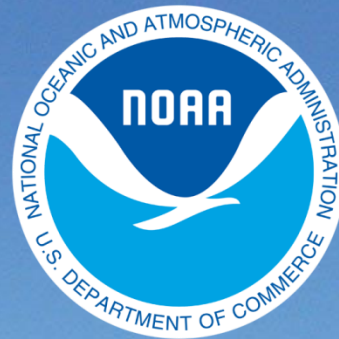


BookletChart™

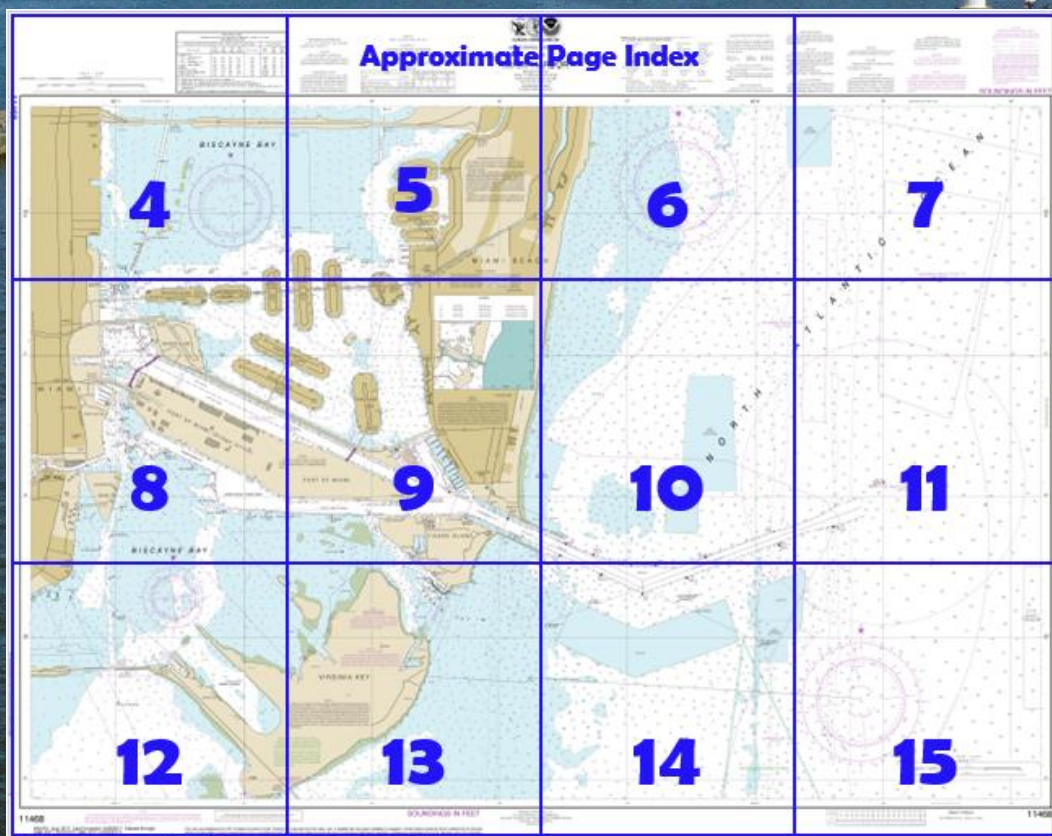


Miami Harbor **NOAA Chart 11468**

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/ncd/searchbychart.php?chart=11468>



(Selected Excerpts from Coast Pilot)

Miami Harbor is a deepwater port on the east coast of Florida under the jurisdiction of the Metropolitan Dade County Seaport Department. It is principally a consumer port, but considerable foreign commerce passes through, and it is of great importance as a cruise port. Two unmarked jetties protect the harbor entrance, known as **Government Cut**.

Miami covers most of the west shore of Biscayne Bay north of Key Biscayne. A large

number of small boats that fish and cruise along the Florida Keys operate out of the port.

Miami Beach Coast Guard Base is north of the main ship channel near the east end of the MacArthur Causeway. Miami Beach City Yacht Harbor is on Meloy Channel at the southwestern end of Miami Beach. Radar targets in the approaches to Miami Harbor are poor, except for the land and jetty. Heavy small-craft traffic in the vicinity of the sea and entrance buoys may make visual or radar identification of these buoys difficult. In making a night approach, the many lights on Miami Beach may make identification of navigational aids difficult.

A Federal project provides a 44-foot channel from the sea buoy to inside Government Cut, then 42 feet to the Fisher Island Turning Basin and to the end of container berth in Fishermans Channel. Miami Main Channel on the north side of the Port of Miami has a depth of 36 feet to Main Turning basin with the same depth which is off the northwest corner of Dodge Island. The Lummus Island Turning Basin off Lummus Island as of 1997 had a depth of about 25 feet. The Federal project extends 1,200 feet to the west of the Lummus Island Basin and as of 1997 had a depth of 25 feet. The channels and turning basins are maintained at or near project depths. Mariners are advised that abrupt shoaling may be encountered along the northerly and southerly edges of the dredged channel.

Dangers.—Shoals extend about a mile offshore northward of the entrance, and vessels approaching from the northward should keep at least 1.5 miles offshore until within 4 miles of the entrance and then haul out for the sea buoy. A fish haven with 17 feet over it is about 3.5 miles NE of Miami Harbor entrance in about 25°48'34"N., 80°05'26"W. The outer reefs, for about 10 miles south of the entrance, are unmarked except for the northerly red sector in Fowey Rocks Light, and vessels approaching from that direction should stay outside this sector until well up before closing the sea buoy.

Currents.—Strong tidal currents run in the entrance between the jetties; the current velocity being about 2 to 4 knots. A northerly wind causes a considerable southerly set across the ends of the jetties. Vessels are advised to favor the southerly side of the entrance channel during southerly winds, as a pronounced northerly set may be experienced. The Biscayne Bay Pilots report variances between predicted and actual currents. Cross-channel current variations in Government Cut are particularly difficult to negotiate. Caution should be exercised when entering Government Cut from the sea during flood tide with northeasterly winds; a strong turning torque occurs when the bow is just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tide. Horizontal current gradients which may make maneuvering difficult occur in the turning basin north of Fisher Island.

Daily predictions for Miami Harbor entrance are given in the Tidal Current Tables.

