BookletChart™

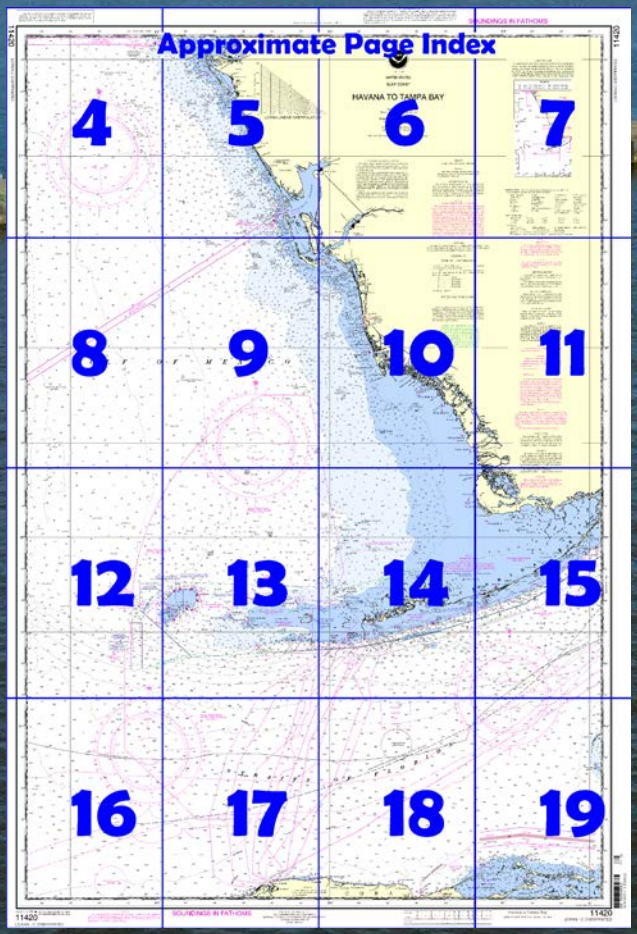
Havana to Tampa Bay

NOAA Chart 11420

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.

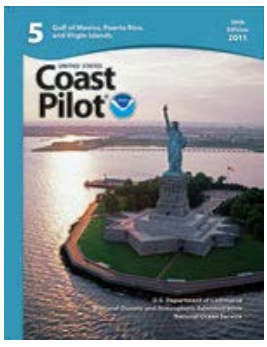
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11420.



(Selected Excerpts from Coast Pilot)

The coast, for nearly 115 miles, from Key West to San Carlos Bay is low, sandy, and generally wooded. Innumerable small islands and keys, interlaced by many small rivers and bayous, make up Everglades National Park and the Ten Thousand Islands. From San Carlos Bay N to Tampa Bay the coast is made up of nearly straight sandy beaches of the barrier islands.

The **Florida Keys** comprise a chain of low islands along the SW coast of the Florida Peninsula extending W in a wide arc to the Dry Tortugas. The keys are mostly of coral formation and are generally covered with dense mangrove, though some have stands of pine and a few have coconut groves. **Florida Keys National Marine Sanctuary**, a Marine Protected Area (MPA), surrounds the keys from Biscayne Bay to Dry Tortugas.

On the straits side of the keys, and at an average distance of 5 miles, are the **Florida Reefs**, a dangerous line of shoals which extend along the entire length of the chain. The reefs are particularly hazardous because they do not break in smooth weather and few of them are exposed. The water shoals abruptly between the reefs and along their outer edges. When approaching the reefs from seaward, their proximity usually is indicated by a change in color of the water from deep blue to light green or by the bank blink, described in chapter 3. However, too much reliance should not be placed on such indications. Lights and daybeacons facilitate navigation along the reefs in clear weather, but soundings should be resorted to in thick weather. Depths of 50 fathoms indicate a distance of 2 to 3 miles from the reefs, and great caution should be used in approaching closer. Fogs are infrequent in this area.

The water always becomes milky following windy weather. The usual color is bluish green on the reefs, while the rock patches are dark, shading through brown to yellow as they approach the surface. Sand patches are bright green. Grass patches at depths of 10 to 15 feet have the appearance of rocks.

The **Florida Keys Particularly Sensitive Sea Area (PSSA)** is an IMO-designated zone that encircles the sea area around all of the Florida Keys. The PSSA includes the entire Florida Keys National Marine Sanctuary as well as Biscayne National Park at the northeastern end of the keys.

Domestic law and regulations adopted by the United States for the Sanctuary apply within the PSSA. Several of these concern shipping activities:

Areas To Be Avoided (ATBAs).–There are four ATBAs in the Sanctuary: in the vicinity of the Florida Keys; in the vicinity of Key West Harbor; in an area surrounding the Marquesas Islands; and in an area surrounding the Dry Tortugas Islands. All tank vessels and vessels greater than 50 meters in registered length are prohibited from operating within the ATBAs. The ATBAs are described and the coordinates are provided in Chapter 3.

Areas closed to anchoring.–All vessels are prohibited from anchoring in the Tortugas Ecological Reserve. Vessels that are 100 feet or less in length (30.48 meters) may request permission from the Sanctuary to use mooring buoys in the northern portion of the Reserve (Tortugas North). Vessels 50 meters or greater in registered length are prohibited from anchoring on the portion of Tortugas Bank west of Dry Tortugas National Park. (This area was modified in January 2001 by the establishment of the Tortugas Ecological Reserve.)

Anchoring restriction.–In areas of the Sanctuary identified as Ecological Reserves and Sanctuary Preservation Areas all anchor apparatus (including the anchor, chain, or rope) must not touch any coral, living or dead, or any attached organism. In all other areas of the Sanctuary, vessels are prohibited from anchoring on living coral in water depths of less than 40 feet when visibility is such that the seabed can be seen.

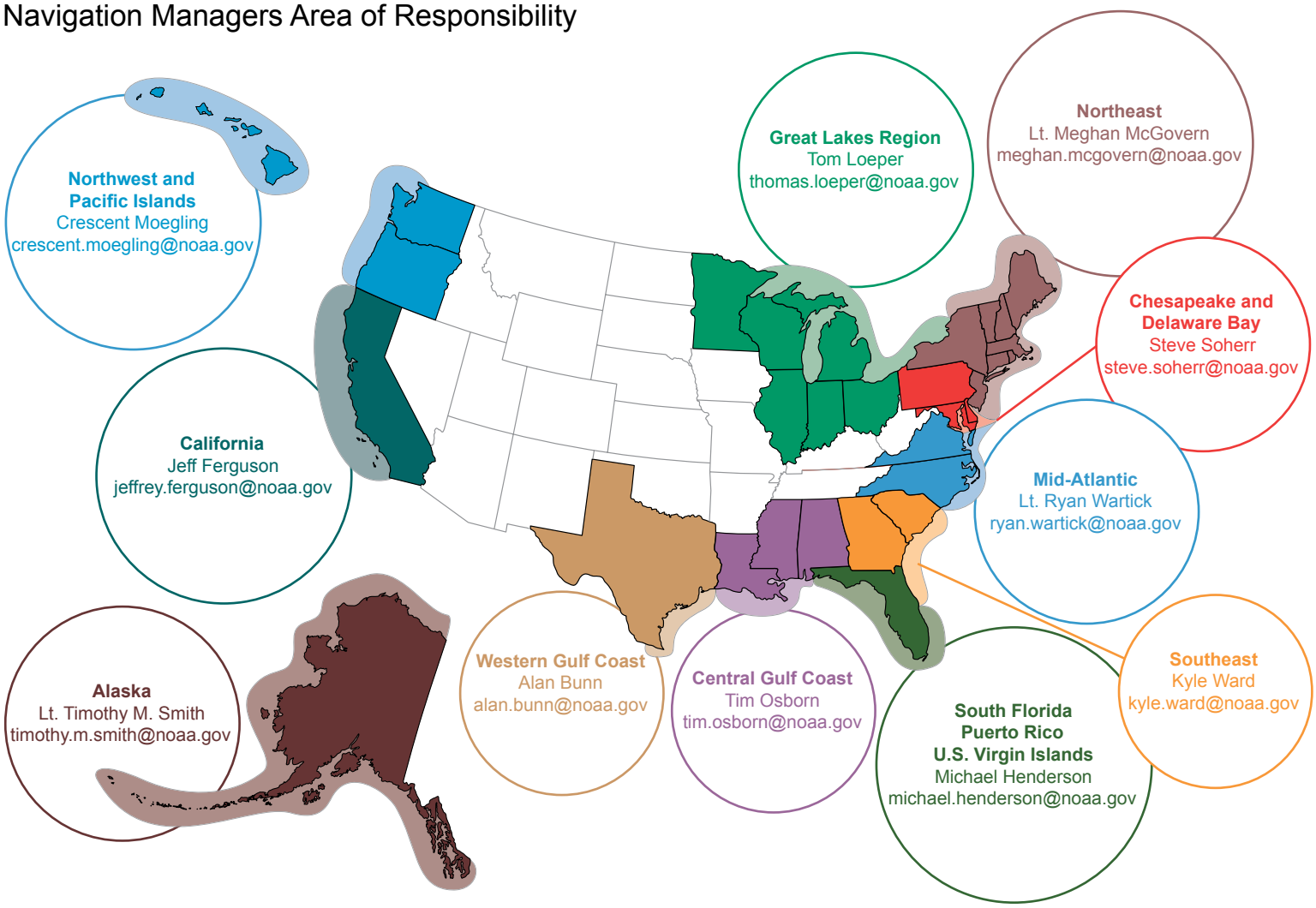
Restricted access.–Vessels are not allowed to stop in the southern portion of the Tortugas Ecological Reserve (Tortugas South) and must receive permission in advance in order to stop in the northern portion of the Reserve (Tortugas North).

Discharge restriction.–In Ecological Reserves and Sanctuary Preservation Areas, all discharges and deposits are prohibited except cooling water or engine exhaust.

