

BookletChart™

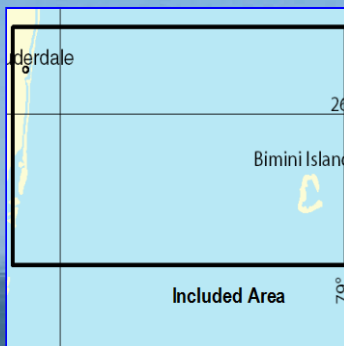


Straits of Florida – Fowey Rocks, Hillsboro Inlet to Bimini Islands

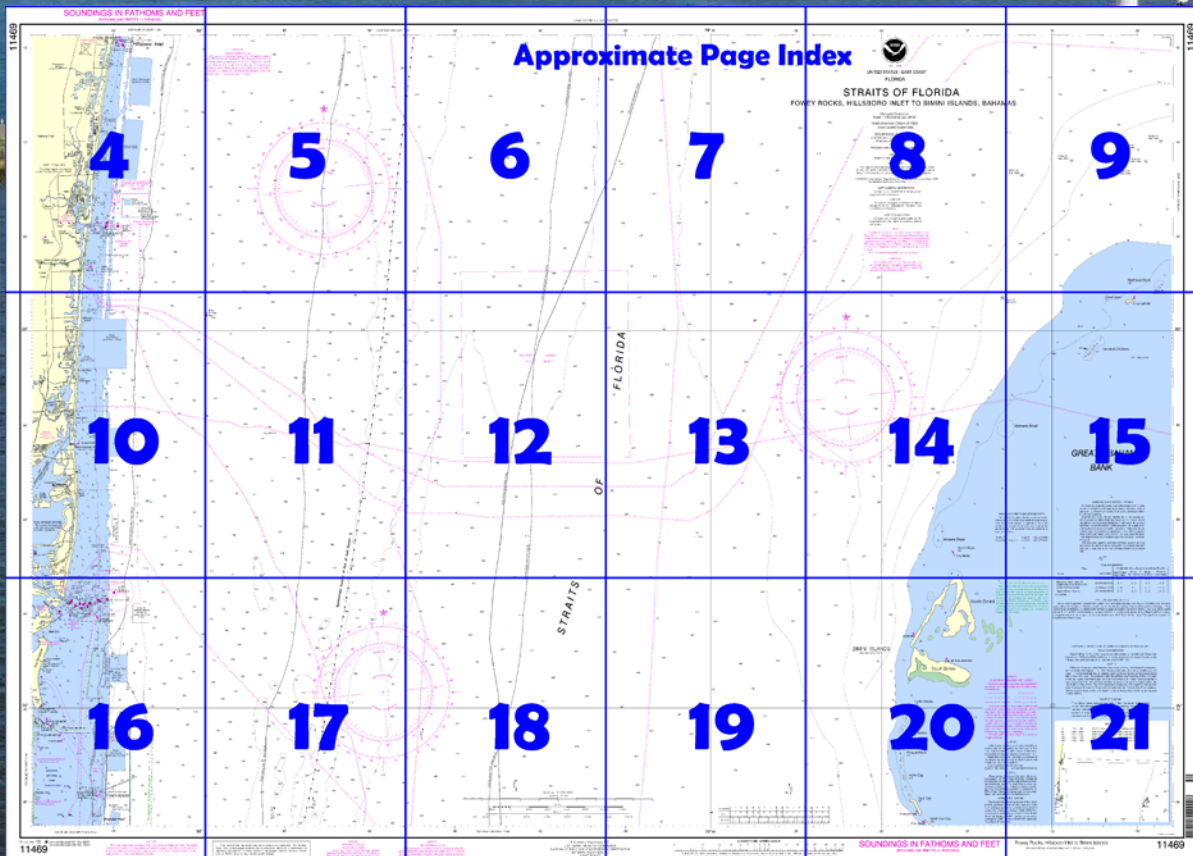
NOAA Chart 11469

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)

Between **Jupiter Inlet** and **Lake Worth Inlet**, a distance of about 10.5 miles, the coast is clear of shoals with the 10-fathom curve about 1 mile offshore. A fishing pier extends about 340 yards seaward from about 26°53'37"N., 80°03'24"W.

Lake Worth Inlet is a dredged cut through the barrier beach 11 miles south of **Jupiter Inlet Light** and 31 miles north of **Hillsboro Inlet Entrance Light**. The entrance is protected by two jetties and the cut by

revetments.

Port of Palm Beach is a deepwater port development 1.1 miles west of the entrance to Lake Worth Inlet. The port borders the communities of **Riviera Beach** on the north and **West Palm Beach** on the south. It is 259

miles south of Jacksonville and 68 miles north of Miami. There is extensive barge traffic. An extensive roll-on/roll-off operation is conducted in the Bahama Island trade. All of the wharves and warehouses are owned by the Port of Palm Beach District.

Coast Guard Station.—**Lake Worth Inlet Coast Guard Station** is inside the entrance about 0.7 mile north of Peanut Island on the west side of the Intracoastal Waterway.

Anchorage.—Two offshore anchorage grounds are close north and south of the channel entrance. (See **110.1** and **110.185**, chapter 2, for limits and regulations.) There is no deepwater anchorage in the harbor. Anchorage for craft drawing up to 8 feet is available in the vicinity of Palm Beach.

Dangers.—A reef in the form of a ridge with scattered boulders extends for about 300 yards eastward of Peanut Island about 25 feet north of the improved channel. The reef, with a least depth of about 4 feet over it, is extremely dangerous. On the ebb, the current sets across the reef in a northeasterly direction. Two fish havens are 0.7 and 1.5 miles off the north side of the entrance and another is 1.5 miles off the south entrance.

Pilotage, Port of Palm Beach.—Pilotage is compulsory for foreign vessels and for U.S. vessels under register in the foreign trade and drawing more than 7 feet of water. Pilotage is optional for U.S. coastwise vessels which have a pilot aboard licensed by the Federal Government.

The Port of Palm Beach is served by Palm Beach Pilots Association, at Riviera Beach Marina, 200 E. 13th Street, Suite B, Riviera Beach, FL 33404; telephone 561-845-2628, fax 561-845-2644. The office/station monitors VHF-FM radiotelephone channel 16 and works on channel 14.

Harbor regulations.—Copies of the Port Tariff may be obtained at the offices of the Port of Palm Beach District at the Maritime Office Building in Riviera Beach. The Port Operations Manager assigns berths and enforces the harbor regulations. The Port of Palm Beach is a public corporation created by the State Legislature. Port regulations state it shall be unlawful for any vessel, boat, barge, or other watercraft of any kind to anchor in the channel or turning basin, except in cases of actual emergency.

The coast between **Lake Worth Inlet** and **Port Everglades** is fairly bold. The 20-fathom curve runs parallel to the beach and for a greater part of the distance is less than 2 miles from it. Several wrecks and obstructions are within 0.5 mile of the shore.

Palm Beach, a resort on the narrow island between Lake Worth and the sea, is connected to West Palm Beach by highway bridges. The ocean pier here is used only for amusement purposes. Several other towns and cities are along the shores of Lake Worth.