Pilotage, Miami - Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade with a draft of 7 feet or more. Pilotage is optional for coastwise vessels which have on board a pilot licensed by the Federal Government.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

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 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

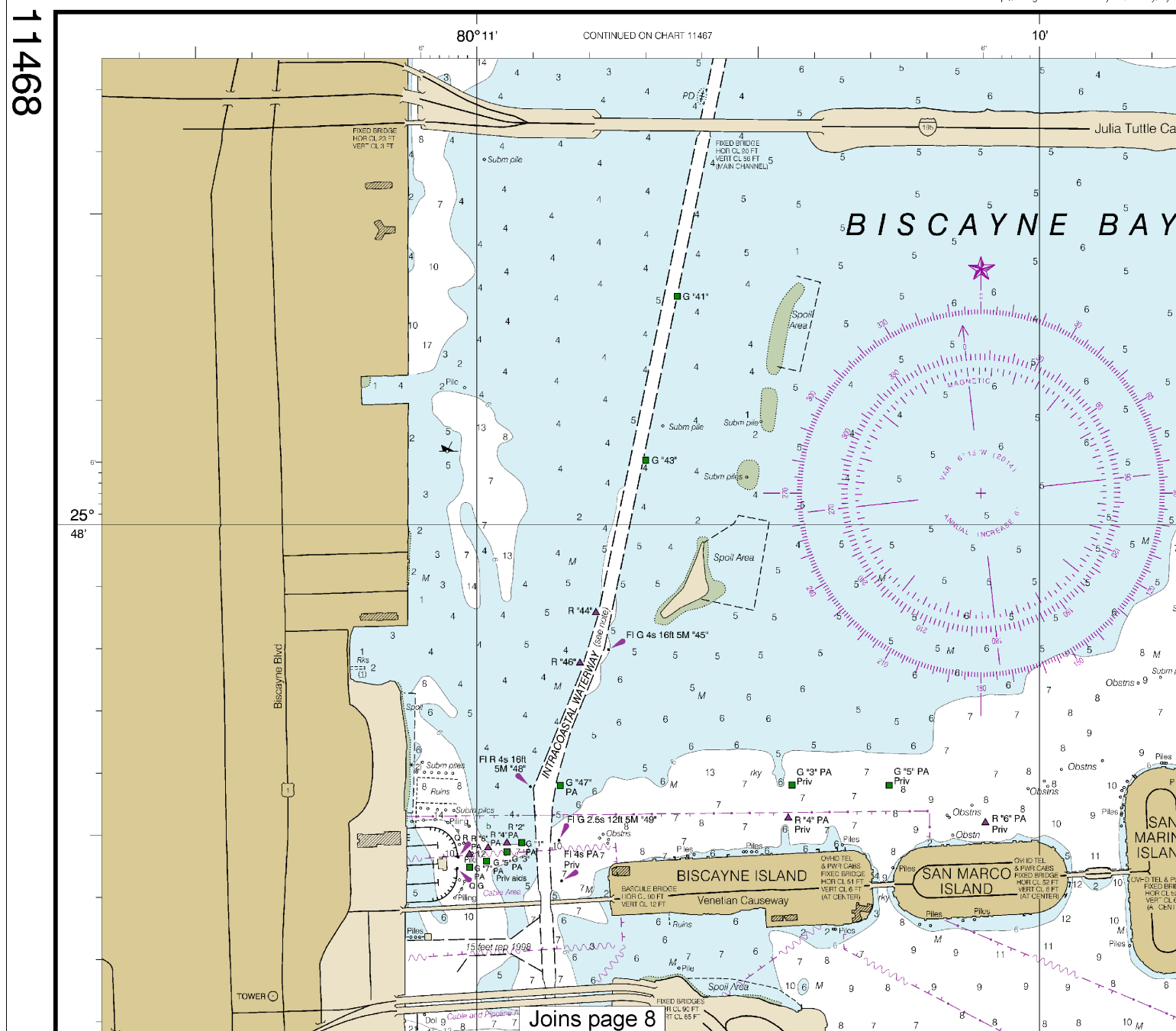
on navigable waters except Western Rivers



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>

MIAMI HARBOR CHANNEL PROJECT DEPTHS	
NAME OF CHANNEL	PROJECT DEPTH MLLW (FEET)
CUT - 1	52
CUT - 2	52
CUT - 3 (50)	50
CUT - 3 (38)	38
CUT - 4	38
FISHER ISLAND TURNING BASIN	50
FISHERMANS CHANNEL	50
LUMMUS ISLAND TURNING BASIN LOWER	50
LUMMUS ISLAND TURNING BASIN UPPER	50
DODGE ISLAND CUT	34
TURNING BASIN	36

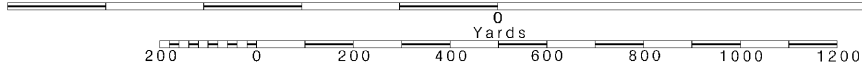
PROJECT DEPTHS
Channel legends and tabulations, where in U.S. Army Corps of Engineers (USACE) project channel may be significantly shoaler, particularly for detailed channel information and mile reported by USACE, use NOAA Electronic N USACE surveys and channel condition report <http://navigation.usace.army.mil/Survey/Hydro>



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — ~~SCALE 1:10,000~~
Nautical Miles

See Note on page 5.





THE NATION'S CHART

UNITED STATES -

FLORIDA

MIAMI HARBOUR

Mercator Projection
Scale 1:12,000 at Latitude 25° 47' N
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS
AT MEAN LOW WATER

Formerly C&GS 547, 1st Ed., 1913

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

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.

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 1.356" northward and 0.830" eastward to agree with this chart.

indicated, reflect the project depths. The minimum depths as shown on Navigational Charts are available at any time.