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 Managers Area of Responsibility

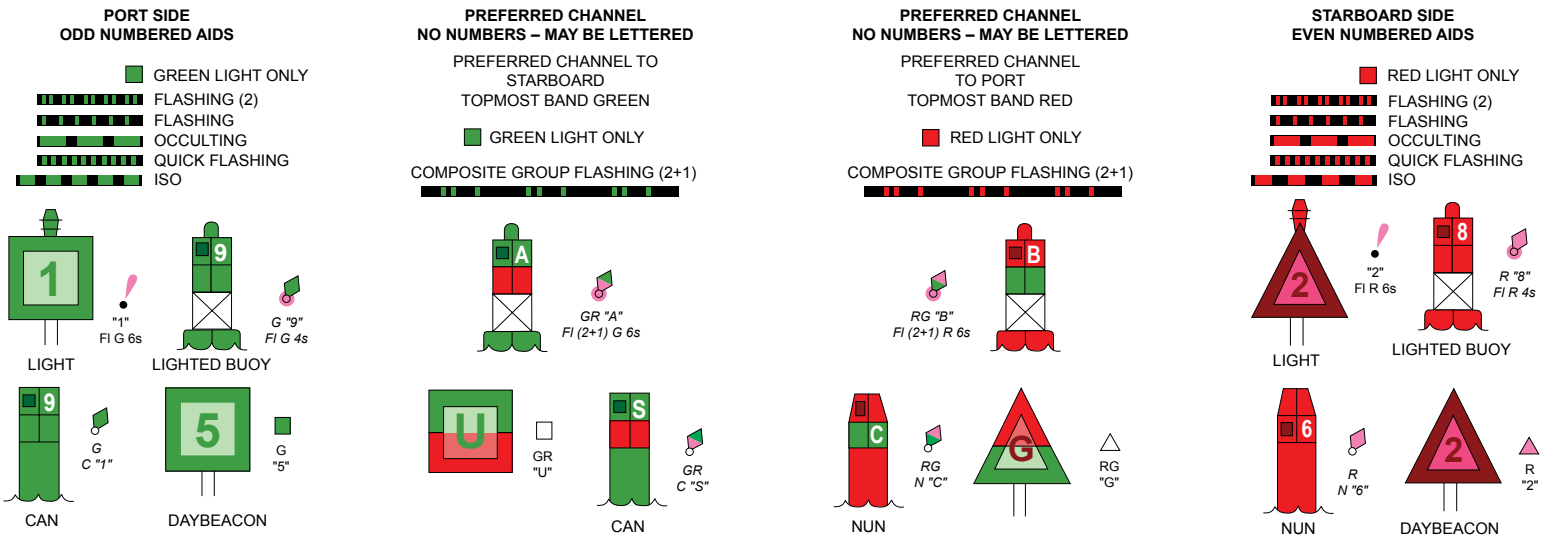


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*.

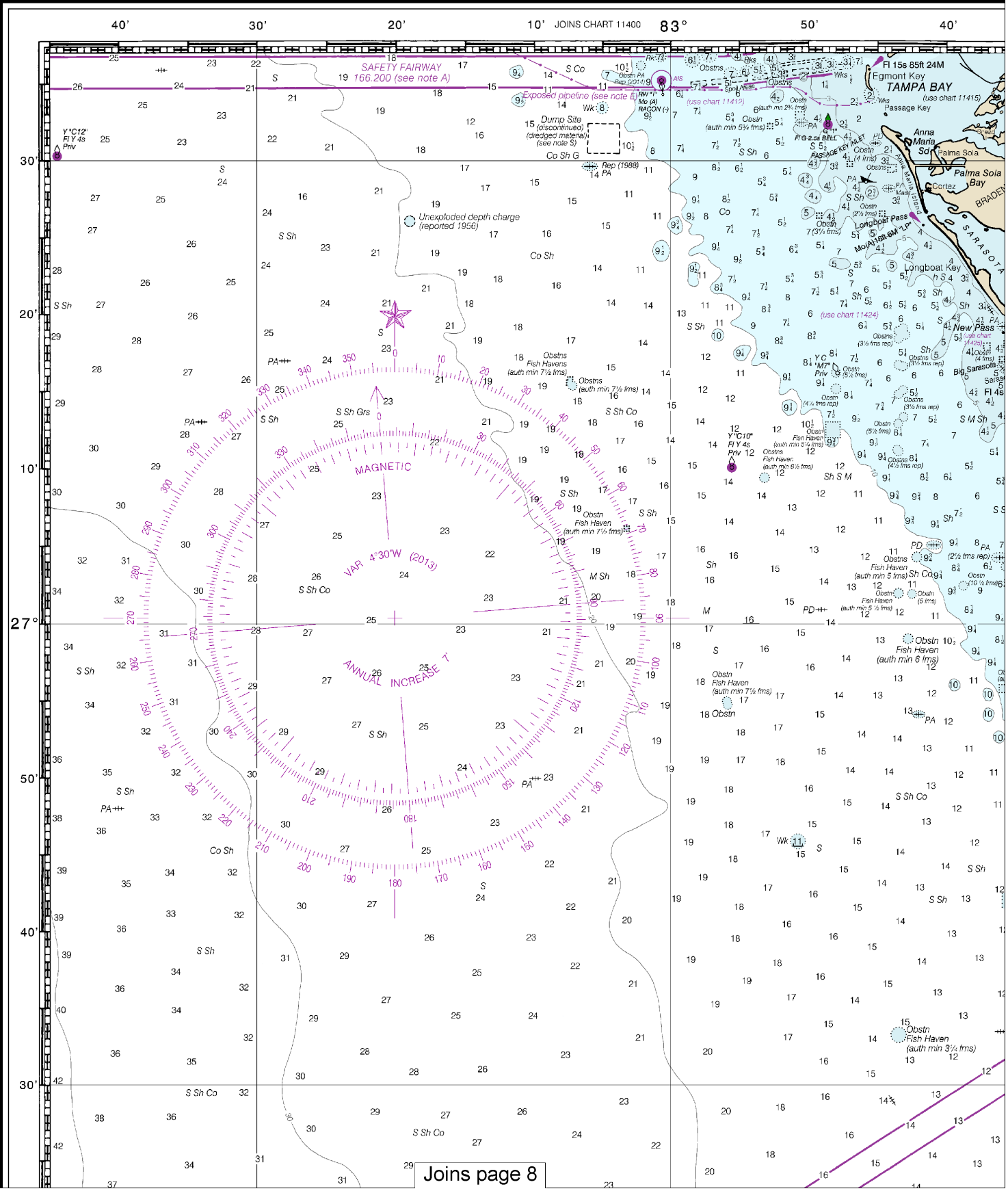
Lateral System As Seen Entering From Seaward

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*

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

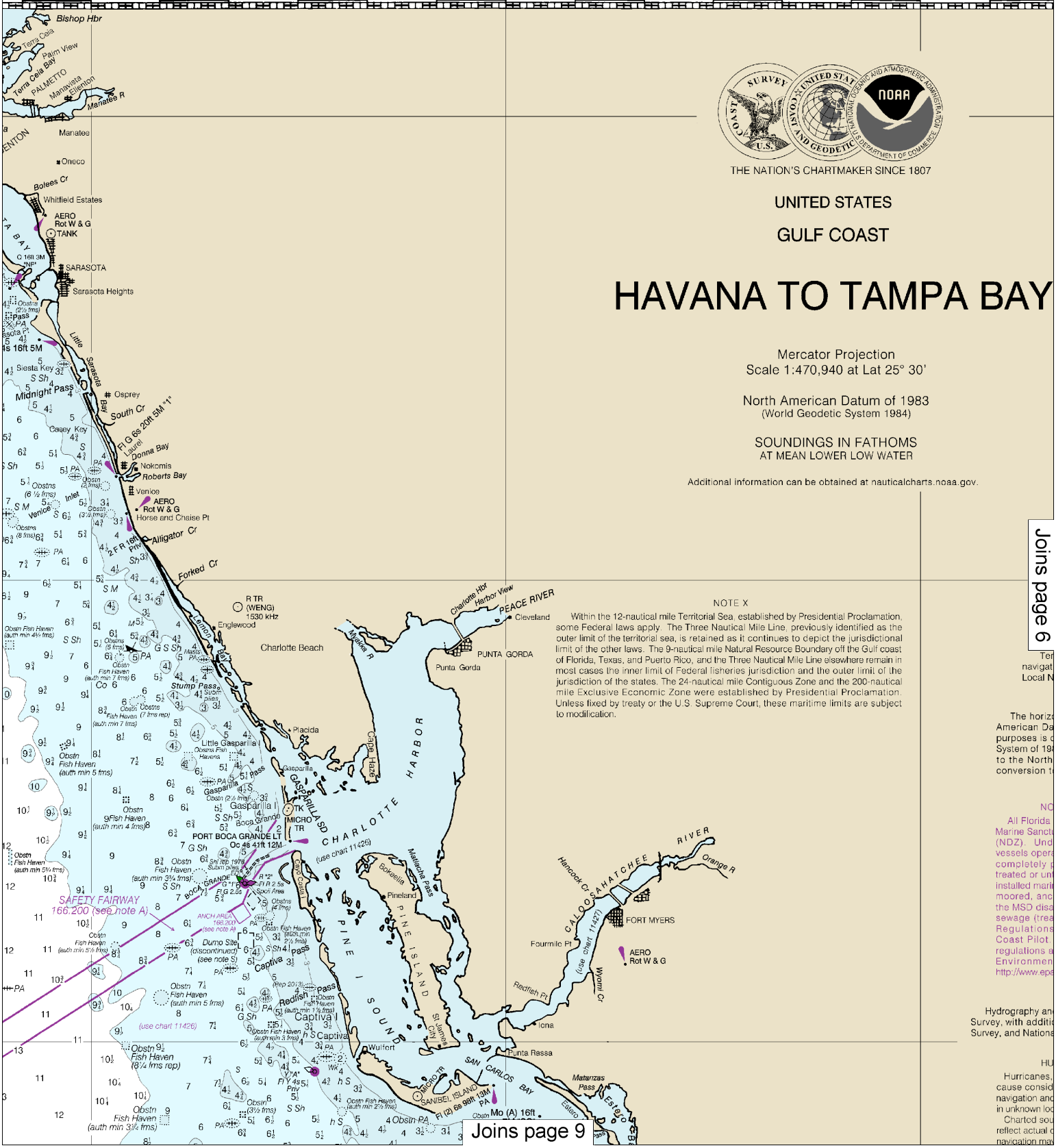


4

Note: Chart grid lines are aligned with true north.