Bakers Haulover Inlet has been dredged through the barrier beach at the north end of Biscayne Bay, 11.6 miles south of Port Everglades, to provide circulation of water in the bay. The channel leads westward through the inlet, thence northward to a boat basin on the east side of the channel and connects with the Intracoastal Waterway north of the basin and through a cut opposite the basin. In 2008, the controlling depth was 10.9 feet through the inlet to the highway bridge, thence 10 feet in the basin and 8 feet in the channels leading to the Intracoastal Waterway. Route A1A highway bridge over the inlet has a fixed span with a clearance of 32 feet; an overhead power cable just east of the bridge has a clearance of 53 feet.

The Florida Department of Natural Resources has established a **slow-no wake speed zone** in the Intracoastal Waterway where the channels converge in the vicinity of Bakers Haulover Inlet.

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

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

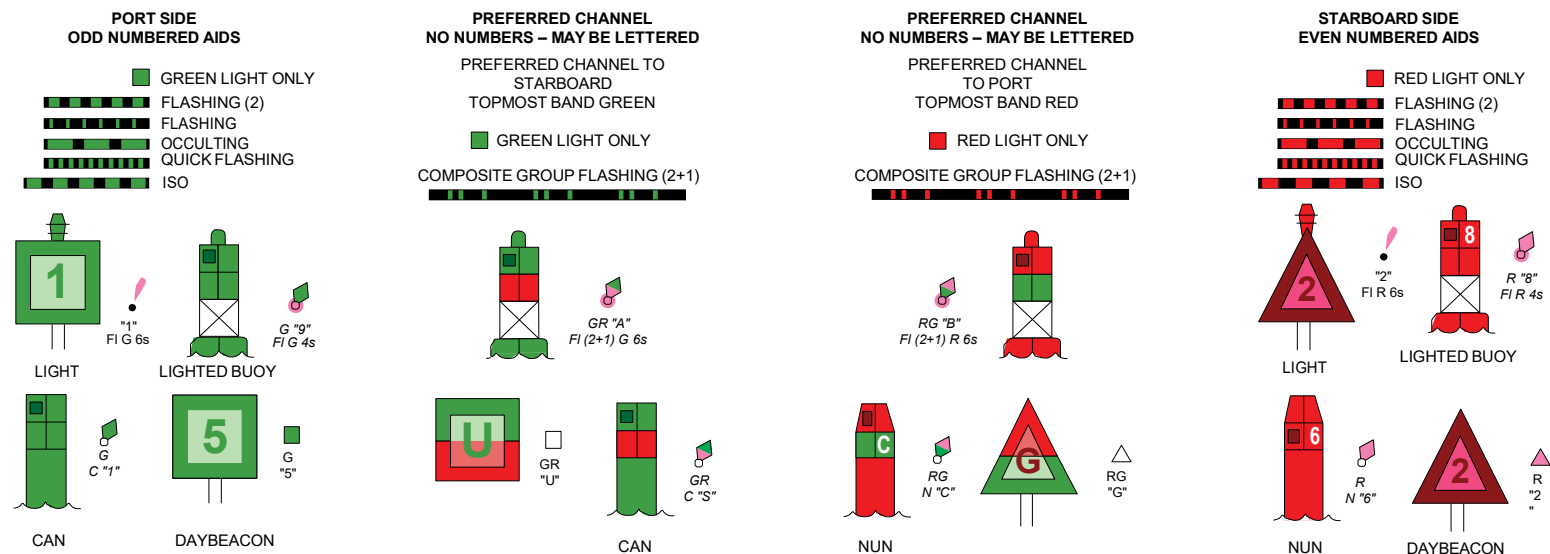
Navigation Manager Regions



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

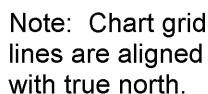
on navigable waters except Western Rivers



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>

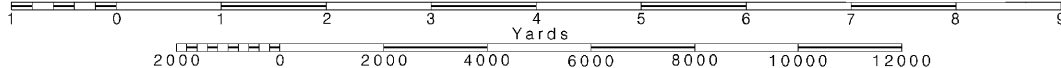
(FATHOMS AND FEET TO 11 FATHOMS)

