

# BookletChart™



## Intracoastal Waterway – Miami to Elliott Key

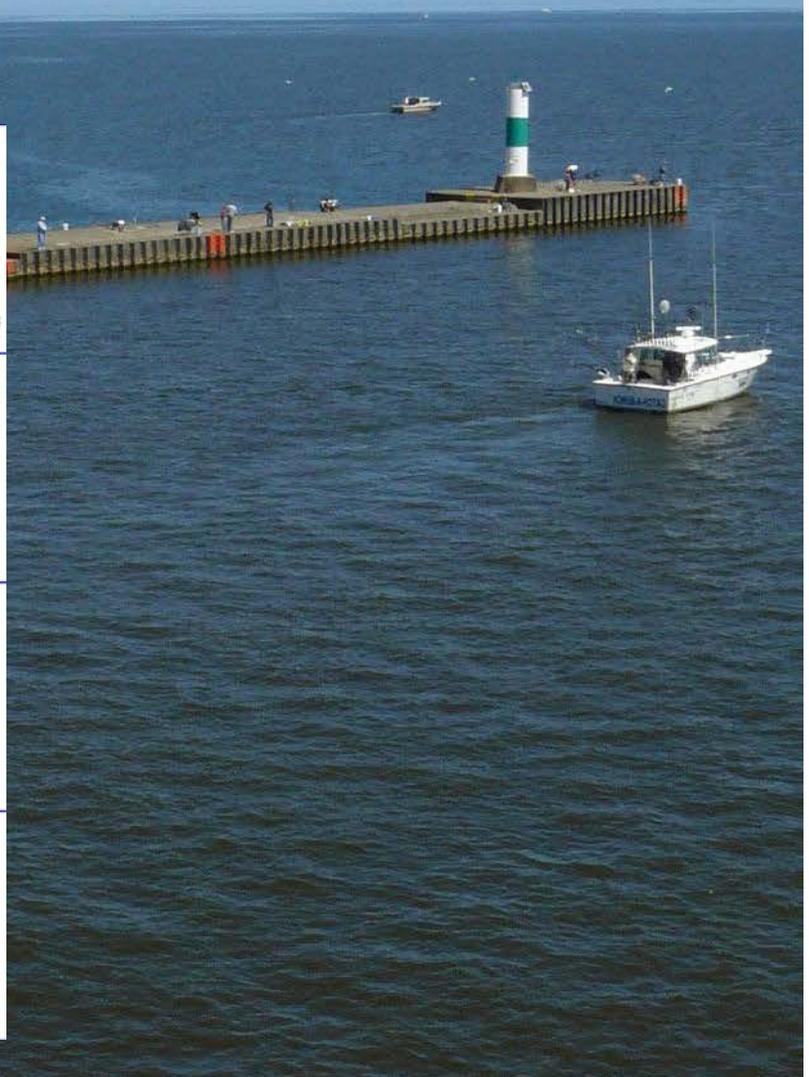
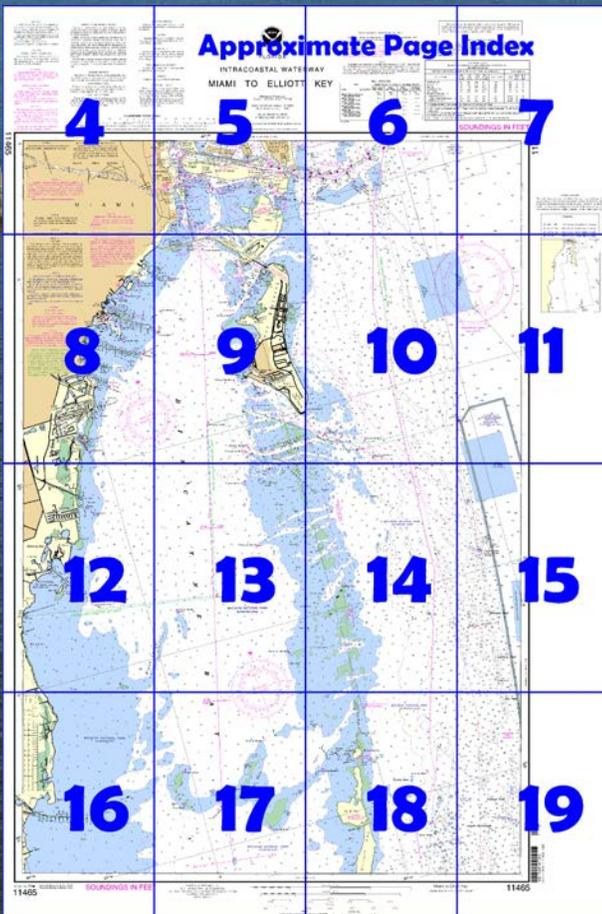
NOAA Chart 11465

*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](http://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.

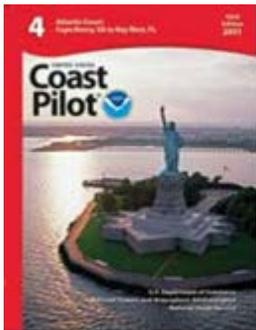
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11465>.



**(Selected Excerpts from Coast Pilot)**

**Norris Cut** is a shallow inlet just south of the Main Channel to Miami Harbor between Fisher Island and **Virginia Key**. A prominent stack and tanks are near the center of Virginia Key.

**Key Biscayne** is connected to the mainland by a bridge-causeway which crosses Bear Cut, Virginia Key, and Biscayne Bay. The highway bridge over Bear Cut has a 48-foot fixed span with a clearance of 16 feet. A shoal, reported bare at mean high water,

extends about 0.6 mile in a north-south direction about 0.2 mile off the eastern shore of Key Biscayne. An abandoned lighthouse is on **Cape Florida**, the southern point of Key Biscayne.

**Biscayne Channel** leads through the shoals south of Cape Florida into Biscayne Bay. It is partially dredged, but the channel has shoaled. The channel is marked by lights and daybeacons. Craft whose draft is close to the limiting depth of the channel should exercise extreme caution in navigating it. Several channels leading through the shoals between Biscayne Channel and Key Biscayne are used by local boats. **Cape Florida Anchorage**, with depths of 12 to 20 feet, is about 300 yards westward of the south end of Cape Florida with the lighthouse tower bearing northward of 069°. This is a poor anchorage with southerly winds.

**Miami South Channel** is a dredged cut leading from Biscayne Bay, westward of Virginia Key, to the Miami waterfront. One branch of it leads into the Miami River, and the other leads directly to the basin off **Bay Front Park**. The Intracoastal Waterway southward to Key West passes through Miami South Channel. Clearance of the Rickenbacker Causeway bridge is given in chapter 12.

**Fowey Rocks Light** (25°35'26"N., 80°05'48"W.), 110 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation enclosing a white dwelling and stair cylinder; a racon is at the light. A fish haven, covered 65 feet, is about 2.1 miles north-northeastward of the light in about 25°37'24"N., 80°04'54"W.

**Bowles Bank Anchorage**, 6.5 miles south-southwestward of Fowey Rocks Light (25°35'26"N., 80°05'48"W.), is fair in all but southerly winds. It has depths of 14 to 16 feet and soft bottom in places, and lies about 0.5 mile north of the light of Bache Shoal and eastward of the north end of **Elliott Key**.

**Legare Anchorage**, 7 miles southward of Fowey Rocks Light, lies between the reefs westward of **Triumph Reef**. The bottom is mostly hard, but there are some soft spots on which vessels may anchor. The entrances are not marked, and the anchorage is not generally used.

**Caesar Creek Bank Anchorage**, 12 miles south-southwestward of Fowey Rocks Light, is fair in all but southerly winds. It lies on the west side of Hawk Channel between **Margot Fish Shoal** and **Caesar Creek Bank**, with depths of 10 to 12 feet, soft bottom.

Excellent anchorage for small craft will be found in **Caesar Creek**, just north of Caesar Creek Bank. The entrance is marked by a light, and private daybeacons mark the channel. There was a reported depth of 6 feet through the entrance channel in 1983.

There is also a secure anchorage between **Adams Key**, **Meigs Key**, and **Elliott Key**. In 1983, it was reported that with local knowledge a draft of 4 feet could be carried into Biscayne Bay through a privately marked channel which leads north along the west side of Adams Key.

**Pacific Reef**, 13.4 miles southward of Fowey Rocks Light, is marked by **Pacific Reef Light** (25°22'16"N., 80°08'31"W.), 44 feet above the water and shown from a black skeleton tower on piles. A channel, marked by daybeacons, leads from the ocean 0.6 mile southward of Pacific Reef Light to Caesar Creek; the reported controlling depth was 8 feet in 1983.

**Angelfish Creek**, 17.5 miles southwestward of Fowey Rocks Light, is used by vessels proceeding to Card Sound and the Intracoastal Waterway. The reported controlling depth through the creek was 5 feet in 1983. The channel is marked by lights and daybeacons. The outer end of the creek offers good protection, but the bottom is rock ledge and the anchor should be buoyed.

**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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://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>

**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)

**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.

**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.

**INTRACOASTAL WATERWAY**

**Project Depths**

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

**Distances**

Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA and are indicated thus: ————

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

**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.

**CHANNEL MARKERS**

Reflectors on daybeacons and buoys along the Intra-coastal Waterway are white or green on the left-hand and red on the right-hand side when proceeding southward.

**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).

**AIDS TO NAVIGATION**

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

**CAUTION**

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

**AUTHORITIES**

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

**SUPPLEMENTAL INFORMATION**

Consult U.S. Coast Pilot 4 for important supplemental information.