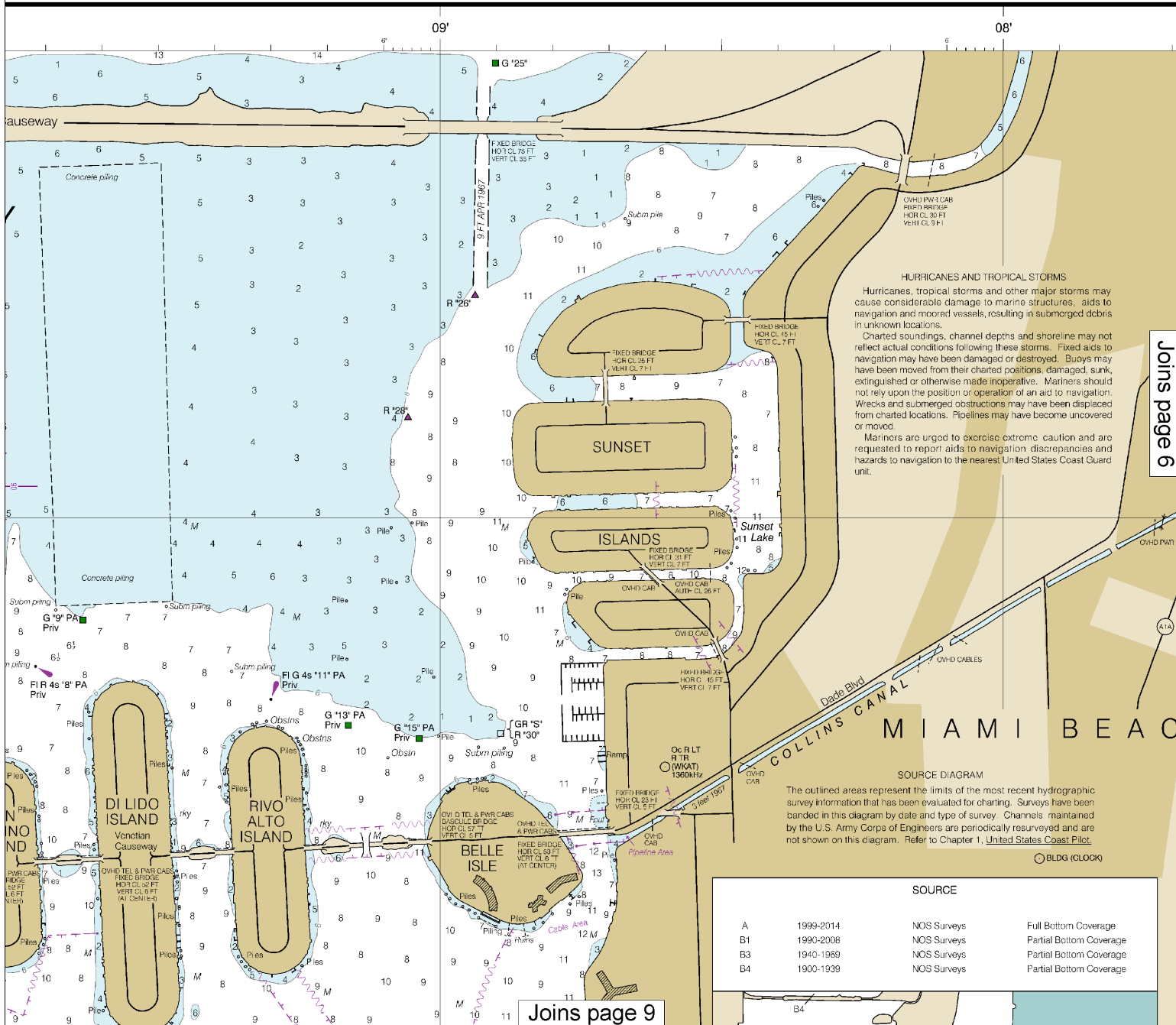
HEIGHTS
Heights in feet above Mean High Water.

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

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

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Miami Miamarina, Biscayne Bay	(25°47'N/080°11'W)	feet 2.4	feet 2.3	feet 0.1
Miami Harbor Entrance, Ocean Pier	(25°46'N/080°08'W)	feet 2.7	feet 2.6	feet 0.2

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Realtime water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Dec 2013)



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:14285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

5



NOAA'S CHARTMAKER SINCE 1807

STATES - EAST COAST

FLORIDA

MIAMI HARBOR

Mercator Projection
1:12,000 at Latitude 25°46'
American Datum of 1983
Grid Geodetic System 1984)

OUNDINGS IN FEET
MEAN LOWER LOW WATER

2&GS 547, 1st Ed., Mar. 1936 KAPP-309

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: RR: radio tower
Al: alternating	IO: interrupted quick	N: run	Rot: rotating
B: black	Is: isophase	OBSC: obscured	s: seconds
Bn: beacon	LT: light-house	OC: occulting	SEC: second
C: can	M: nautical mile	Or: orange	St: M: statute miles
DIA: diaphone	m: minutes	Q: quick	VO: very quick
F: fixed	MICRO: TR: microwave tower	R: red	W: white
fl: flashing	Mkr: marker	Ra: Rot: radar reflector	W-HS: whistle
		R Bn: radiobeacon	Y: yellow

Bottom characteristics:

Bld: boulders	Co: coral	gy: gray	Oys: oys. oys	so: soft
b- 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: submerged
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.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972			
Demarcation lines are shown thus: - - - - -			

