

BookletChart™

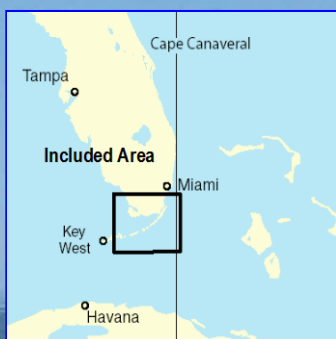
Fowey Rocks to American Shoal

NOAA Chart 11450

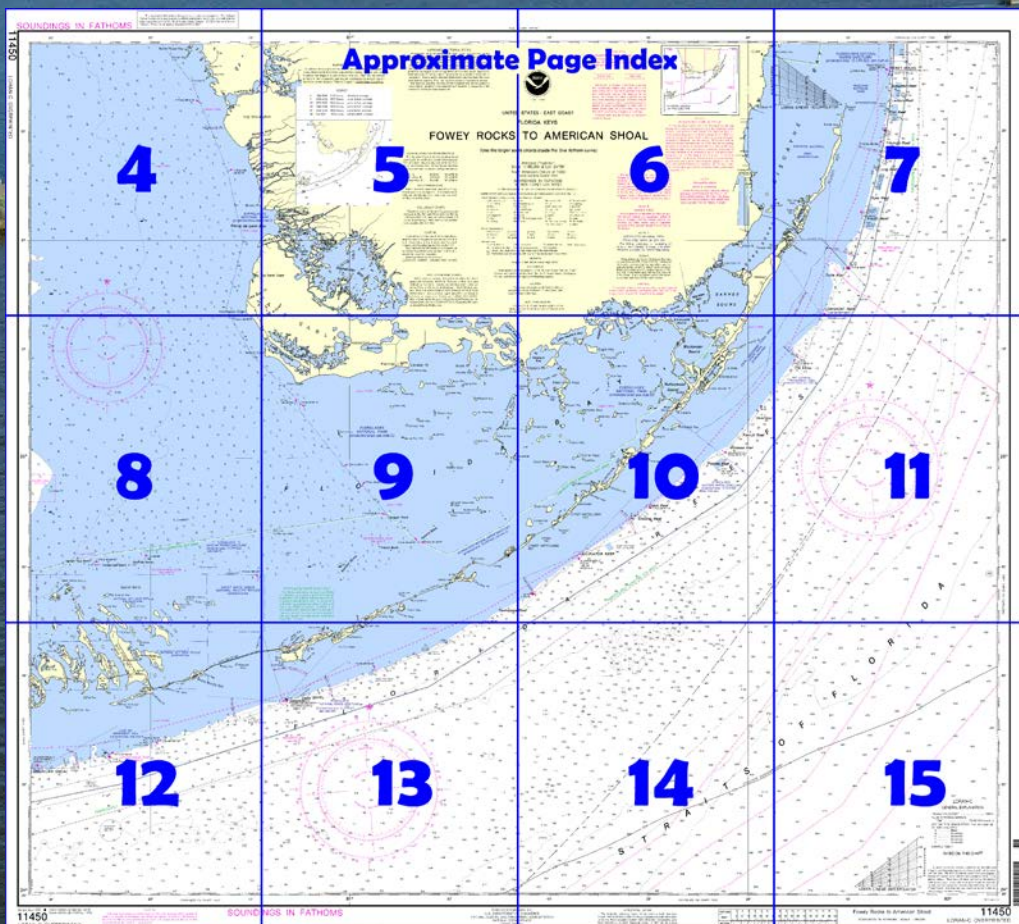


A reduced-scale NOAA nautical chart for small boaters

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.

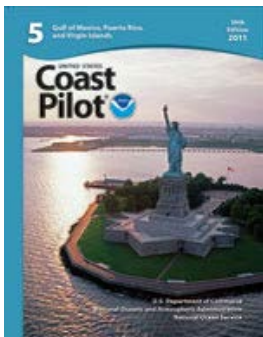
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/coastpilot_w.php?book=5.



