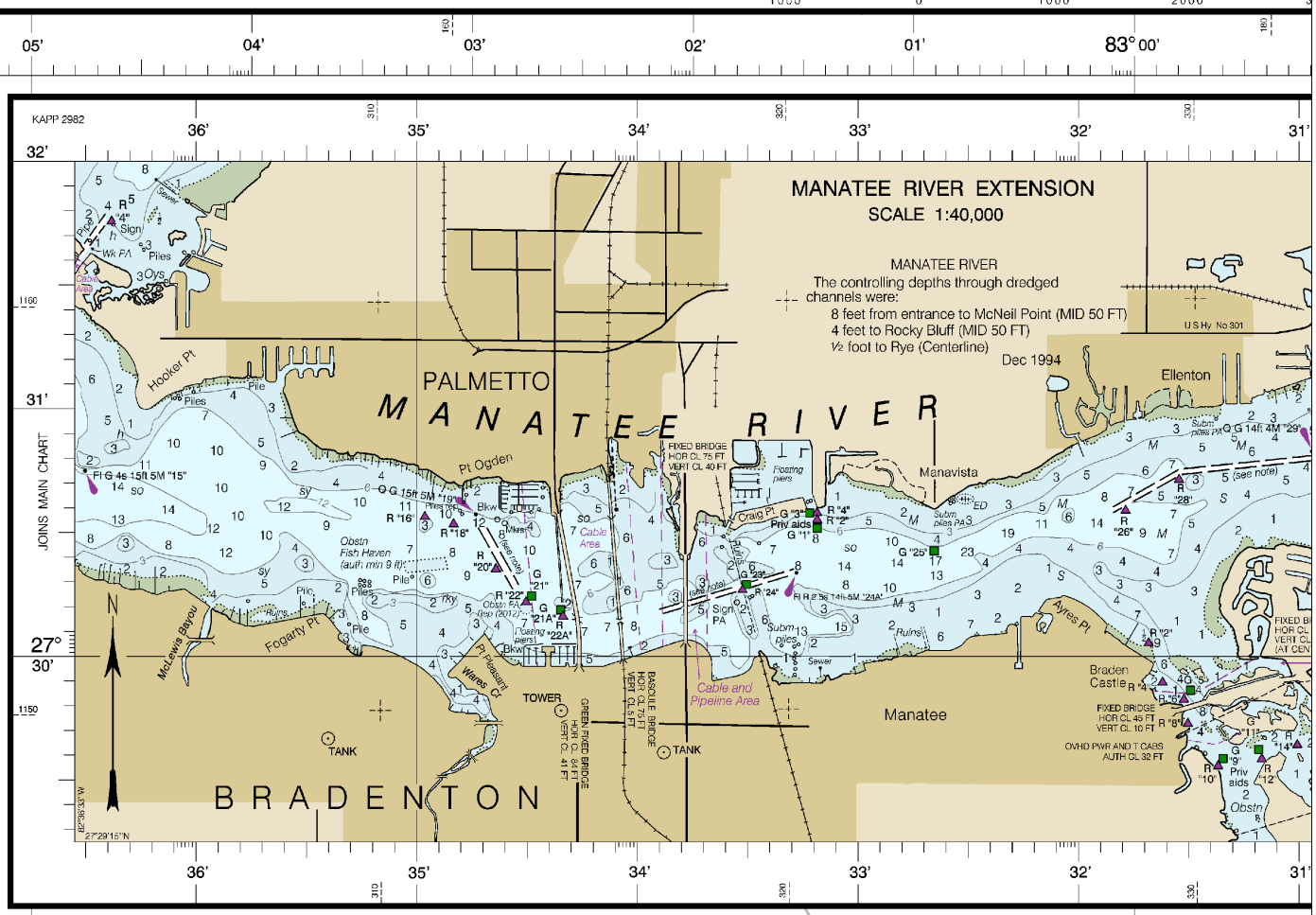
Lateral System As Seen Entering From Seaward

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*

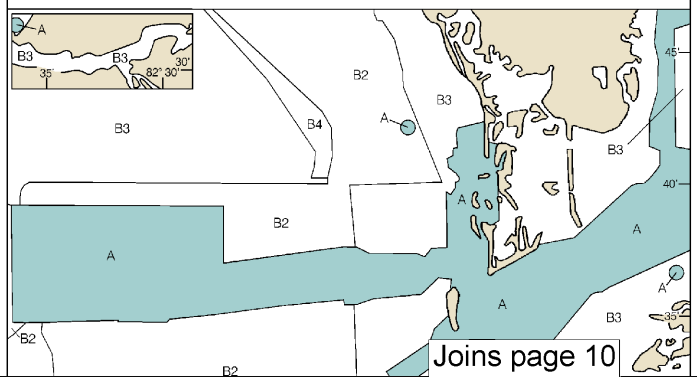
SOUNDINGS IN FEET



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.

SOURCE		
A 1990-2018	NOS Surveys	full bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage



Joins page 10

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height re Mean H High W
		feet
Mullet Key Channel, Tampa Bay, FL	(27°37'N/082°44'W)	2.1
Anna Maria Key, Bradenton Beach, FL	(27°30'N/082°43'W)	2.3
Bradenton, Manatee R., Tampa Bay, FL	(27°30'N/082°34'W)	2.3
Egmont Key, Egmont Channel, FL	(27°36'N/082°46'W)	2.2
Point Pinellas, Tampa Bay, FL	(27°42'N/082°38'W)	2.0
Gulfport, FL	(27°44'N/082°42'W)	2.3
St. Petersburg, Tampa Bay, FL	(27°46'N/082°37'W)	2.3

Dashes (- - -) located in datum columns indicate unavailable datum values fo
tide predictions, and tidal current predictions are available on the Internet fro
(Apr 2015)

Obstns Fish Havens (auth min 45 ft)

Obstns Fish Havens (auth min 45 ft)

TERRITORIAL SEA (see note X)

Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Note: Chart grid lines are aligned with true north.

SUPPLEMENTAL INFORMATION

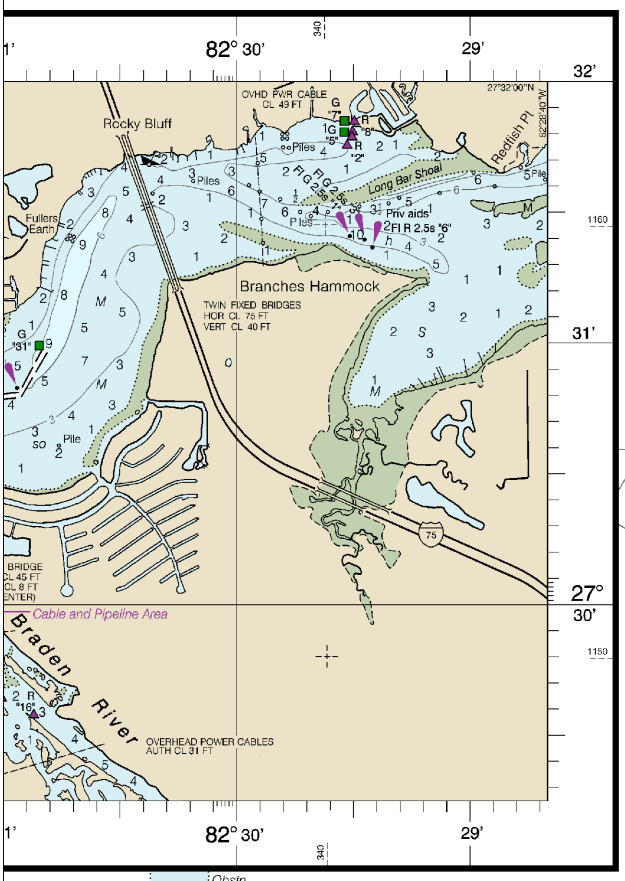
Consult U.S. Coast Pilot 5 for important supplemental information.

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.

POLLUTION REPORTS

Report all spills of oil and hazardous subs
Response Center via 1-800-424-8802 (toll free)
Coast Guard facility if telephone communicatio
153).



Obstn
Fish Haven
(auth min 21 ft)

referred to datum of soundings (MLLW)

Higher Water	Mean High Water	Mean Low Water
et	feet	feet
.1	1.8	0.3
.3	2.0	0.4
.3	1.9	0.4
.2	1.9	0.4
.0	1.6	0.4
.3	1.9	0.4
.3	2.0	0.4

for a tide station. Real-time water levels.
rom http://tidesandcurrents.noaa.gov.

Obstn
Fish Haven
(auth min 20 ft)

Obstn
Fish Haven PA
(auth min 22 ft)

PA
(18 ft rep)

Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

5

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

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.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Formerly C&GS 11417a

7' 56' 55' 54' 53' 52' CONTINUED ON CHART 11412 51'

32'

31'

27° 30'

THREE NAUTICAL MILE LINE (see note X)

Obstn Fish Haven (auth min 20 ft)

Obstn Fish Haven (auth min 20 ft)

Obstn Fish Haven PA (auth min 22 ft)

Obstn Fish Haven (auth min 20 ft)

PA (18 ft rep)

PA

S Sh

Sh

h

Joins page 5

Joins page 12

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

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 horizontal clearance.