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

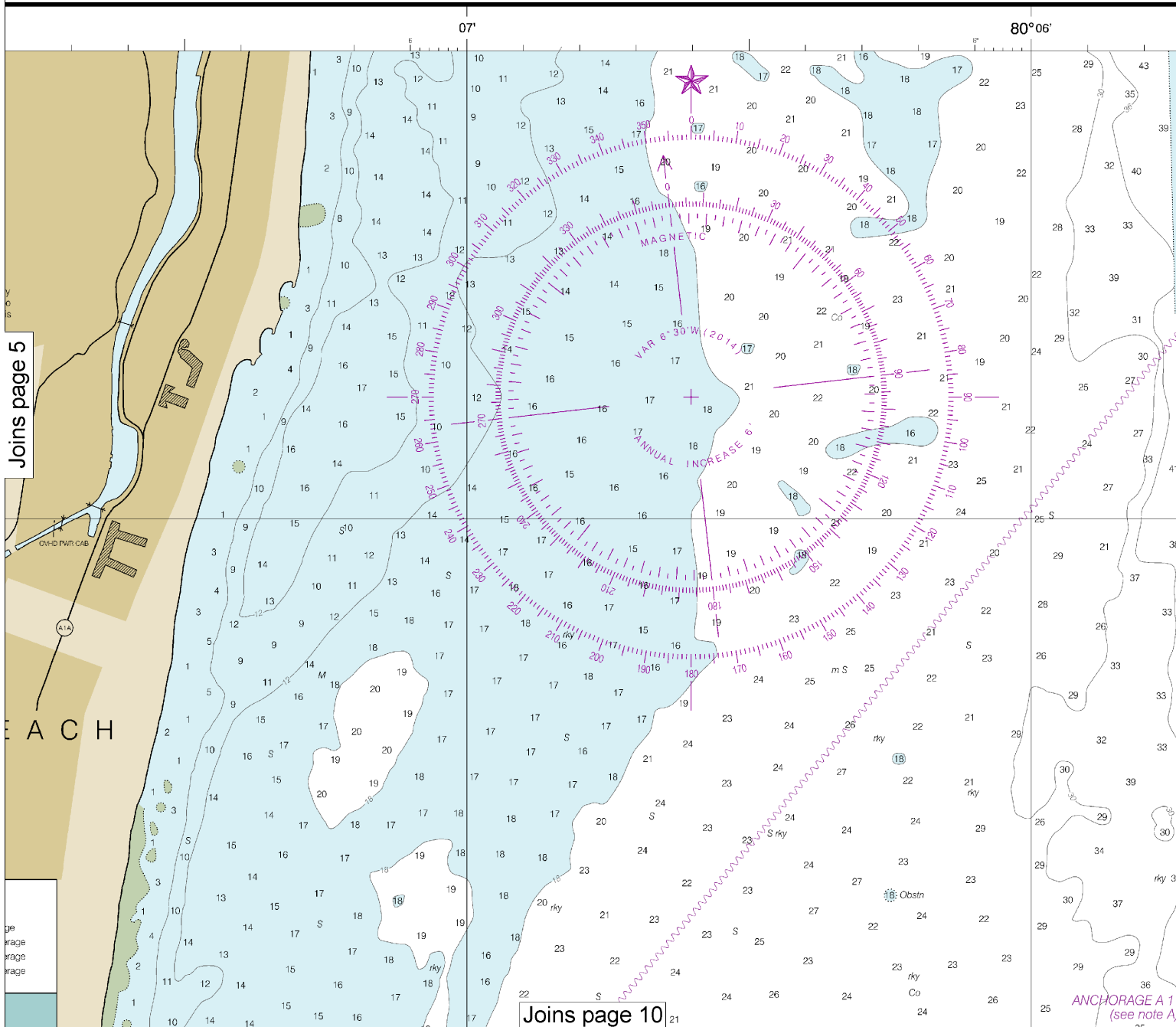
INTRACOASTAL WATERWAY

The project depth from Port Everglades to Miami, FL, is 10 feet.

Consult the U.S. Army Corps of Engineers for controlling depths and U.S. Coast Guard Local Notice to Mariners for other navigation hazards or restrictions.

AIDS TO NAVIGATION

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



Joins page 5

Joins page 10

ANCHORAGE A 11
(see note A)

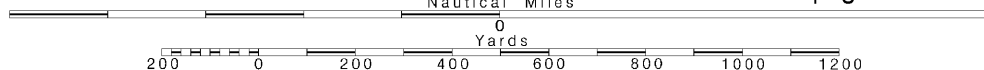
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



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.

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)

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).

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


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

ARTICULATED AIDS
An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labeled "Art".

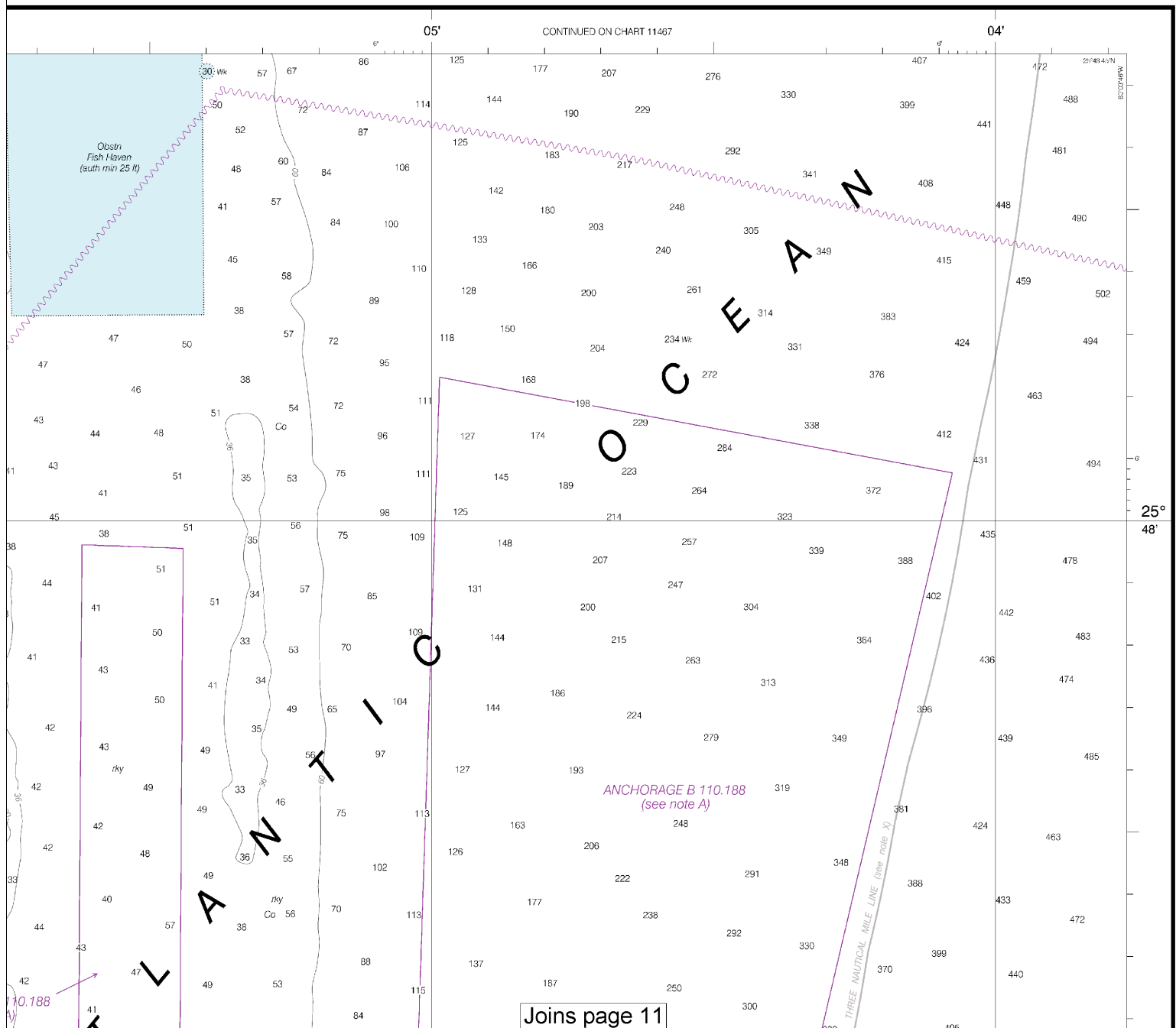
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