[Selected Excerpts from Coast Pilot]

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.

Moser Channel, 36 miles E of Key West, affords passage between the keys from the Gulf of Mexico to Hawk Channel for vessels of 7 to 8 feet in draft. The swing span of Seven Mile Bridge across Moser Channel has been removed; however, the bridge piers remain. The fixed highway

bridge close south of the former swing span has a clearance of 65 feet. The tidal current at the Moser Channel bridge floods NNW with an average velocity of 1.4 knots and ebbs SSE with an average velocity of 1.8 knots. Wind effects modify considerably the current velocities and directions.

Florida Bay, a triangular-shaped body of water between the Florida Keys and the S coast of the mainland, extends in a general E-W direction from Shell and Bogie Keys to Cape Sable. Depths are shallow and irregular; the bottom is mostly mud. From April to October the waters of the bay are clear and the shoals plainly discernible, but during the winter the water frequently turns milky and renders the shoals indistinguishable.

In the E part of the bay are small keys and numerous mudflats which bare, or nearly bare, at low water. The W part of the bay has depths ranging from 7 to 13 feet, and the bottom is covered with loggerhead sponges and turtle grass.

A protected area of the **Everglades National Park** is in the northern part of Florida Bay.

For the protection of wildlife, all keys in the Florida Bay portion of Everglades National Park are closed to landing except those marked as designated camping areas. The killing, collecting, or molesting of animals, the collecting of plants, and waterskiing are prohibited by Federal Regulation.

Manatees.—Regulated speed zones for the protection of manatees are posted throughout the Everglades National Park.

Cape Sable, the low and wooded SW tip of the Florida Mainland, has three points known as East Cape, Middle Cape, and Northwest Cape. These are relatively steep-to and are partially cleared.

Small vessels can find anchorage 1.5 miles SE of East Cape in 7 to 8 feet of water. The even marl bottom is good holding ground, but the anchorage is reported to be unsheltered from winds, particularly from W. Vessels should anchor bow and stern to avoid being set onto the beach. **East Cape Canal**, a drainage canal opening into Florida Bay 1 mile E of East Cape, offers good protection for any boat that can enter. A depth of 2 to 3 feet can be carried into the canal at low water by approaching from due S. Fishing and pleasure craft frequent this area, but local knowledge is necessary to avoid the numerous snags inside the canal.

From Northwest Cape the coast trends N for 20 miles, then NW for about 30 miles to Cape Romano. Along this stretch of coast are the **Ten Thousand Islands**, innumerable small islands and keys interlaced by a network of small rivers and bayous leading to the interior. The islands and keys are generally lumps of mud, low and densely wooded, and almost impossible for a stranger to identify. Small in size, they are mostly awash at high water and fringed with oyster reefs. Except for the lights marking the offshore boundary of the Everglades National Park, the only other useful marks along this stretch of the coast are the light at the entrance to Little Shark River, and the slightly higher growths of timber on Shark River Island, Shark Point, and Highland Point. The water is shallow for a distance of 10 miles from the coast, depths of 7 feet being found as much as 3 miles offshore. With local knowledge, drafts of 3 to 6 feet can be carried into many of the rivers.

The rivers and inland lakes to the N of Northwest Cape are frequented mostly by fishing parties, particularly during the winter season. Strangers are advised to hire guides at Flamingo, Marco, or Everglades City. The rivers afford good anchorage for craft able to cross the bars off the entrances.