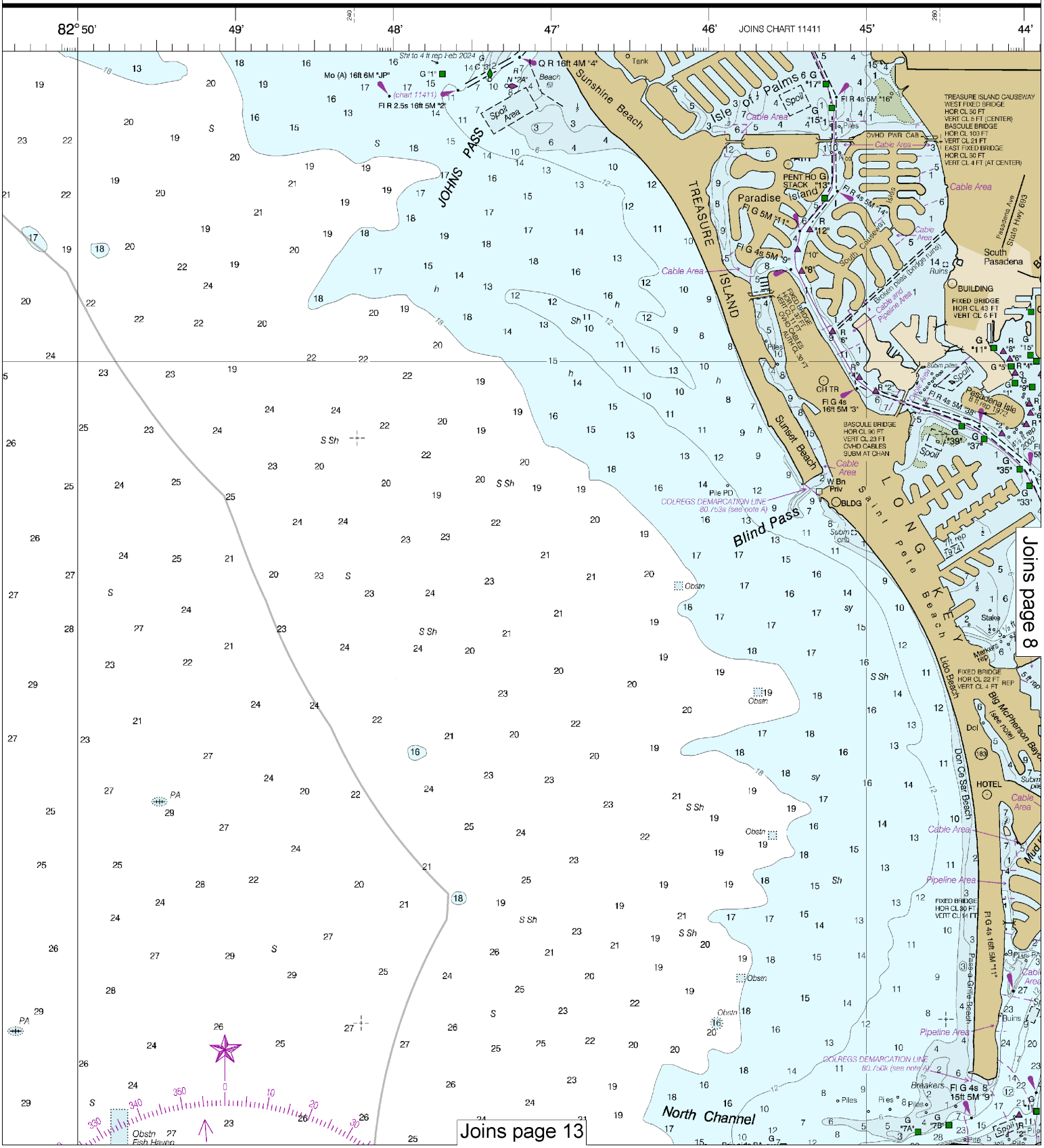
CAUTION

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

CAUTI

Improved channels shov
subject to shoaling, particu

7a, 1st Ed., June 1997 KAPP 2981



This is the Last Edition of this chart. It will be canceled on May 1, 2024

15th Ed., Dec. 2019. Last Correction: 3/27/2024. Cleared through:
LNM: 1324 (3/26/2024), NM: 1424 (4/6/2024)

CAUTION

BASCULE BRIDGE CLEARANCES

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

CAUTION

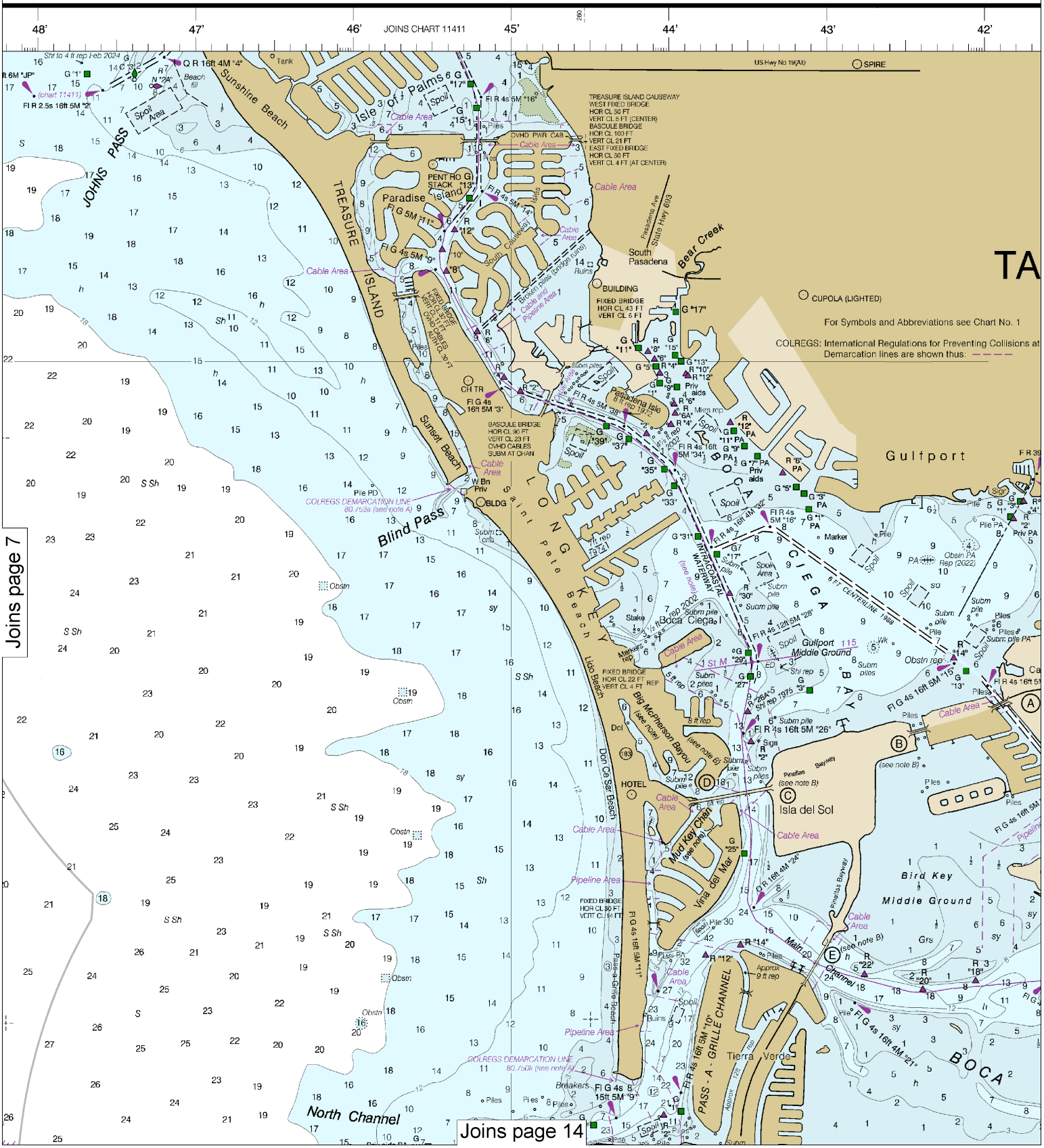
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

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

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List supplemental information concerning aid navigation.