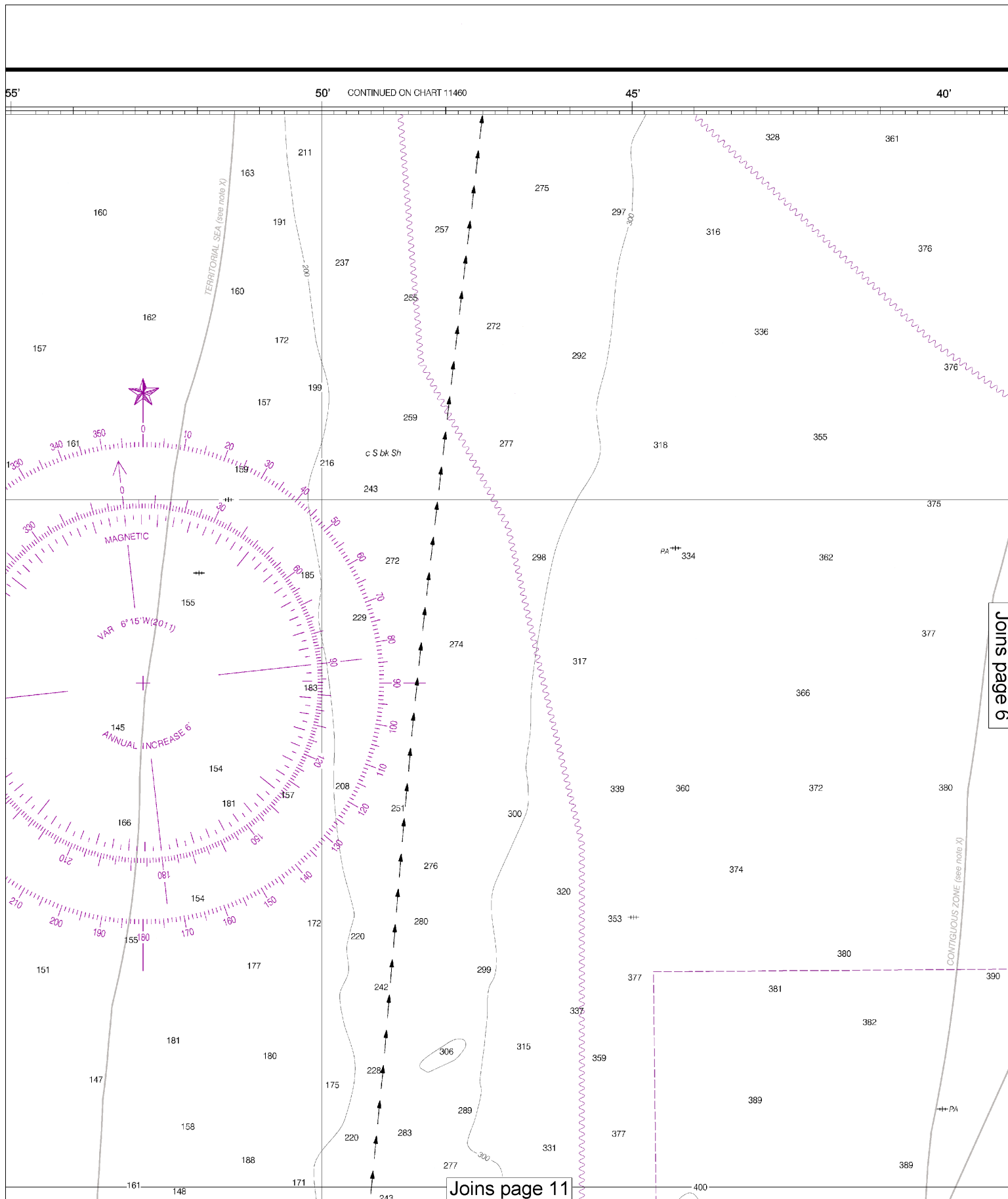
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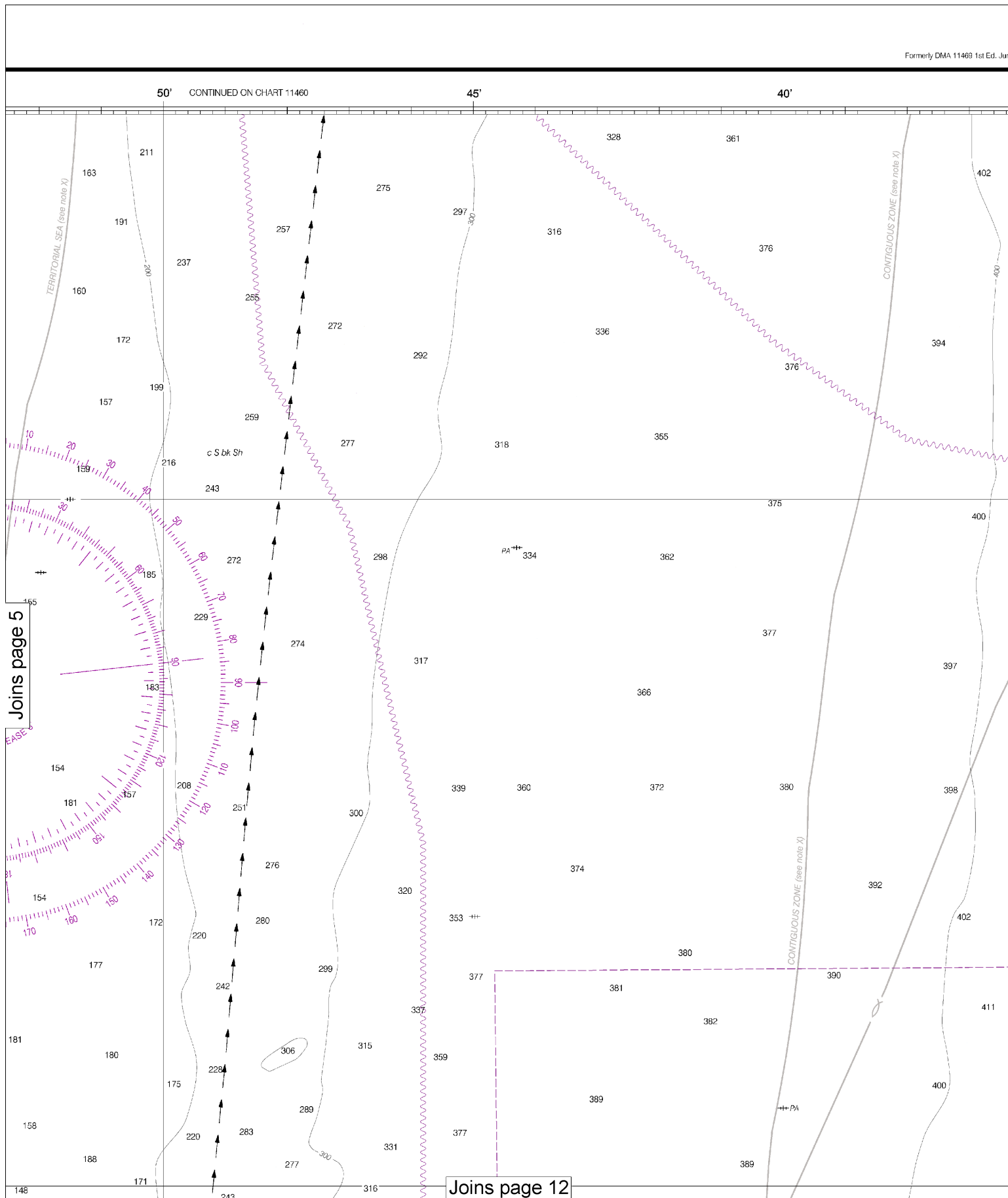
— SCALE 1:100,000 —
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:133333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



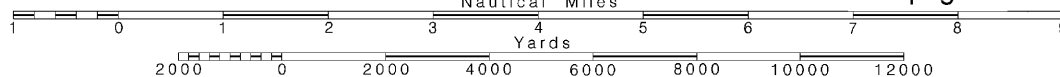
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.



7

79° 30'

25'

20'



THE NATION'S CHARTMAKER SINCE 1807

 UNITED STATES
 FLORIDA - EAST COAST

STRAITS OF FLORIDA

FOWEY ROCKS, HILLSBORO INLET TO

 Mercator Projection
 Scale 1:100,000 at Lat. 26°00'
 North American Datum of 1983
 (World Geodetic System 1984)

 SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO ELEVEN FATHOMS)
 AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

 COLREGS: International Regulations for Preventing Collision
 Demarcation lines are shown thus:

SUPPLEMENTAL INFORMATION

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

CAUTION

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

AIDS TO NAVIGATION

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

NOTE A

Navigation regulations are published in Chapter 2 of Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning regulations may be obtained at the Office of the Commandant, 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.

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.