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

RCC New Orleans

Commander

8th CG District (504) 589-6225

New Orleans, LA

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

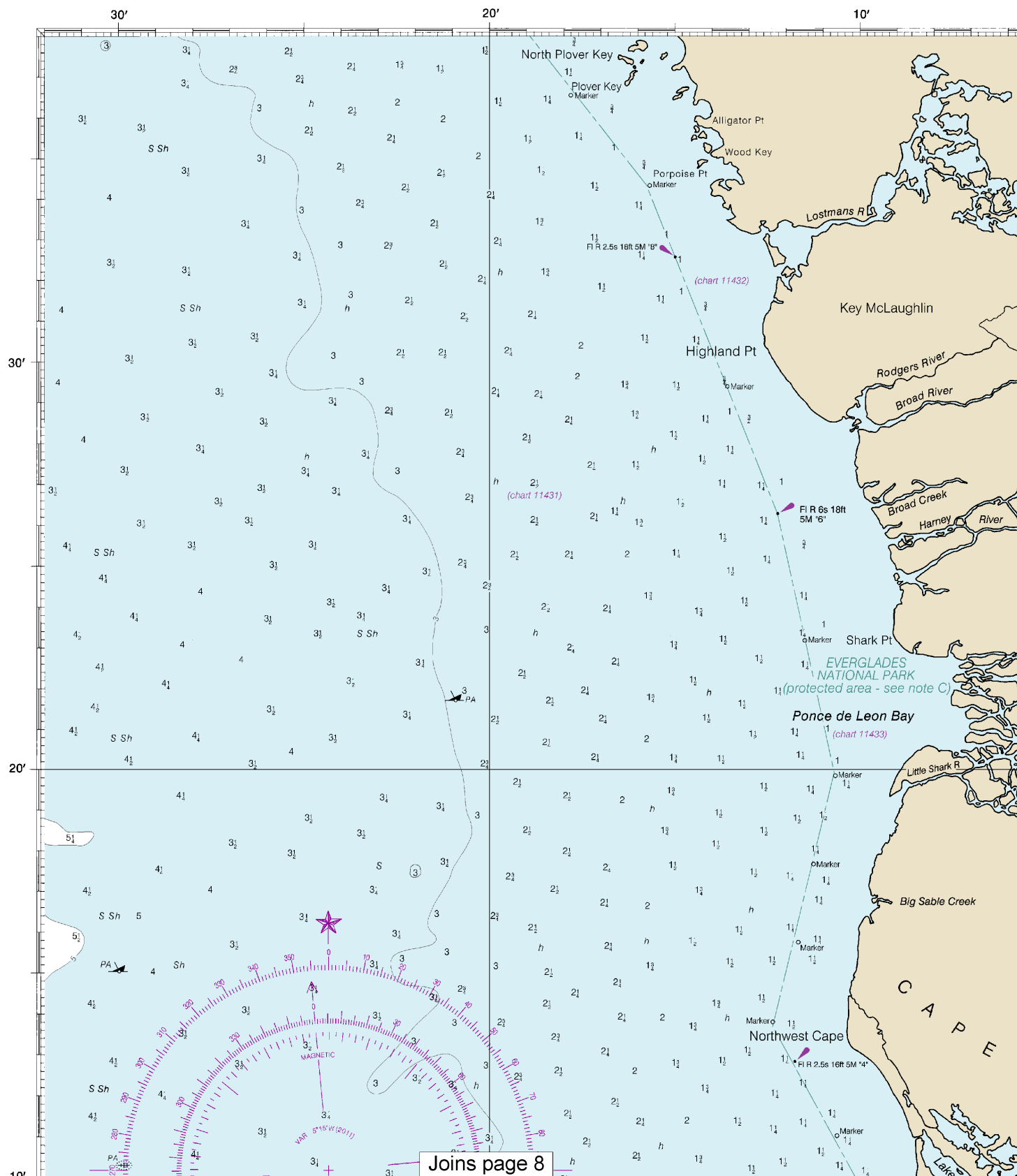


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FATHOMS

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

11450



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Note: Chart grid lines are aligned with true north.

81°

50'

40'

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	1990-2005	NOS Survey	full bottom coverage
B1	1990-1993	NOS Survey	partial bottom coverage
B2	1970-1989	NOS Survey	partial bottom coverage
B3	1940-1969	NOS Survey	partial bottom coverage
B4	1900-1939	NOS Survey	partial bottom coverage
B5	Pre-1900	NOS Survey	partial bottom coverage

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.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

FLORIDA KEYS

FOWEY ROCKS TO AMERICA

(Use the larger scale charts inside the five fathom curve)

Mercator Projection
Scale 1:180,000 at Lat 24°50'

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.