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

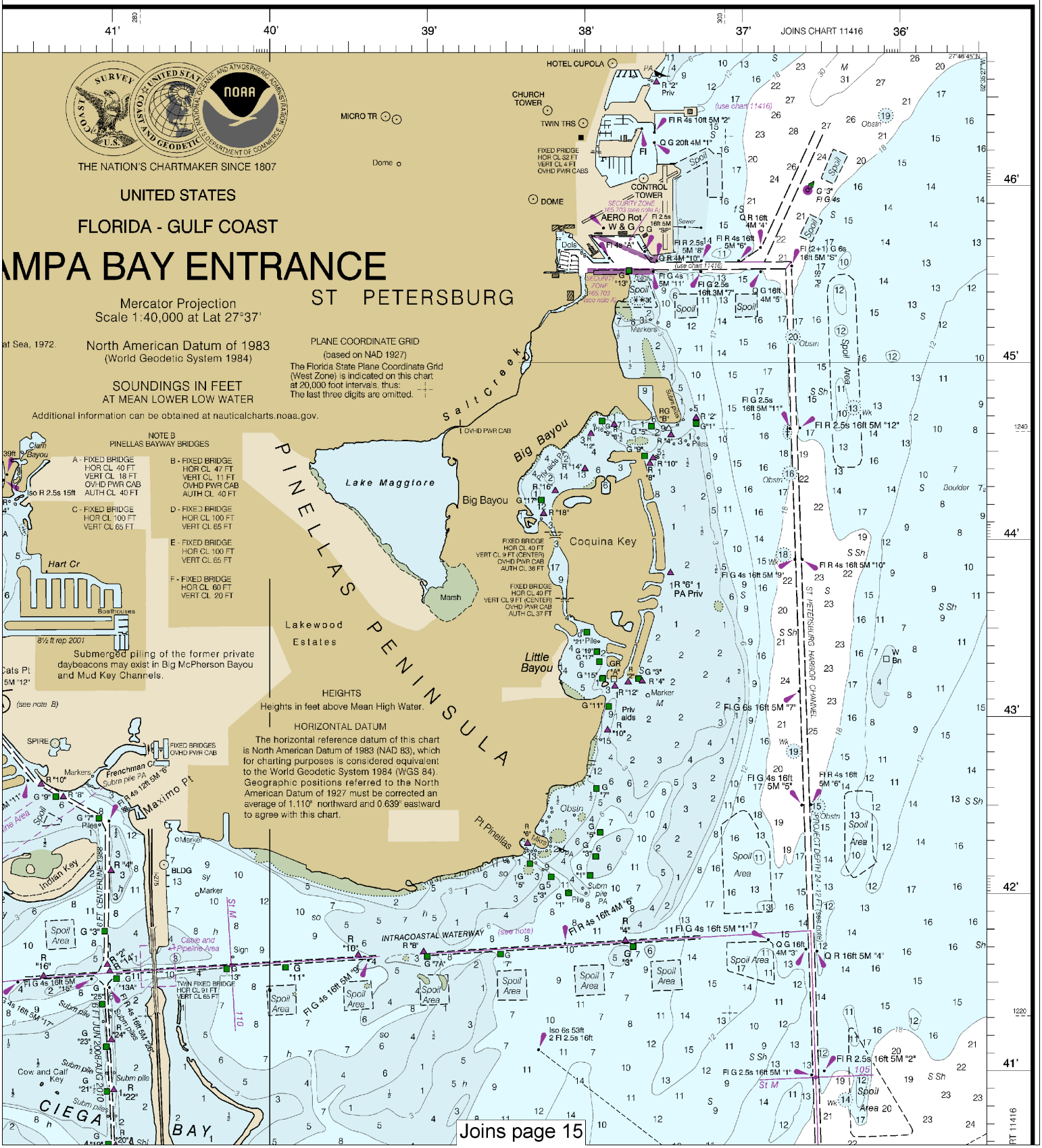
st for
ids to

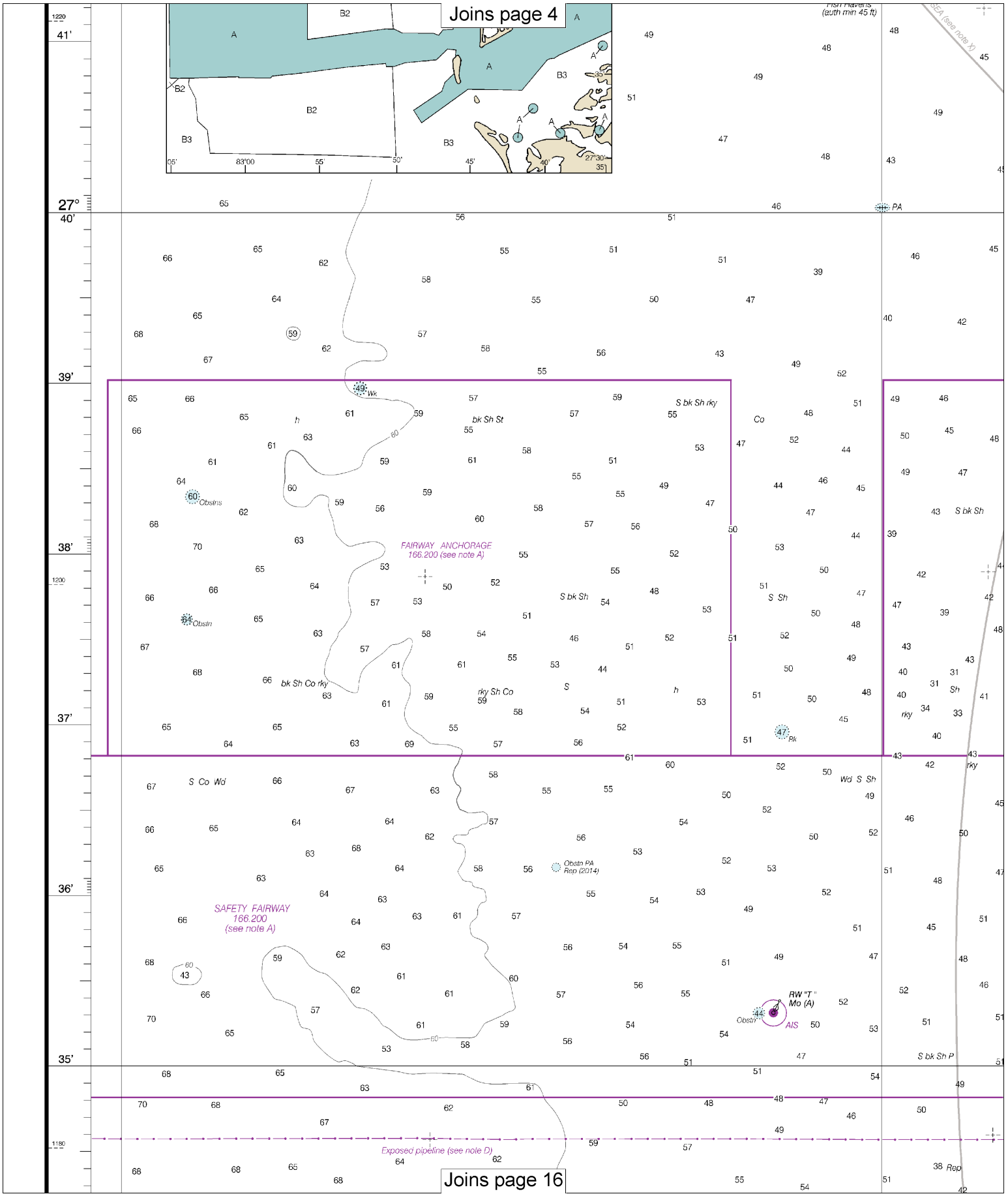
WARNING

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.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.