Formerly C&GS 1113, 1st., Aug 1916 C-1916-167 KAPP 374

30' 20' 10' 82° 50' 40' 30'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

GULF COAST

HAVANA TO TAMPA BAY

Mercator Projection
Scale 1:470,940 at Lat 25° 30'

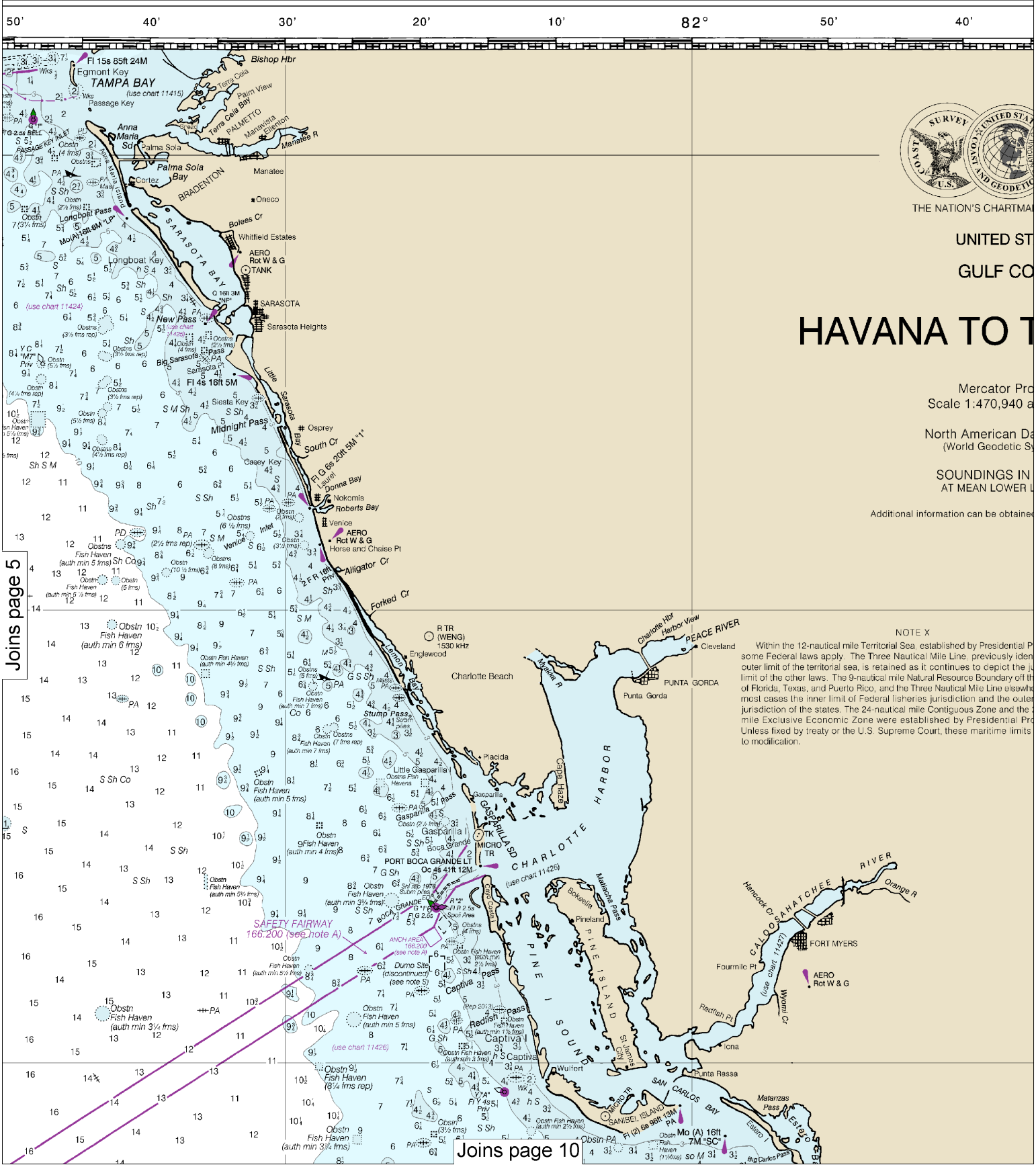
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:627920. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

30' 20' 10' 81° 50' 40' 30'

AKER SINCE 1807

TATES

OAST

TAMPA BAY

rojection
at Lat 25° 30'

Datum of 1983
System 1984)

N FATHOMS
LOW WATER

ed at nauticalcharts.noaa.gov.

Proclamation,
entified as the
jurisdictional
the Gulf coast
here remain in
er limit of the
e 200-nautical
roclamation.
s are subject

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

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

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

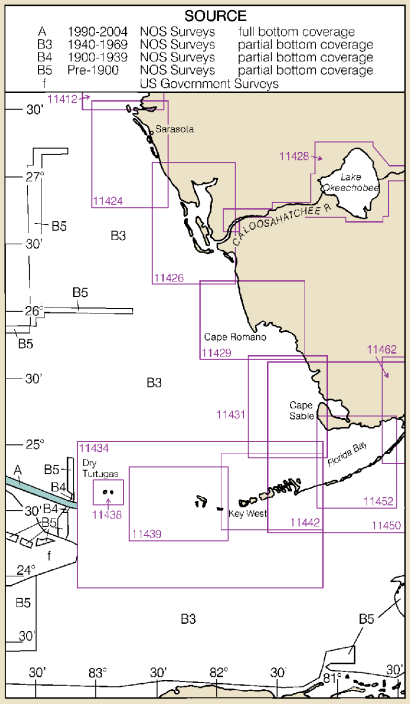
HURRICANES AND TROPICAL STORMS

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

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. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.



ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

NOTE B
DANGER AREA

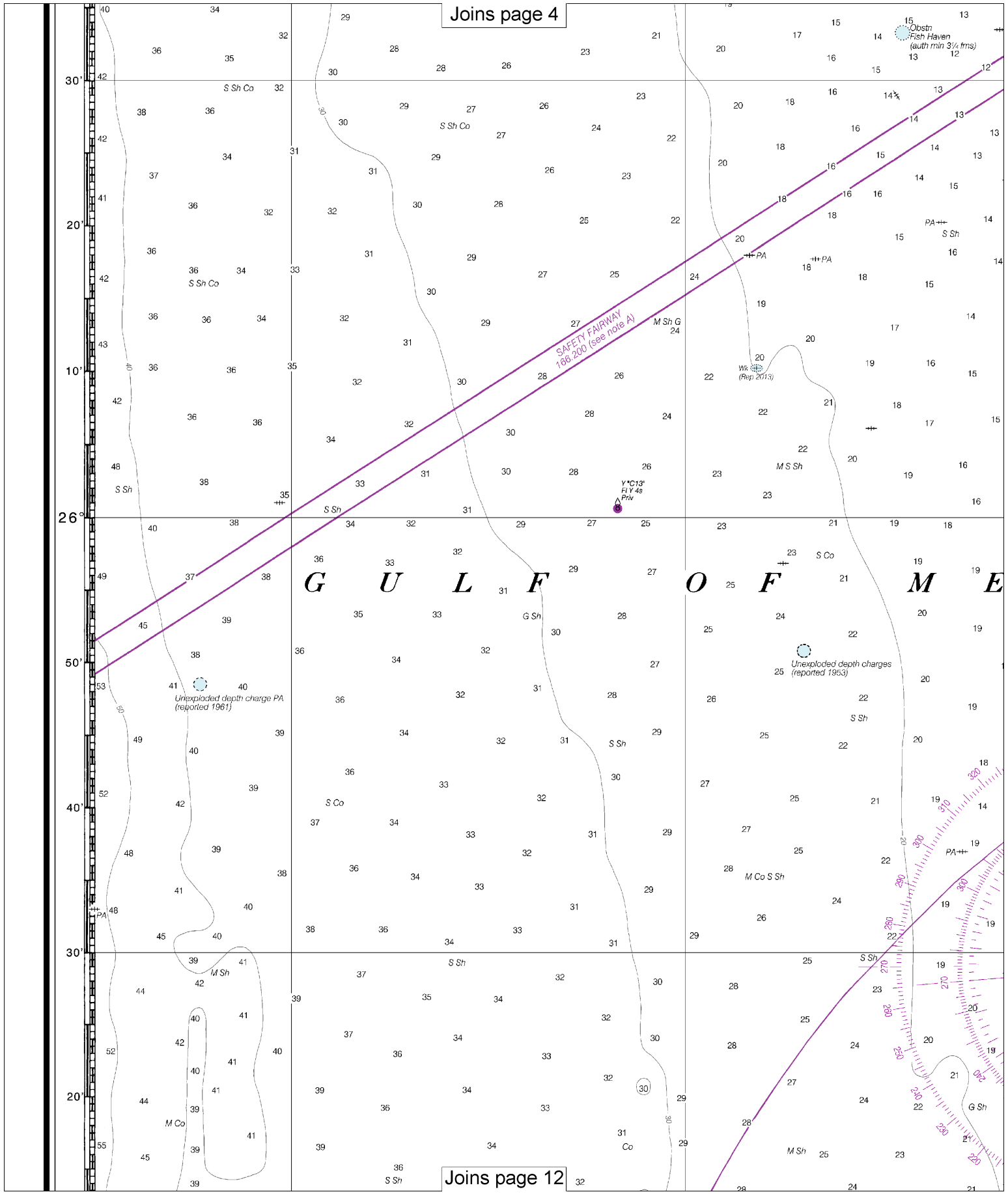
Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

NOTE

The Traffic Separation Scheme on this chart is approved by the International Maritime Organization (IMO).