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
Al alternating	IQ interrupted quick	N nun	Rot r
B black	ISO isophase	OBSC obscured	s sex
Bn beacon	LT HO lighthouse	OC occulting	SEC
C can	M nautical mile	Or orange	St M
DIA diaphane	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 whistling
		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	Obstr obstruction	PD position doubtful	Subm submer
ED existence doubtful	PA position approximate	Rep reported	
(1) 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.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

NOTE A

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, 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.

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 the residual danger from mines on the bottom.

NOTE C
EVERGLADES NATIONAL PARK
PROTECTED AREA: 36 CFR 7.45

The killing, collecting, or molesting of animals, the collecting of plants, and water-skiing are prohibited by Federal Regulations.

NOTE F
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.

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.

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)

Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:240000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

50'

40'

30'

OPICAL STORMS
and other major storms may
marine structures, aids to
sulting in submerged debris

pths and shoreline may not
these storms. Fixed aids to
ed or destroyed. Buoys may
ed positions, damaged, sunk,
operative. Mariners should
ation of an aid to navigation.
ns may have been displaced
may have become uncovered

extreme caution and are
igation discrepancies and
st United States Coast Guard



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

FLORIDA KEYS

OWEY ROCKS TO AMERICAN SHOAL

(Use the larger scale charts inside the five fathom curve)

Mercator Projection
Scale 1:180,000 at Lat 24°50'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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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
		Rn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bkr broken	G gravel	h hard	Rk rock	Sh shells
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(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
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Refer to charted regulation section numbers.

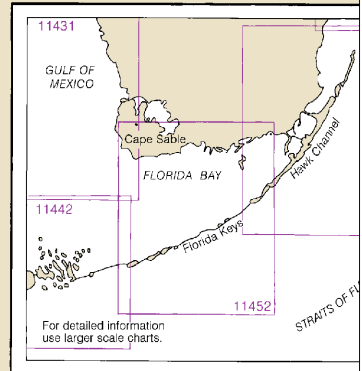
CAUTION SUBMARINE PIPELINES AND CABLES

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



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.



For detailed information use larger scale charts.

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 (NDZ). Under the Clean Water Act, Section 311, vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with installed marine sanitation device (MSD) that are navigated, 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 Coast Pilot. Additional information concerning regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewa

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).

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.

Miami, FL	KHB-34	162.550 MHz
Teatable Key, FL	WWG-60	162.450 MHz
Key West, FL	WXJ-95	162.40 MHz
Princeton, FL	WNG-663	162.425 MHz

CAUTION

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

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.

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.

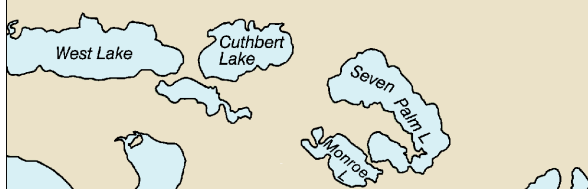
AIDS TO NAVIGATION

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

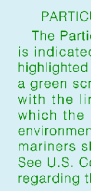
NOTE X

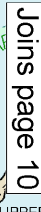
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical 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.

