

BookletChart™



Intracoastal Waterway – Grassy Key to Bahia Honda Key

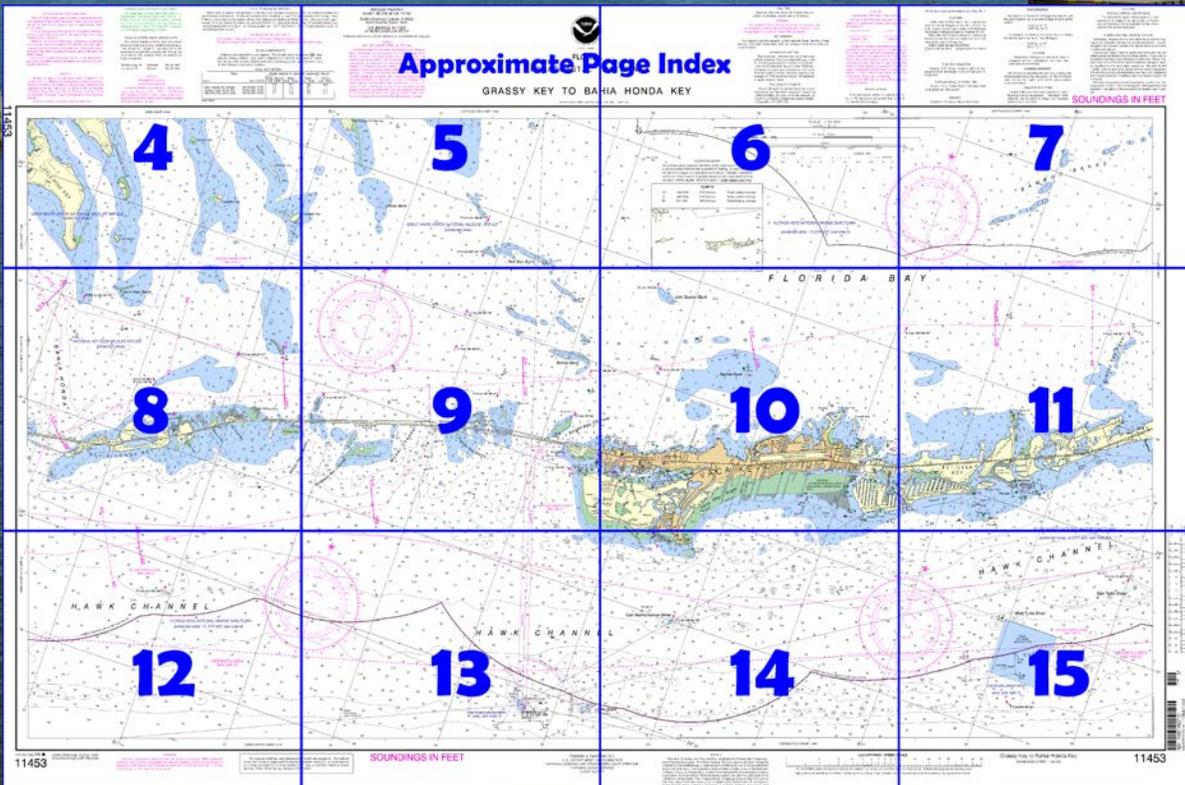
NOAA Chart 11453

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.

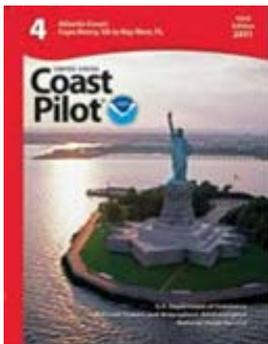
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=4.



(Selected Excerpts from Coast Pilot)

The **Florida Keys** consist of a chain of low islands, beginning with Virginia Key and extending in a circular sweep to Loggerhead Key, a distance of about 192 miles. For some 100 miles of that distance they skirt the southeast coast of the Florida Peninsula, from which they are separated by shallow bodies of water known as Biscayne Bay, Card Sound, Barnes Sound, Blackwater Sound, and Florida Bay.

Biscayne Bay has depths of 9 to 10 feet for most of its length, and the other bodies of water are shallow, containing small keys and shoals, and of no commercial importance except as a cruising ground for small boats. Westward of Florida Bay the Florida Keys separate the Straits of Florida from the Gulf of Mexico.

Bahia Honda Channel (Bahia Honda), 10 miles northwestward of Sombrero Key and between **Bahia Honda Key** on the east and **Scout Key** on the west, is the deepest channel between the **Straits of Florida** and **Florida Bay**. In 1983, the reported controlling depth was 8 feet from **Hawk Channel** to **Little Pine Key**. The passage is crossed by three fixed highway bridges. The southernmost has a clearance of 20 feet over the channel and unlimited vertical clearances at an opening at each end. Mariners are advised to navigate with extreme caution as falling and hanging debris exists in the area. The twin bridges to northward have a clearance of 23 feet over the channel. The direction of the current should be carefully watched when turning northwestward after passing under the bridges in order to avoid being grounded on the banks on either side of the channel. These banks are usually visible. Currents through the passage average 2 knots or more at strength. (For predictions at the southernmost bridge, see the Tidal Current Tables.) A marina with two boat basins is at the Bahia Honda State Park, on the bayside and near the western end of **Bahia Honda Key**. In 1981, depths of 4 feet were reported in the unmarked entrance channel, with 7 to 15 feet in the basins. Berths with electricity, water, ice, and a launching ramp are available.

Dangers.—Vessels proceeding through the channels inside the Florida Reefs should exercise extreme caution because of the numerous rocks, shoals, wrecks, and pile structures which exist. The chart should be examined carefully to determine the position of these dangerous obstructions so they may be avoided.

The **Intracoastal Waterway** on the western and northern side of the keys passes southward through **Biscayne Bay, Card, Barnes, and Blackwater Sounds** and connecting waterways in Florida Bay to **Moser Channel**. From there it is necessary to pass either through Moser Channel and proceed to Key West via Hawk Channel, a distance of 40 miles, or to remain on the northern side of the keys and proceed to Key West via Big Spanish Channel and the **Gulf of Mexico**, a distance of 54 miles. The waterway route is through smooth waters, except in Hawk Channel and the Gulf of Mexico.