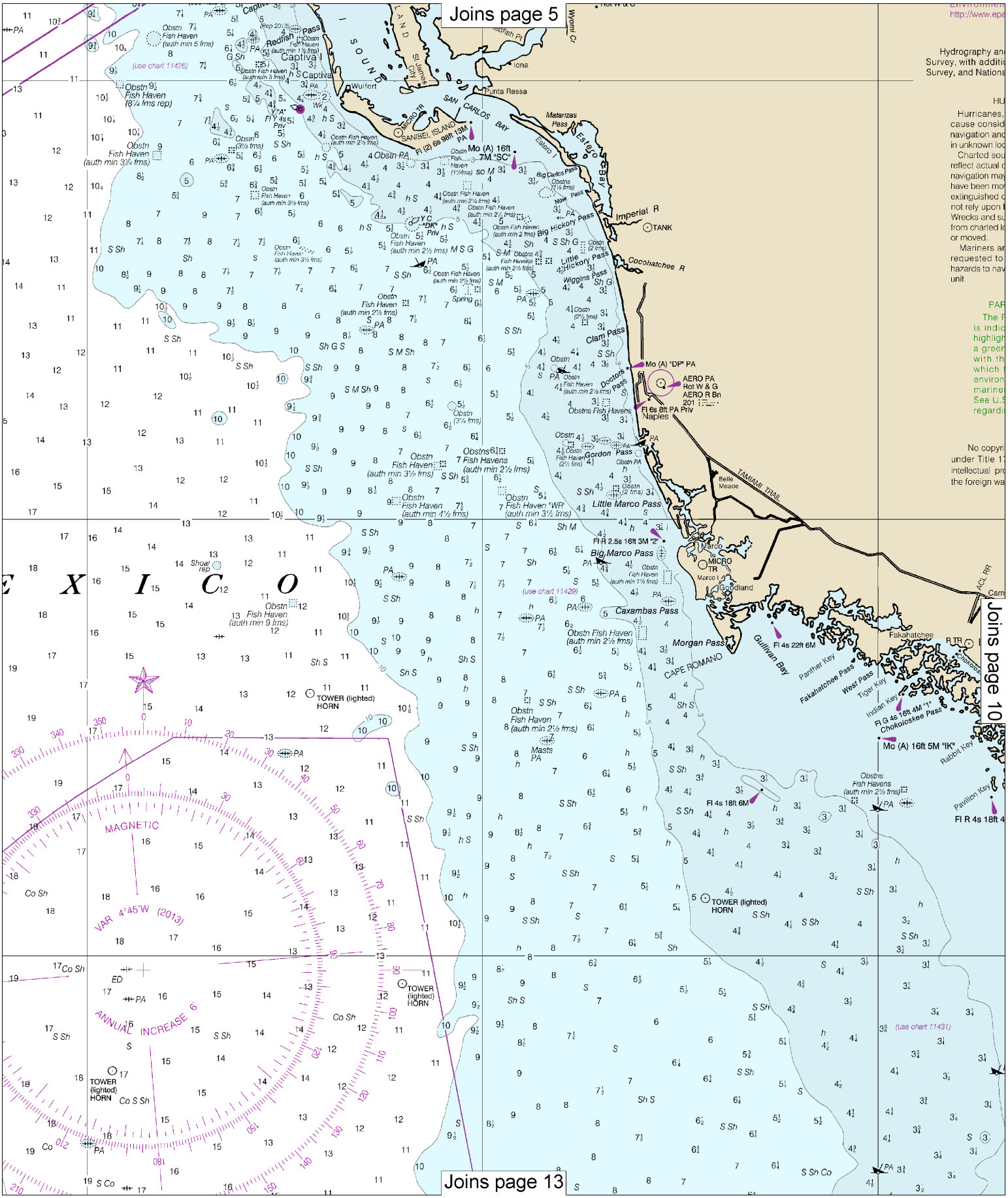
AIDS TO NAVIGATION

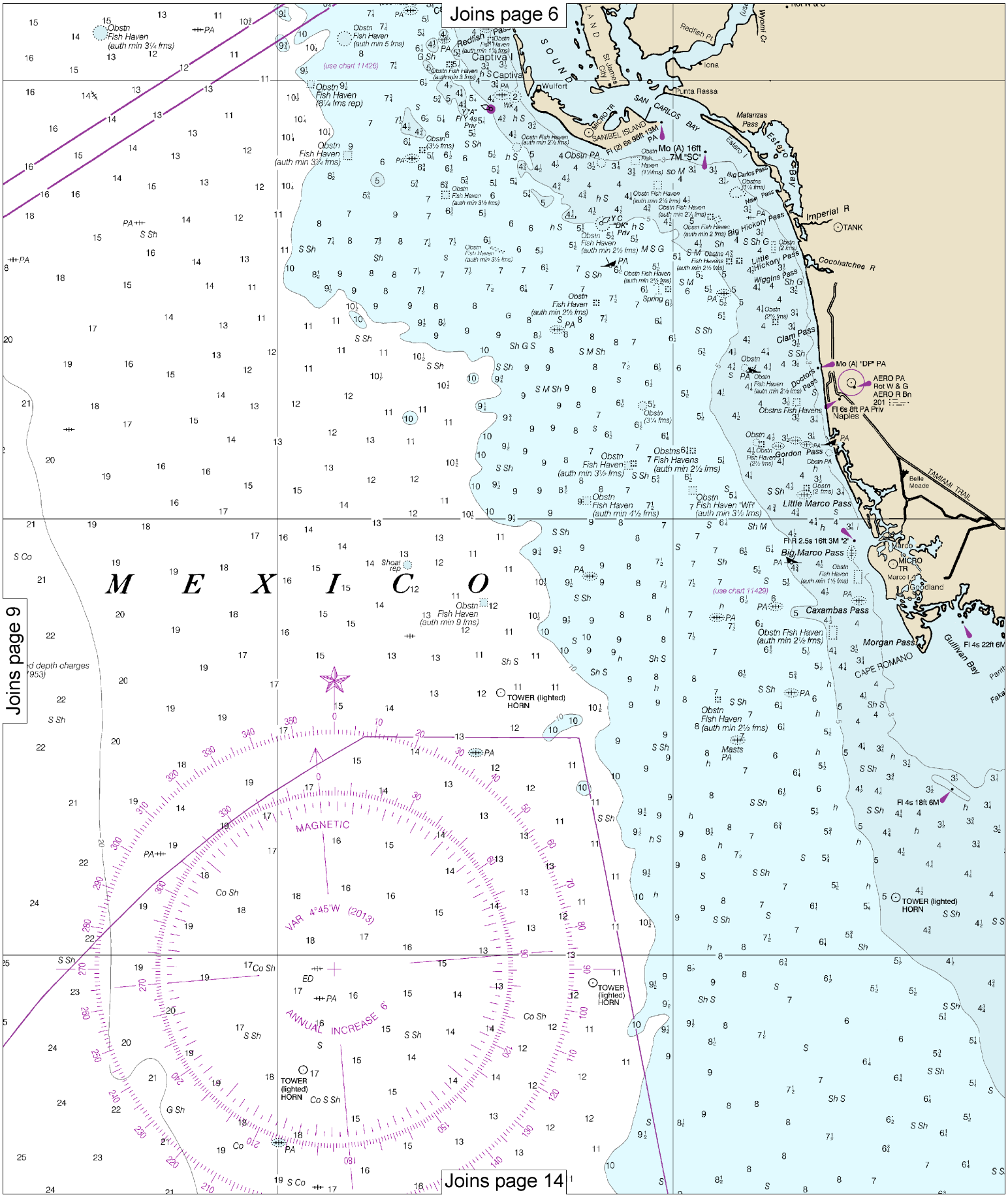
Joins page 11



8

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
Captiva I
Redfish Pass
Wulfert
Punta Rassa
SAN CARLOS BAY
SANIBEL ISLAND
Mo (A) 16ft 7M "SC"
Matanzas Pass
Estero Bay
Big Carlos Pass
Big Hickory Pass
Little Hickory Pass
Wiggins Pass
Imperial R
TANK
Cocohatchee R
Clam Pass
Doctors Pass
Mo (A) "DP" PA
AERO PA
Naples
Gordon Pass
Little Marco Pass
Big Marco Pass
Caxambas Pass
Morgan Pass
CAPE ROMANO
Gullivan Bay
Panther Key
Fakahatchee Pass
West Pass
Tiger Key
Indian Key
Chokoloskee Pass
Mo (A) 16ft 5M "IK"
Rabbit Key
Pavilion Key
Fakahatchee
Goodland
Marco
TAMIAMI TRAIL
Belle Meade
Iona
Wyomi Cr
Redfish Pt
St James City
MAGNETIC
VAR 4°45'W (2013)
ANNUAL INCREASE 6'
TOWER (lighted) HORN
(use chart 11426)
(use chart 11429)
(use chart 11431)
E X I C O



10

Note: Chart grid lines are aligned with true north.

Joins page 7

Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

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.

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

NOTE B

DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

NOTE

The Traffic Separation Scheme on this chart is approved by the International Maritime Organization (IMO).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See National Geospatial-Intelligence Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

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).

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.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE E

Sections of this submarine pipeline are known to be exposed.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable 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 buried, and those that were originally buried 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.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4&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, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. 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.