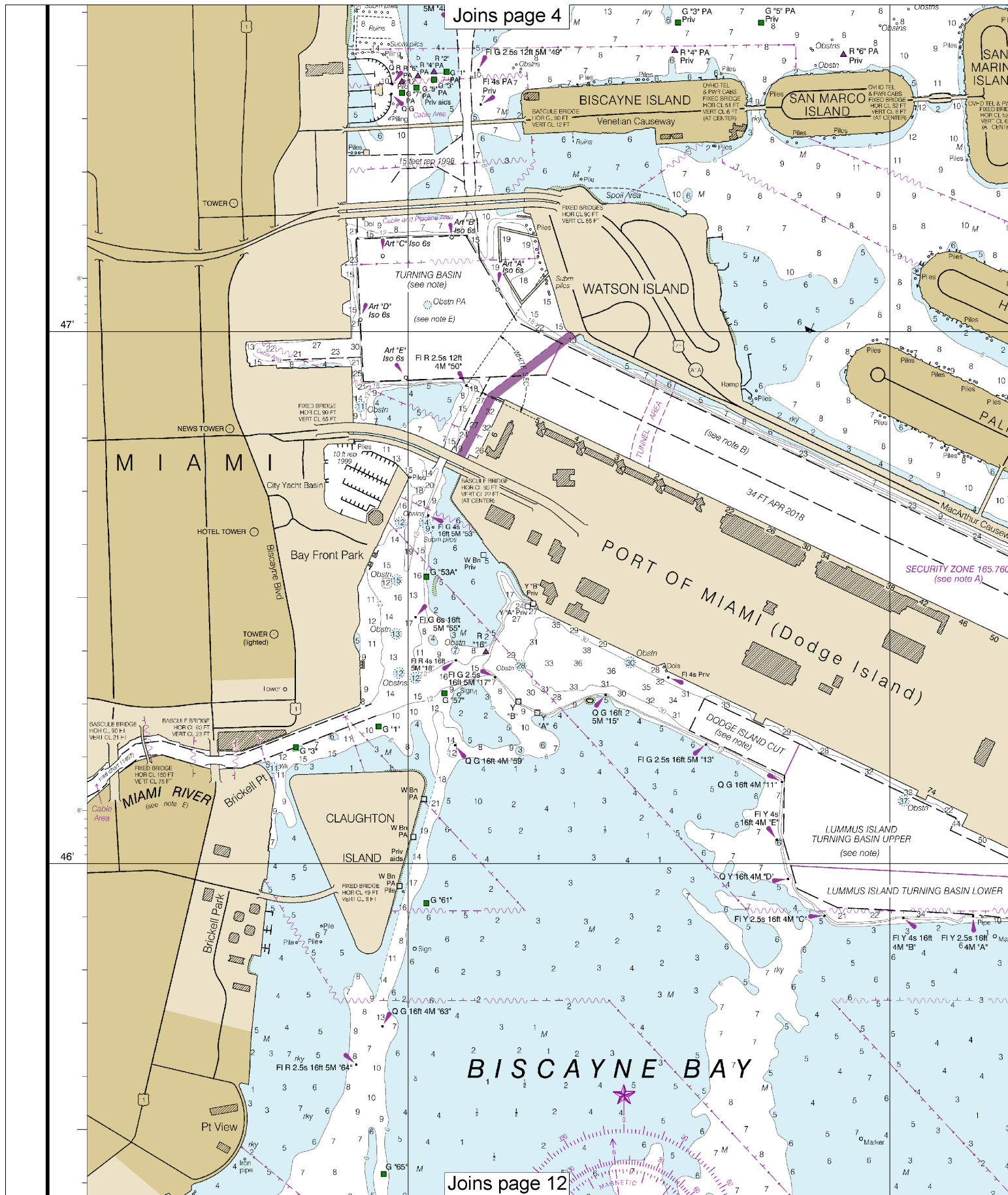
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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 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.

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.