Boot Key Harbor, on the south side of the town of **Marathon**, is entered southward of **Knight Key** about 4.5 miles northward of Sombrero Key Light. The entrance channel is marked by a light and daybeacons; the color of the banks is also a good guide for the narrow entrance channel. Daybeacons also mark the channel through the harbor for a distance of about 1.5 miles. In 1983, the reported controlling depth was 7 feet, but shoaling was reported along the southerly side of the entrance channel; caution is advised. A highway bridge, over the channel at mile 0.13, has a bascule span with a clearance of 24 feet at the center. (See **117.1 through 117.59** and **117.272**, chapter 2, for drawbridge regulations.) An overhead power cable on the west side of the bridge has a clearance of 65 feet

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

RCC Miami Commander
7th CG District (305) 415-6800
Miami, FL

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>

PARTICULARLY SENSITIVE SEA AREA
 This chart falls entirely within the limits of a Particularly Sensitive Sea Area (PSSA). 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.

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.

Teatable Key, FL WVG-60 162.45 MHz
 Key West, FL WXJ-95 162.40 MHz

COLREGS, 80.740 (see note A)
 International Regulations for Preventing Collisions at Sea, 1972.
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.

SHOALS AND PASSES
 Mariners are advised to use caution. The shoals (dark blue areas) and passes (heavy dotted lines) were obtained from reports and have not been verified by field surveys. Stakes and piles, marking passes, are not shown due to their frequent change in position.

CORAL PROPAGATION
 Uncharted submerged manmade structures, designed for the purpose of coral propagation, may exist within the limits of this chart, principally in shallow water areas.

NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. 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.

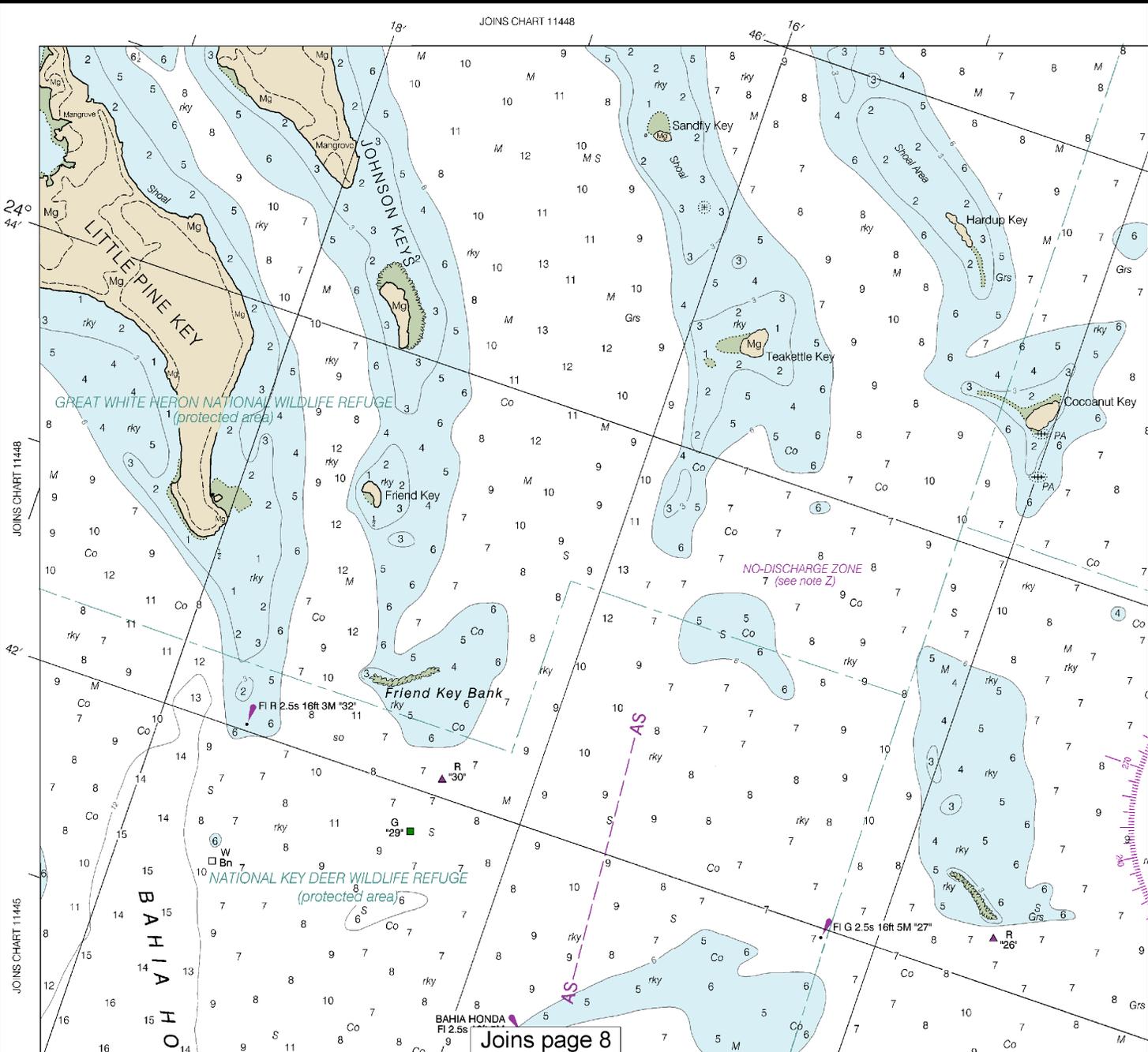
NOTE D
PROHIBITED AREAS
 (Areas to be avoided)
 Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of sounding (M)			
		Mean High Water	Higher High Water	Mean Low Water	Lower Low Water
Bahia Honda Key (bridge)	(24°39'N/81°17'W)	1.5	1.3	0.1	0.2
Johnson Keys, South End	(24°44'N/81°18'W)	1.3	1.1	0.2	0.2
Little Pine Key, South End	(24°43'N/81°18'W)	1.1	0.9	0.2	0.2

(Mar 2006)

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



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Mercator Projection
Scale 1:40,000 at Lat. 24°43'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

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/.