CAUTION

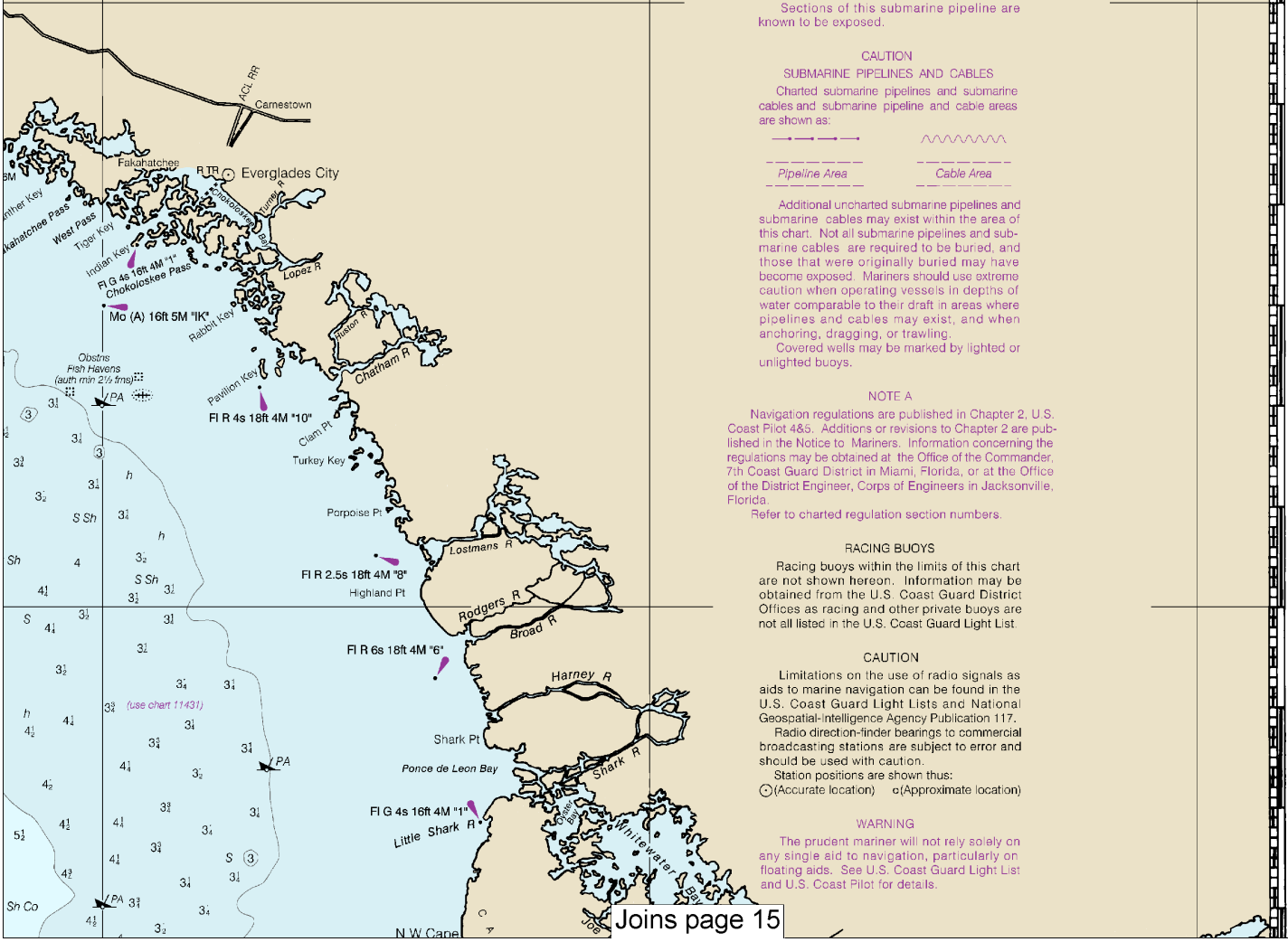
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

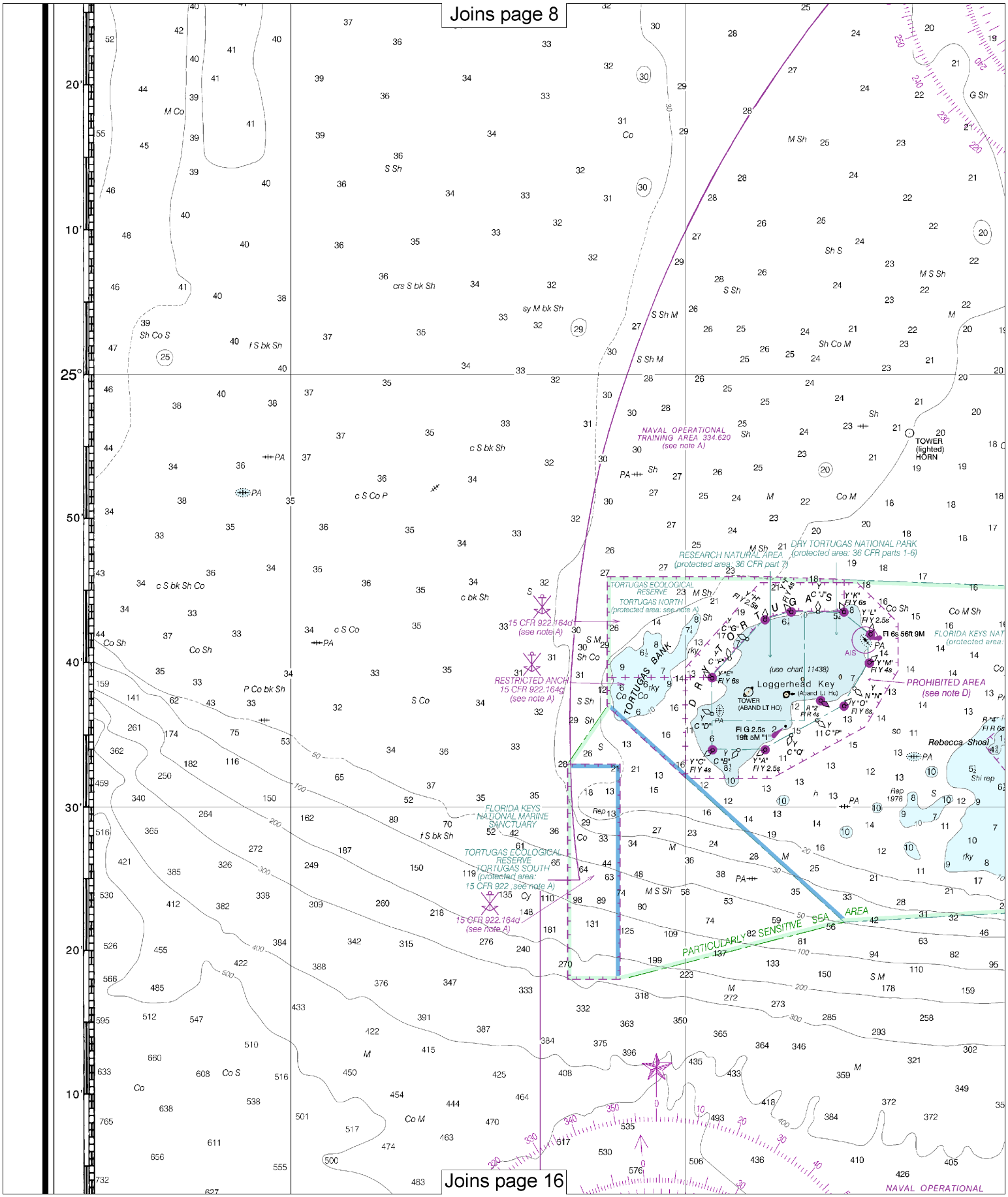
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ⊙(Approximate location)

WARNING

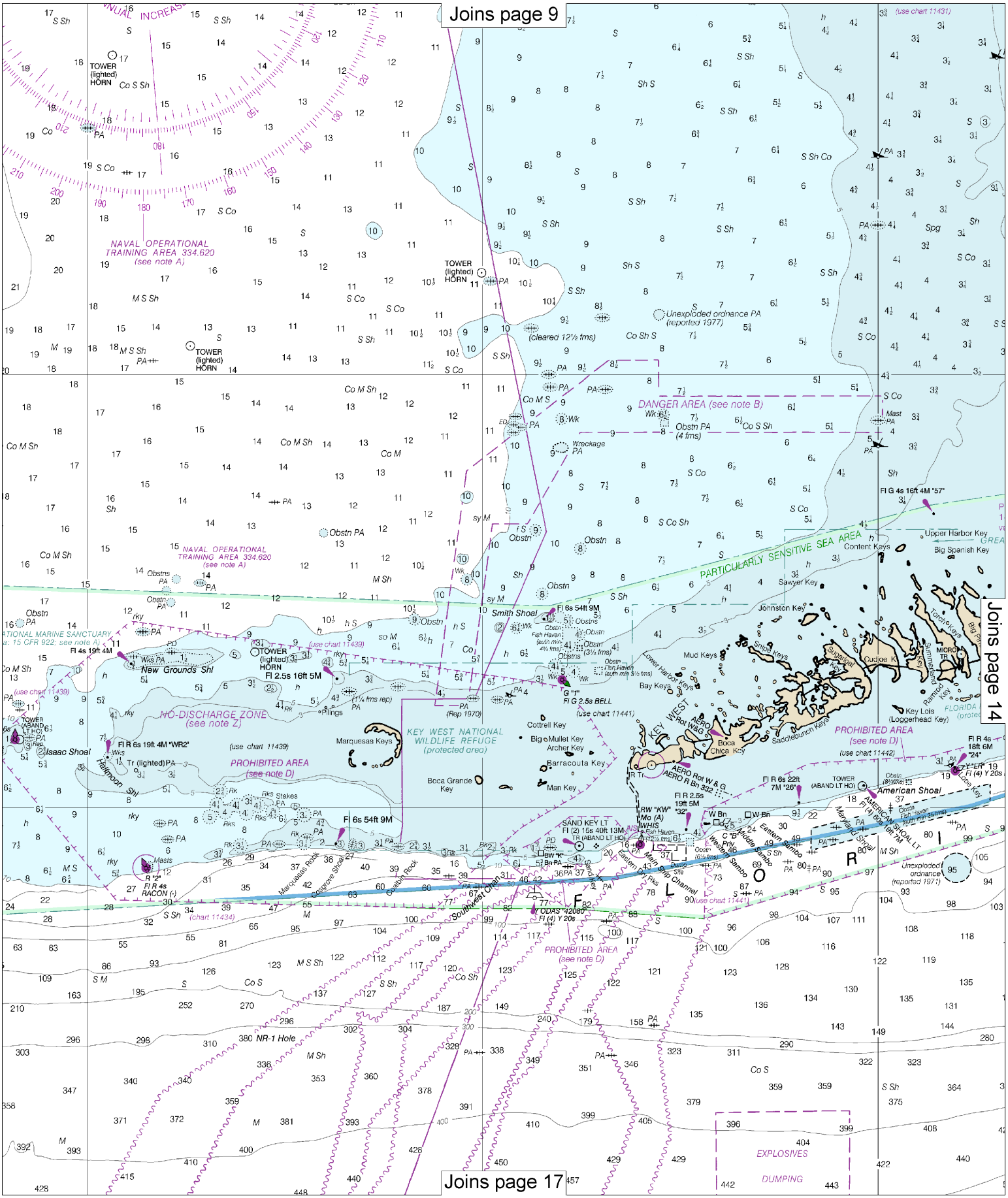
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