**HEIGHTS**

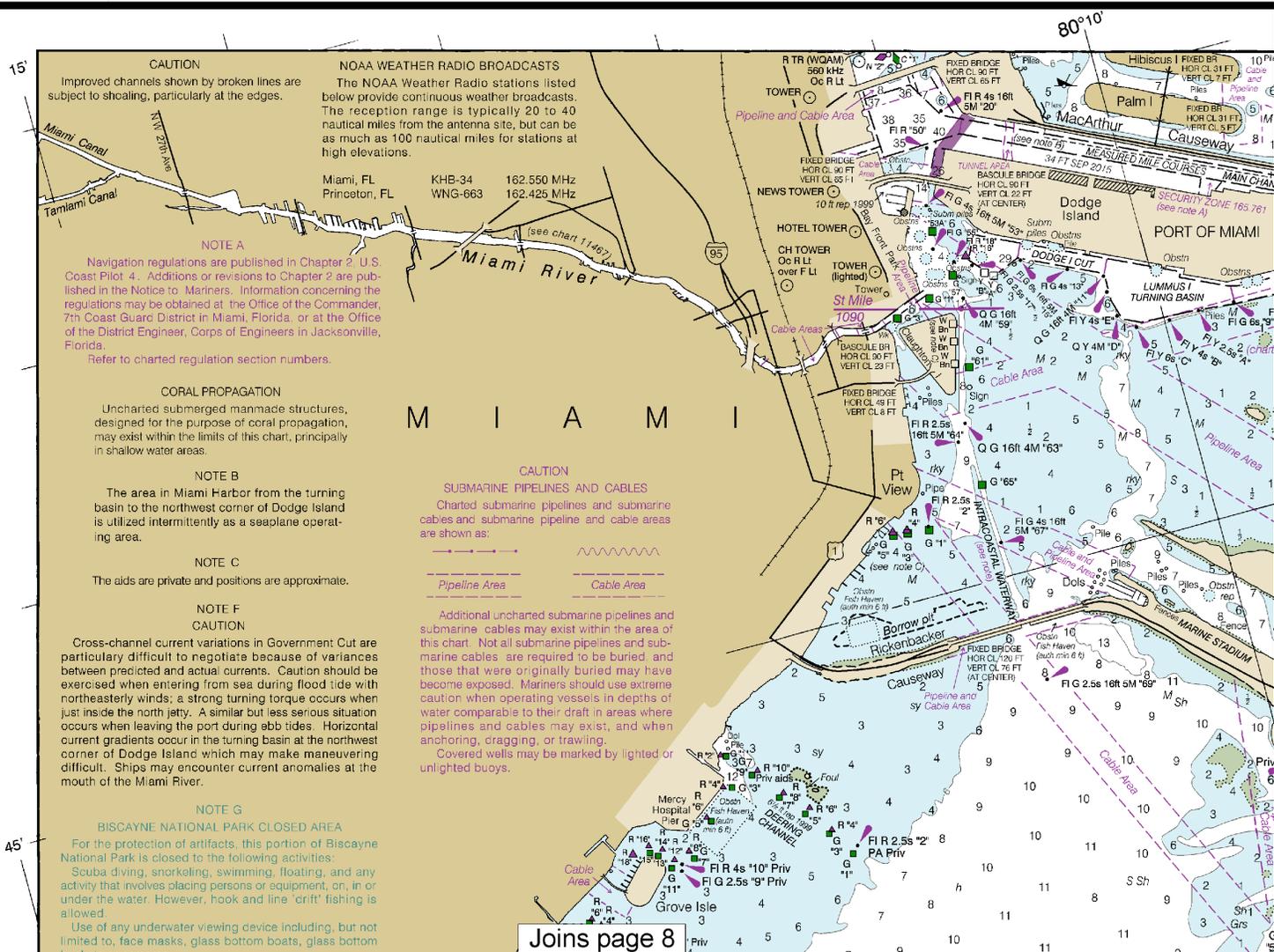
Heights in feet above Mean High Water.

**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 1.366" northward and 0.825" eastward to agree with this chart.

# INTRA MIAMI

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

**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
Princeton, FL	WNG-663	162.425 MHz

**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.

**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 B**  
The area in Miami Harbor from the turning basin to the northwest corner of Dodge Island is utilized intermittently as a seaplane operating area.

**NOTE C**  
The aids are private and positions are approximate.

**NOTE F**  
**CAUTION**  
Cross-channel current variations in Government Cut are particularly difficult to negotiate because of variances between predicted and actual currents. Caution should be exercised when entering from sea during flood tide with northeasterly winds; a strong turning torque occurs when just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tides. Horizontal current gradients occur in the turning basin at the northwest corner of Dodge Island which may make maneuvering difficult. Ships may encounter current anomalies at the mouth of the Miami River.

**NOTE G**  
**BISCAYNE NATIONAL PARK CLOSED AREA**  
For the protection of artifacts, this portion of Biscayne National Park is closed to the following activities:  
Scuba diving, snorkeling, swimming, floating, and any activity that involves placing persons or equipment, on, in or under the water. However, hook and line "drift" fishing is allowed.  
Use of any underwater viewing device including, but not limited to, face masks, glass bottom boats, glass bottom buoys, or cameras.

**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.

Joins page 8

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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.





THE NATION'S CHARTMAKER SINCE 1807

# FLORIDA COASTAL WATERWAY MIAMI BEACH TO ELLIOTT KEY

Mercator Projection  
Scale 1:40,000 at Lat. 25°38'

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](http://nauticalcharts.noaa.gov).

Formerly C&GS 848, 1st Ed., October 1939 C-1939-498 KAPP 310

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: - - - - -

NOAA encourages users to  
about this chart at <http://www.na>

**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](http://nauticalcharts.noaa.gov).

**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.

### TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Miami Marina	(25°47'N/080°11'W)	2.4	2.3	0.1
Miami Harbor Entrance	(25°46'N/080°08'W)	2.7	2.6	0.2
Cuttler, Biscayne Bay	(25°37'N/080°18'W)	2.1	2.1	0.1
Ragged Keys	(25°32'N/080°10'W)	1.9	1.8	0.1
Elliott Key Harbor	(25°27'N/080°12'W)	1.6	1.6	0.1

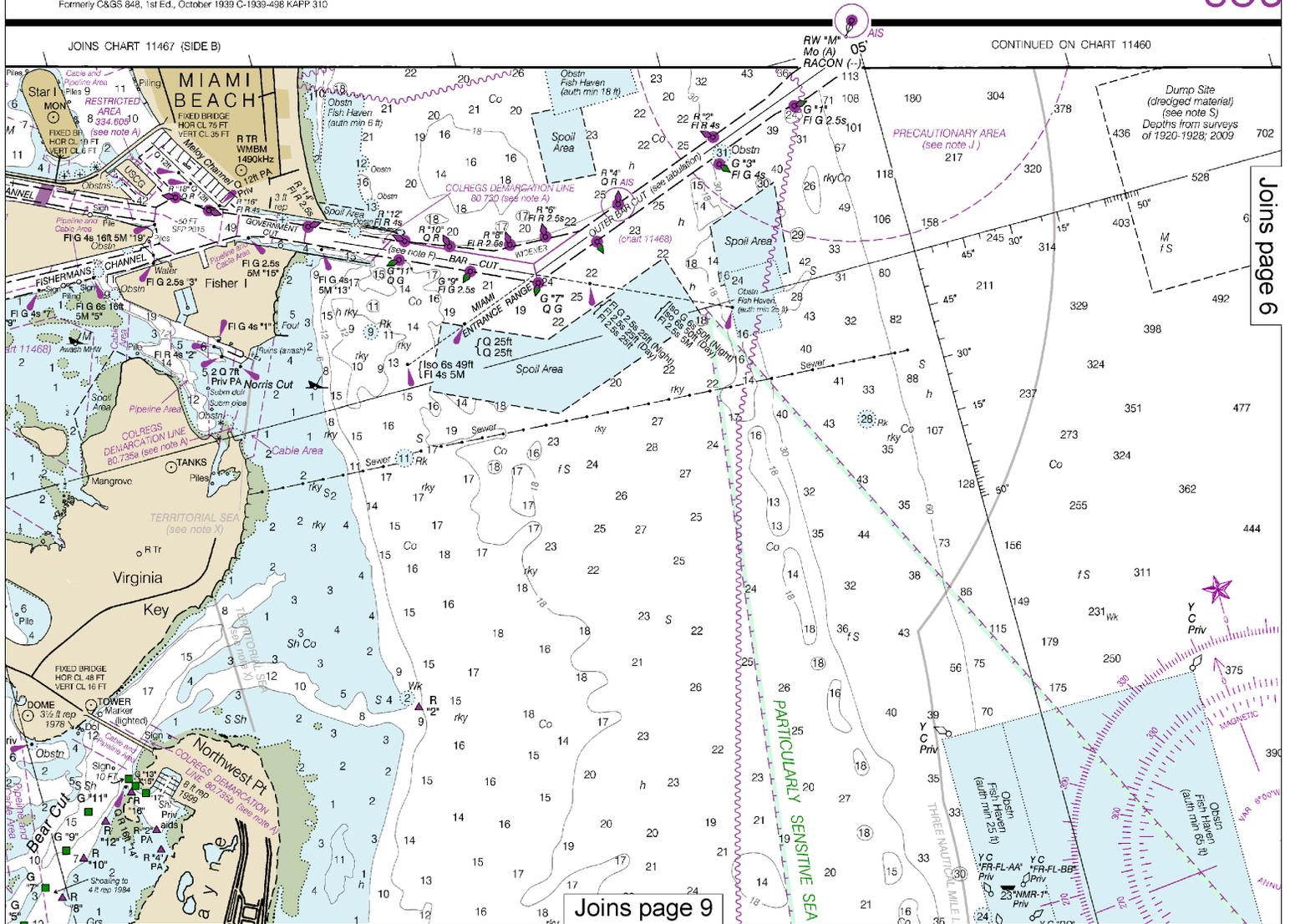
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Mar 2011)

MIAMI  
TABULATED FROM SURVEYS BY T  
AND S

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT N

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER
CHANNEL CUTS		
CUT 1 - OUTER BAR CUT	52.0	52.0
CUT 2 - BAR CUT	49.0	51.0
CUT 3 - GOVERNMENT CUT	50.0	50.0
CUT 4 - MAIN CHANNEL	36.0	36.0
WIDENER	52.0A	51.0
FISHERMANS CHANNEL	50.0B	50.0
LUMMUS ISLAND TURNING BASIN	50.0	49.0
DODGE ISLAND CUT	29.0	31.0

A. EXCEPT FOR SHOALING TO 48 FT AT 25°45'38" N, 80°07'11" W.  
B. EXCEPT FOR A 40 FT WRECK LOCATED BY AN NOS SURV.  
C. EXCEPT FOR A 37 FT OBSTRUCTION LOCATED BY AN NOS SURV.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGE



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.