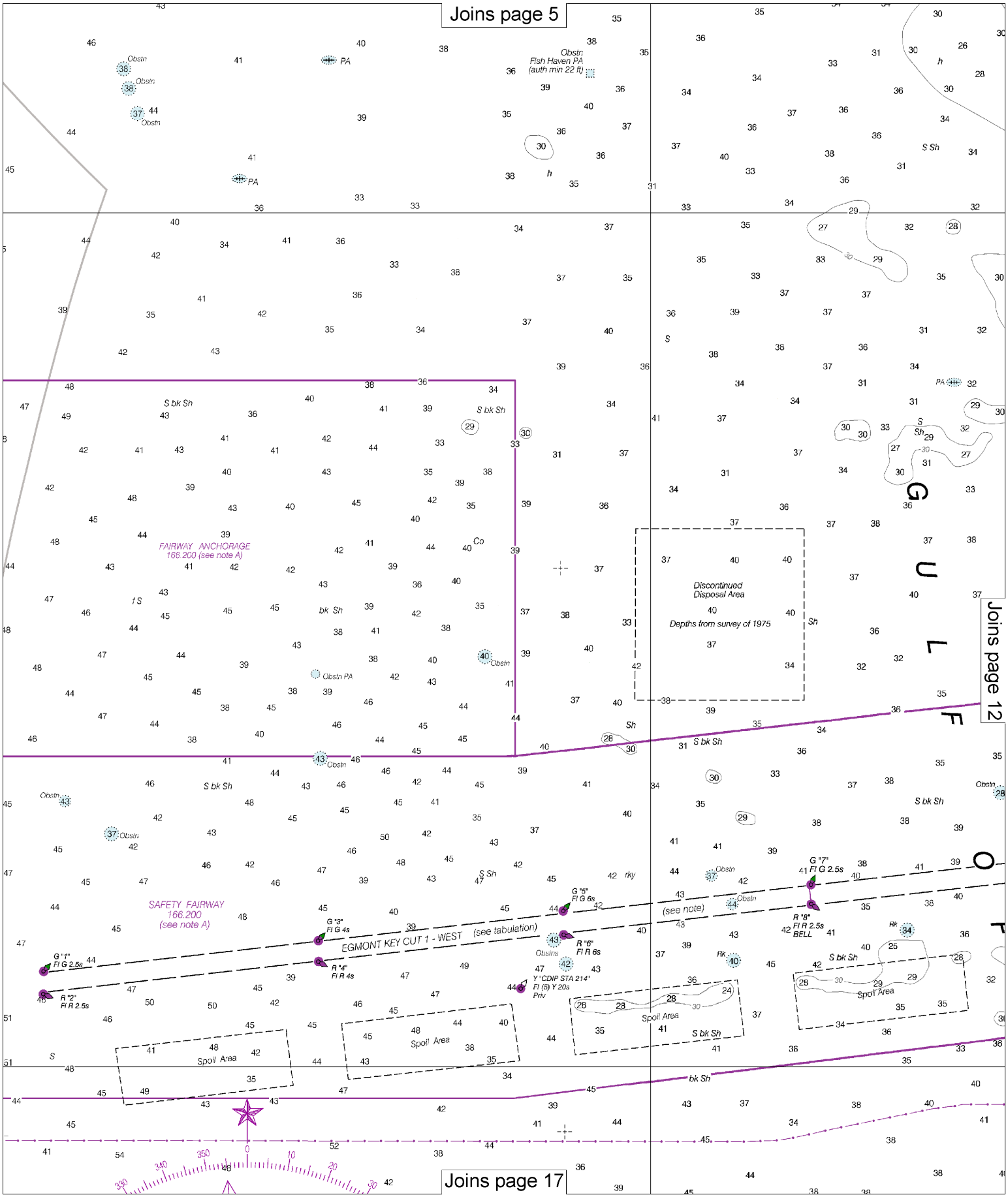


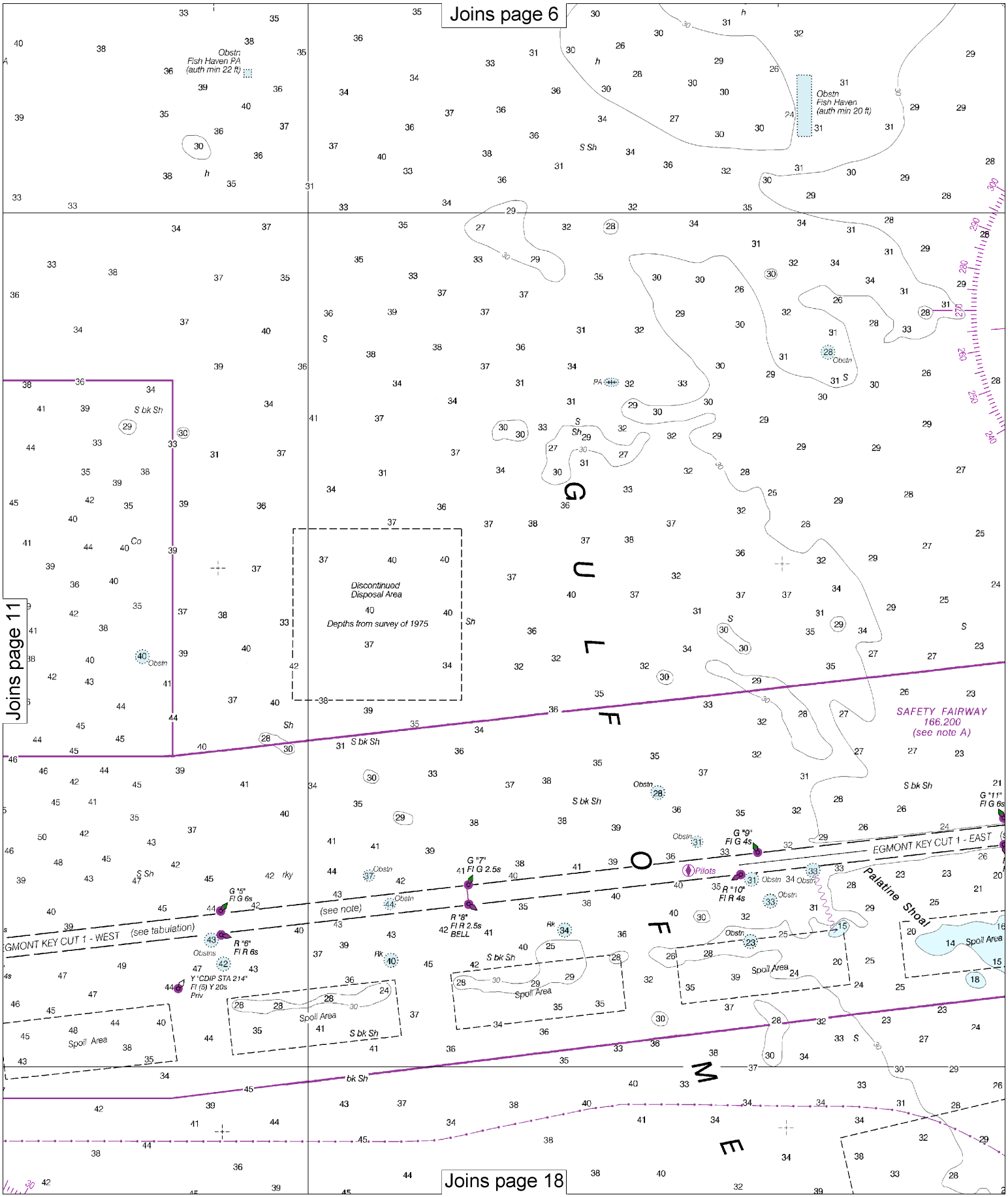
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 12
Joins page 17
G U L F
Obstn
PA
Fish Haven PA
(auth min 22 ft)
S bk Sh
S Sh
bk Sh
FAIRWAY ANCHORAGE
166.200 (see note A)
Discontinued
Disposal Area
Depths from survey of 1975
SAFETY FAIRWAY
166.200
(see note A)
EGMONT KEY CUT 1 - WEST (see tabulation)
(see note)
G "1"
Fl G 2.5s
R "2"
Fl R 2.5s
G "3"
Fl G 4s
R "4"
Fl R 4s
G "5"
Fl G 6s
R "6"
Fl R 6s
G "7"
Fl G 2.5s
R "8"
Fl R 2.5s
BELL
Y "CDIP STA 214"
Fl (5) Y 20s
Priv
Spoil Area
Rk
rky



12

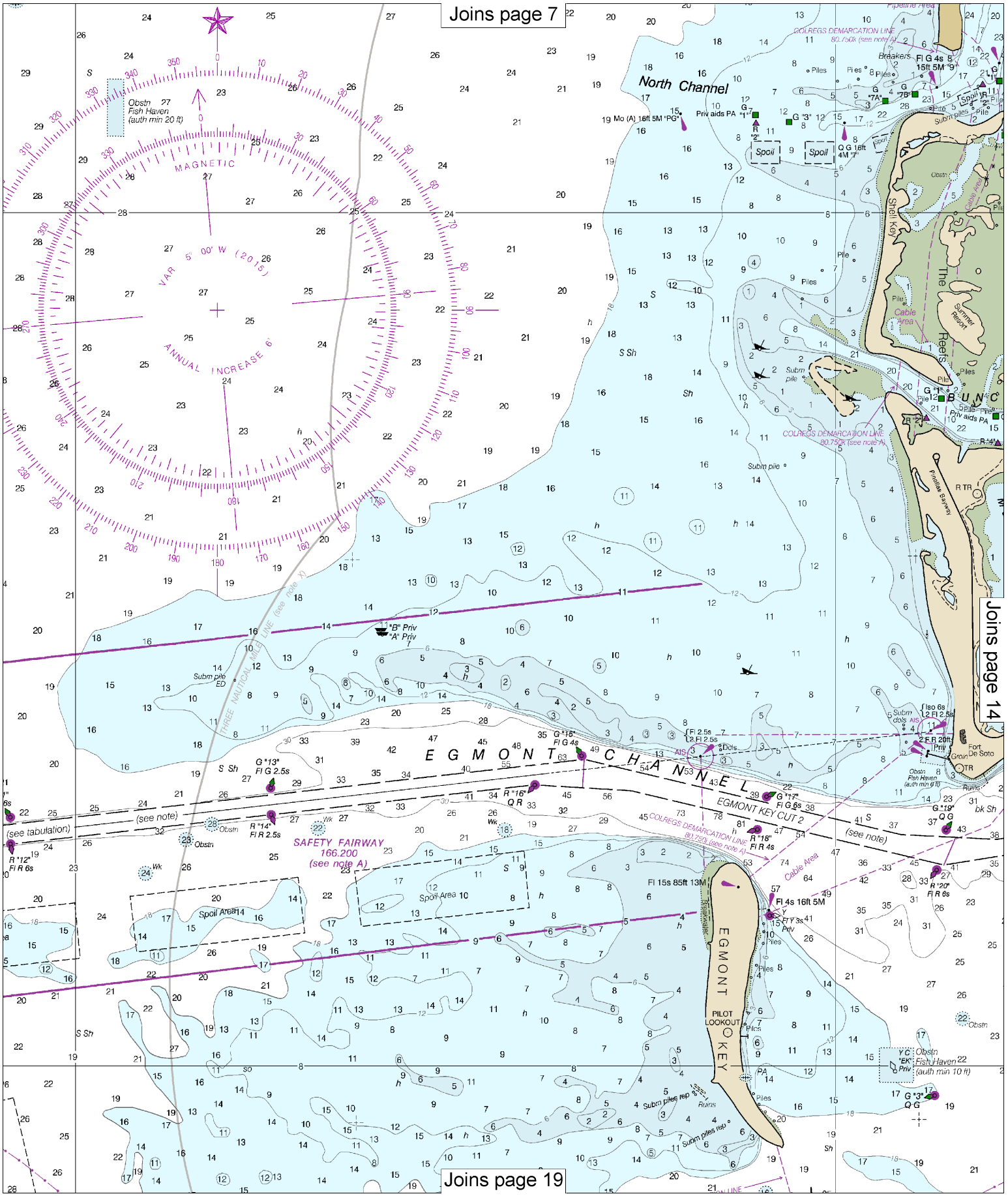
Note: Chart grid lines are aligned with true north.