CAUTION
The use of radio signals as
navigation can be found in the
Light Lists and National
Coast Guard Publication 117.
Bearing to commercial
vessels are subject to error and
caution.
are shown thus:
(Approximate location)

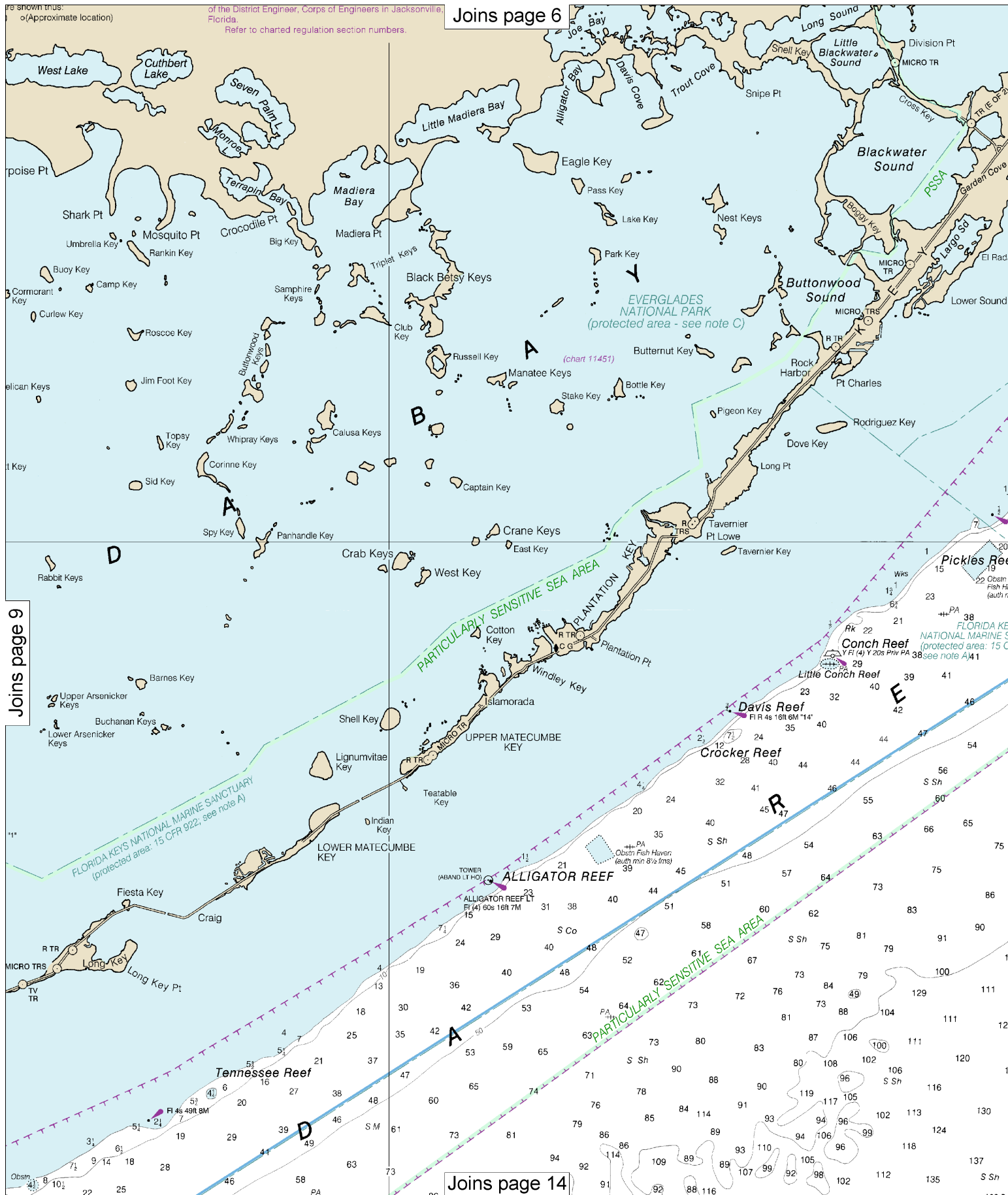


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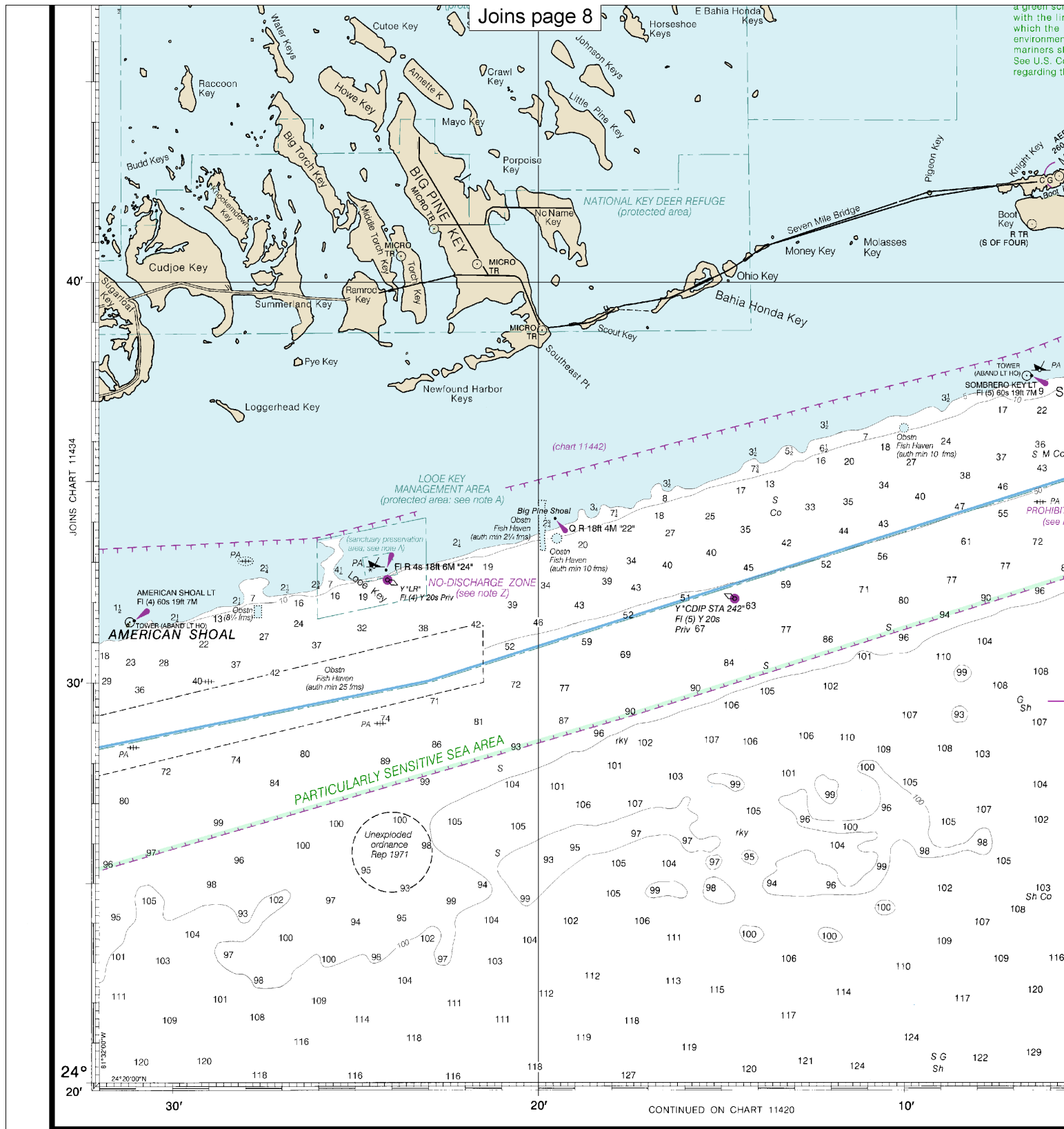


Joins page 6



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Note: Chart grid lines are aligned with true north.