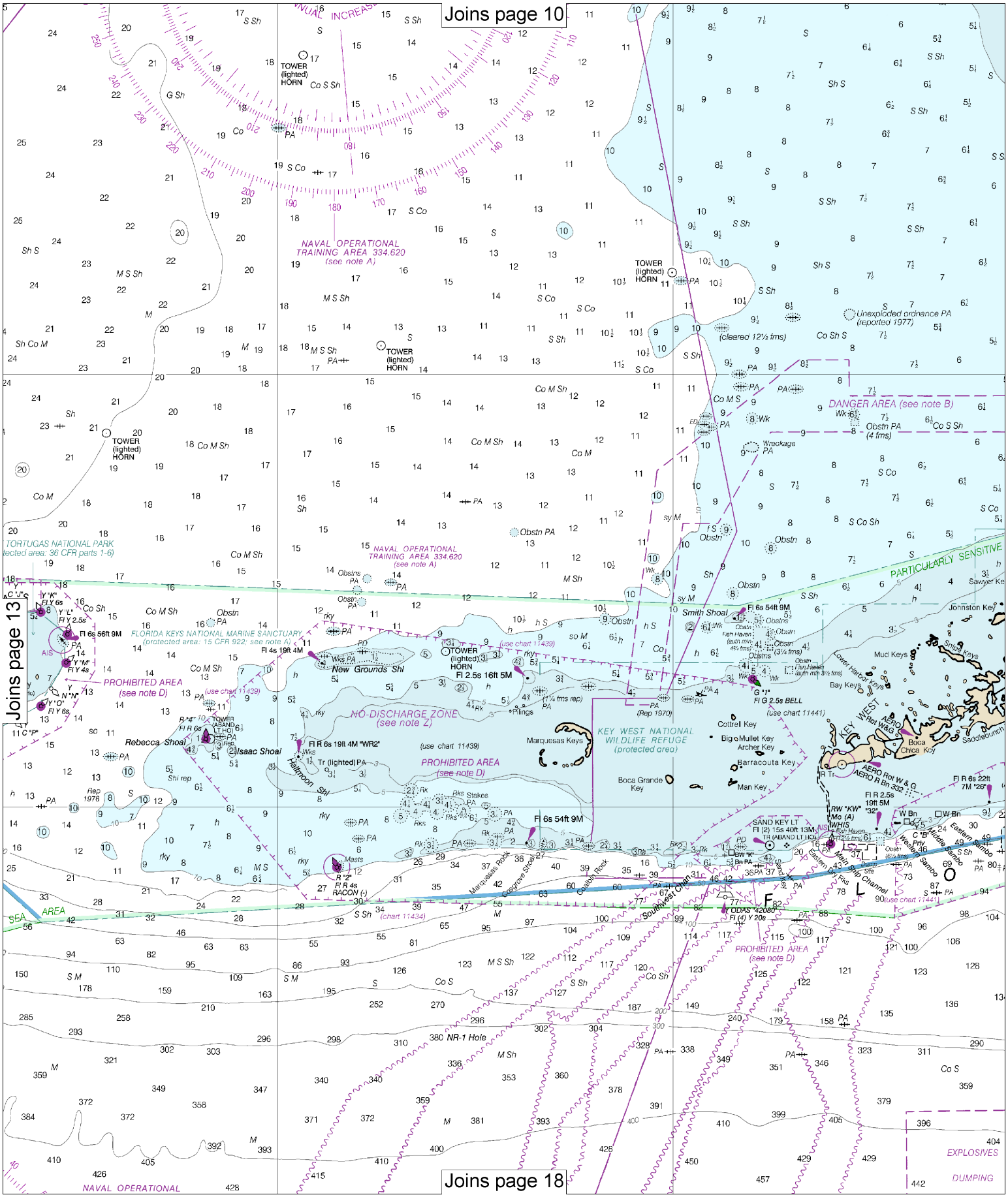




12

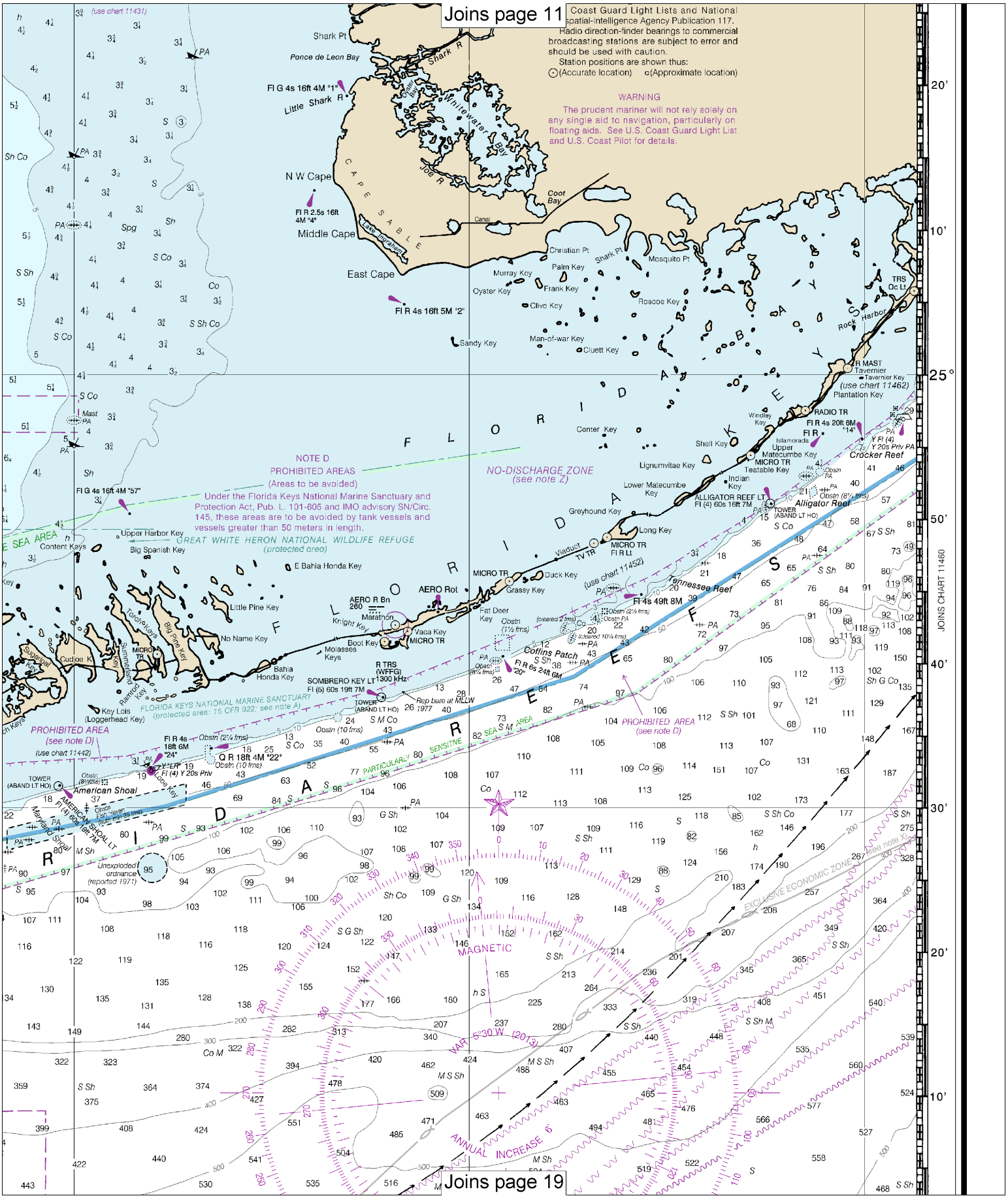
Note: Chart grid lines are aligned with true north.