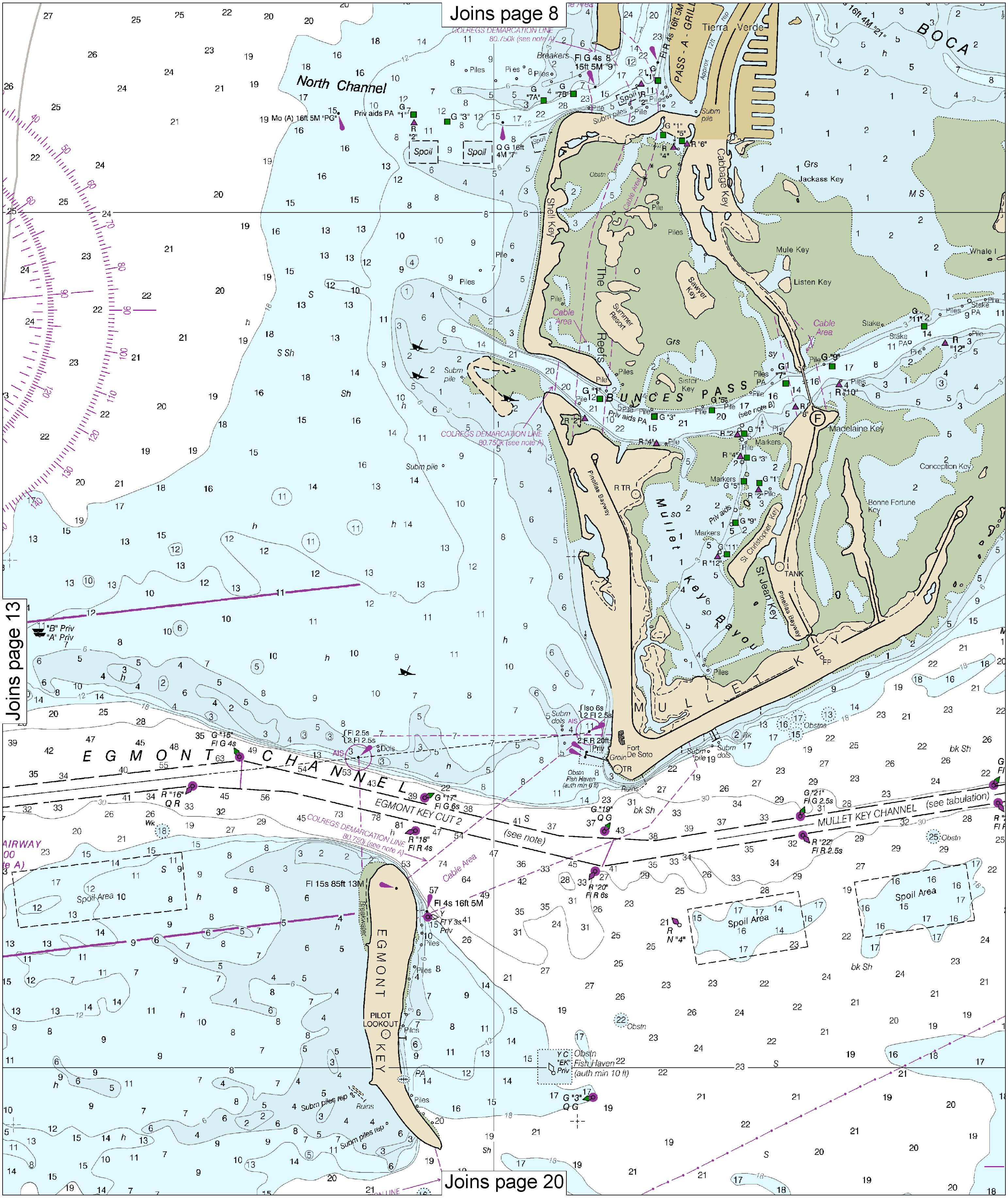
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Joins page 14
Joins page 19
North Channel
EGMONT CHANNEL
EGMONT KEY CUT 2
SAFETY FAIRWAY
166.200
(see note A)
EGMONT KEY
PILOT LOOKOUT
The Reefs
Shell Key
Fort De Soto
Pinellas Bayway
COLREGS DEMARCATION LINE
THREE NAUTICAL MILE LINE (see note X)
MAGNETIC
VAR 5° 00' W (2015)
ANNUAL INCREASE 6'
Obstn
Fish Haven
(auth min 20 ft)
Fl 15s 85ft 13M
Fl 4s 16ft 5M
Spoil Area
Cable Area
(see note)
(see tabulation)



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

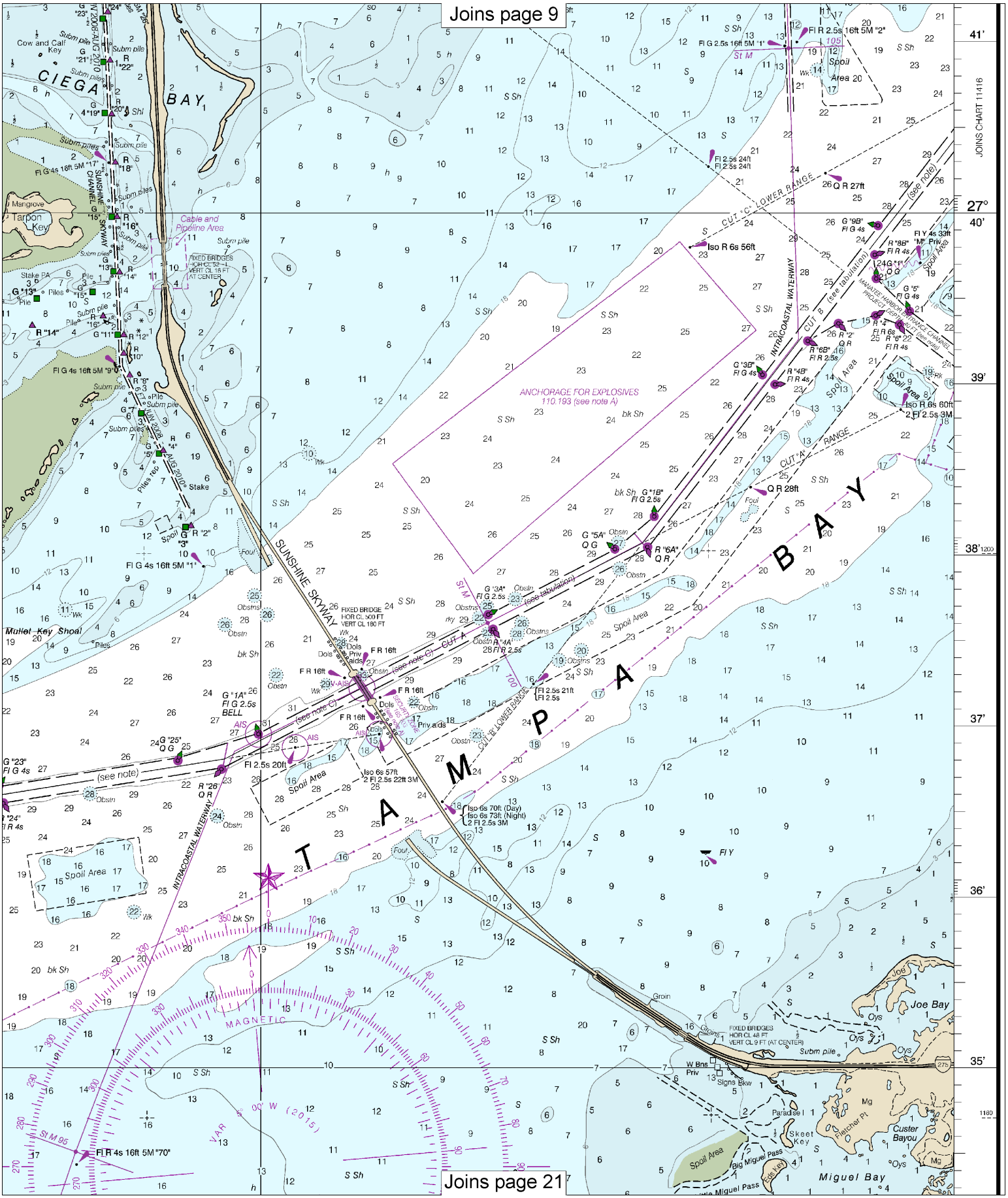
See Note on page 5.