**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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

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

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 4 for important supplemental information.

**HEIGHTS**  
Heights in feet above Mean High Water.

**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 1.36" northward and 0.825" eastward to agree with this chart.



For Symbols and

COLREGS: International Regulations for Preventing Collisions at Sea

This chart has been corrected weekly by the National Geospatial Mariners (LNM) issued periodic dates shown in the lower left hand corner. Mariners published after the dates nauticalcharts.noaa.gov.

Regulations for Ocean Dumping Additional information concerning sites may be obtained from the U.S. Coast Pilots appendix for additional information. The survey dates may have reduced.

# FLORIDA INTRACOASTAL WATERWAY MIAMI TO ELLIOTT KEY

Mercator Projection  
Scale 1:40,000 at Lat. 25°38'

North American Datum of 1983  
(World Geodetic System 1984)

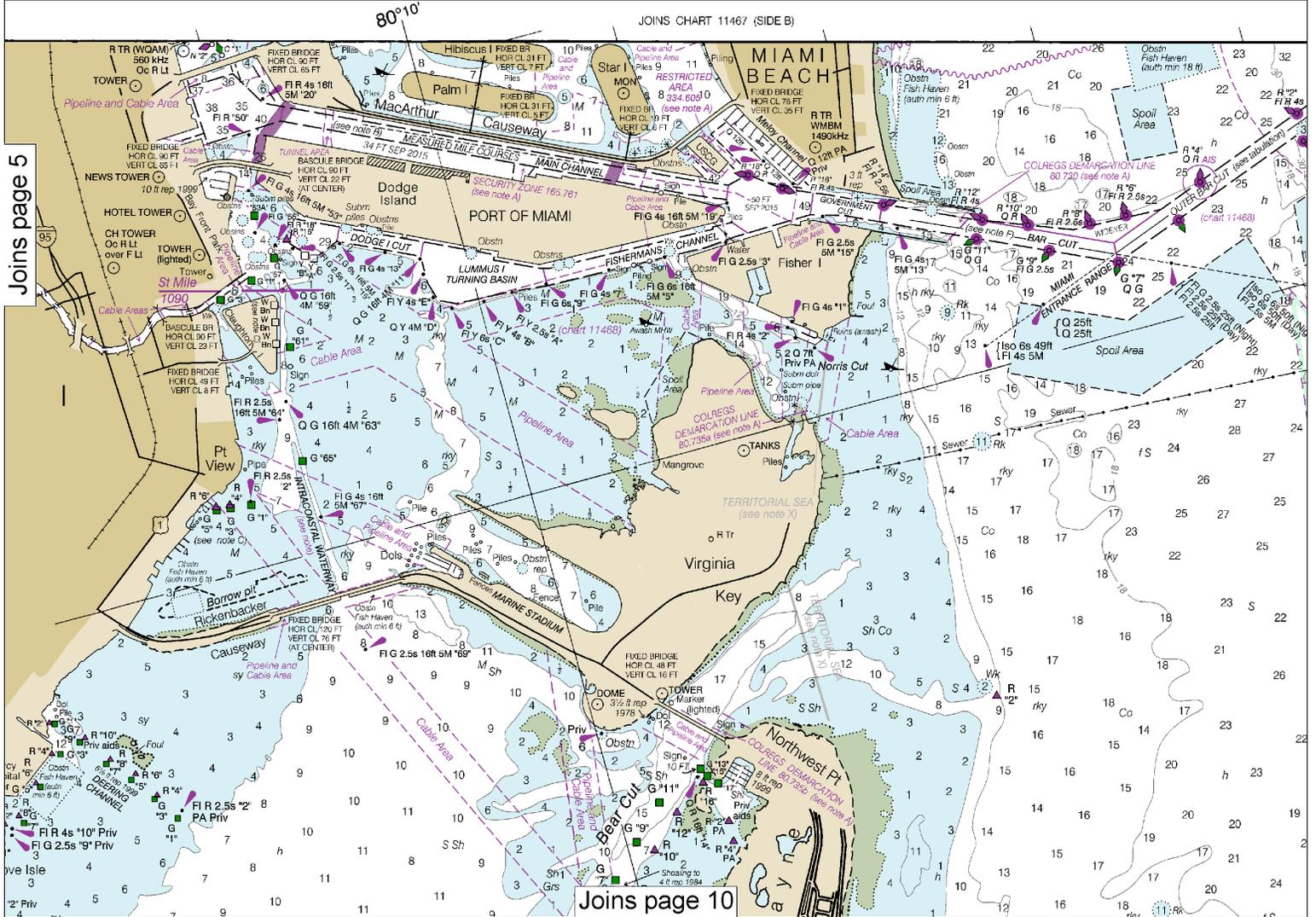
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Formerly C&GS 848, 1st Ed., October 1939 C-1939-498 KAPP 310

PLACE	NAME	DATE
	Miami Marina	(25)
	Miami Harbor Entrance	(25)
	Cutter, Biscayne Bay	(25)
	Ragged Keys	(25)
	Elliott Key Harbor	(25)

Dashes (---) located in datum columns indicate tide predictions, and tidal current predictions are (Mar 2011)



Joins page 5

Joins page 10

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



and Abbreviations see Chart No. 1

Regulations for Preventing Collisions at Sea, 1972.  
Lines are shown thus: - - - - -

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

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**TIDAL INFORMATION**

(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
25°47'N/080°11'W	2.4	2.3	0.1
25°46'N/080°08'W	2.7	2.6	0.2
25°37'N/080°18'W	2.1	2.1	0.1
25°32'N/080°10'W	1.9	1.8	0.1
25°27'N/080°12'W	1.6	1.6	0.1

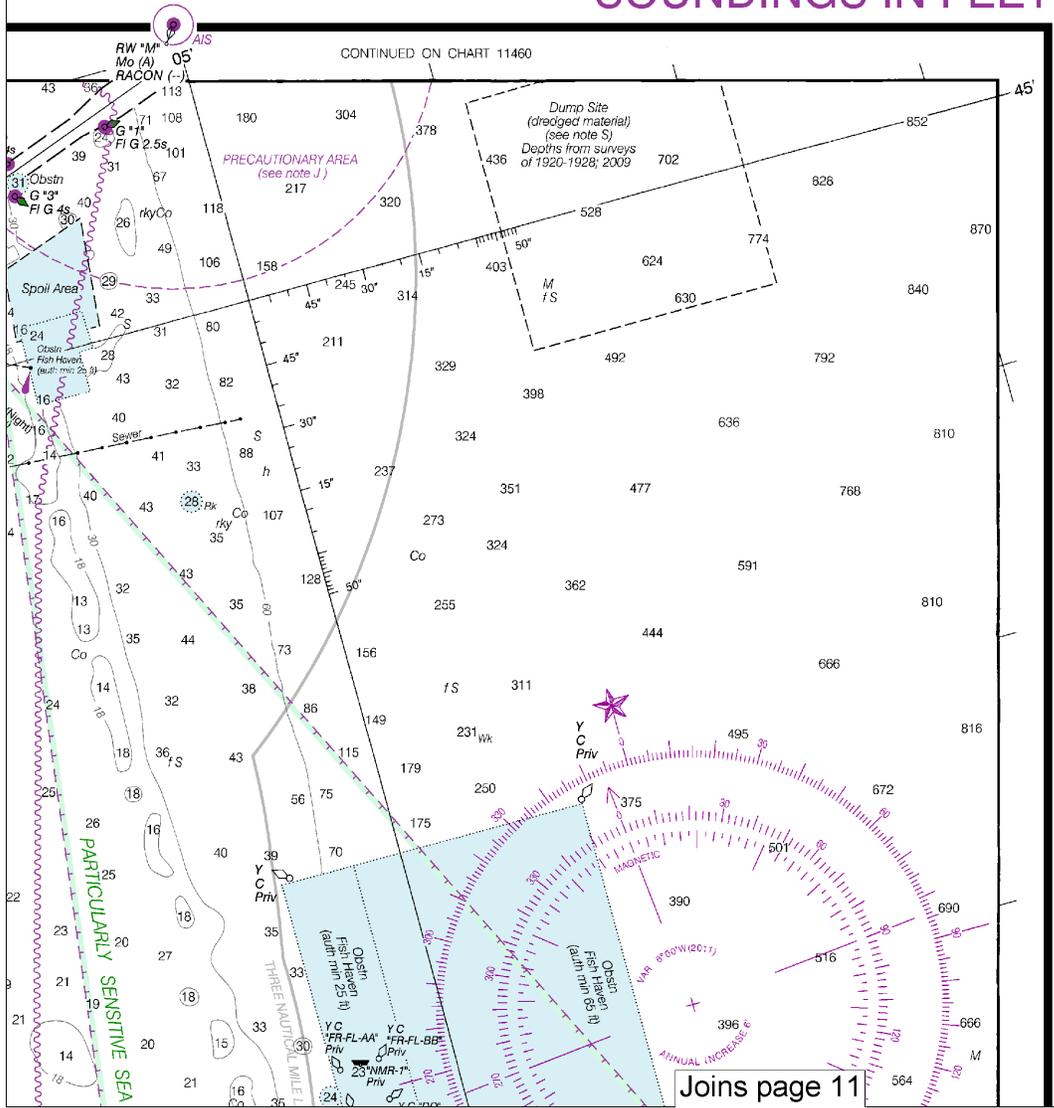
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are available on the internet from <http://tidesandcurrents.noaa.gov>.