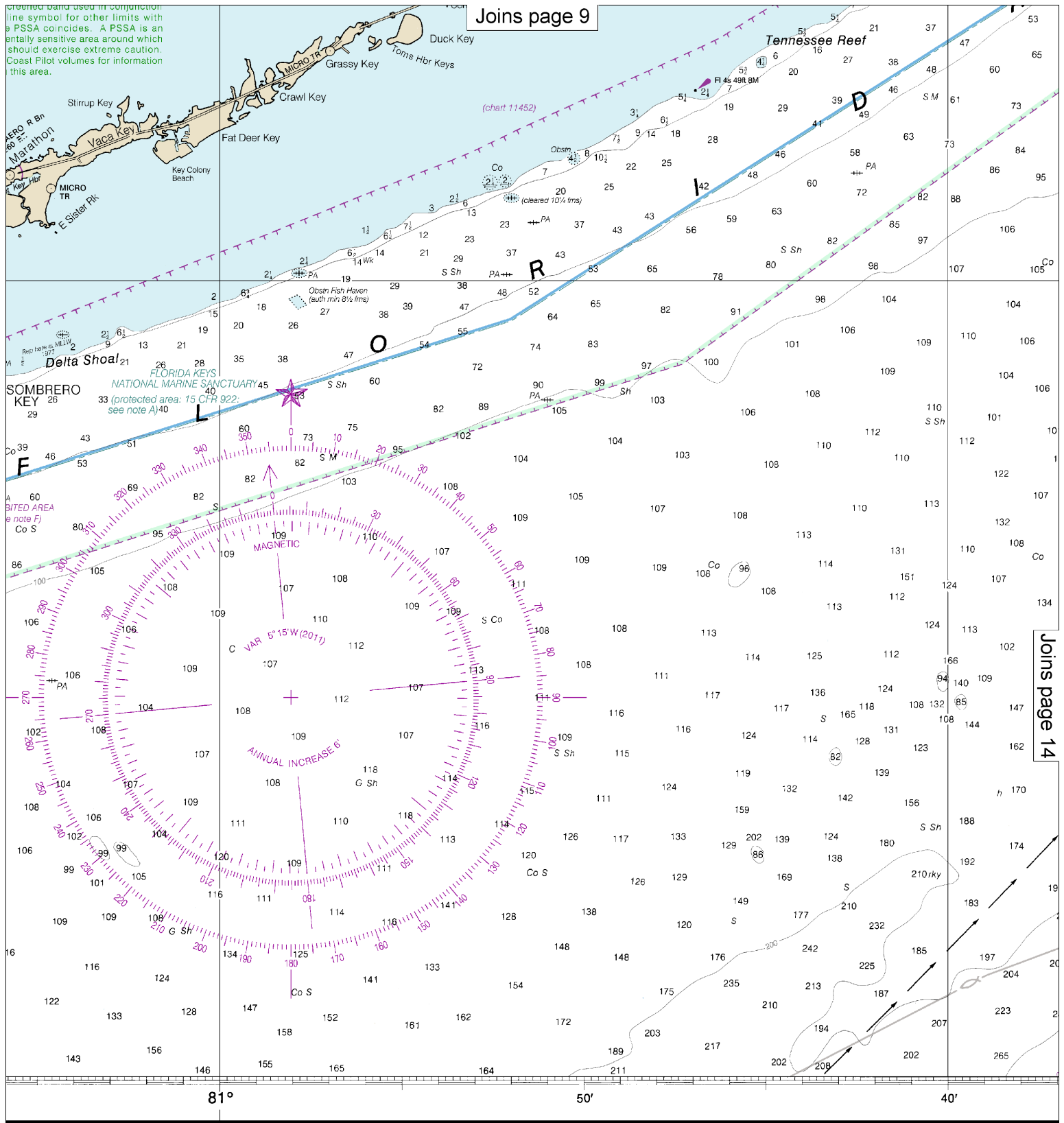


11450

This is the Last Edition of this chart. It will be canceled on Apr 3, 2024
11th Ed., Sep. 2011. Last Correction: 9/29/2023. Cleared through:
LNM: 1224 (3/19/2024), NM: 1324 (3/30/2024)