MLLW)
Extreme Low Water
feet

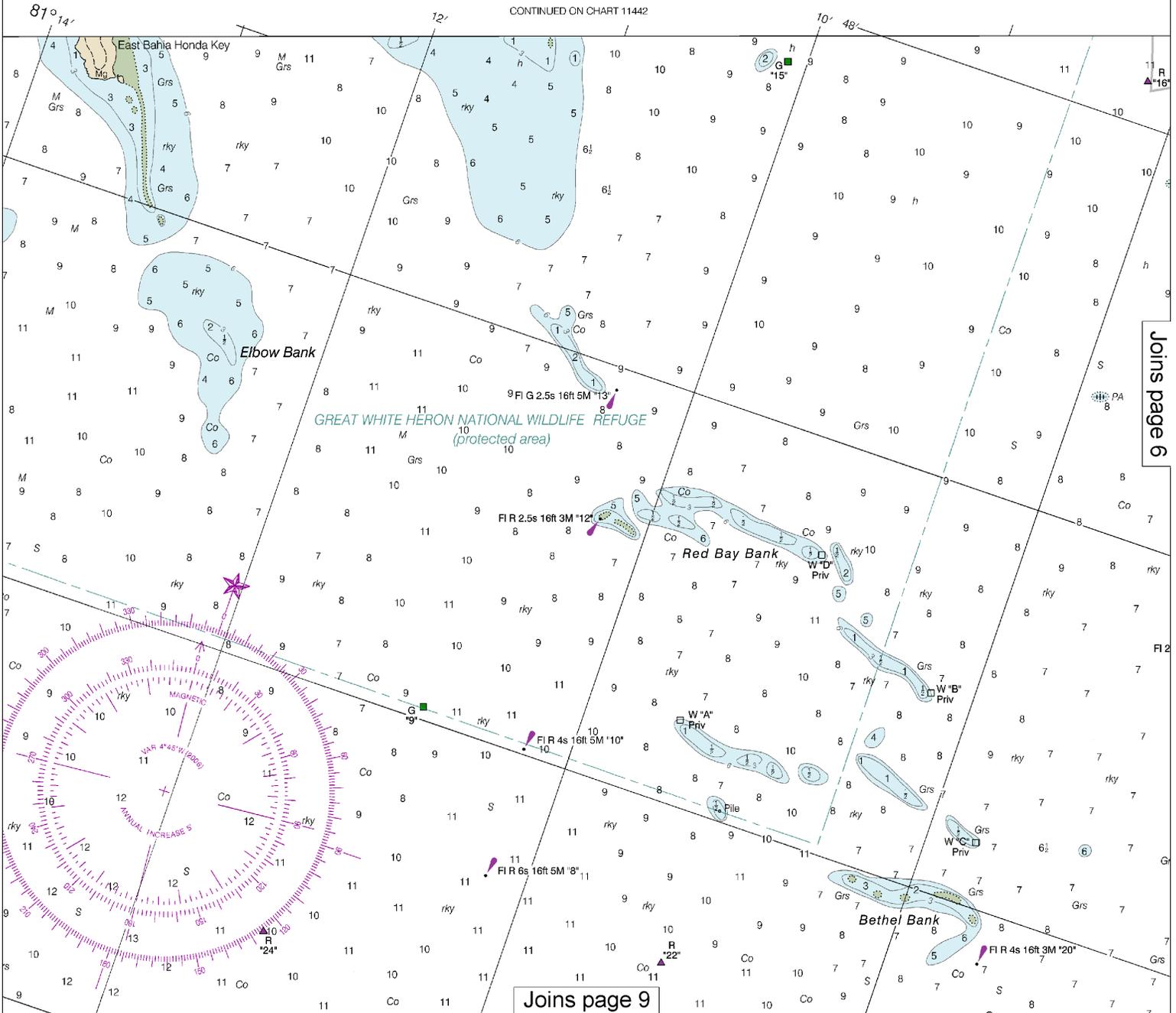
-1.5
-1.5



THE NATION'S CHARTMAKER SINCE 1807

FLORIDA INTRACOASTAL WATERWAY GRASSY KEY TO BAHIA HONDA

Formerly NOS 11449B, C&GS 852 1st Ed., Apr 1959 KAPP 325



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.





THE NATION'S CHARTMAKER SINCE 1807

FLORIDA COASTAL WATERWAY FROM KEY WEST TO BAHIA HONDA KEY

Formerly NOS 11449B, C&GS 852 1st Ed., Apr 1959 KAPP 325

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

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, and U.S. Coast Guard.

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 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.495' northward and 0.746' eastward to agree with this chart.