**MIAMI HARBOR CHANNEL**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2007  
AND SURVEYS TO SEP 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
CHANNEL CUTS								
CUT 1 - OUTER BAR CUT	52.0	52.0	50.0	52.0	9-15	500-800	1.65	52
CUT 2 - BAR CUT	48.0	51.0	50.0	51.0	9-15	500	1.07	52
CUT 3 - GOVERNMENT CUT	50.0	50.0	50.0	50.0	9-15	500	0.31	50
CUT 4 - MAIN CHANNEL	36.0	36.0	36.0	36.0	9-15	400	2.03	36
WIDENER	52.0A	51.0	52.0	51.0	9-15	0-500	0.55	52
FISHERMANS CHANNEL	50.0B	50.0	50.0	50.0	9-15	400-750	0.91	50
LUMMUS ISLAND TURNING BASIN	50.0	49.0	50.0	49.0C	9-15	400-2000	0.57	42
DODGE ISLAND CUT	29.0	31.0	32.0	29.0	6-15	400-900	0.38	34

A. EXCEPT FOR SHOALING TO 48 FT AT 25°45'39.1" N, 80°07'28.4" W.  
B. EXCEPT FOR A 40 FT WRECK LOCATED BY AN NOS SURVEY AT 25°45'53.7" N, 80°09'01.2" W.  
C. EXCEPT FOR A 37 FT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 25°46'07.1" N, 80°09'58.3" W.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

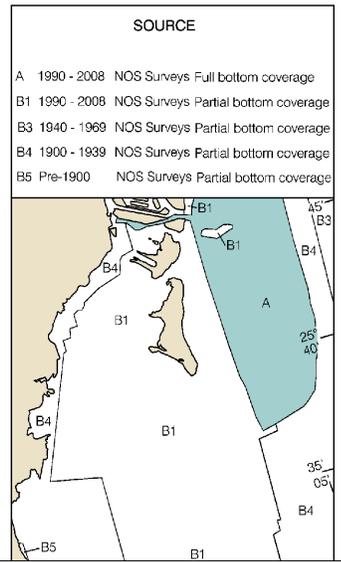
# SOUNDINGS IN FEET



11465

**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.



Joins page 11

**NOTE F  
CAUTION**

Cross-channel current variations in Government Cut are particularly difficult to negotiate because of variances between predicted and actual currents. Caution should be exercised when entering from sea during flood tide with northeasterly winds; a strong turning torque occurs when just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tides. Horizontal current gradients occur in the turning basin at the northwest corner of Dodge Island which may make maneuvering difficult. Ships may encounter current anomalies at the mouth of the Miami River.

**NOTE G**

**BISCAYNE NATIONAL PARK CLOSED AREA**  
For the protection of artifacts, this portion of Biscayne National Park is closed to the following activities:  
Scuba diving, snorkeling, swimming, floating, and any activity that involves placing persons or equipment, on, in or under the water. However, hook and line "crit" fishing is allowed.  
Use of any underwater viewing device including, but not limited to, face masks, glass bottom boats, glass bottom buckets or cameras.  
Anchoring any vessel at any time unless an emergency exists.

**NOTE H**

**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.

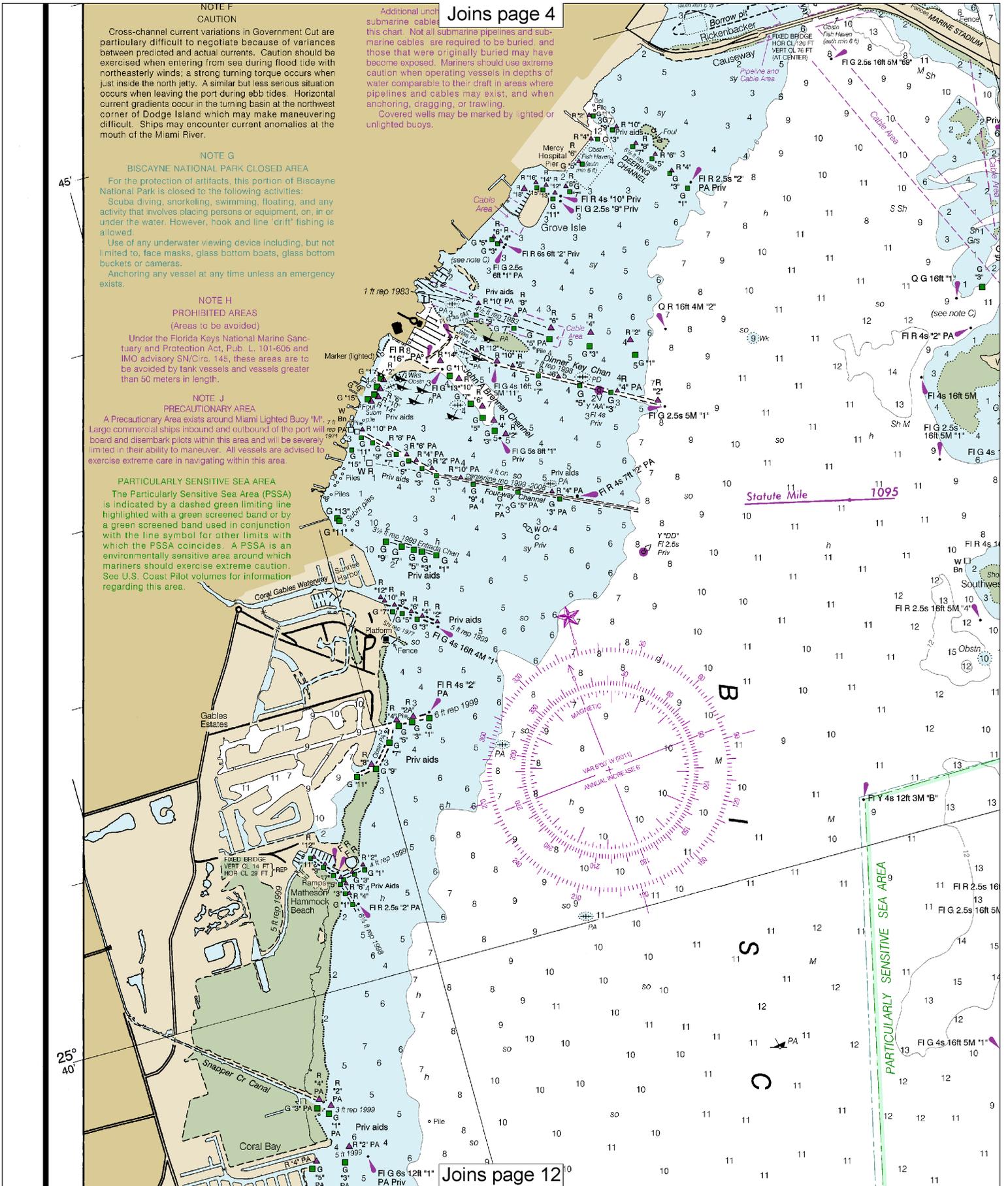
**NOTE J**

**PRECAUTIONARY AREA**  
A Precautionary Area exists around Miami Lighted Buoy "M". Large commercial ships inbound and outbound of the port will be limited and disembark pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.

**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.

**Joins page 4**  
Additional uncharted submarine cables, 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, cragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.