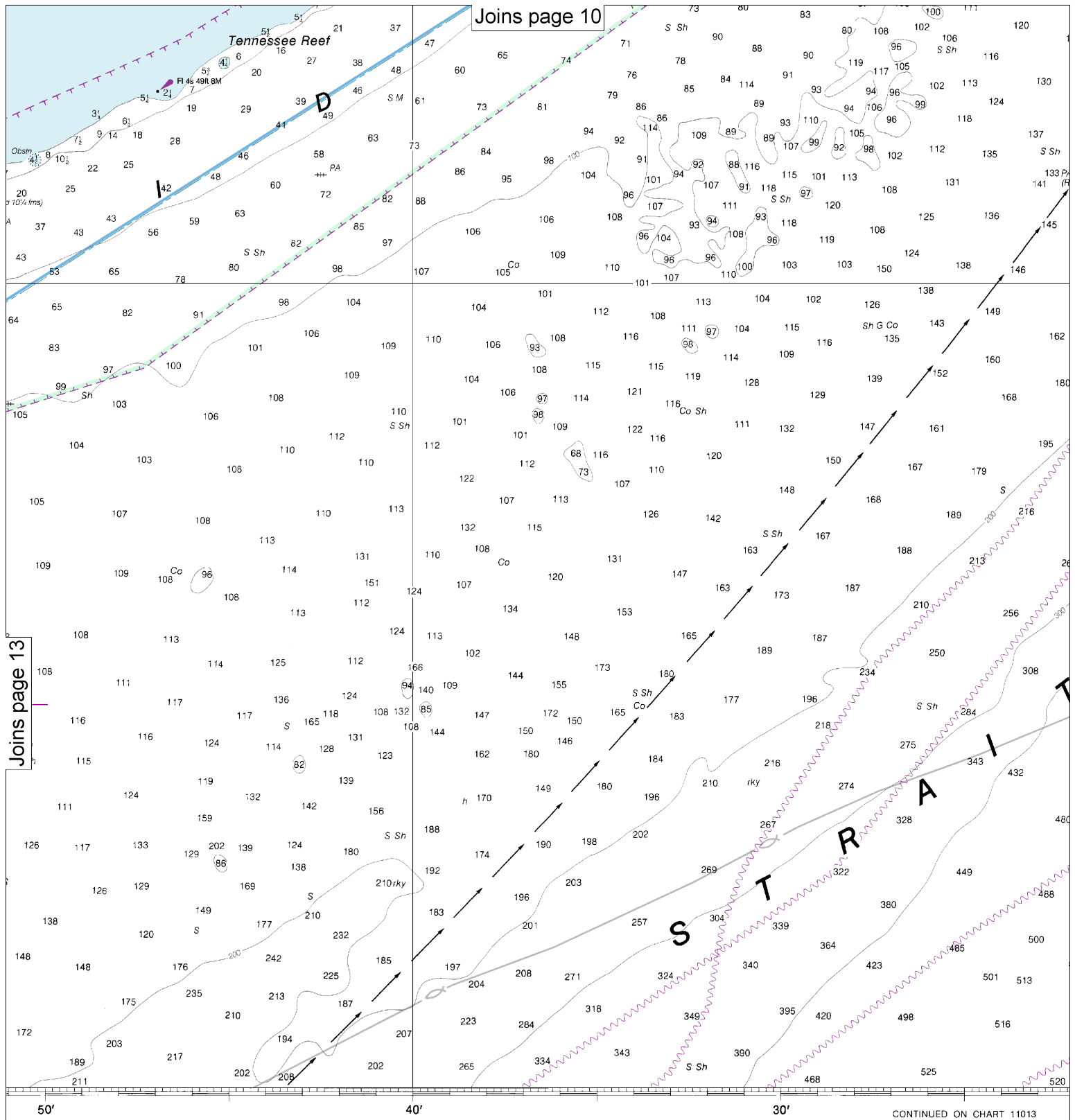
12

Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FATHOMS

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



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.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 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.