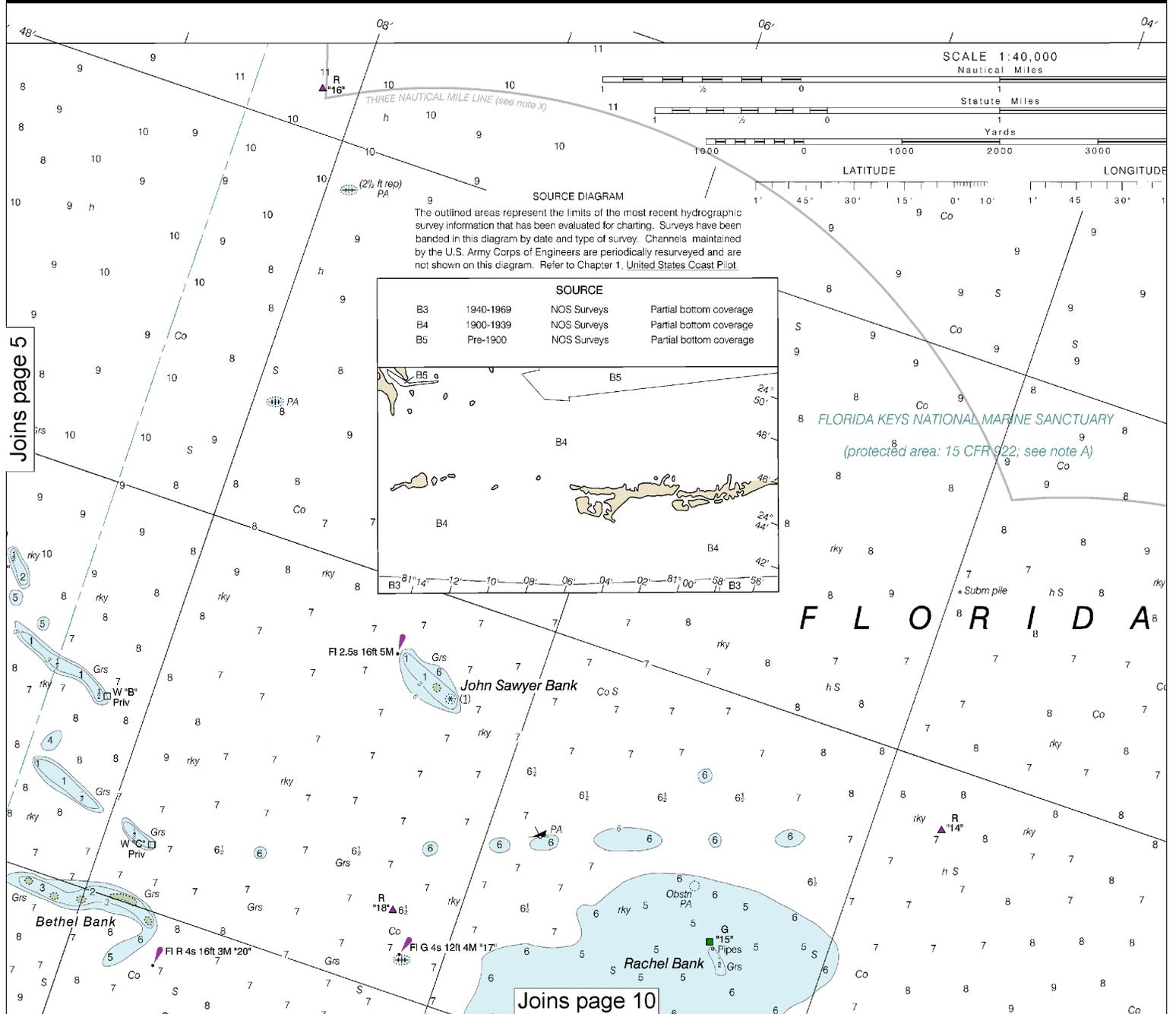
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUBMARINE PIPELINES
Charted submarine cables and submarine pipelines are shown as:

Pipeline Area

Additional uncharted submarine cables and pipelines are those that were exposed. Caution when operating water comparable pipelines and cables for anchoring, dragging, or covering wells. Unlighted buoys.

Overhead power lines of those of the charted



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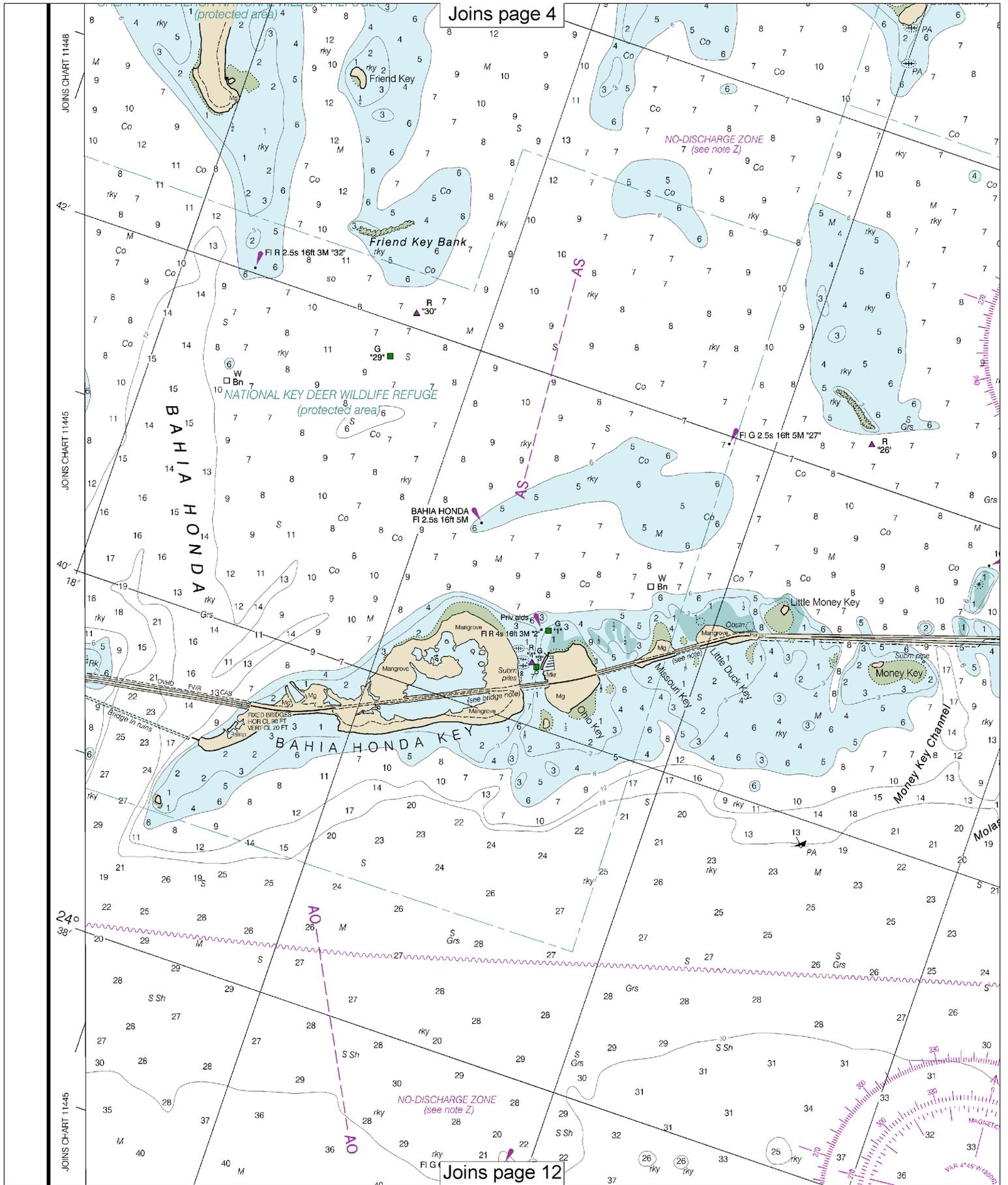
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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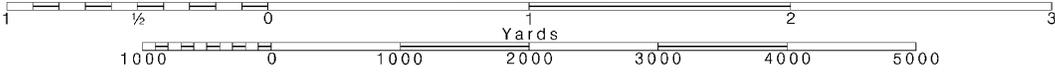


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Printed at reduced scale.