Joins page 12



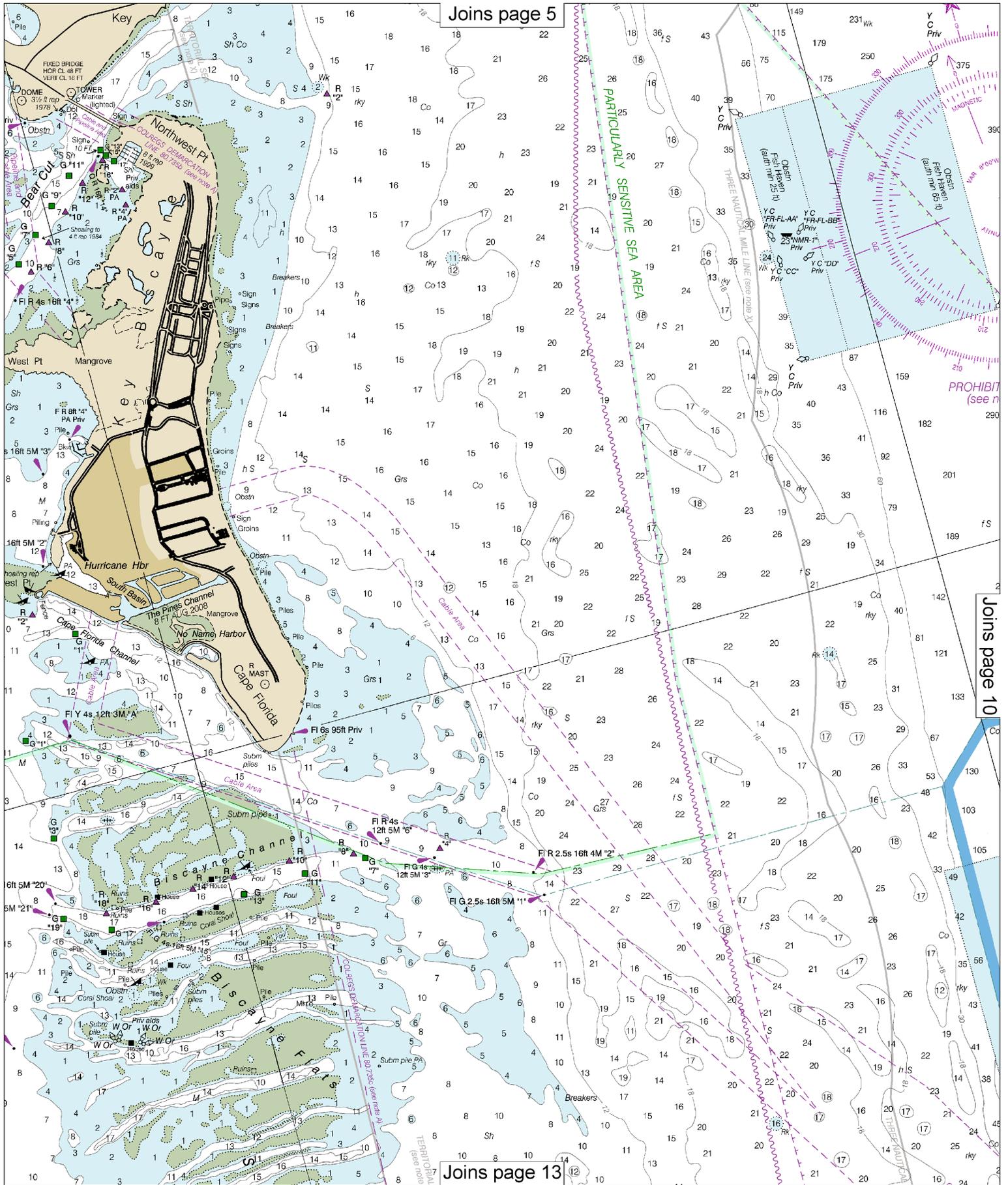
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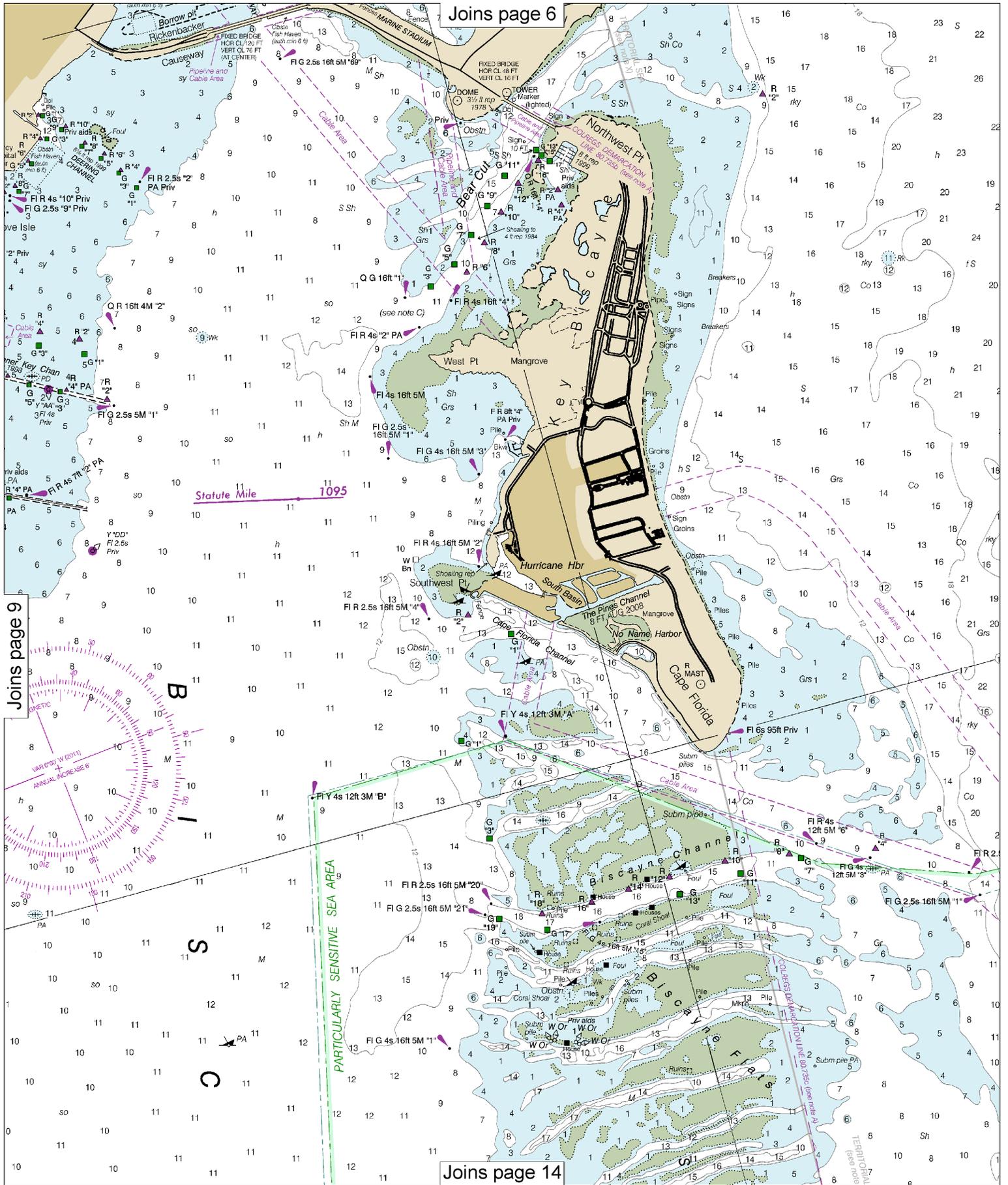
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

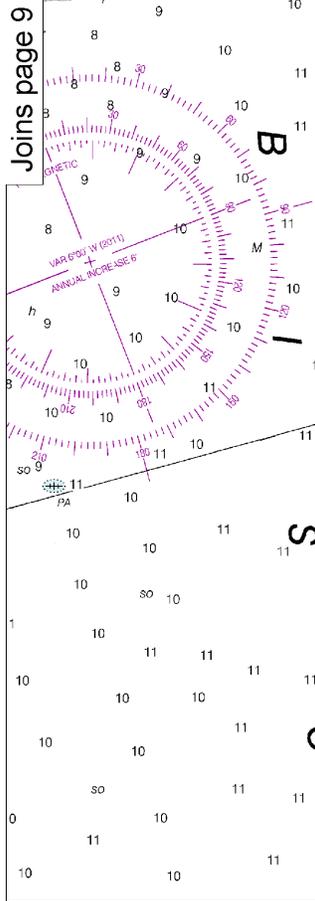
See Note on page 5.







Statute Mile 1095



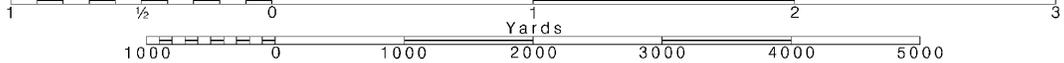
10

Note: Chart grid lines are aligned with true north.