Joins page 7

Joins page 14

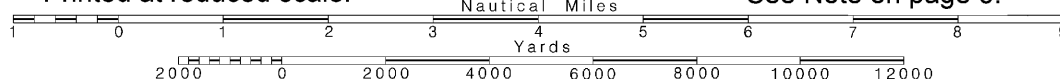
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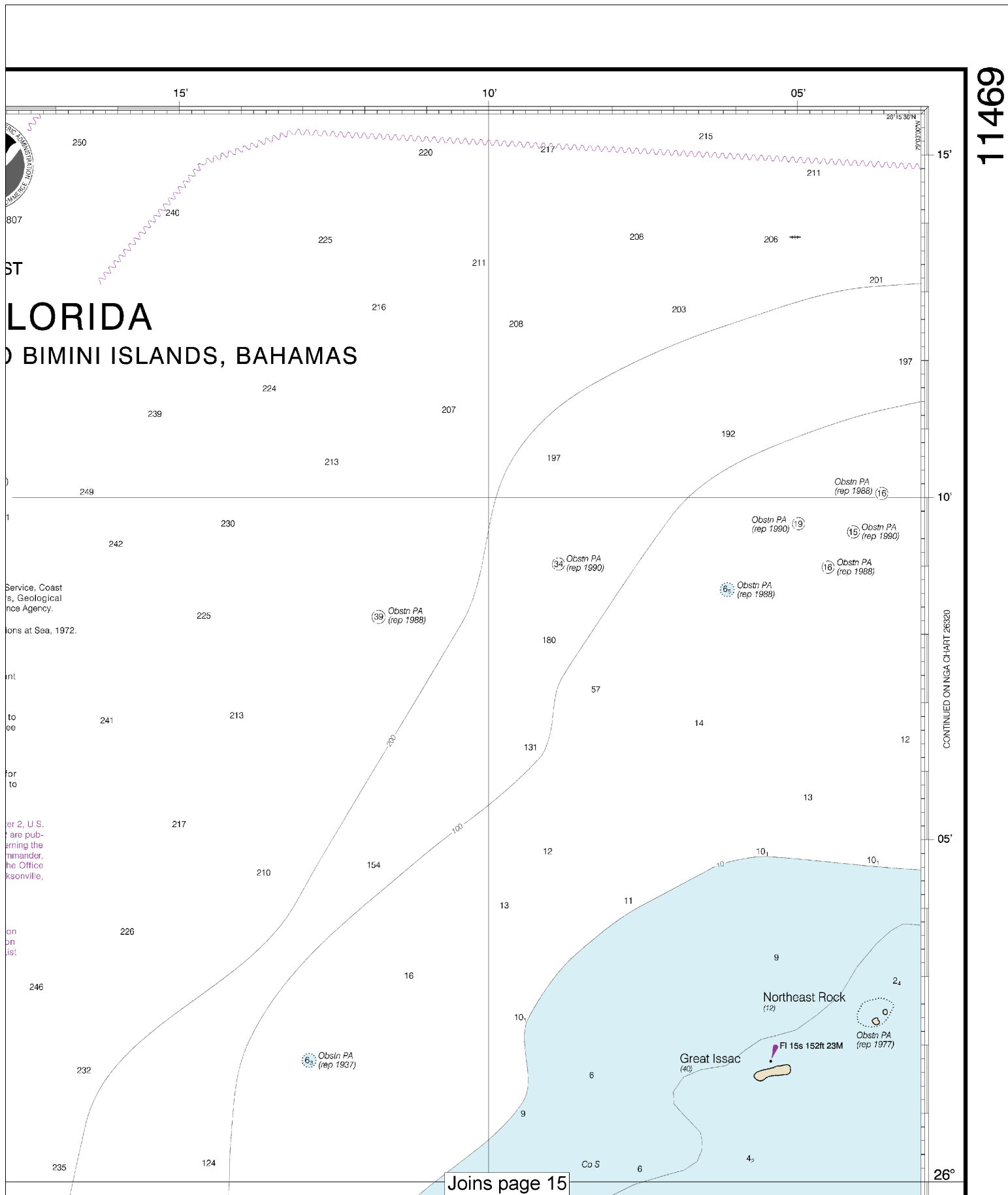
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Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.

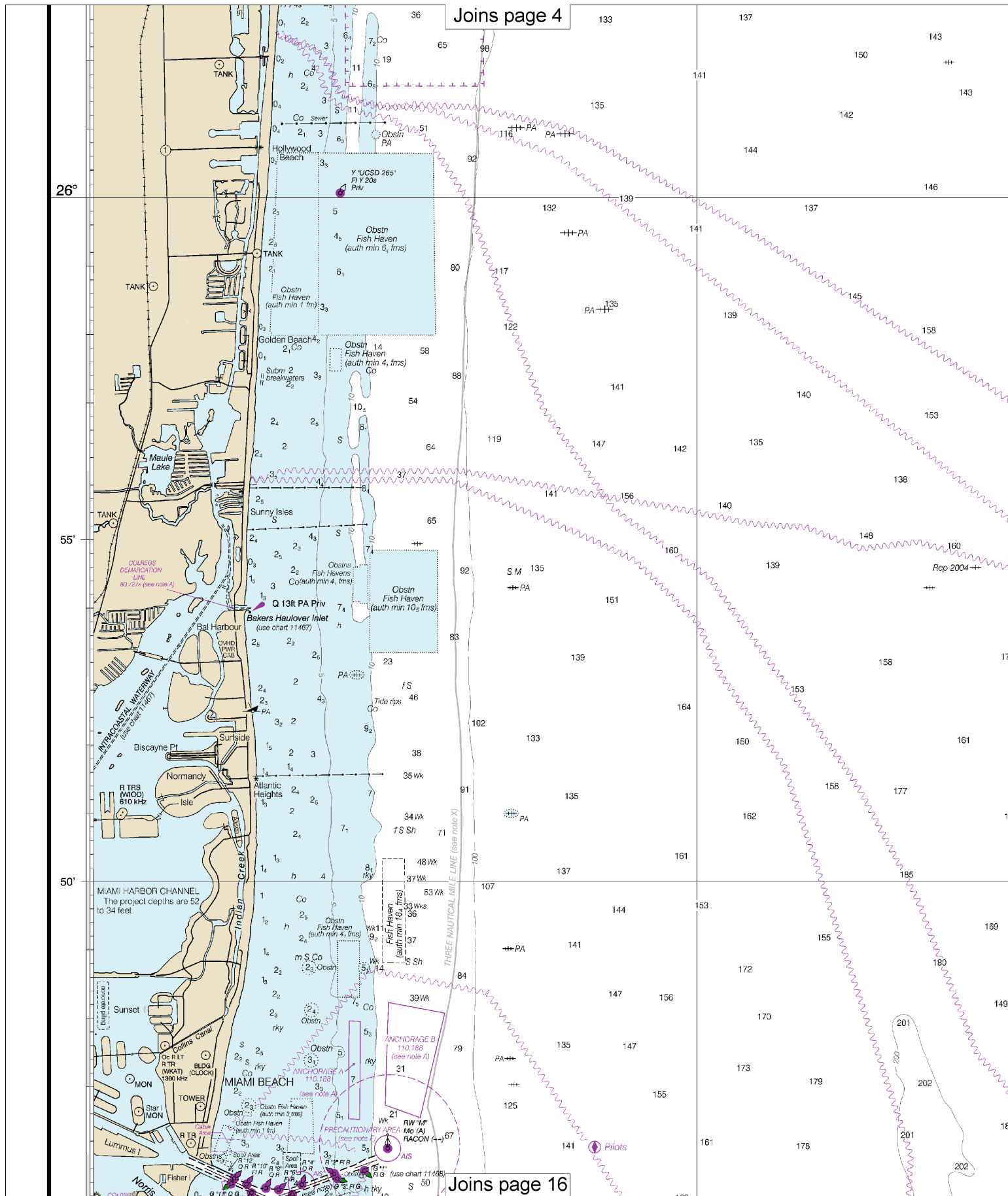




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CONTINUED ON NGA CHART 26320