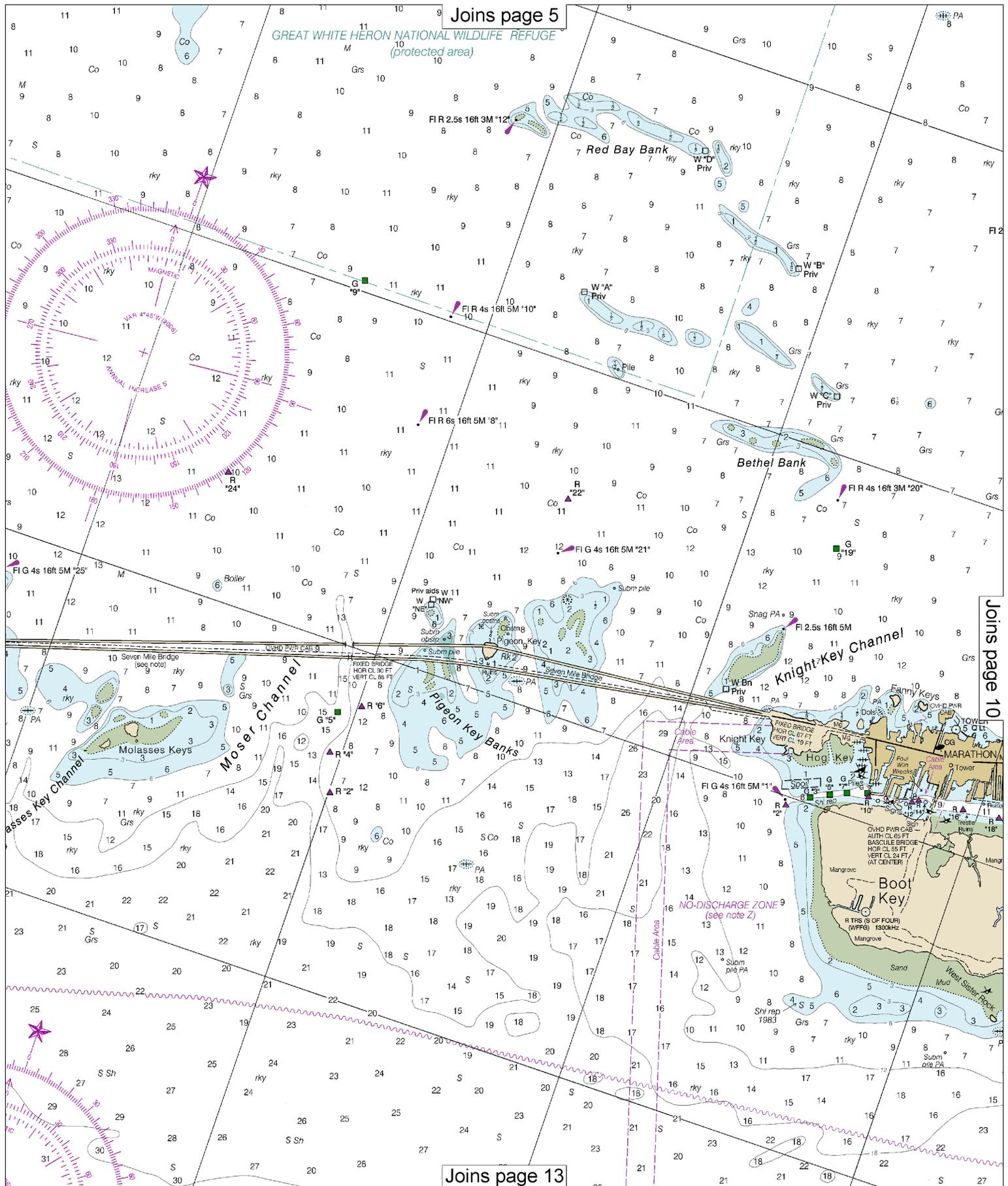
SCALE 1:40,000
Nautical Miles

See Note on page 5.



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GREAT WHITE HERON NATIONAL WILDLIFE REFUGE
(protected area)