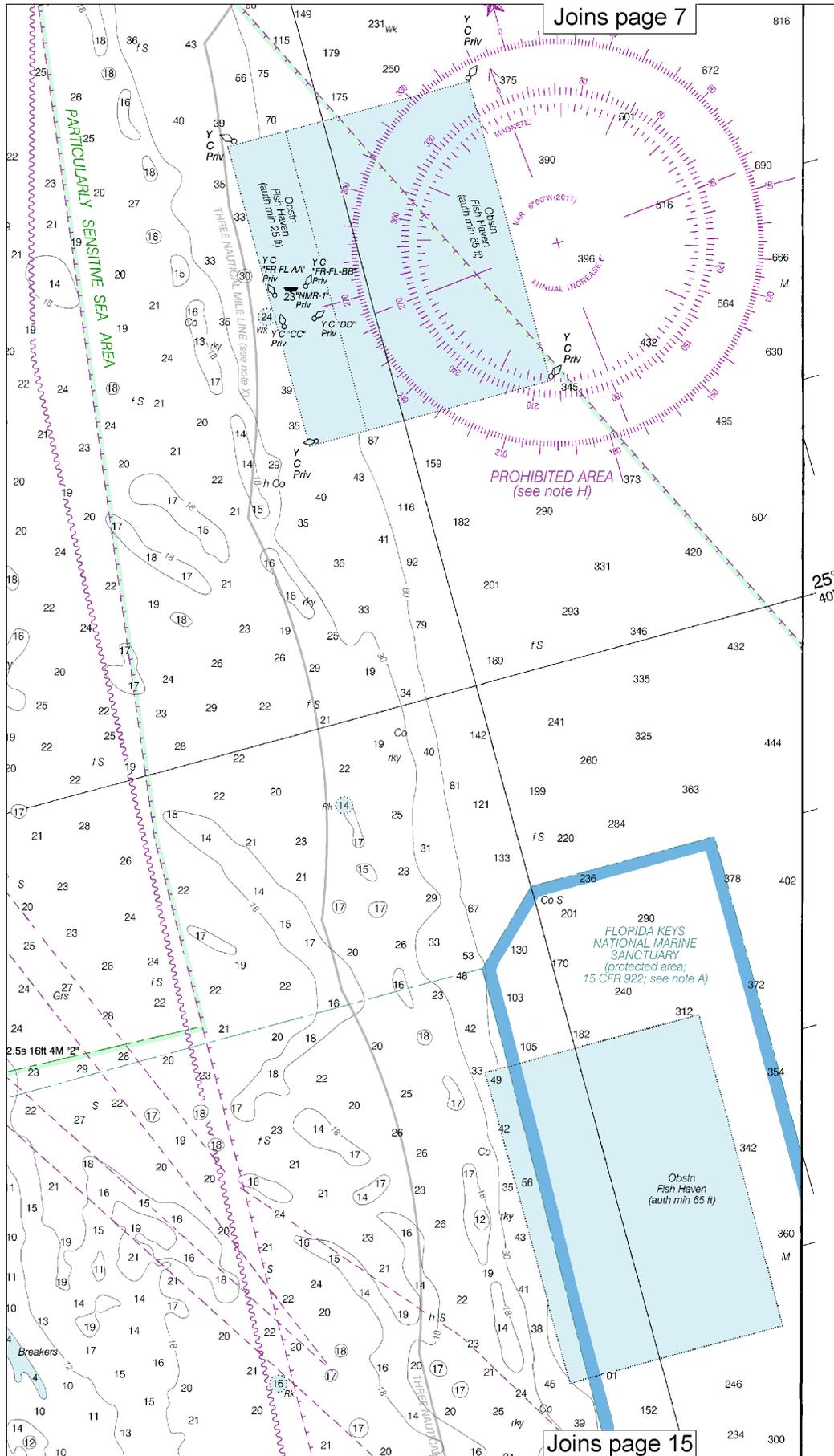
Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

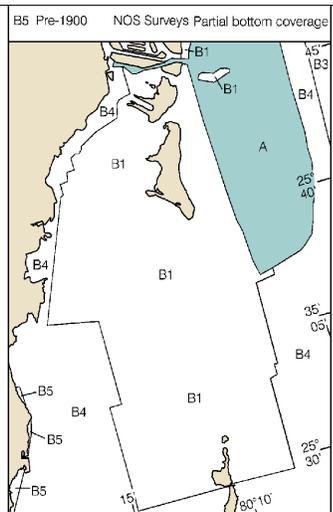
See Note on page 5.