Joins page 15



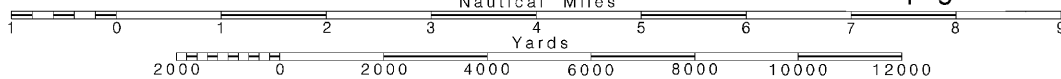
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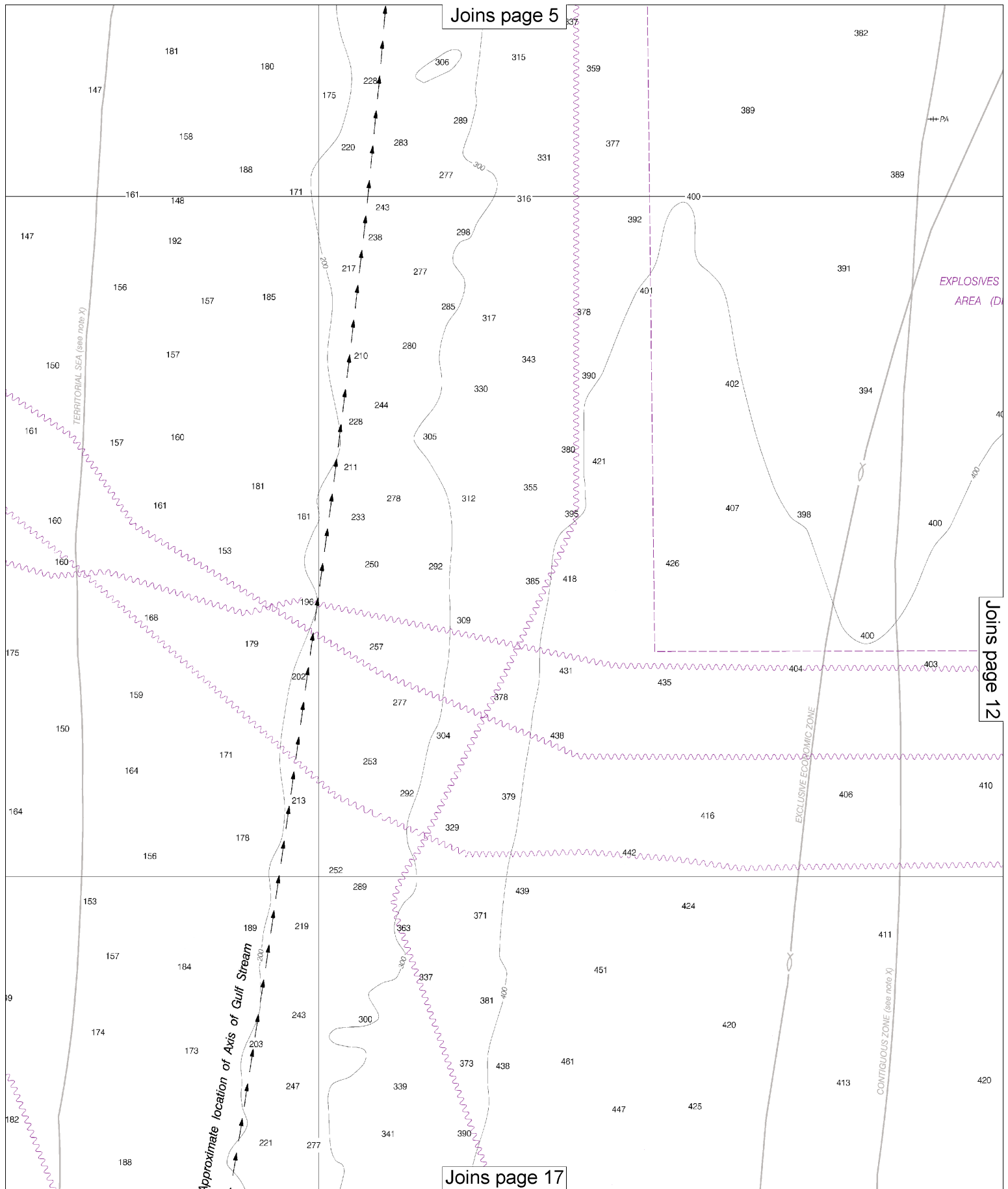
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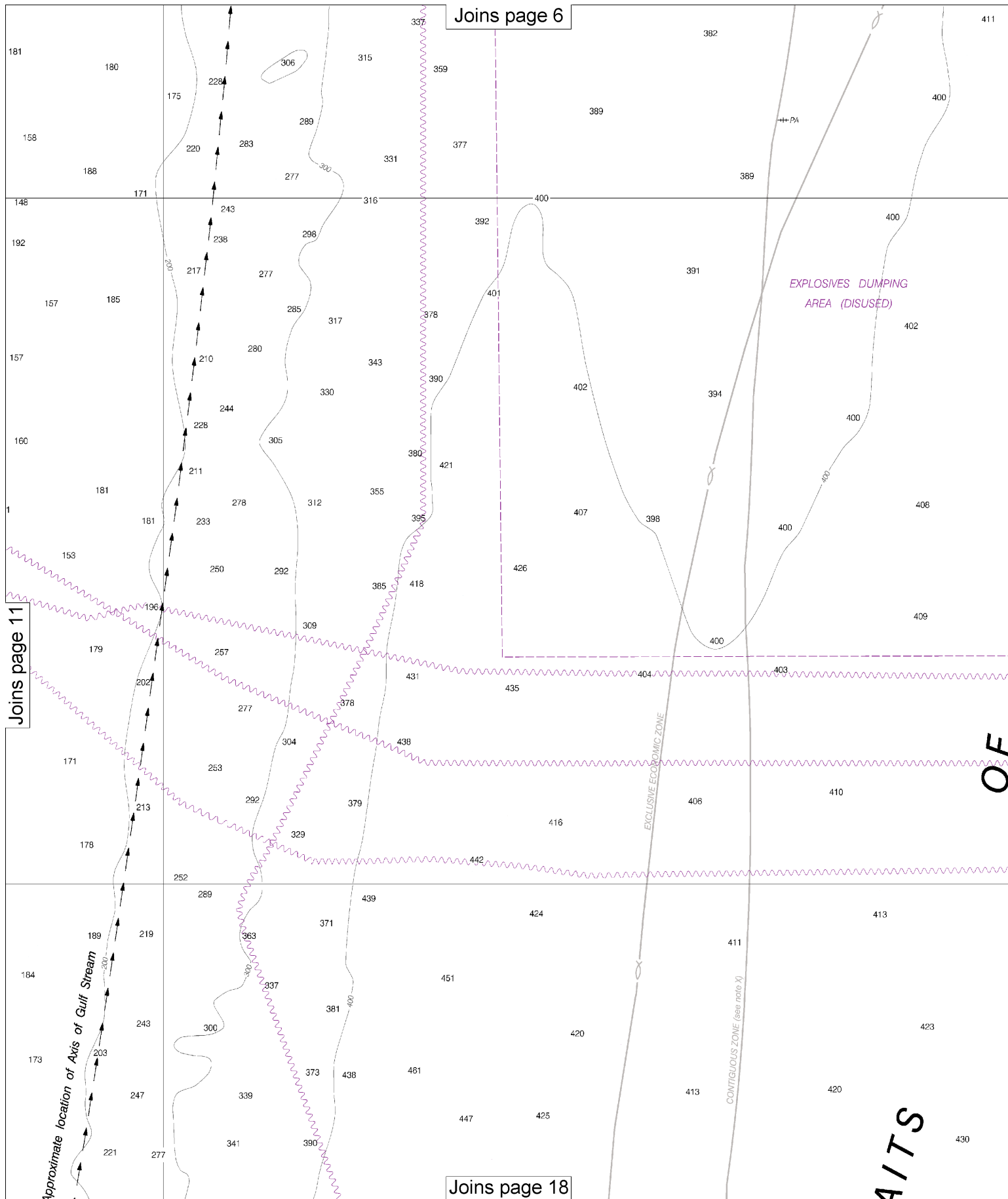
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See Note on page 5.