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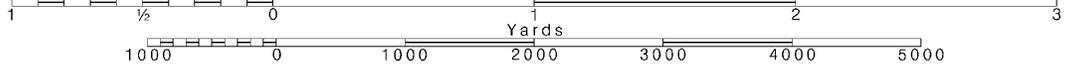
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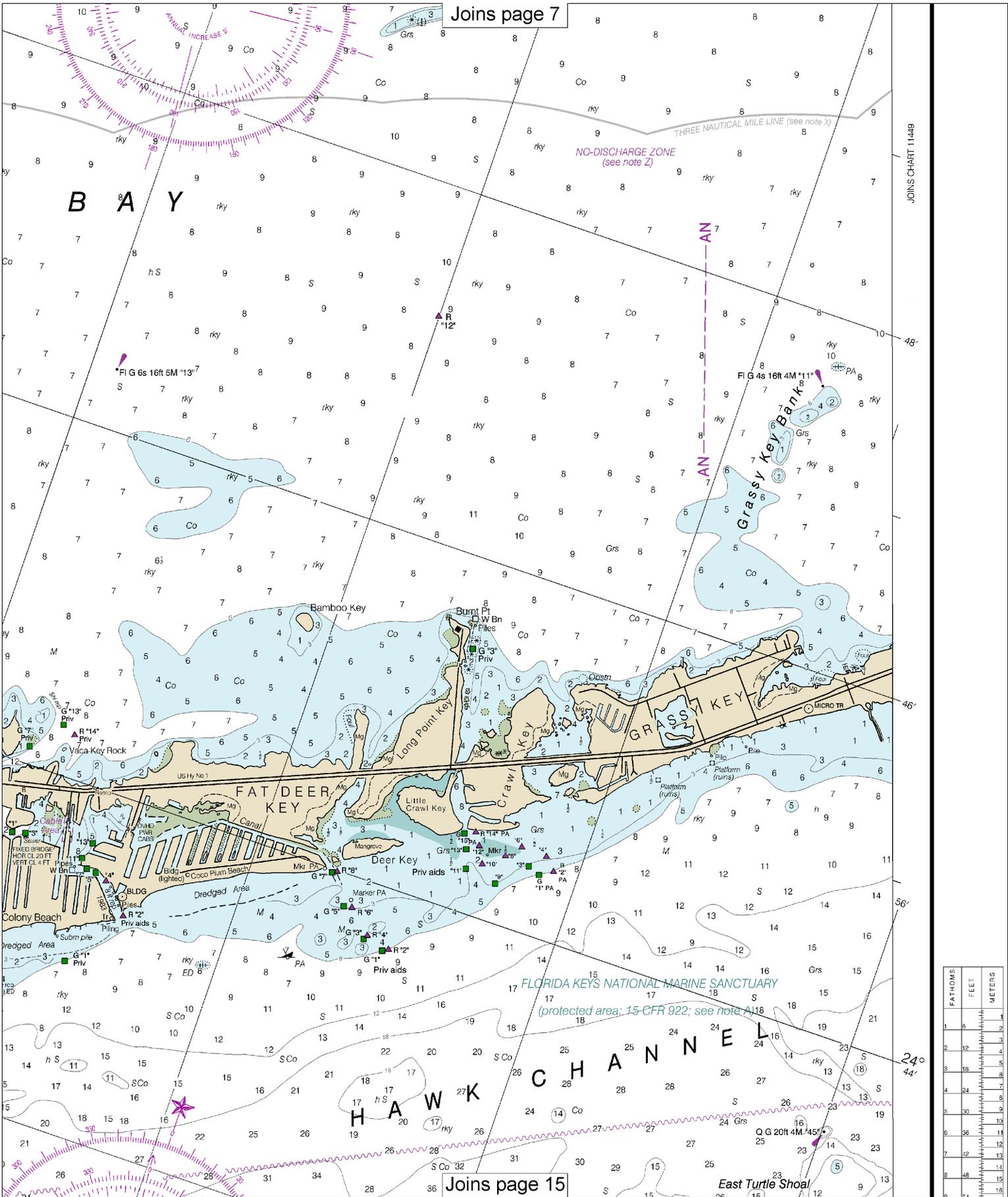
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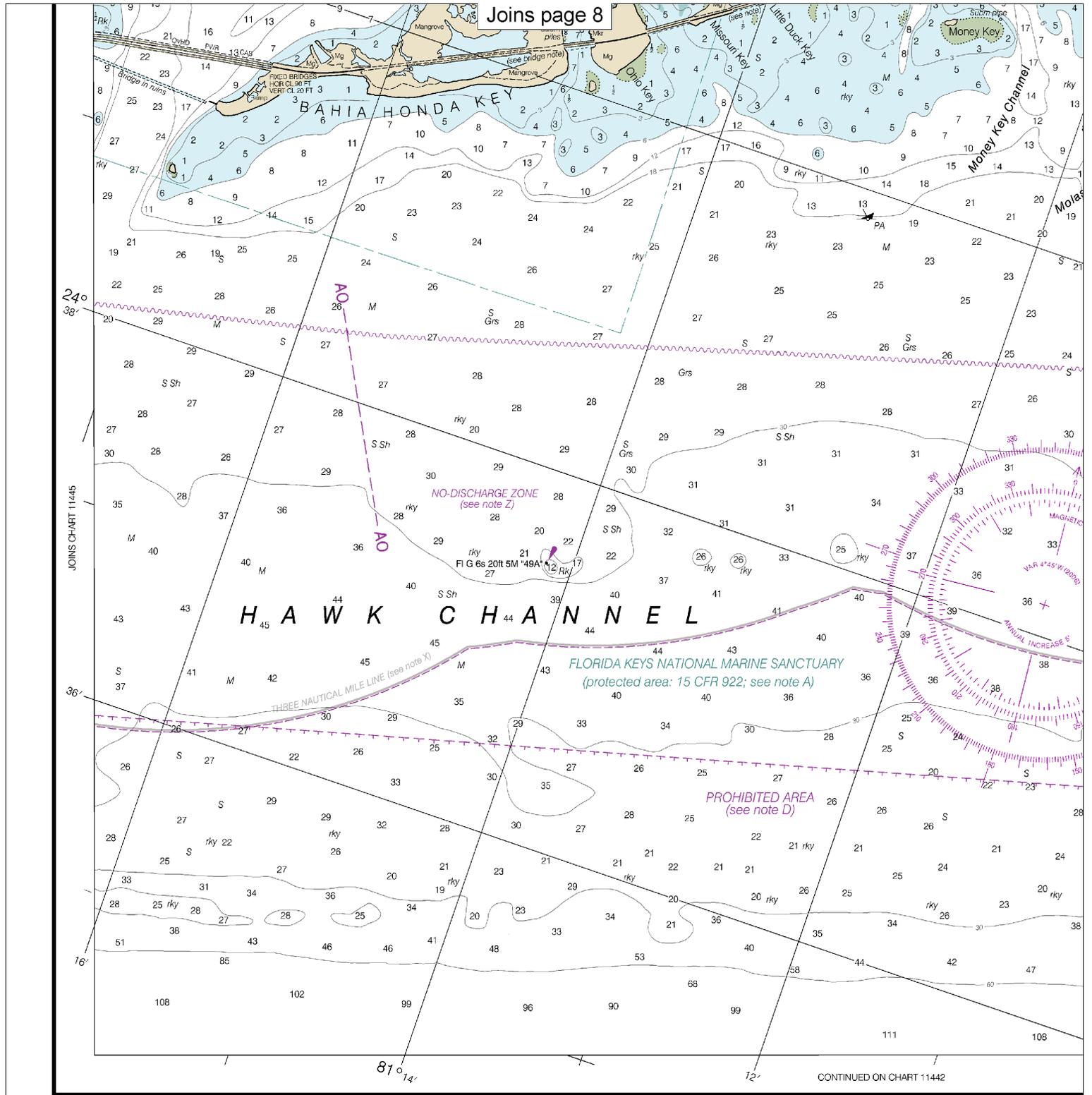
SCALE 1:40,000
Nautical Miles

See Note on page 5.