Joins page 7



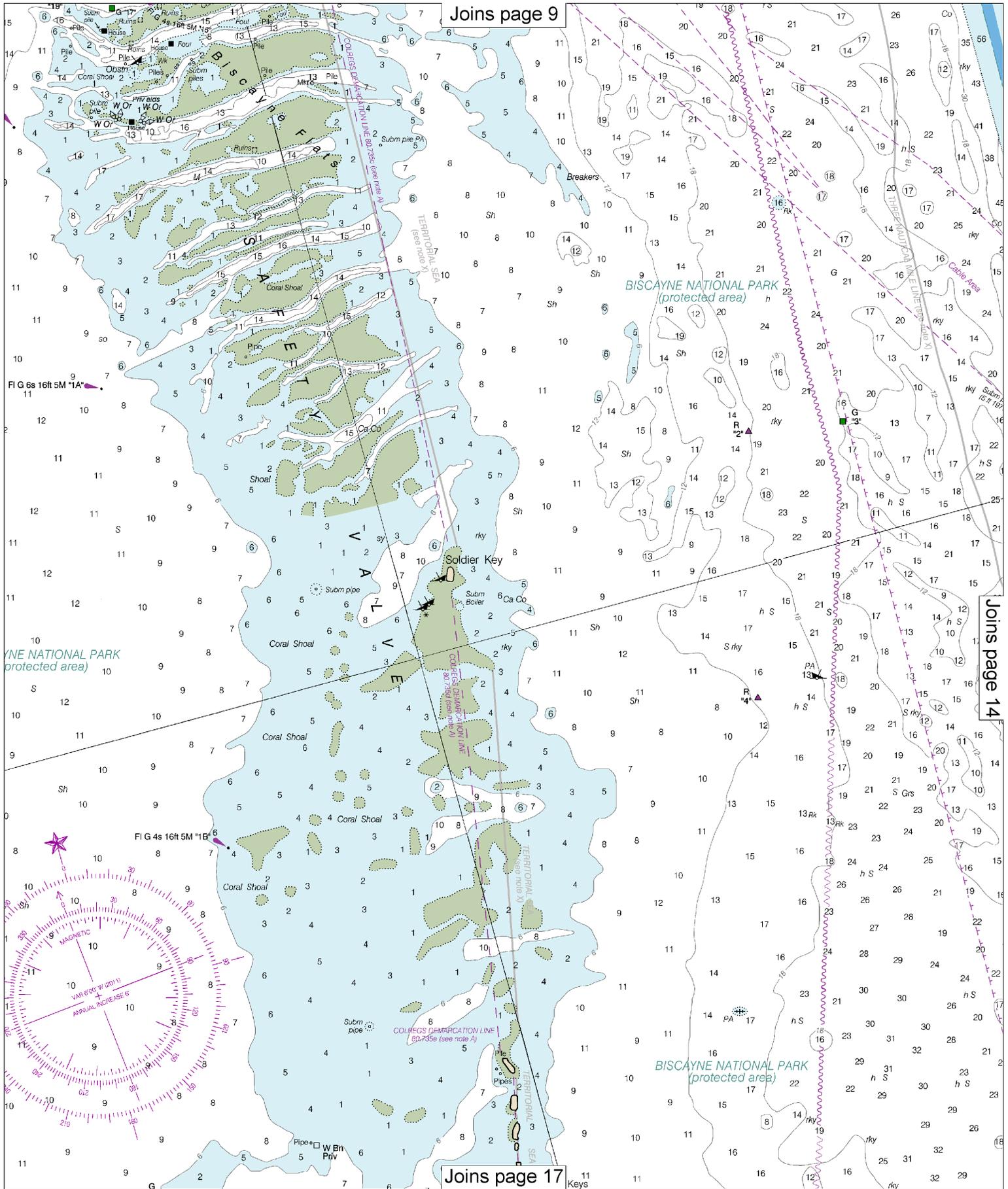
Joins page 15



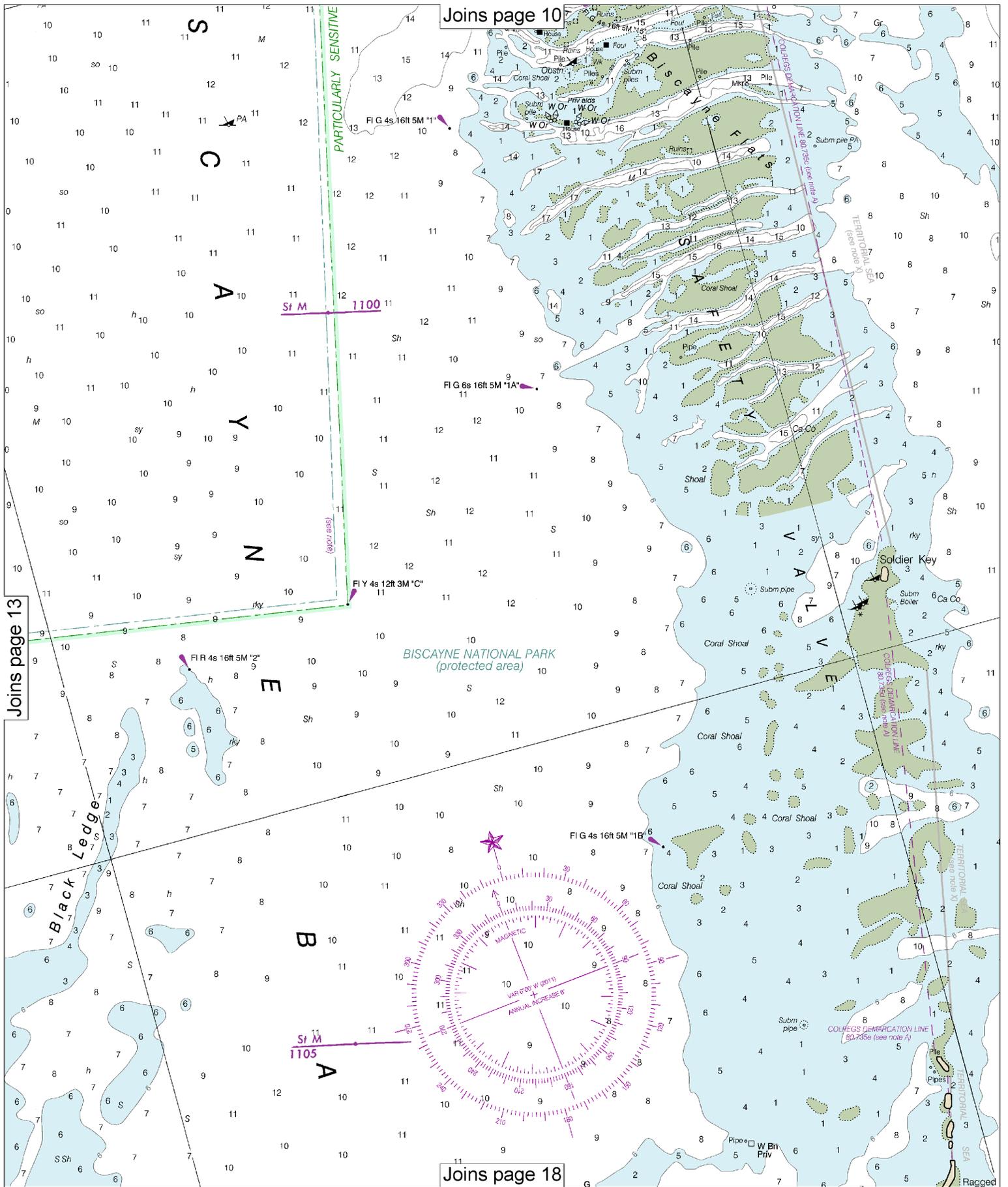


Joins page 9

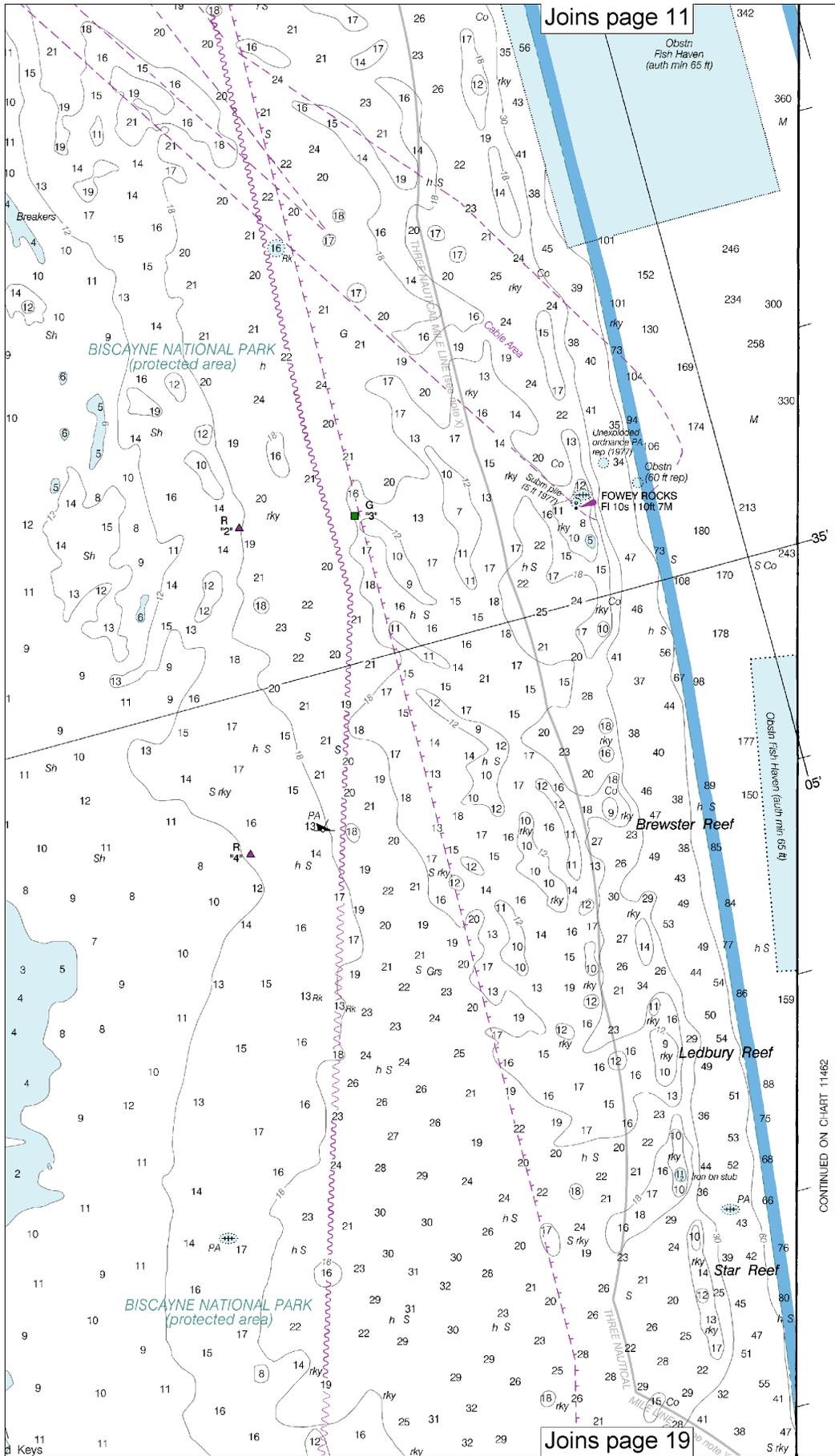
Joins page 14



Joins page 17



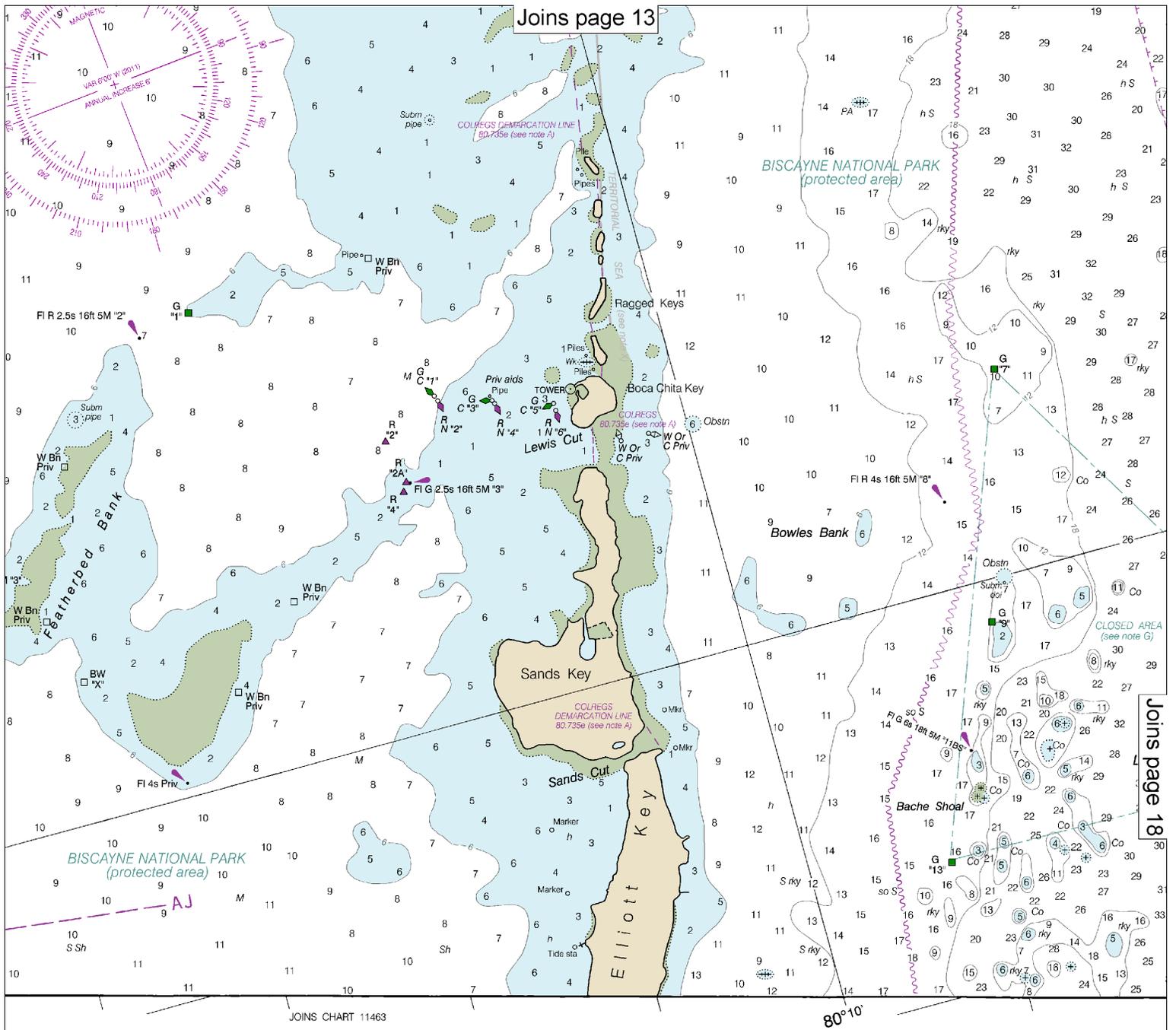
Joins page 11



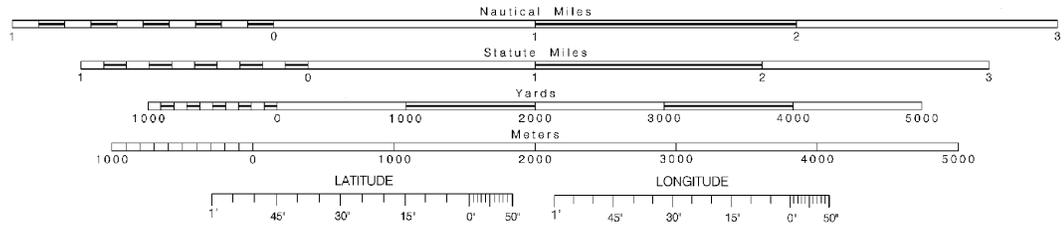
Joins page 19

CONTINUED ON CHART 11462

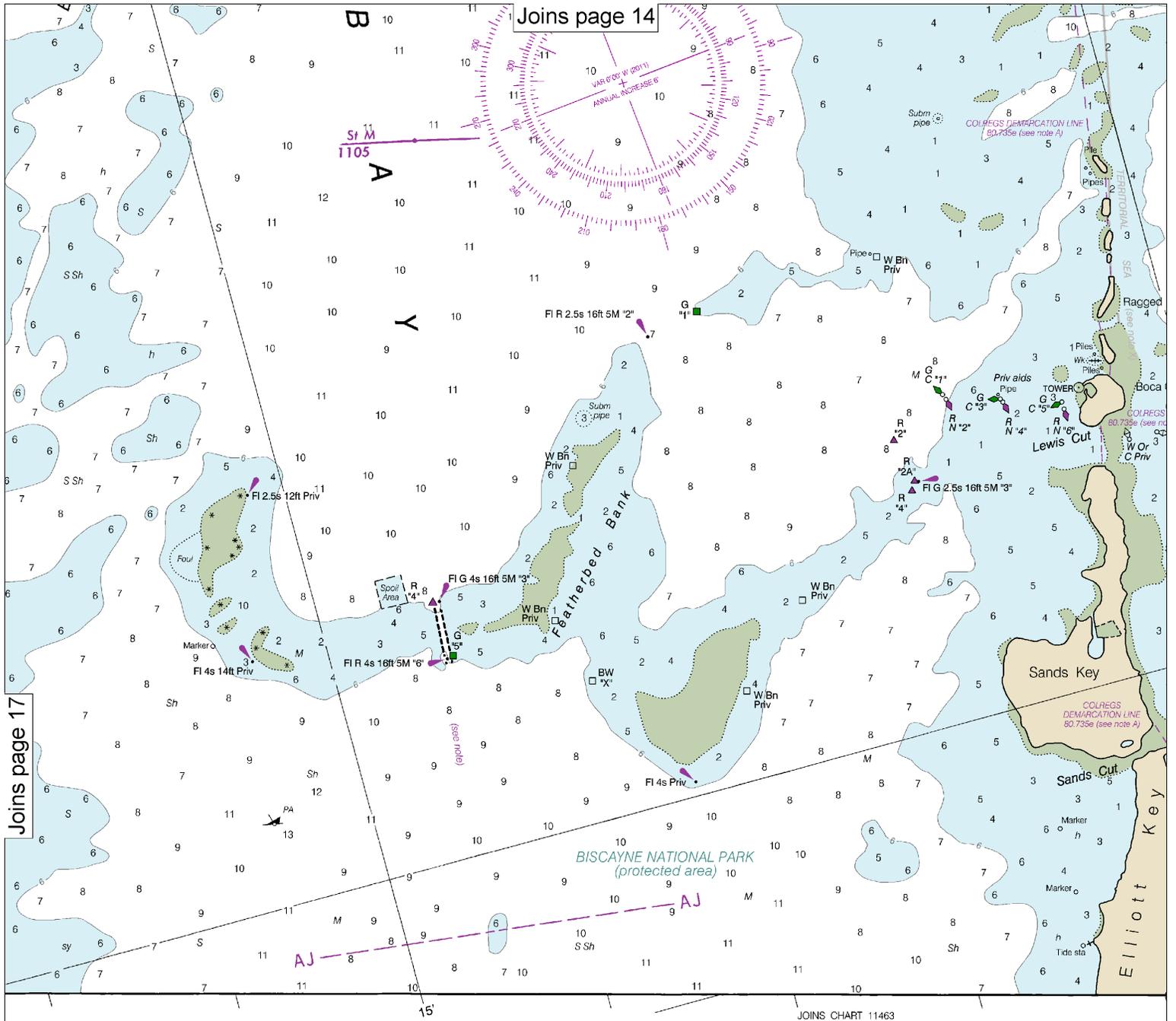




JOINS CHART 11463



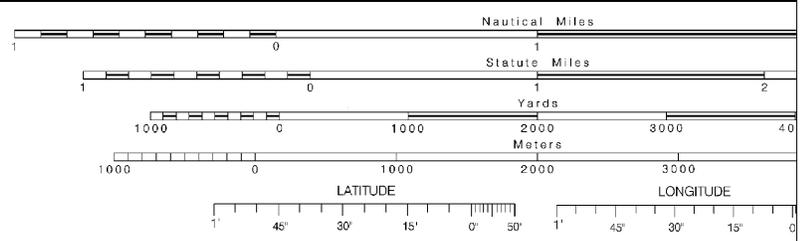
Miami to Elliott Key  
SOUNDINGS IN FEET - SCALE 1 : 40,000



**18 FEET**

by Presidential Proclamation, previously identified as the to depict the jurisdictional Boundary off the Gulf coast Mile Line elsewhere remain in and the outer limit of the Zone and the 200-nautical maritime limits are subject