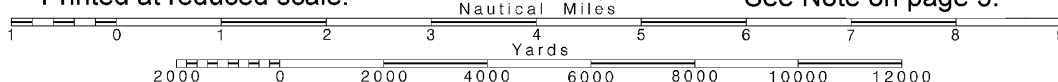


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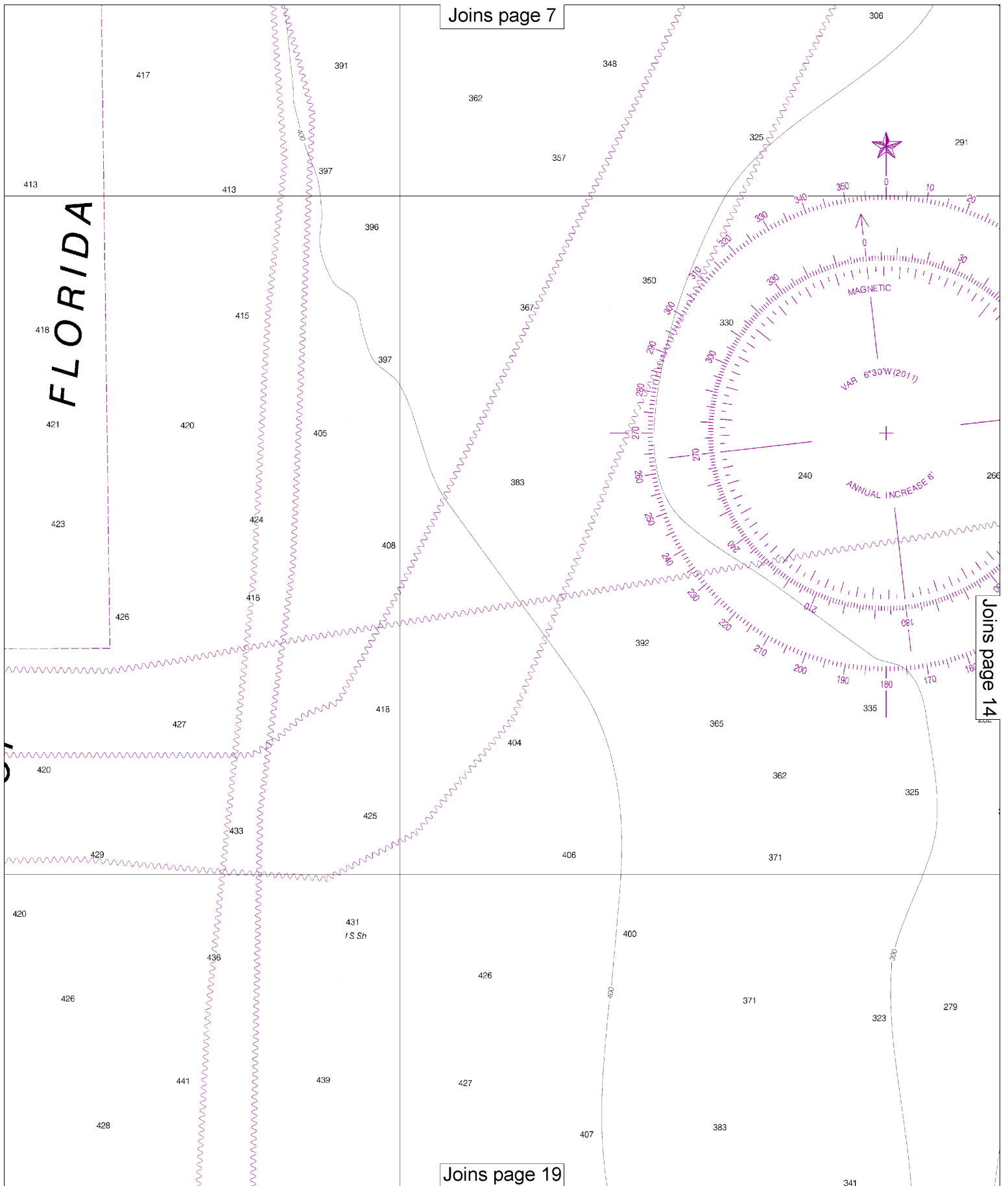
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See Note on page 5.