FATHOMS	FEET	METERS
1	6	1.1
2	12	2.2
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6



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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.

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

17th Ed., May 2006. Last Correction: 8/26/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

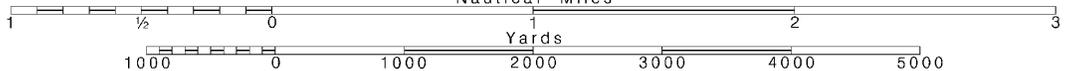
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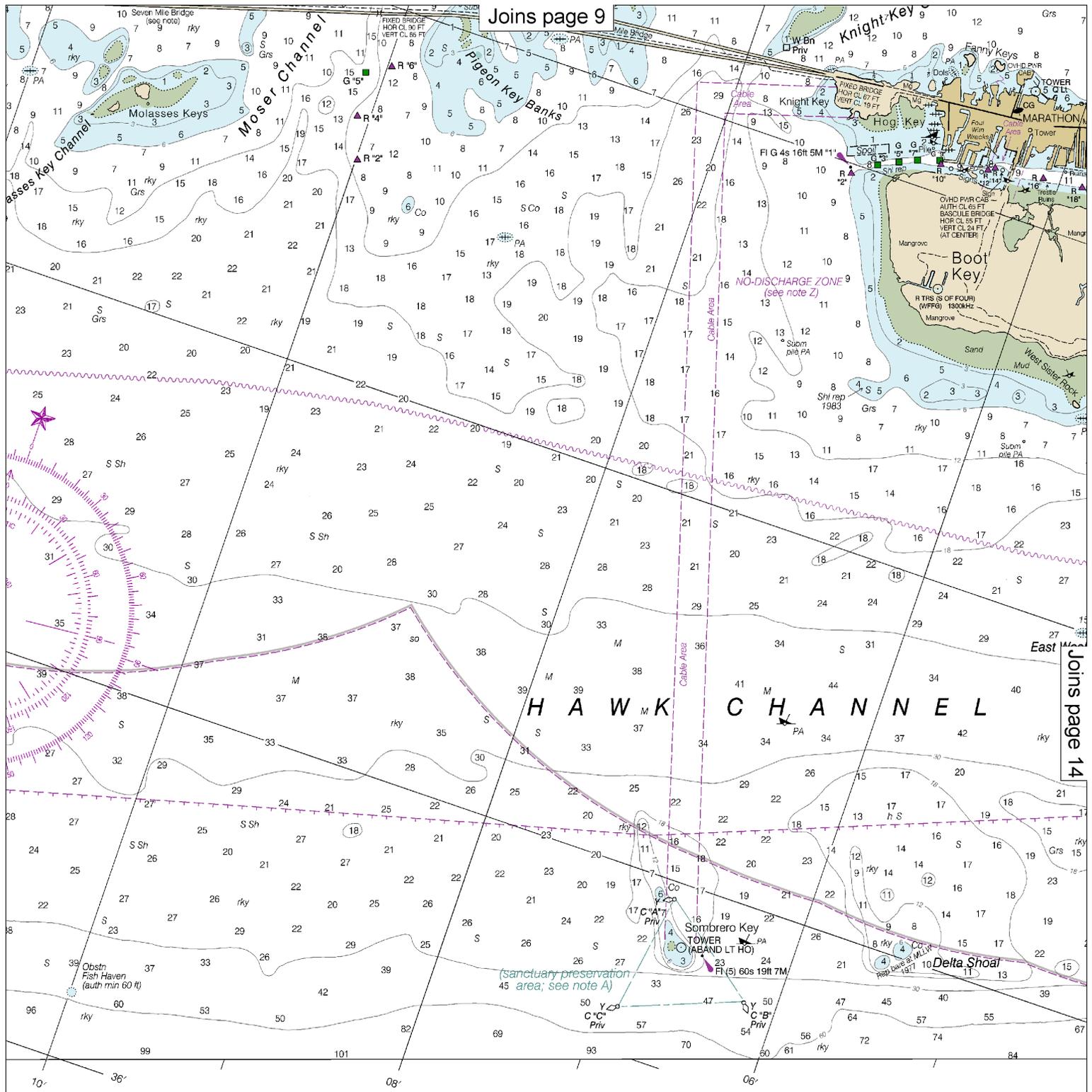
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