Nautical Miles

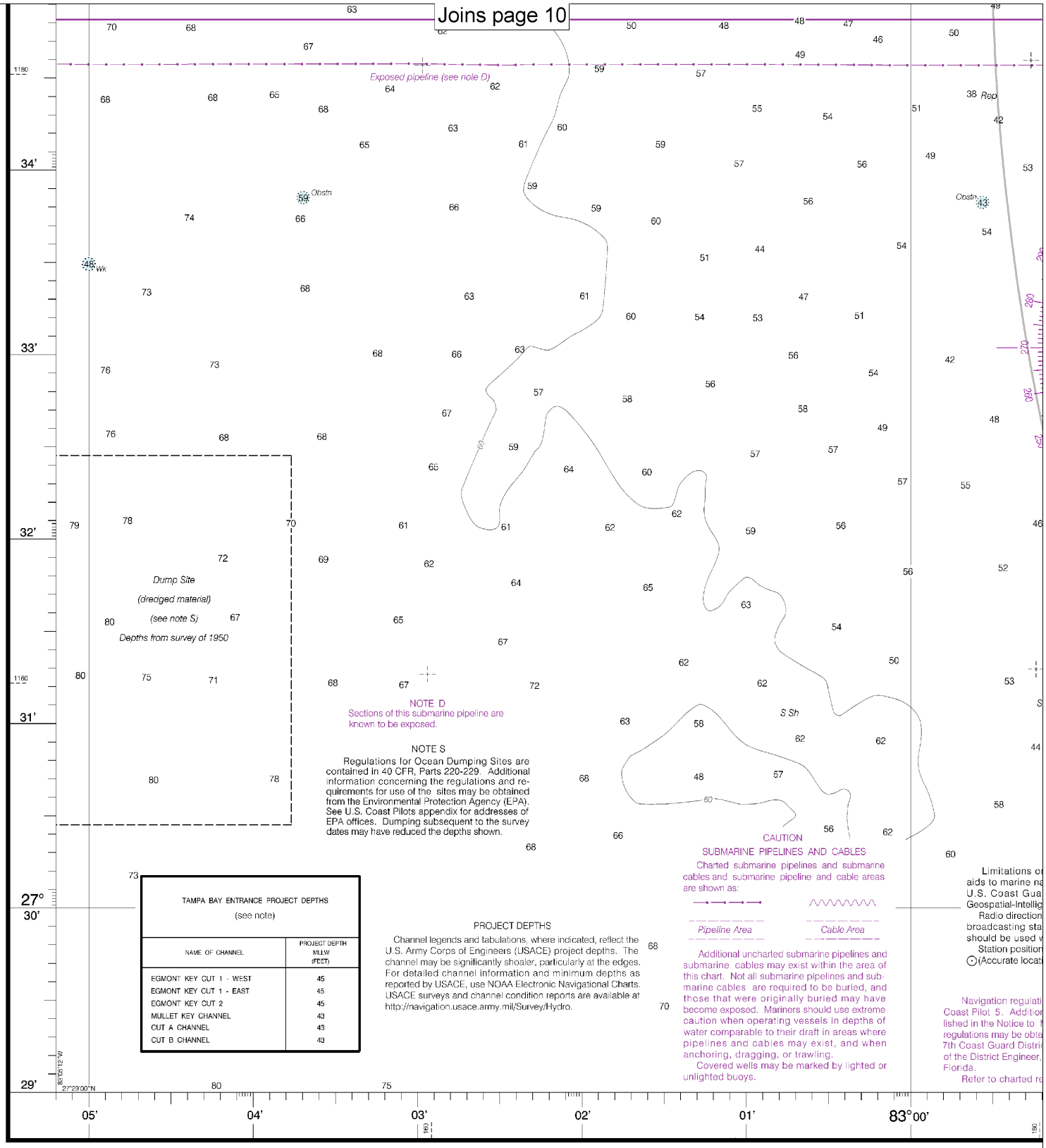
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 9
Joins page 21
JOINS CHART 11416
CIEGA BAY
TAMPA BAY
SUNSHINE SKYWAY CHANNEL
INTRACOASTAL WATERWAY
CUT A
CUT B
CUT C
LOWER RANGE
RANGE
ANCHORAGE FOR EXPLOSIVES 110.193 (see note A)
Cable and Pipeline Area
Spoil Area
Spoil Area 20
Cow and Calf Key
Tarpon Key
Mangrove
Stake PA
Muliet Key Shoal
Joe Bay
Miguel Bay
Big Miguel Pass
Little Miguel Pass
Skeet Key
Custer Bayou
Fletcher Pt
Paradise I
Groin
Groins
Signs Bkw
W Bns Priv
FIXED BRIDGES HOR CL 48 FT VERT CL 9 FT (AT CENTER)
FIXED BRIDGE HOR CL 500 FT VERT CL 180 FT
MAGNETIC
VAR 5° 00' W (2015)
Fl R 4s 16ft 5M "70"
Fl G 4s 16ft 5M "1"
Fl G 4s 16ft 5M "9"
Fl G 4s 16ft 5M "17"
Fl R 2.5s 16ft 5M "2"
Fl G 2.5s 16ft 5M "1"
Fl 2.5s 20ft
Iso 6s 57ft 2 Fl 2.5s 22ft 3M
Iso 6s 70ft (Day) Iso 6s 73ft (Night) 2 Fl 2.5s 3M
Iso R 6s 56ft
Iso R 6s 60ft 2 Fl 2.5s 3M
Q R 27ft
Q R 28ft
Fl 2.5s 24ft
Fl 2.5s 21ft
Fl Y
Fl Y 4s 33ft "M" Priv
Fl R 2.5s
Fl R 6s
Fl R 4s
Fl G 4s
Q R
Q G
Q Y
Obstn
Wk
bk Sh
S Sh
Foul
Dols
Piles
Subm pile
Subm piles
Pile
Stake
Groins
Joe
Oys
Mg
Ms
27°
40'
39'
38'
37'
36'
35'
41'

15



11415

CAUTION

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

This is the Last Edition of this chart. It will be canceled on May 1, 2024

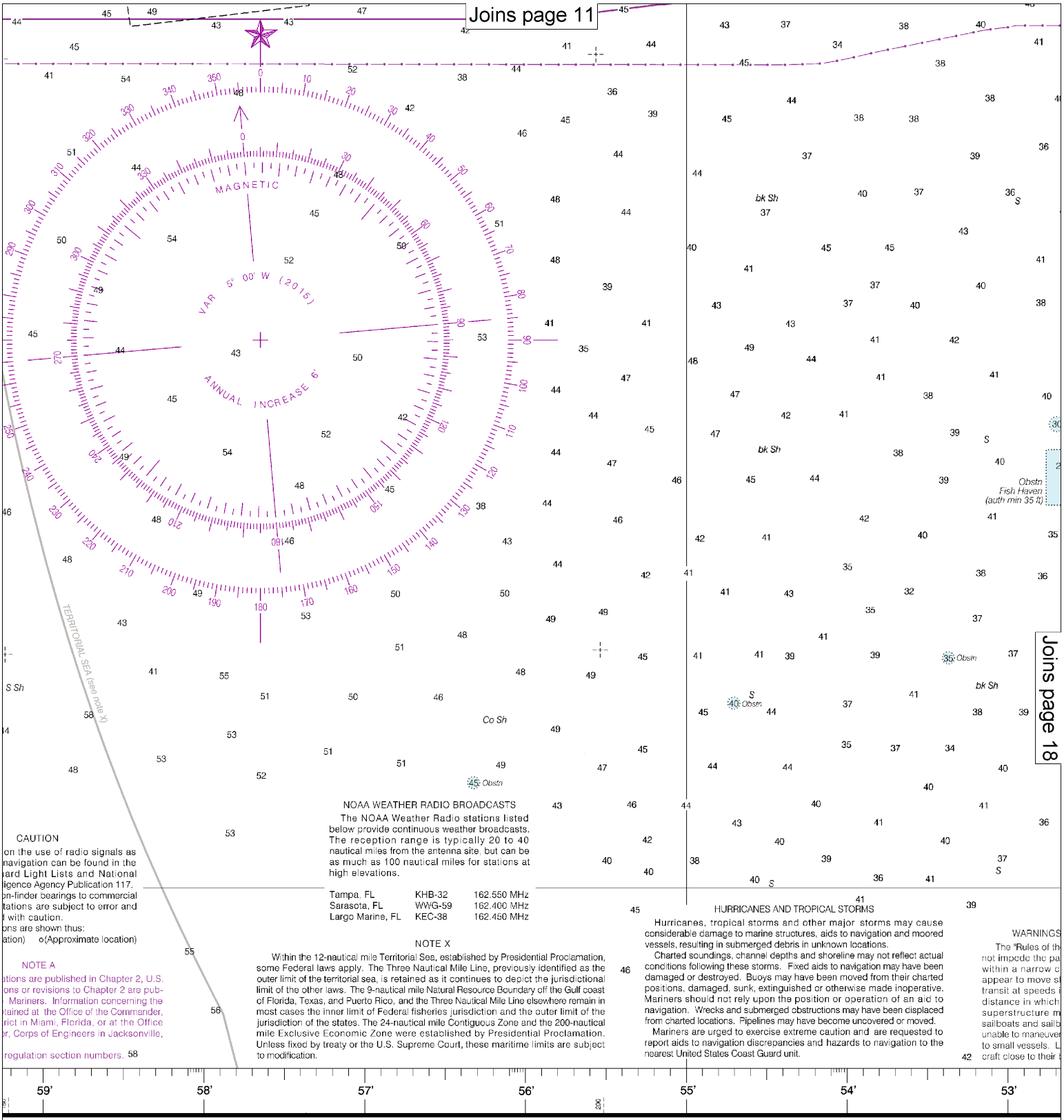
15th Ed., Dec. 2019. Last Correction: 3/27/2024. Cleared through:
LNM: 1324 (3/26/2024), NM: 1424 (4/6/2024)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



CAUTION

on the use of radio signals as navigation can be found in the ard Light Lists and National ligence Agency Publication 117. on-finder bearings to commercial tations are subject to error and with caution.
ons are shown thus:
ation) ○(Approximate location)

NOTE A

ations are published in Chapter 2, U.S. ons or revisions to Chapter 2 are pub- Mariners. Information concerning the tained at the Office of the Commander, rict in Miami, Florida, or at the Office r, Corps of Engineers in Jacksonville,

regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tampa, FL	KHB-32	162.550 MHz
Sarasota, FL	WWG-59	162.400 MHz
Largo Marine, FL	KEC-38	162.450 MHz

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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.