SOUNDINGS IN FEET

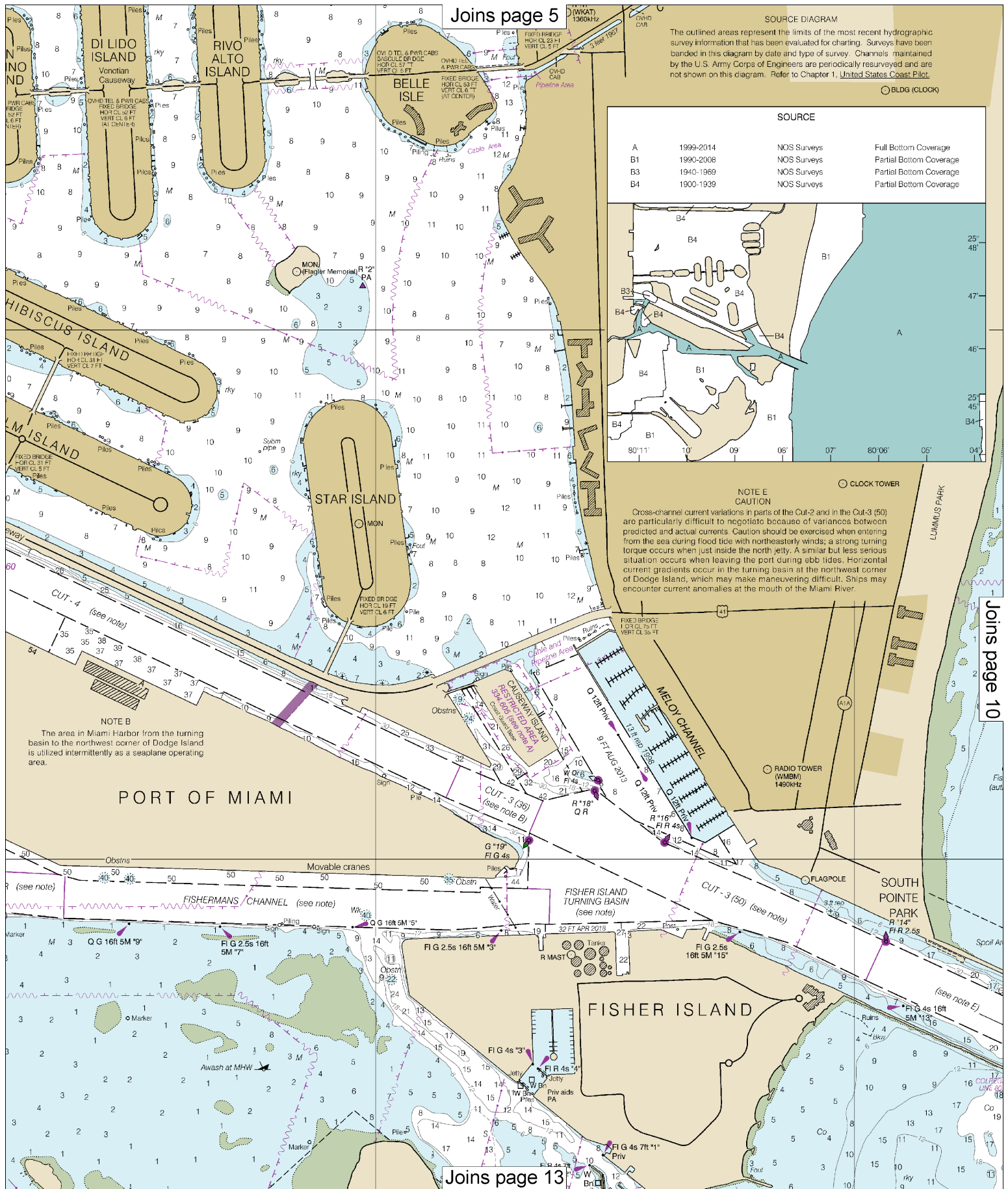




8

Note: Chart grid lines are aligned with true north.

See Note on page 5.



Joins page 5

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.

BLDG (CLOCK)

SOURCE

A	1999-2014	NOS Surveys	Full Bottom Coverage
B1	1990-2008	NOS Surveys	Partial Bottom Coverage
B3	1940-1969	NOS Surveys	Partial Bottom Coverage
B4	1900-1939	NOS Surveys	Partial Bottom Coverage

NOTE E
CAUTION

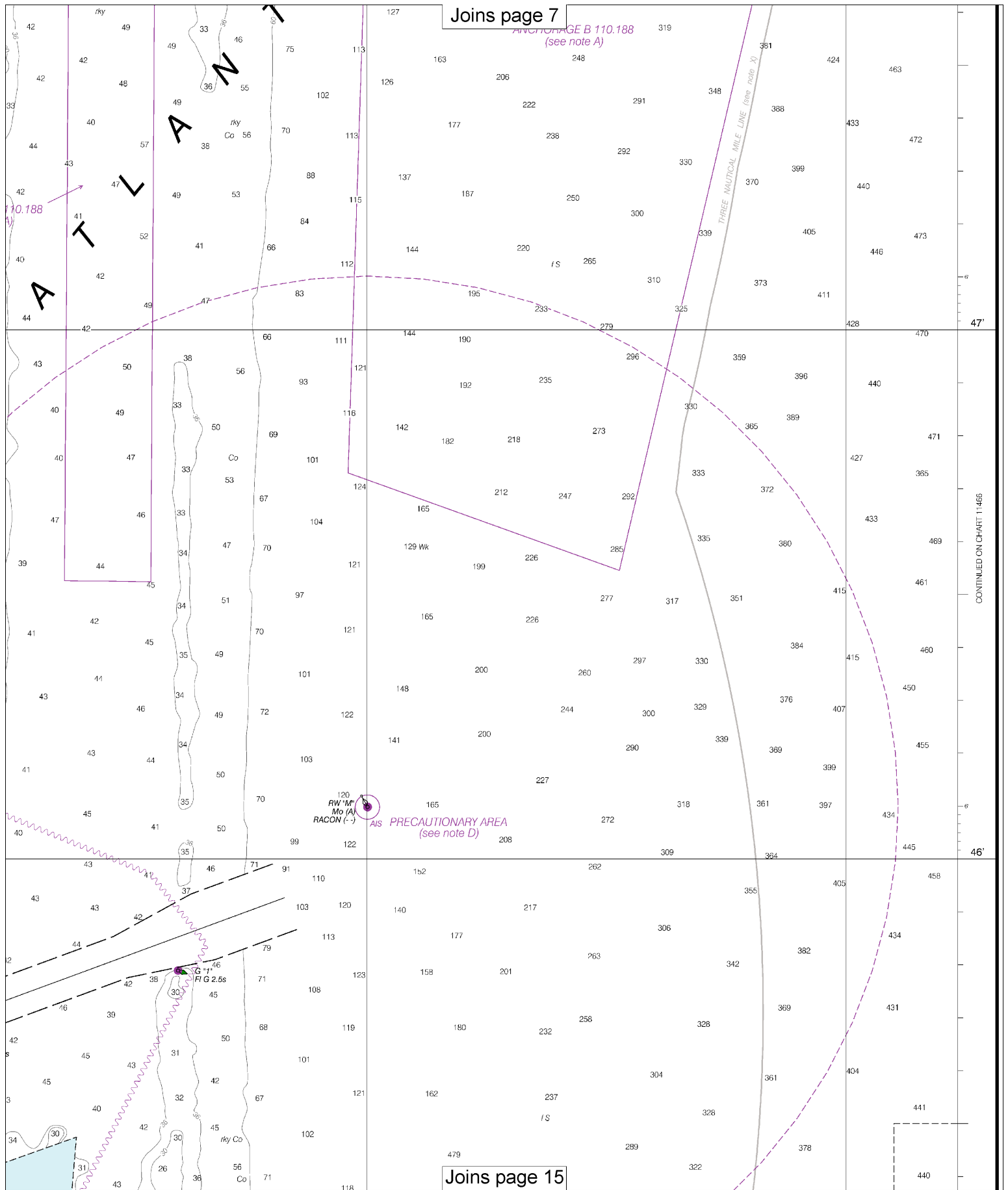
Cross-channel current variations in parts of the Cut-2 and in the Cut-3 (50) are particularly difficult to negotiate because of variances between predicted and actual currents. Caution should be exercised when entering from the sea during flood tide with northeasterly winds; a strong turning torque occurs 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.