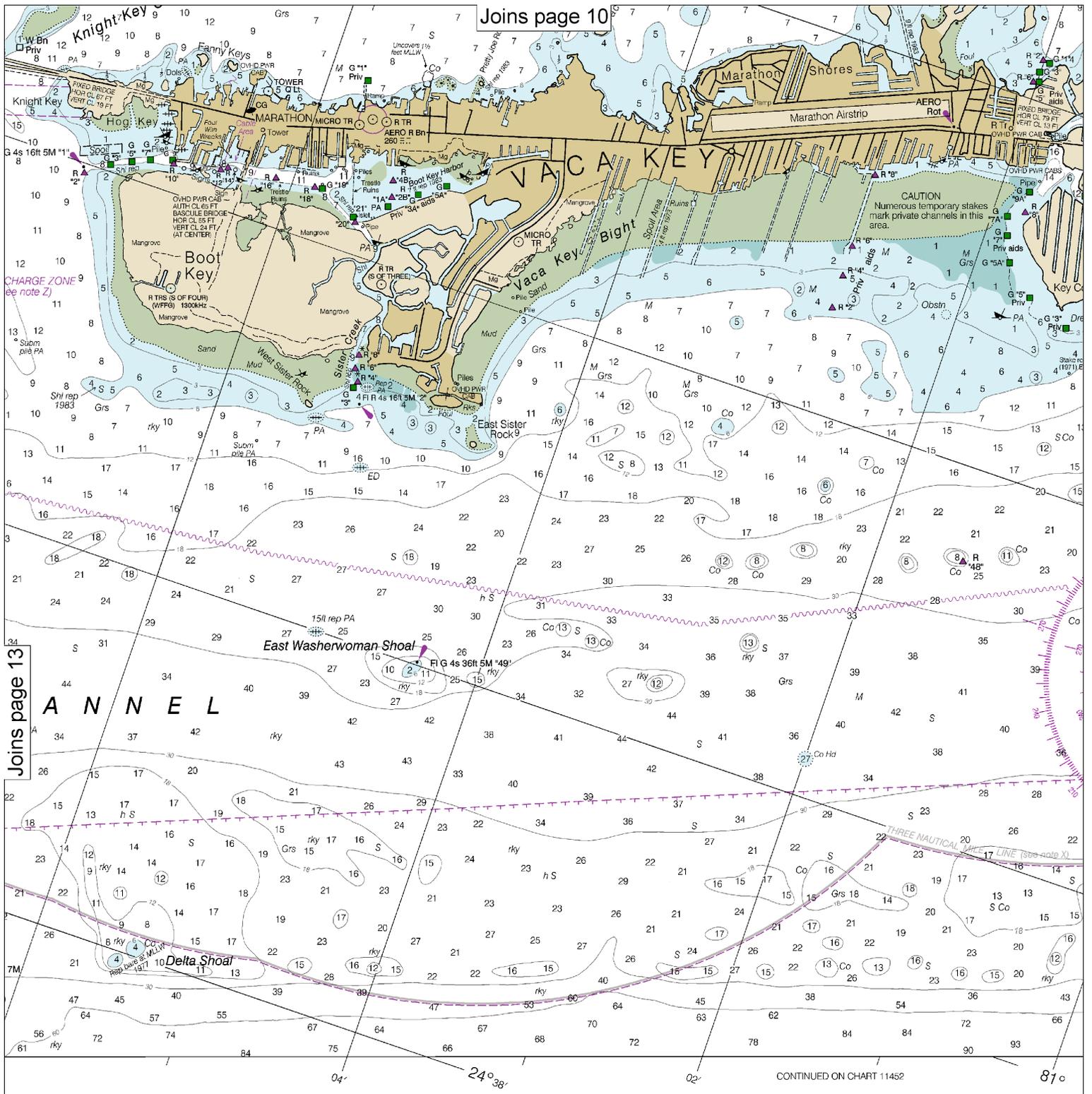
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SOUNDINGS IN FEET

files or comments
contact.htm.

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



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CONTINUED ON CHART 11452

87°

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 NATIONAL OCEAN SERVICE
 COAST SURVEY

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.

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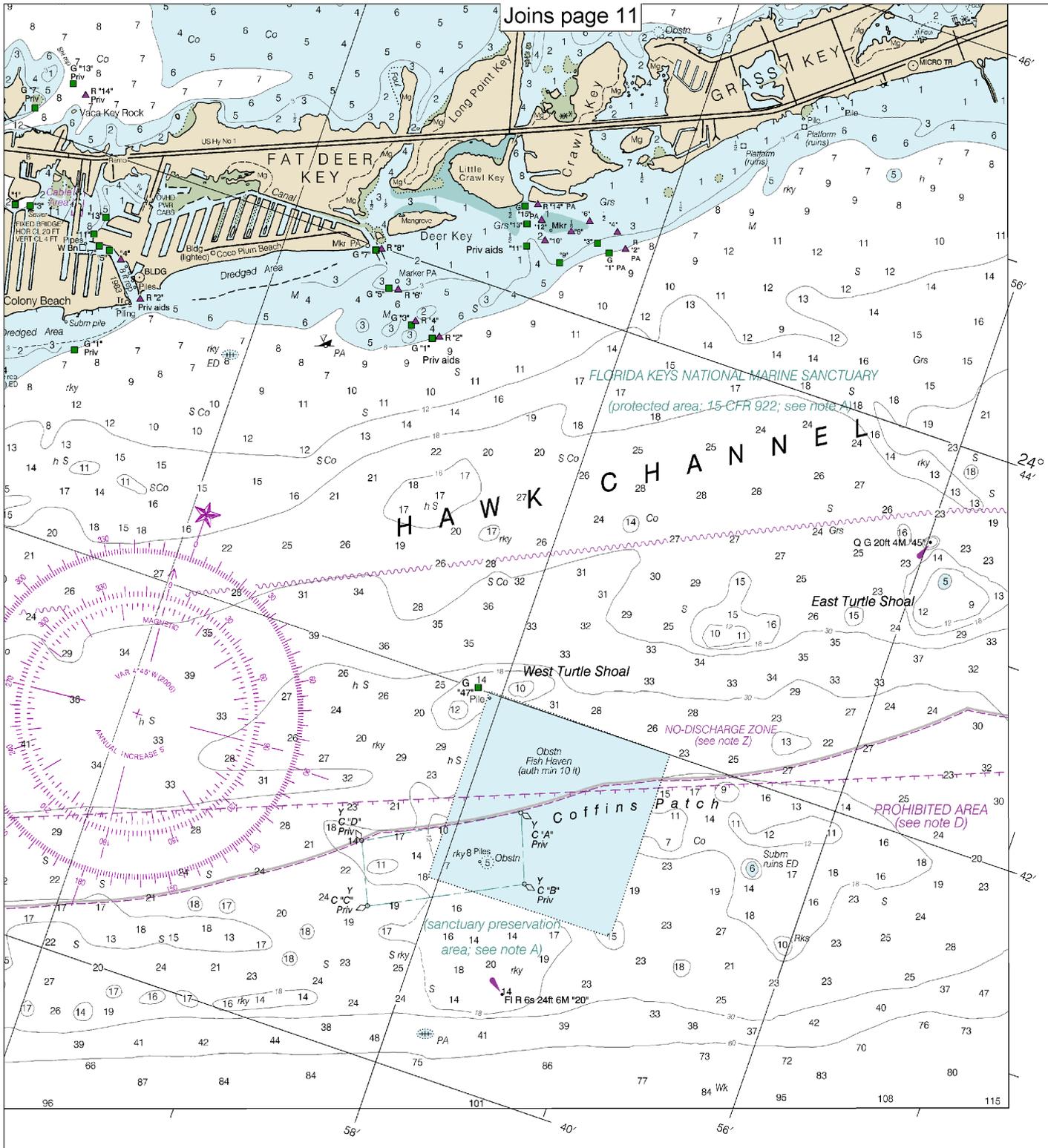
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





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

Grassy Key to Bahia Honda Key
SOUNDINGS IN FEET 1:40,000

11453



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!



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.