WARNINGS

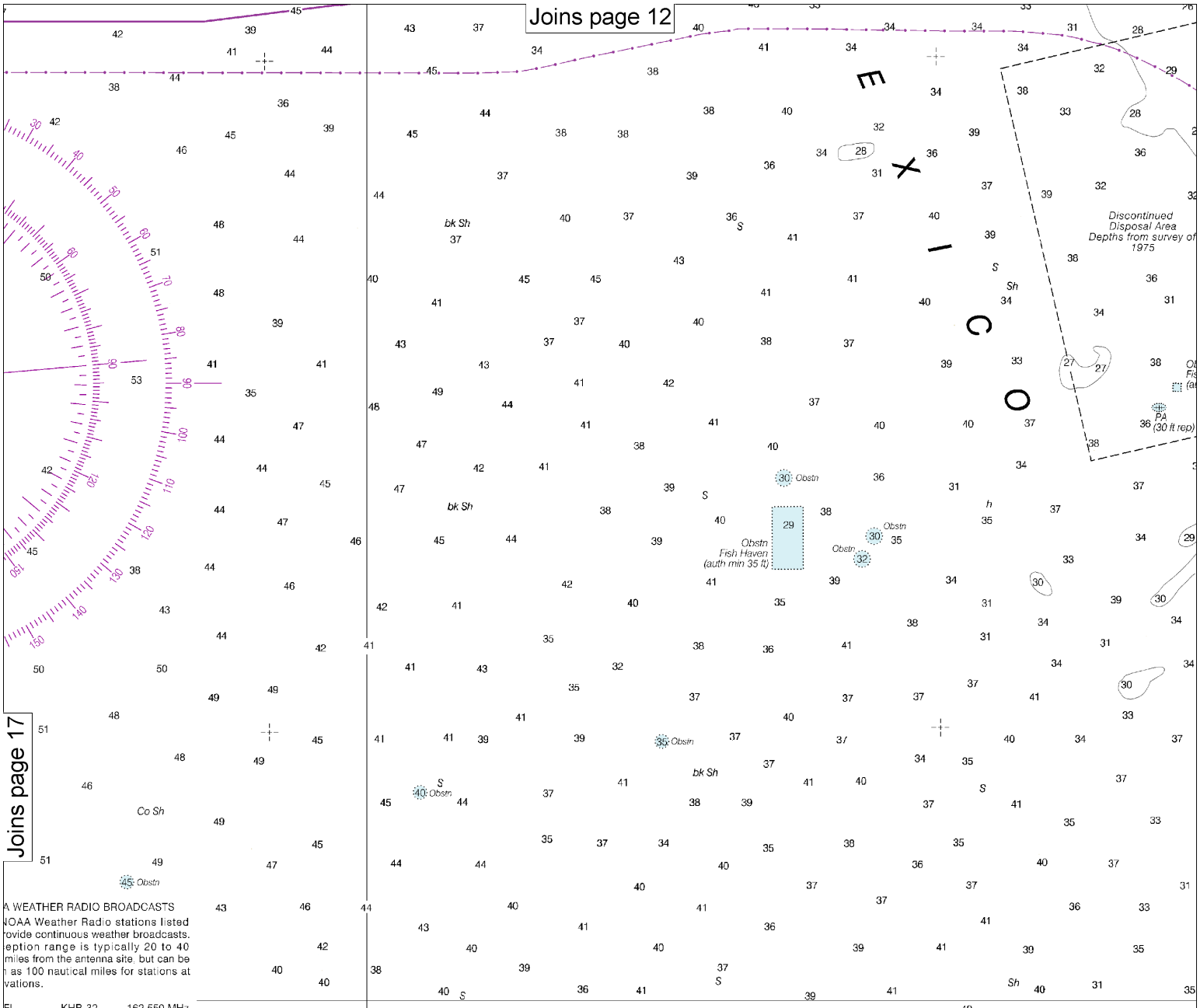
The "Rules of th not impede the pa within a narrow c appear to move st transit at speeds i distance in which superstructure m sailboats and sailb unable to maneuver to small vessels. L craft close to their

59' 58' 57' 56' 55' 54' 53'

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the St. Petersburg Power Squadron, District 22, United States Power Squadrons, in continually providing essential information for revising this chart.



A WEATHER RADIO BROADCASTS

NOAA Weather Radio stations listed rovide continuous weather broadcasts. eption range is typically 20 to 40 miles from the antenna site, but can be as 100 nautical miles for stations at vations.

FL	KHB-32	162.550 MHz
, FL	WWG-59	162.400 MHz
arine, FL	KEC-38	162.450 MHz

NOTE X

ile Territorial Sea, established by Presidential Proclamation, The Three Nautical Mile Line, previously identified as the ea, is retained as it continues to depict the jurisdictional 9-nautical mile Natural Resource Boundary off the Gulf coast to Rico, and the Three Nautical Mile Line elsewhere remain in of Federal fisheries jurisdiction and the outer limit of the The 24-nautical mile Contiguous Zone and the 200-nautical Zone were established by Presidential Proclamation. he U.S. Supreme Court, these maritime limits are subject

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.

NOTE C

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.

7' 56' 55' 54' 53' 52' 51'

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the St. Petersburg Power Squadron, District 22, United States Power Squadrons, in continually providing essential information for revising this chart.

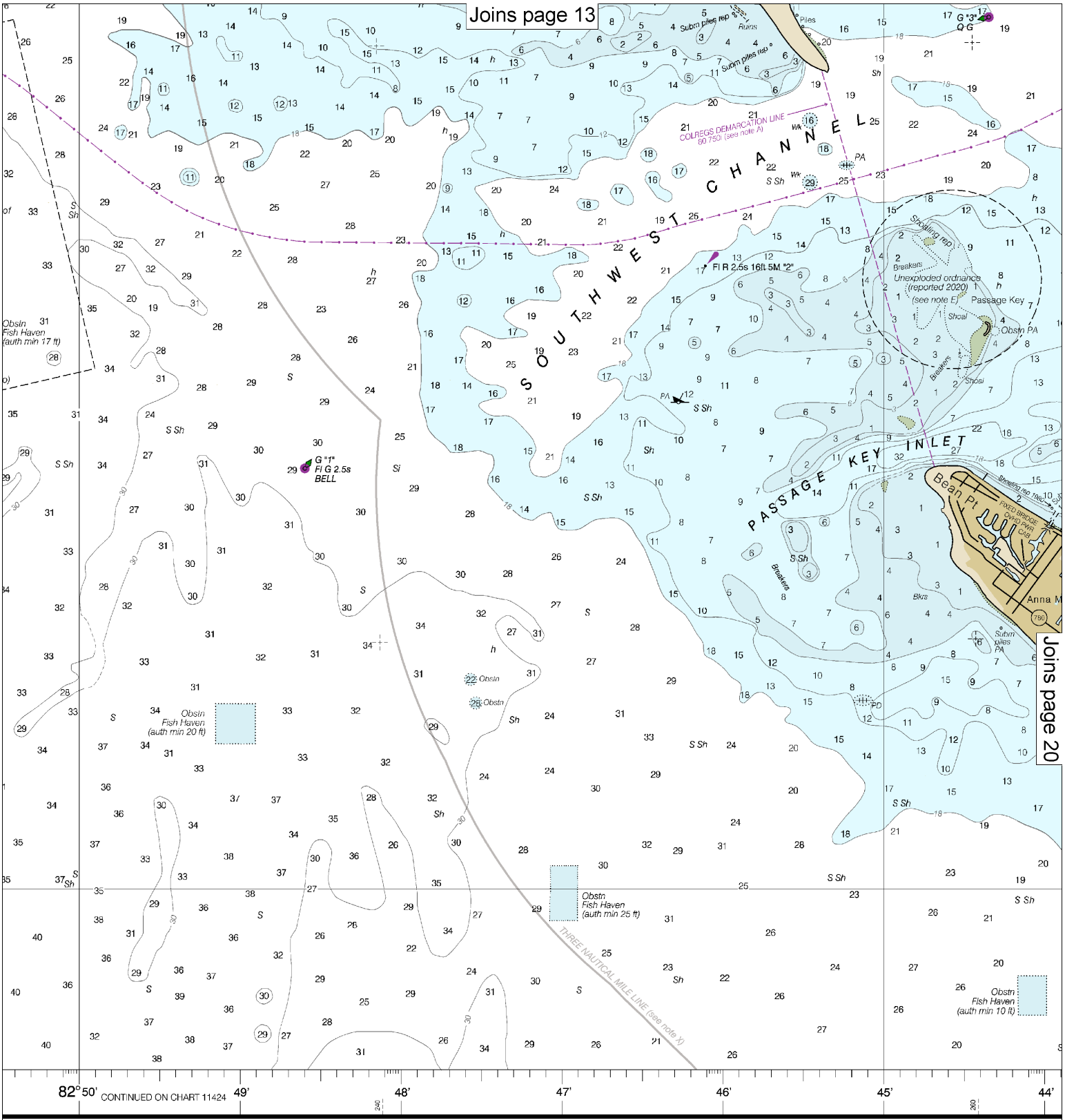
Published at Washing
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSPH
NATIONAL OCEAN S
COAST SURVE