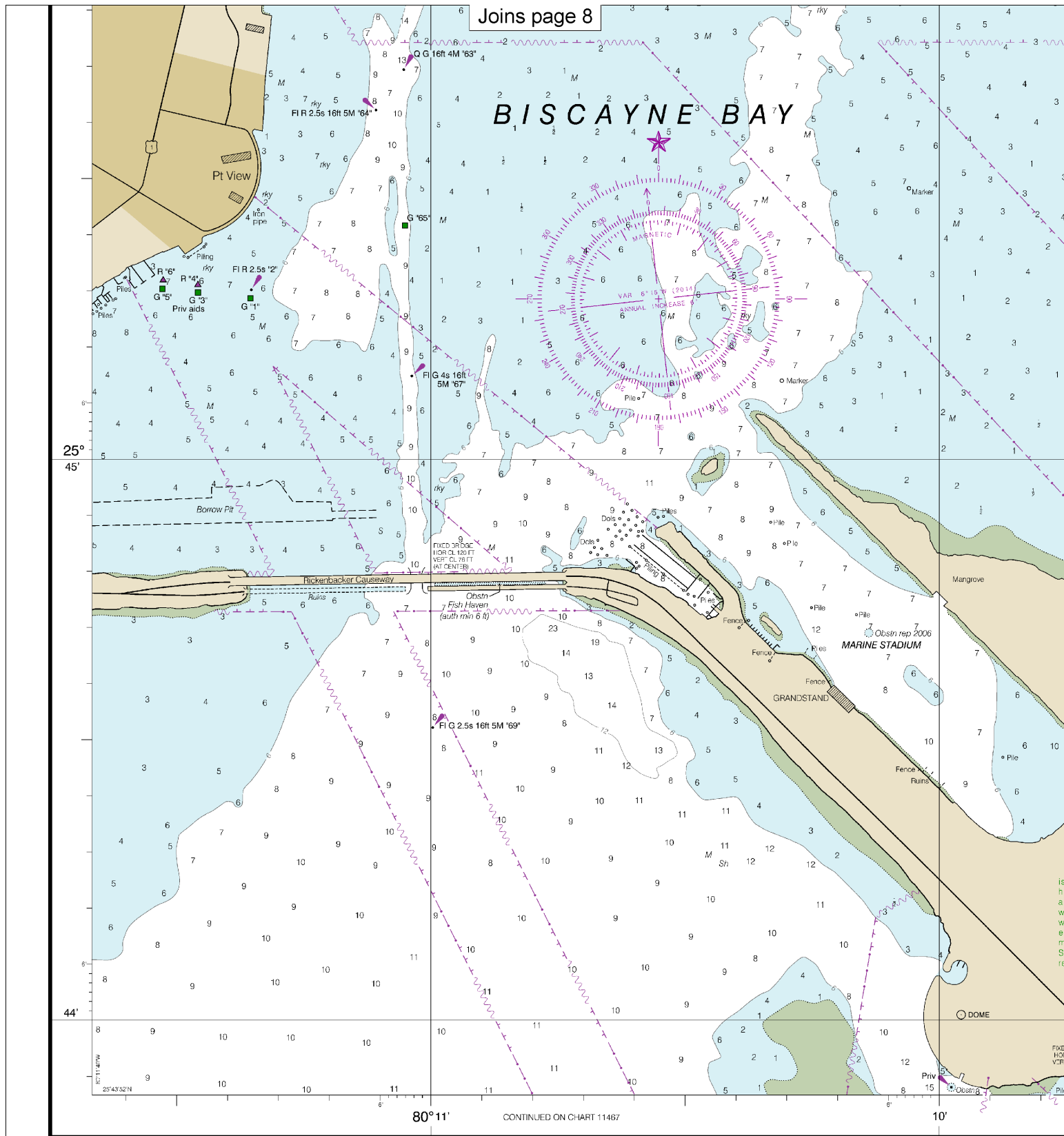
CLOCK TOWER

PORT OF MIAMI

Joins page 13

Joins page 10





Joins page 8

BISCAYNE BAY

11468

This is the Last Edition of this chart. It will be canceled on Apr 3, 2024
45th Ed., Aug. 2017, Last Correction: 12/21/2023. Cleared through:
LNM: 1224 (3/19/2024), NM: 1324 (3/30/2024)

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.

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

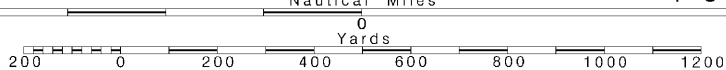
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



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.

A Precautionary Area exists around Miami Lighted Buoy 'M'. Large commercial ships inbound and outbound of the port will board 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.

VIRGINIA KEY

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.

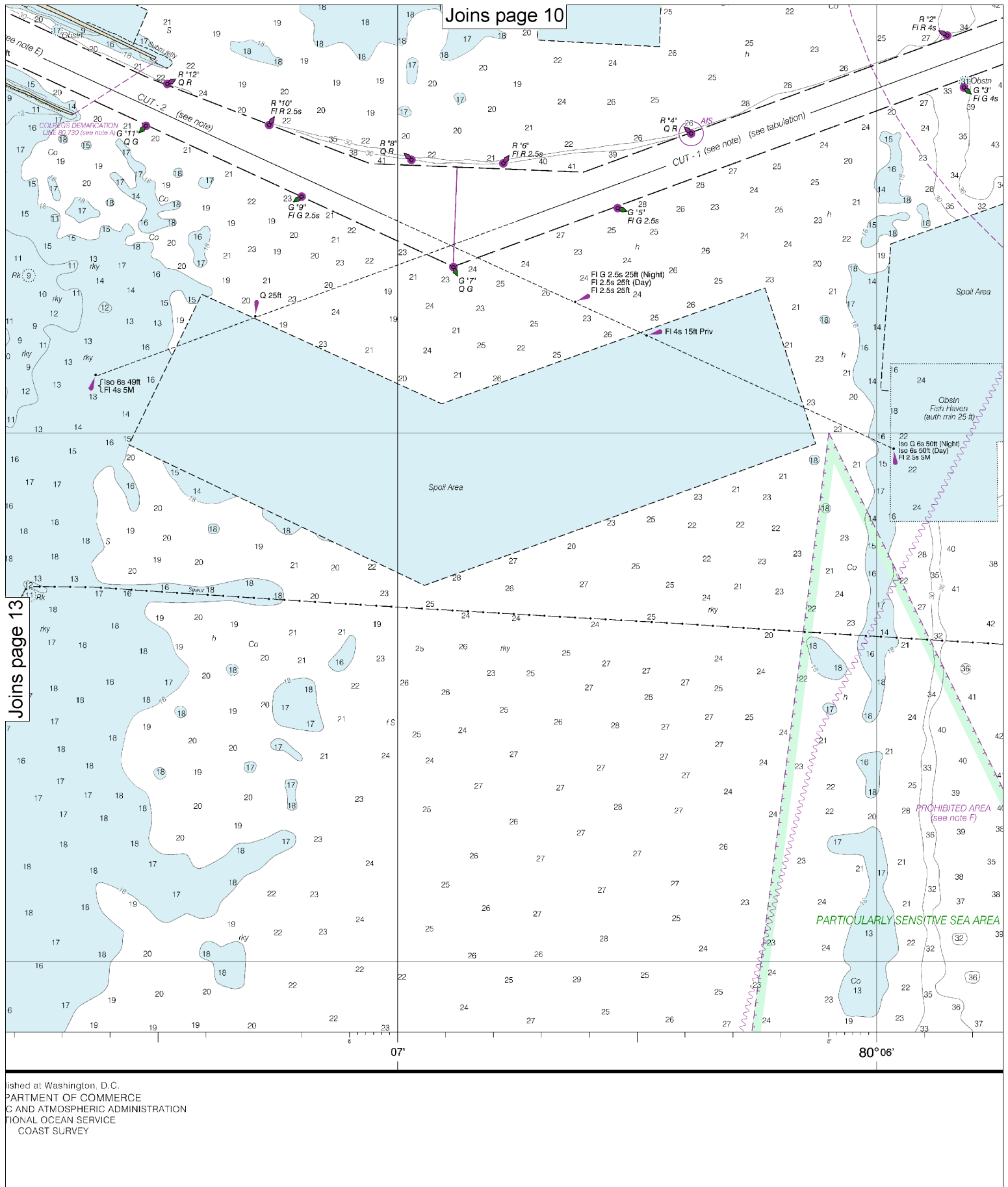
The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which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