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 NATIONAL OCEAN SERVICE  
 COAST SURVEY



ugh:

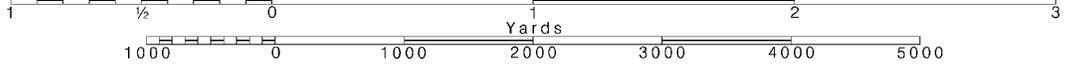
**18**

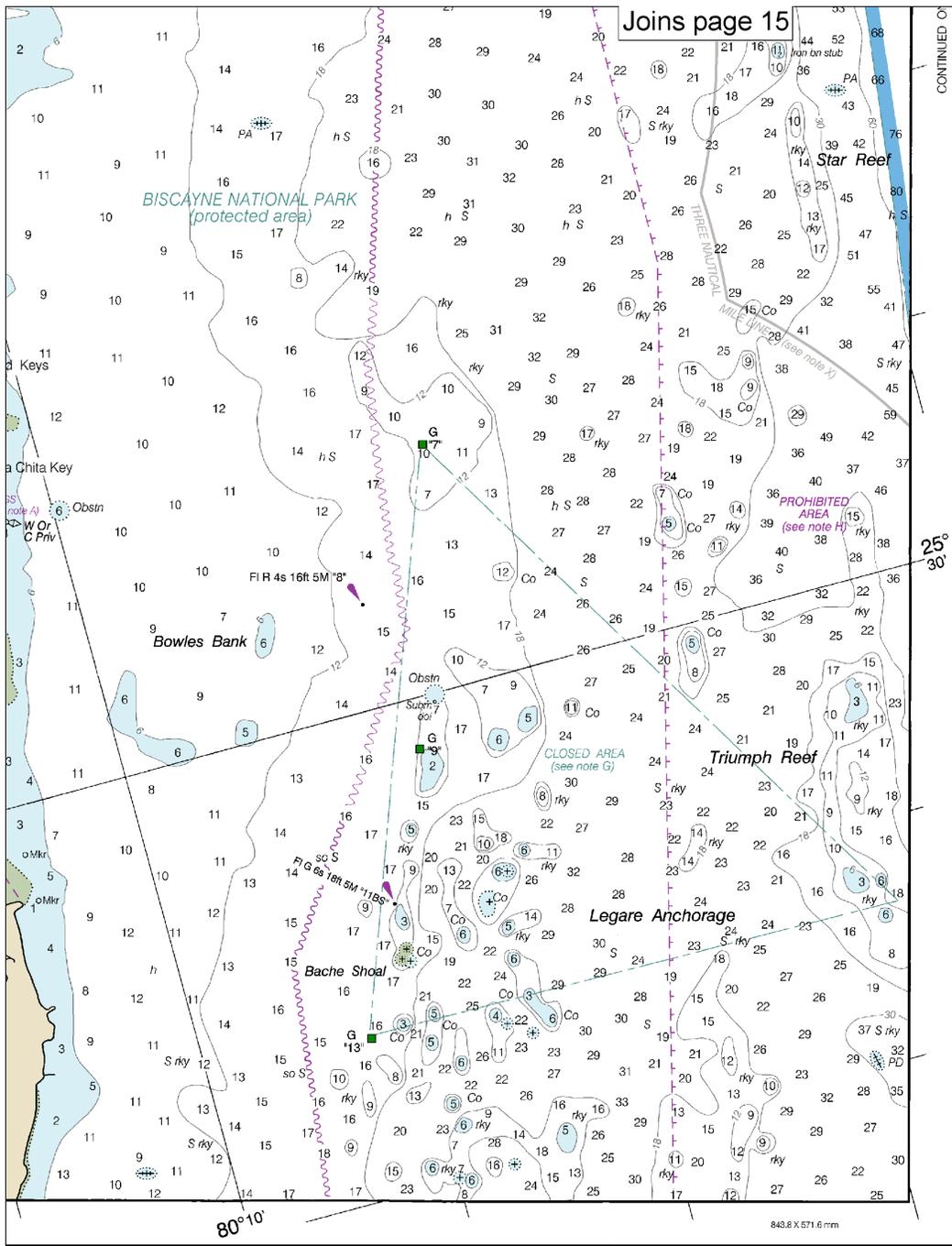
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





Joins page 15

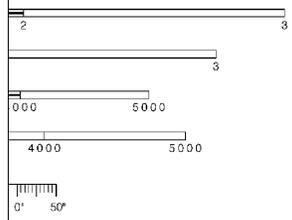
CONTINUED ON

25°  
30'

Miami to Elliott Key

11465

SOUNDINGS IN FEET - SCALE 1 : 40,000





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](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>



— 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.