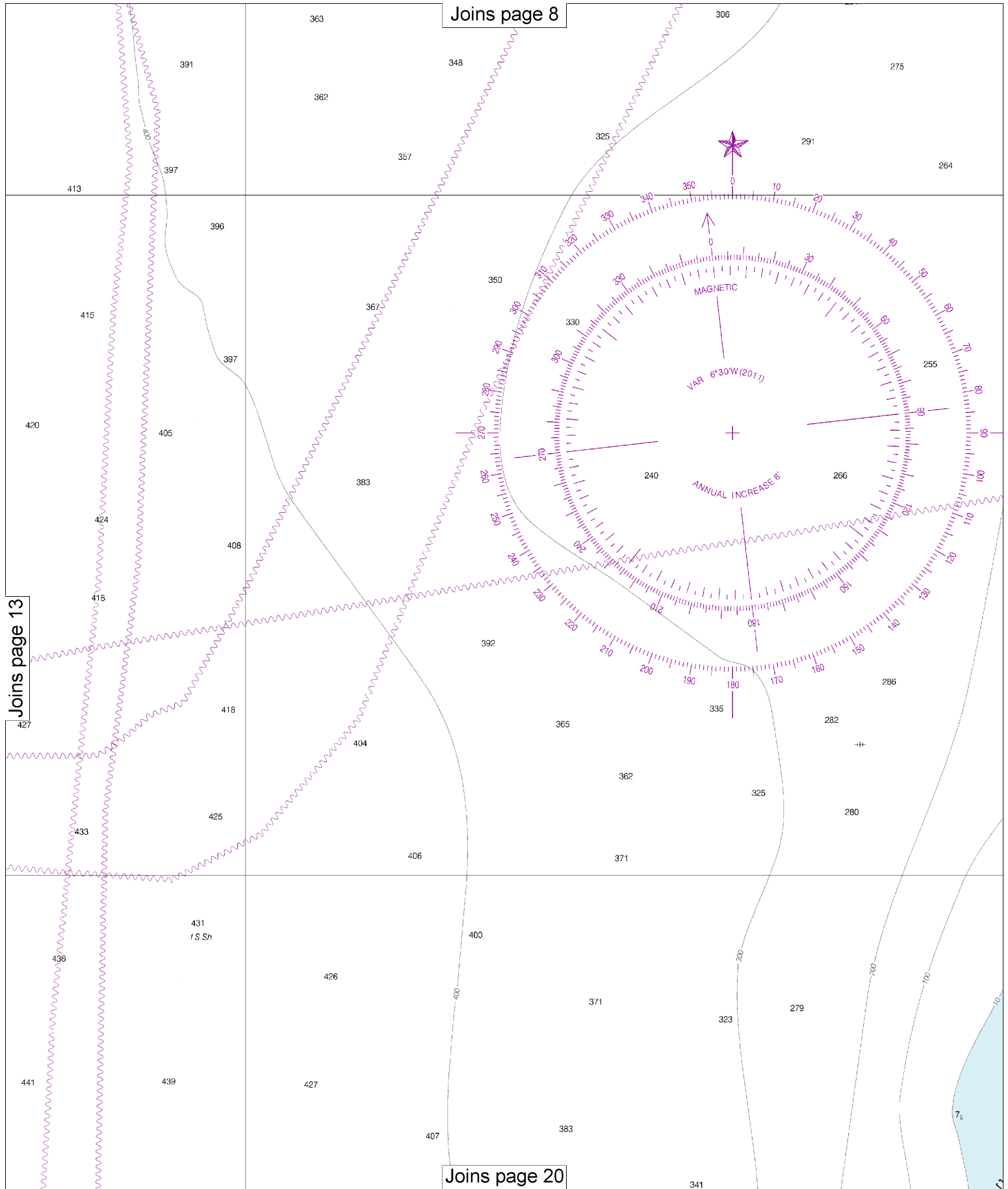


Joins page 7

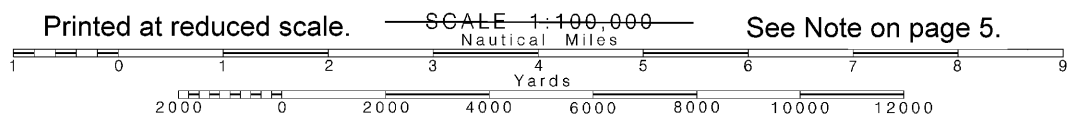


Joins page 14

Joins page 19

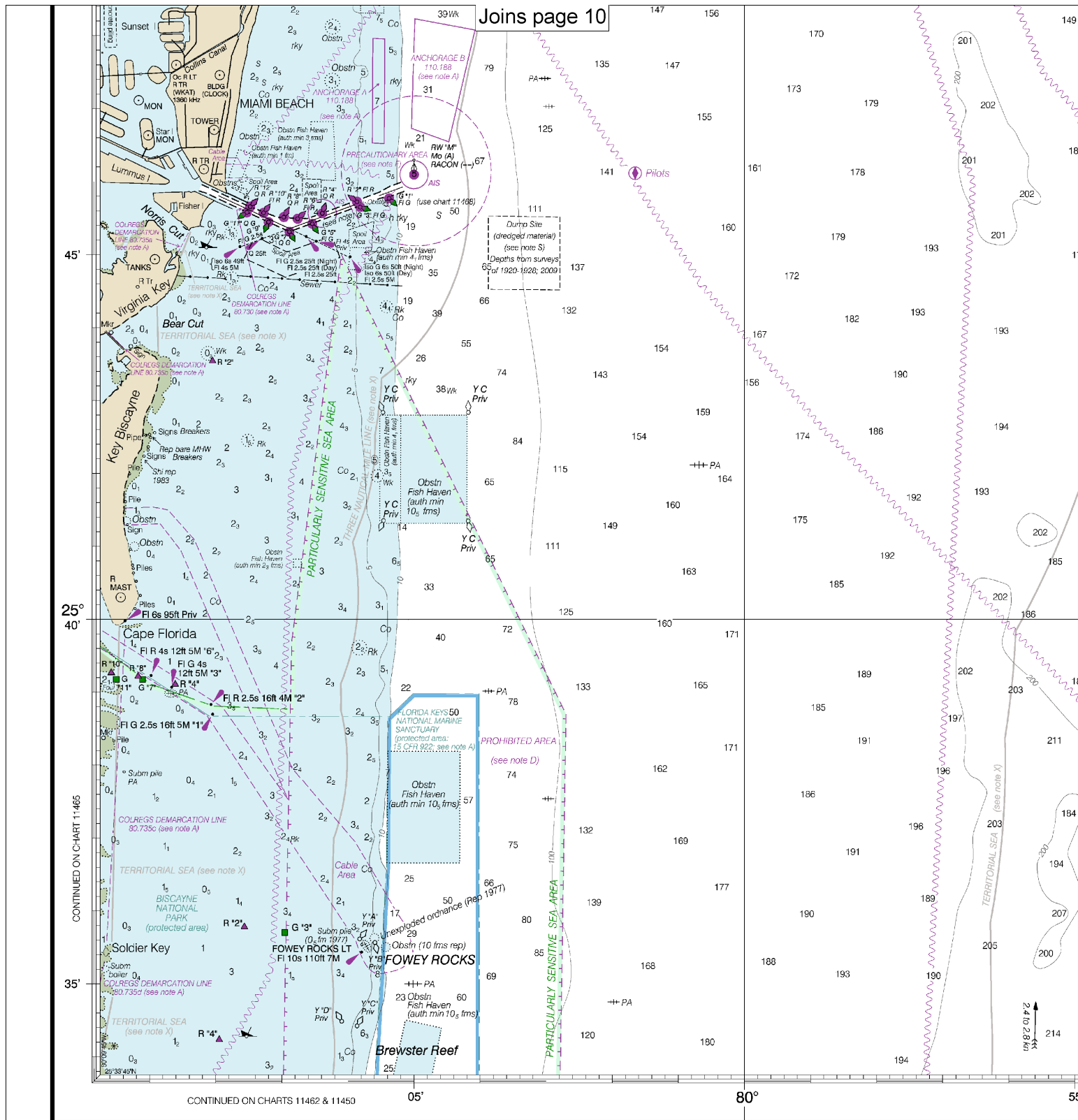


Note: Chart grid lines are aligned with true north.



See Note on page 5.