COLREGS DEMARCATION
LINE 80.131b
(see note A)

pancies or comments
taff/contact.htm

SOUNDINGS IN FEET

Published at Wash
U.S. DEPARTMENT O
NATIONAL OCEANIC AND ATMOS
NATIONAL OCEA
COAST SU



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

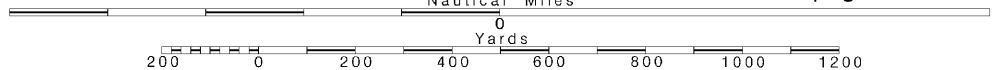
14

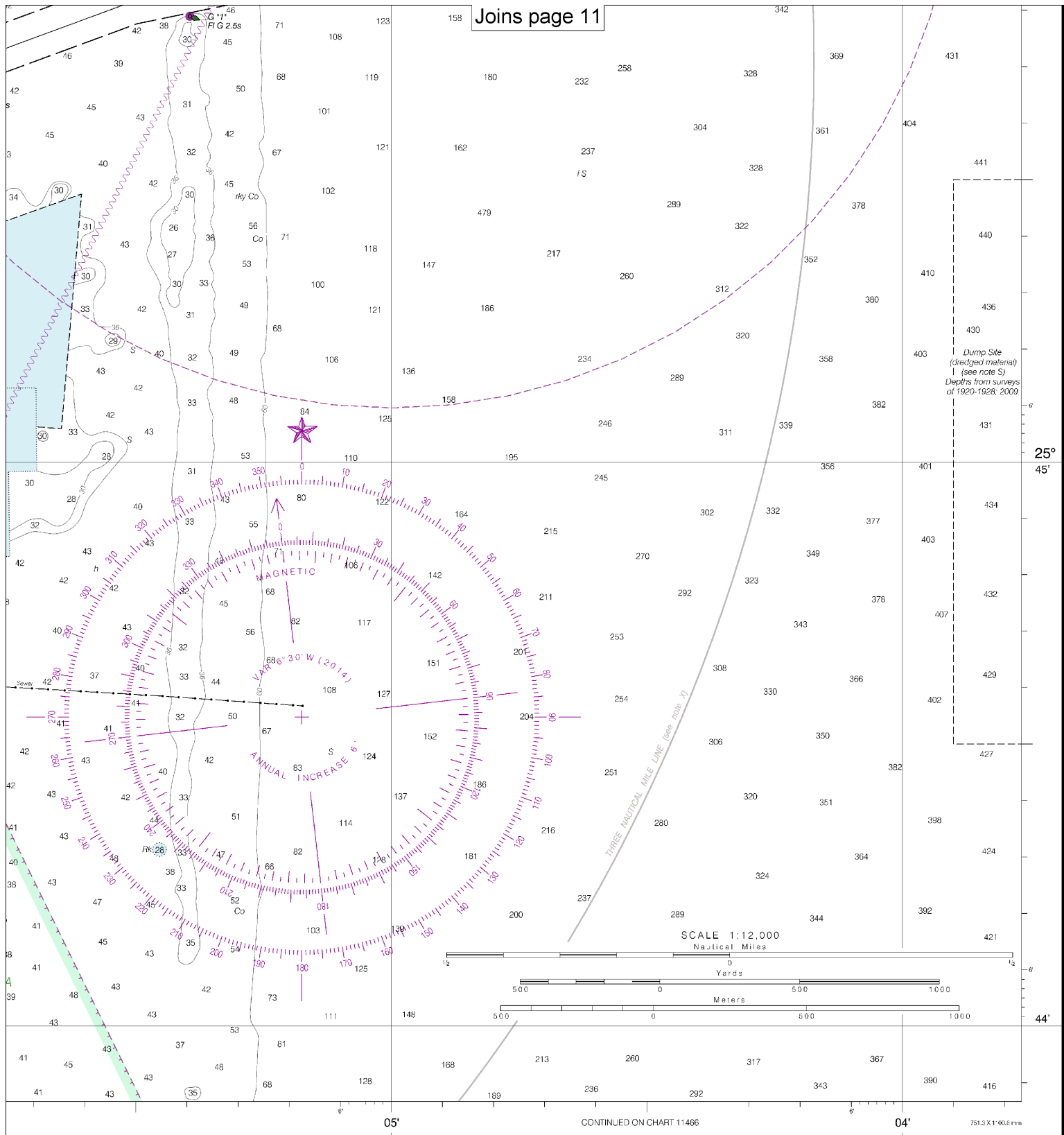
Note: Chart grid
 lines are aligned
 with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





FATHOMS	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
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Miami Harbor
SOUNDINGS IN FEET - SCALE 1:12,000

11468



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



— 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.