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

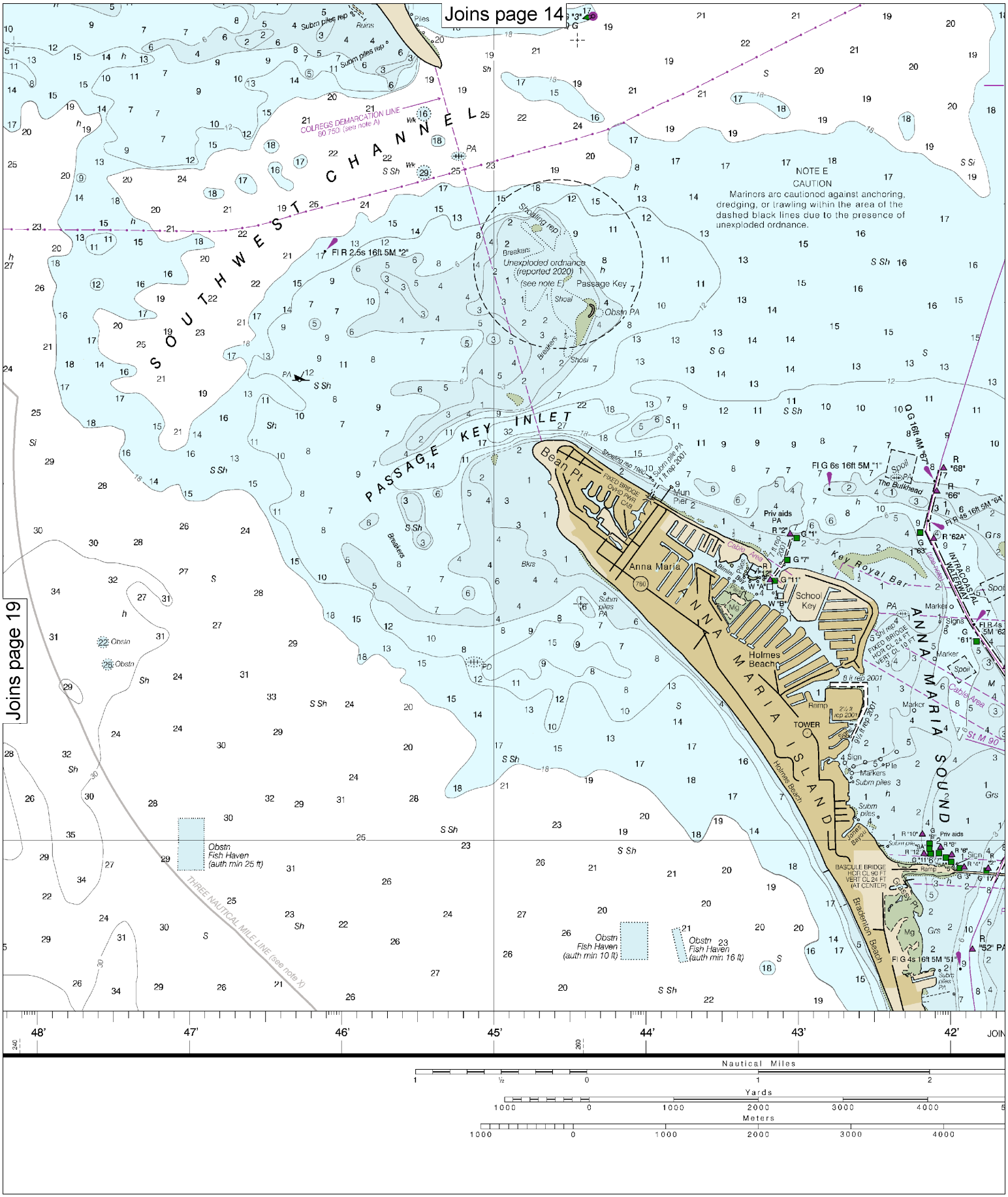
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



gton, D.C.
F COMMERCE
PHERIC ADMINISTRATION
SERVICE
VEY

1 ½ 0
1000 0
1000 0



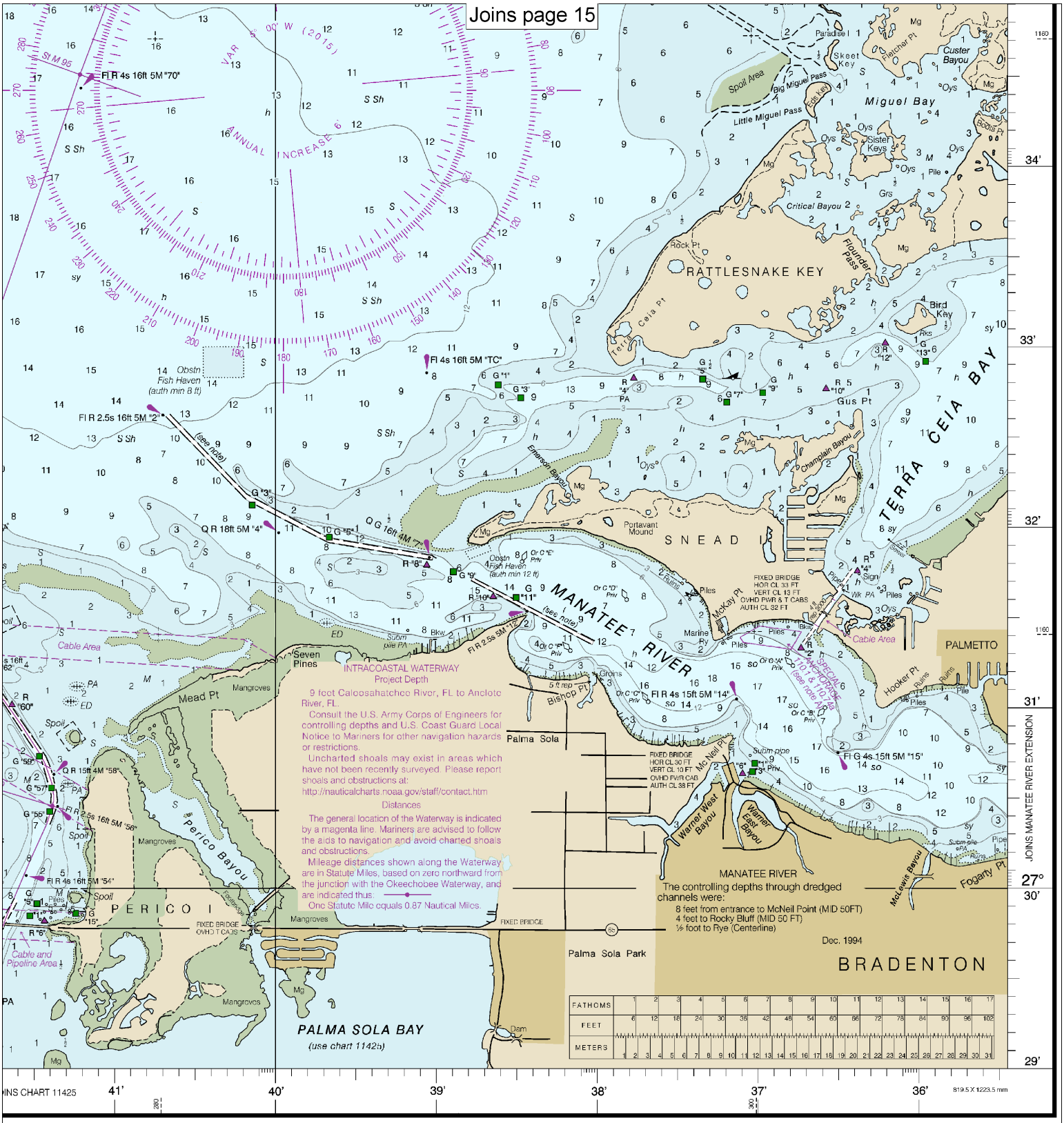
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 15
RATTLESNAKE KEY
TERRA CEIA BAY
SNEAD I
MANATEE RIVER
PERICO I
PALMA SOLA BAY
(use chart 11425)
BRADENTON
PALMETTO
Miguel Bay
Palma Sola
Palma Sola Park
Perico Bayou
Mead Pt
Bishop Pt
Rock Pt
Gus Pt
Bird Key
Sister Keys
Critical Bayou 2
Flounder Pass
Big Miguel Pass
Little Miguel Pass
Spoil Area
Custer Bayou
Skeet Key
Paradise I
Fletcher Pt
Champlain Bayou
Emerson Bayou
Portavant Mound
McKay Pt
Hooker Pt
Foggarty Pt
McNeil Pt
Warner West Bayou
Warner East Bayou
McLewis Bayou
Seven Pines
Marine Ry
Fl R 4s 16ft 5M "70"
Fl R 2.5s 16ft 5M "2"
Fl 4s 16ft 5M "TC"
Q R 18ft 5M "4"
Q G 16ft 4M "7"
Fl R 2.5s 5M "12"
Fl R 4s 15ft 5M "14"
Fl G 4s 15ft 5M "15"
Fl R 2.5s 16ft 5M "56"
Fl R 4s 16ft 5M "54"
Q R 15ft 4M "58"
Obstn Fish Haven (auth min 8 ft)
Obstn Fish Haven (auth min 12 ft)
(see note)
INTRACOASTAL WATERWAY
Project Depth
9 foot Caloosahatchee River, FL to Anclote River, FL.
Consult the U.S. Army Corps of Engineers for controlling depths and U.S. Coast Guard Local Notice to Mariners for other navigation hazards or restrictions.
Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:
http://nauticalcharts.noaa.gov/staff/contact.htm
Distances
The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow the aids to navigation and avoid charted shoals and obstructions.
Mileage distances shown along the Waterway are in Statute Miles, based on zero northward from the junction with the Okeechobee Waterway, and are indicated thus.
One Statute Mile equals 0.87 Nautical Miles.
MANATEE RIVER
The controlling depths through dredged channels were:
8 feet from entrance to McNeil Point (MID 50FT)
4 feet to Rocky Bluff (MID 50 FT)
⅛ foot to Rye (Centerline)
Dec. 1994
FIXED BRIDGE HOR CL 33 FT VERT CL 13 FT OVHD PWR & T CABS AUTH CL 32 FT
FIXED BRIDGE HOR CL 30 FT VERT CL 10 FT OVHD PWR CAB AUTH CL 38 FT
FIXED BRIDGE OVHD T CABS
SPECIAL ANCHORAGE (see note 1101.4)
Cable Area
Cable and Pipeline Area
Subm pipe
Dam
JOINS MANATEE RIVER EXTENSION
JOINS CHART 11425
FATHOMS
FEET
METERS
SOUNDINGS IN FEET
Tampa Bay Entrance
SOUNDINGS IN FEET - SCALE 1:40,000
11415
819.5 X 1223.5 mm

EMERGENCY INFORMATION

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM 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**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— 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