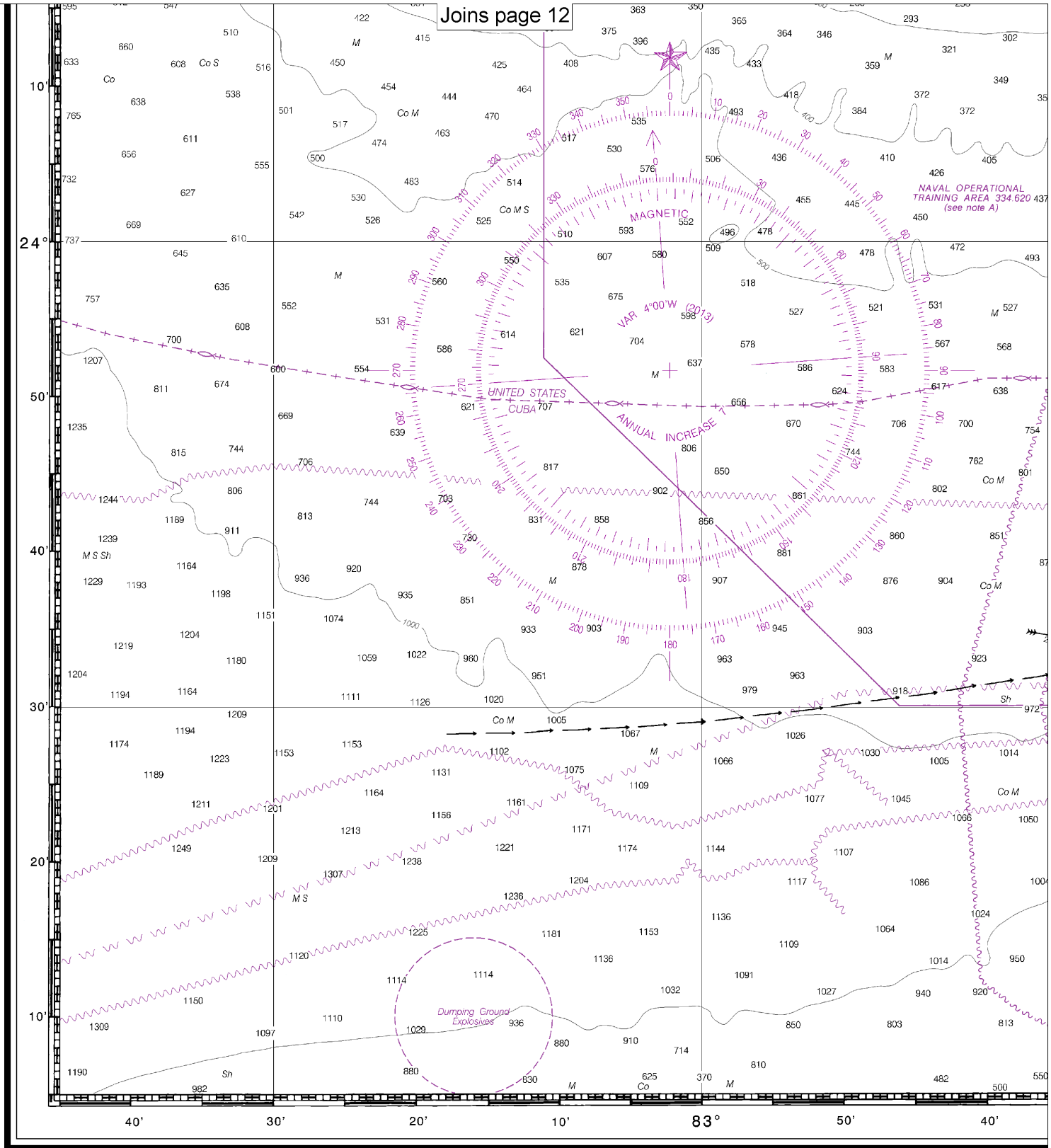

Joins page 9
Joins page 14
Joins page 17
NAVAL OPERATIONAL TRAINING AREA 334.620 (see note A)
DANGER AREA (see note B)
PARTICULARLY SENSITIVE SEA AREA
NO-DISCHARGE ZONE (see note Z)
KEY WEST NATIONAL WILDLIFE REFUGE (protected area)
PROHIBITED AREA (see note D)
EXPLOSIVES
DUMPING
New Grounds Shl
Isaac Shoal
Smith Shoal
American Shoal
Sand Key
Northwest Channel
Main Ship Channel
Southwest Channel
NR-1 Hole
Unexploded ordnance PA (reported 1977)
Obstn PA (4 fms)
Wreckage PA
Upper Harbor Key
Content Keys
Big Spanish Key
Sawyer Key
Johnston Key
Mud Keys
Bay Keys
Lower Harbor Keys
Snipe Keys
Cudjoe K
Sugarloaf Key
Torch Keys
Ramrod Key
Summerland Key
Big Pine Key
Key Lois (Loggerhead Key)
Saddlebunch Keys
Boca Chica Key
Cottrell Key
Big Mullet Key
Archer Key
Barracouta Key
Man Key
Boca Grande Key
Marquesas Keys
Halfmoon Shl
Cocoanut Shl
Marquesas Rock
Eastern Dry Rks
Western Dry Rks
Middle Sambo
Eastern Sambo
Looe Key
Meyers Rock
Carysfort Reef
Caution Rock
Unexploded ordnance (reported 1971)
TOWER (lighted) HORN
Fl 6s 54ft 9M
Fl 2.5s 16ft 5M
Fl 4s 19ft 4M
Fl R 6s 19ft 4M "WR2"
Fl G 4s 16ft 4M "57"
Fl G 2.5s BELL
Fl R 6s 22ft 7M "26"
Fl R 4s 18ft 6M "24"
Fl R 2.5s 19ft 5M "32"
Fl 4s 54ft 9M
Fl (2) 15s 40ft 13M
Fl 6s 54ft 9M
R "2" Fl R 4s RACON (-)
Y ODAS 42080 Fl (4) Y 20s
Fl (4) Y 20s
Tr (lighted) PA
Rep (1970)
(use chart 11439)
(use chart 11441)
(use chart 11442)
(use chart 11431)
(chart 11434)
(cleared 12½ fms)
(Rep 1970)



14

Note: Chart grid lines are aligned with true north.


Joins page 11
Coast Guard Light Lists and National Spatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
(Accurate location) (Approximate location)
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.
Shark Pt
Ponce de Leon Bay
Fl G 4s 16ft 4M "1"
Little Shark R
Whitewater Bay
Joe R
Coot Bay
Canal
CAPE SABLE
N W Cape
Fl R 2.5s 16ft 4M "4"
Middle Cape
East Cape
Fl R 4s 16ft 5M "2"
Christian Pt
Shark Pt
Mosquito Pt
Murray Key
Palm Key
Oyster Key
Frank Key
Clive Key
Roscoe Key
Sandy Key
Man-of-war Key
Cluett Key
Rock Harbor
TRS Oc Lt
R MAST
Tavernier
Tavernier Key
(use chart 11462)
Plantation Key
RADIO TR
Fl R 4s 20ft 6M "14"
Windley Key
Islamorada
Upper Matecumbe Key
MICRO TR
Teatable Key
Crocker Reef
Shell Key
Center Key
Lignumvitae Key
Indian Key
Lower Matecumbe Key
ALLIGATOR REEF LT
Fl (4) 60s 16ft 7M
TOWER (ABAND LT HO)
Alligator Reef
Greyhound Key
Long Key
MICRO TR
Fl R Lt
Viaduct
TV TR
Duck Key
Grassy Key
(use chart 11452)
Tennessee Reef
Fl 4s 49ft 8M
NOTE D
PROHIBITED AREAS
(Areas to be avoided)
Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.
NO-DISCHARGE ZONE
(see note Z)
GREAT WHITE HERON NATIONAL WILDLIFE REFUGE
(protected area)
Fl G 4s 16ft 4M "57"
Upper Harbor Key
Content Keys
Big Spanish Key
E Bahia Honda Key
Little Pine Key
No Name Key
Bahia Honda Key
AERO R Bn
260
Marathon
Knight Key
Vaca Key
MICRO TR
Boot Key
Molasses Keys
AERO Rot
Fat Deer Key
Coffins Patch
Fl R 6s 24ft 6M "20"
R TRS (WFFG) 1300 kHz
SOMBRERO KEY LT
Fl (5) 60s 19ft 7M
TOWER (ABAND LT HO)
Rep bare at MLLW 1977
Key Lois (Loggerhead Key)
FLORIDA KEYS NATIONAL MARINE SANCTUARY
(protected area: 15 CFR 922; see note A)
PROHIBITED AREA
(see note D)
(use chart 11442)
Fl R 4s 18ft 6M "24"
Q R 18ft 4M "22"
Y "LR" Fl (4) Y 20s Priv
TOWER (ABAND LT HO)
American Shoal
AMERICAN SHOAL LT
Fl (4) 60s 19ft 7M
Maryland Shoal
Unexploded ordnance (reported 1971)
PARTICULARLY SENSITIVE SEA AREA
PROHIBITED AREA
(see note D)
EXCLUSIVE ECONOMIC ZONE (see note X)
MAGNETIC
VAR 5°30'W (2013)
ANNUAL INCREASE 6'
JOINS CHART 11460
Joins page 19



11420

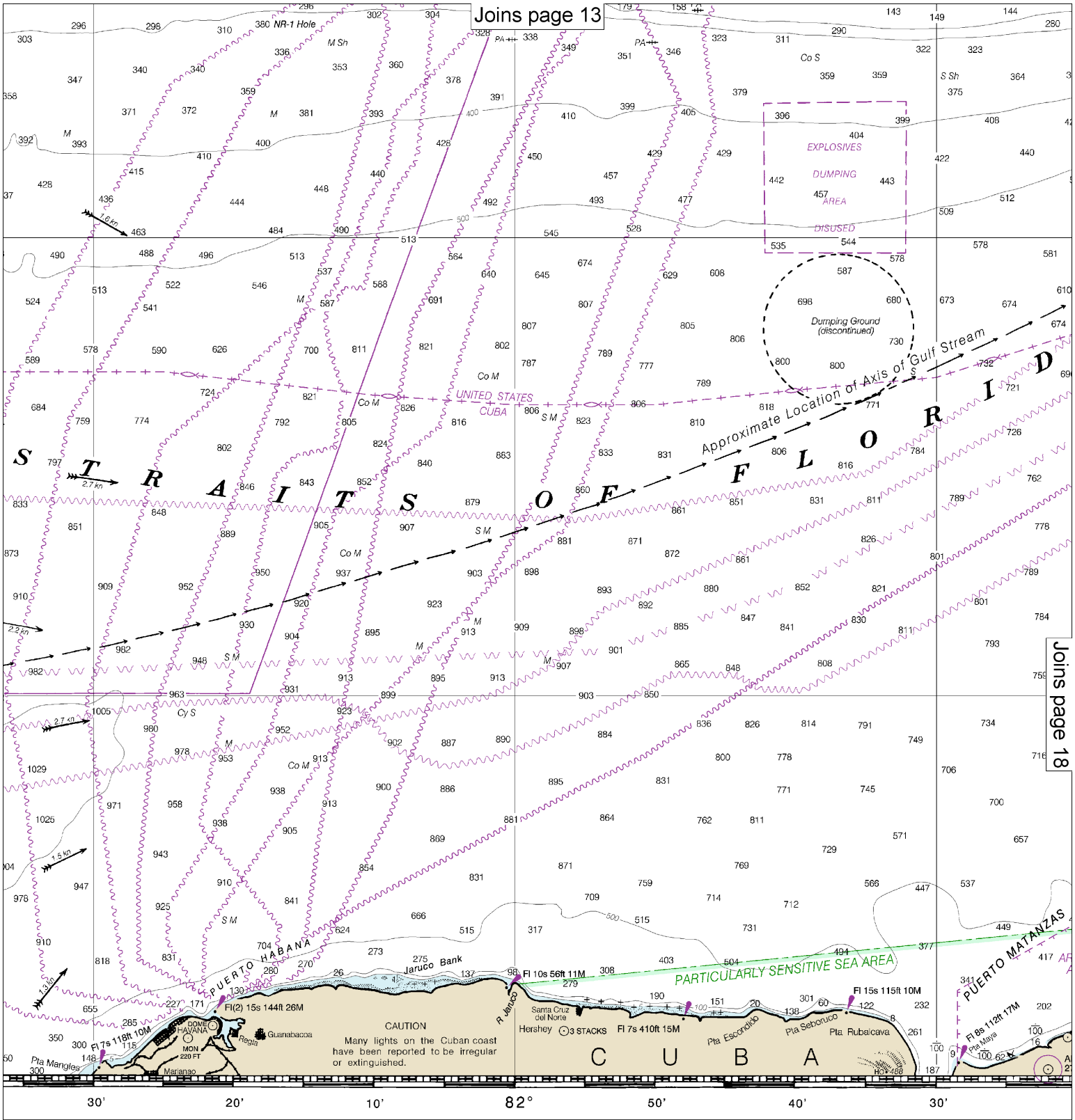
CAUTION

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.

SOUNDING

30th Ed., Feb. 2013. Last Correction: 12/13/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

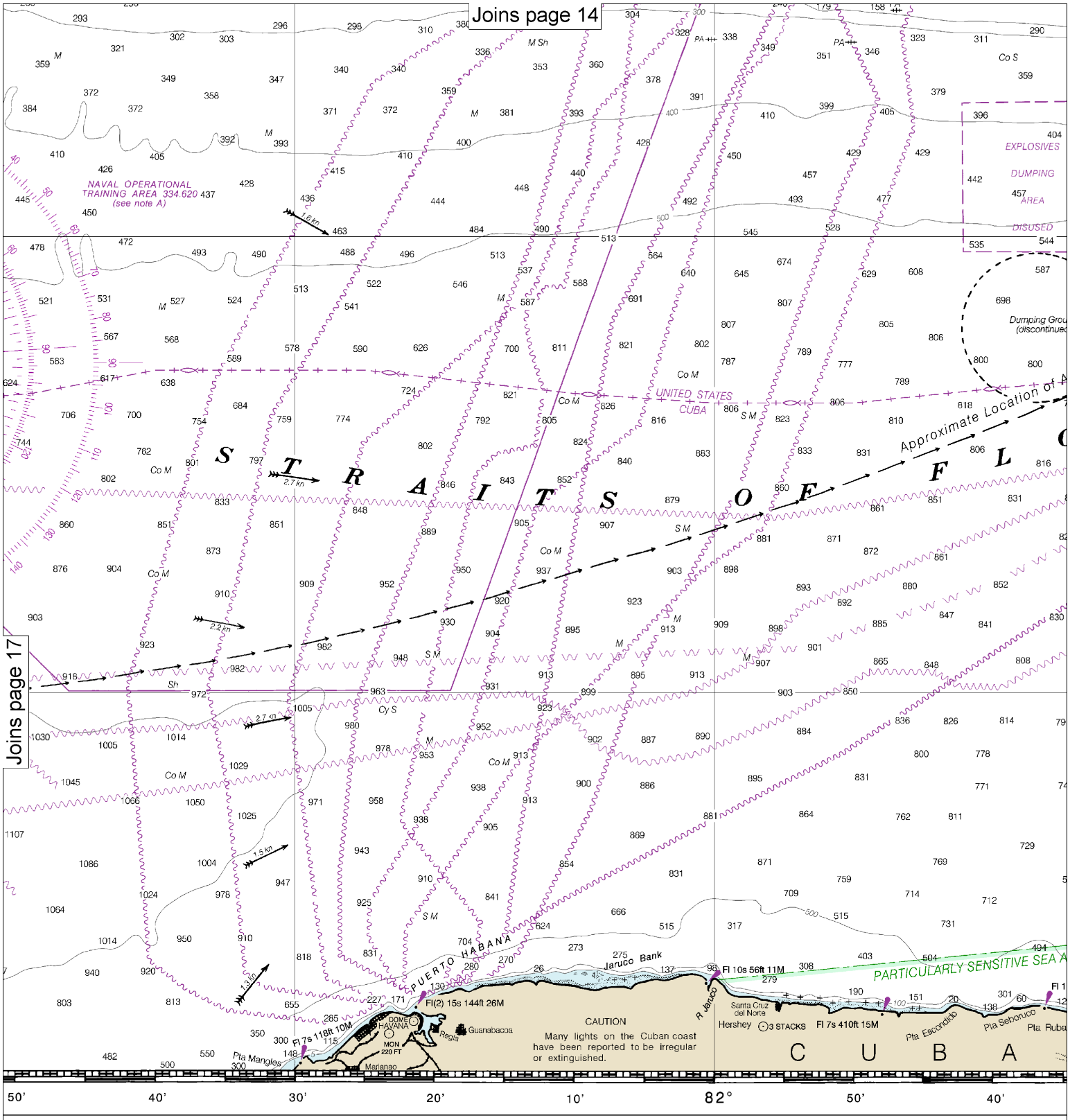
Note: Chart grid lines are aligned with true north.



GS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	
FEET	6	12	18	24	30	36	
METERS	1	2	3	4	5	6	7	8	9	10	11	12



SOUNDINGS IN FATHOMS

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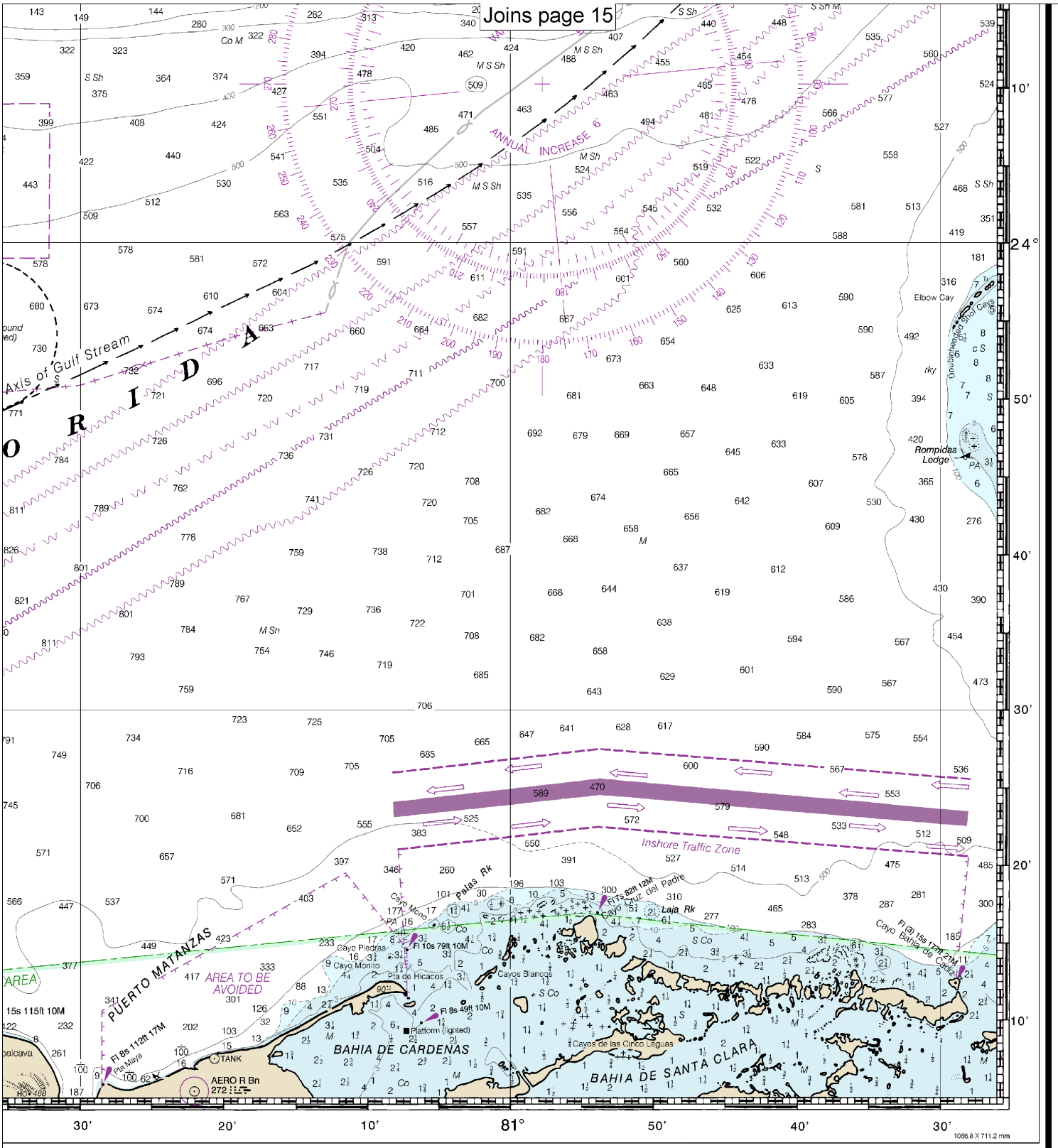
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	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

Havana to Tampa Bay

SOUNDINGS IN FATHOMS - SCALE 1:470,940

11420

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

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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**

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