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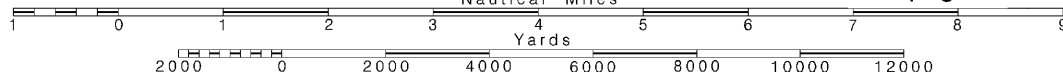
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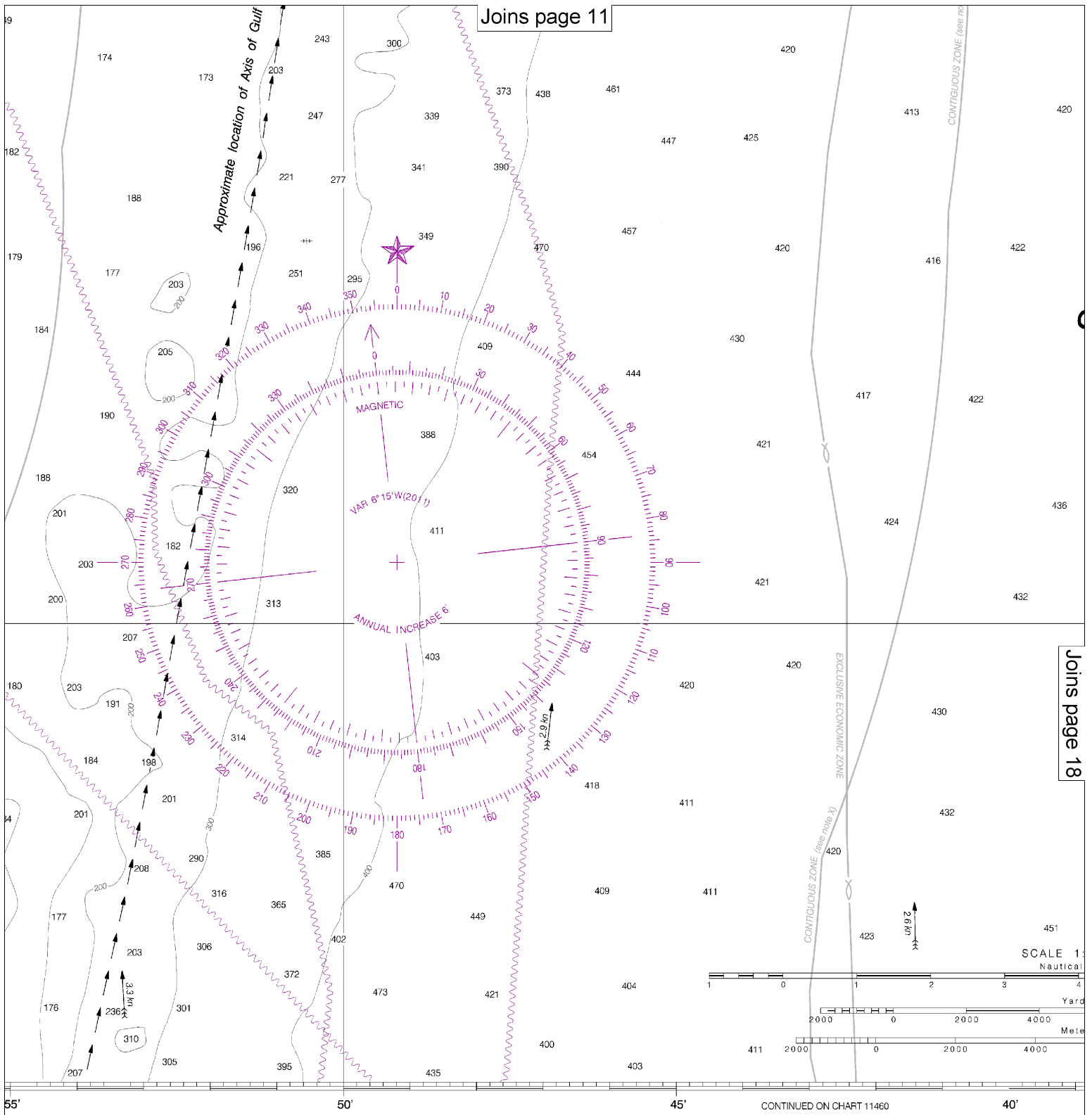
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Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



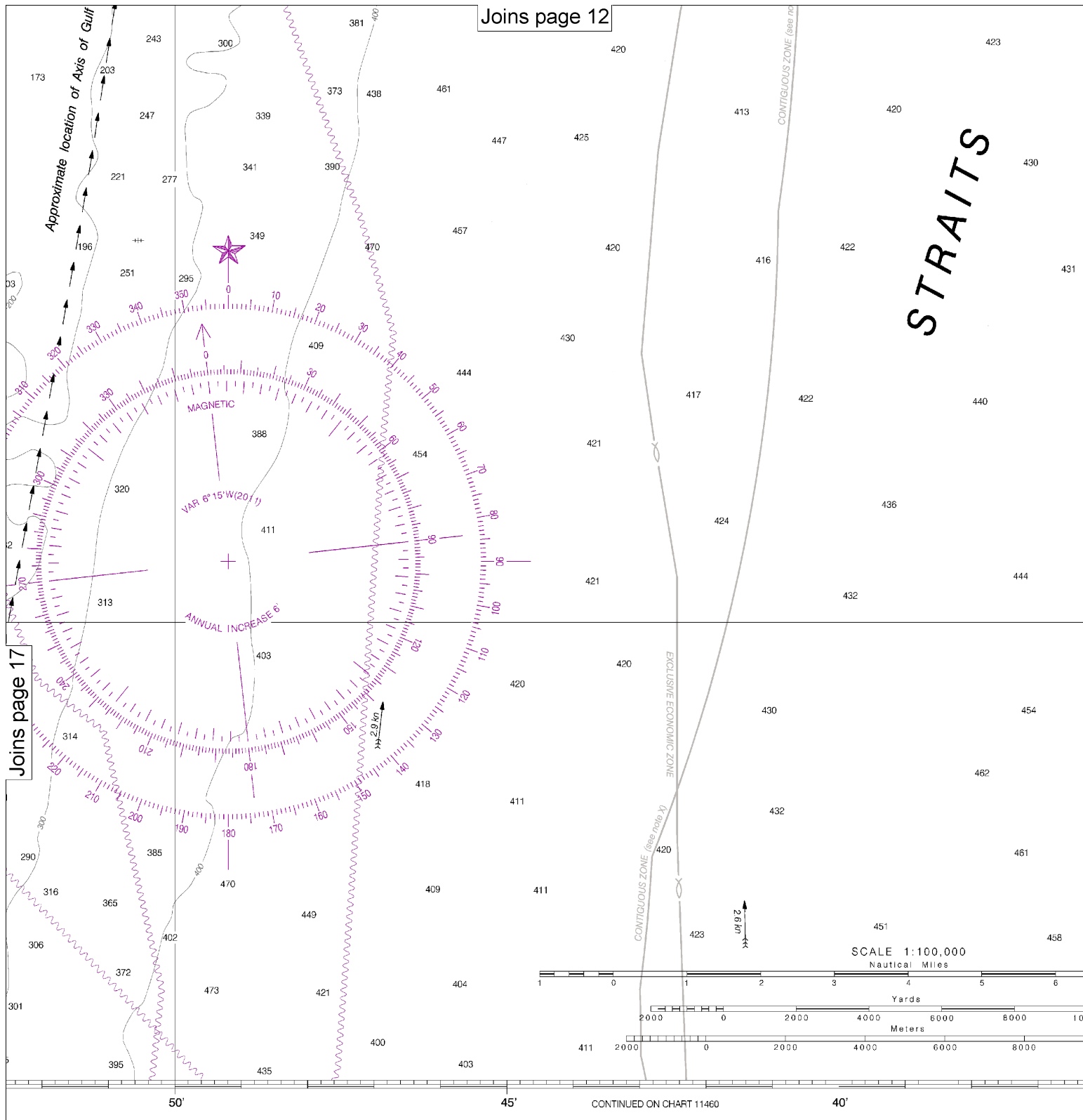


es or comments
ntact.htm.

**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.

**NOTE F
PRECAUTIONARY AREA**
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.

NATION



Joins page 17

Joins page 12

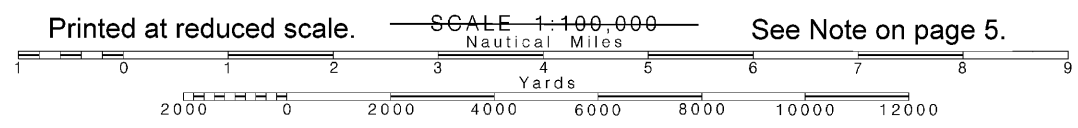
STRAITS

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.

NOTE F
PRECAUTIONARY AREA
 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.

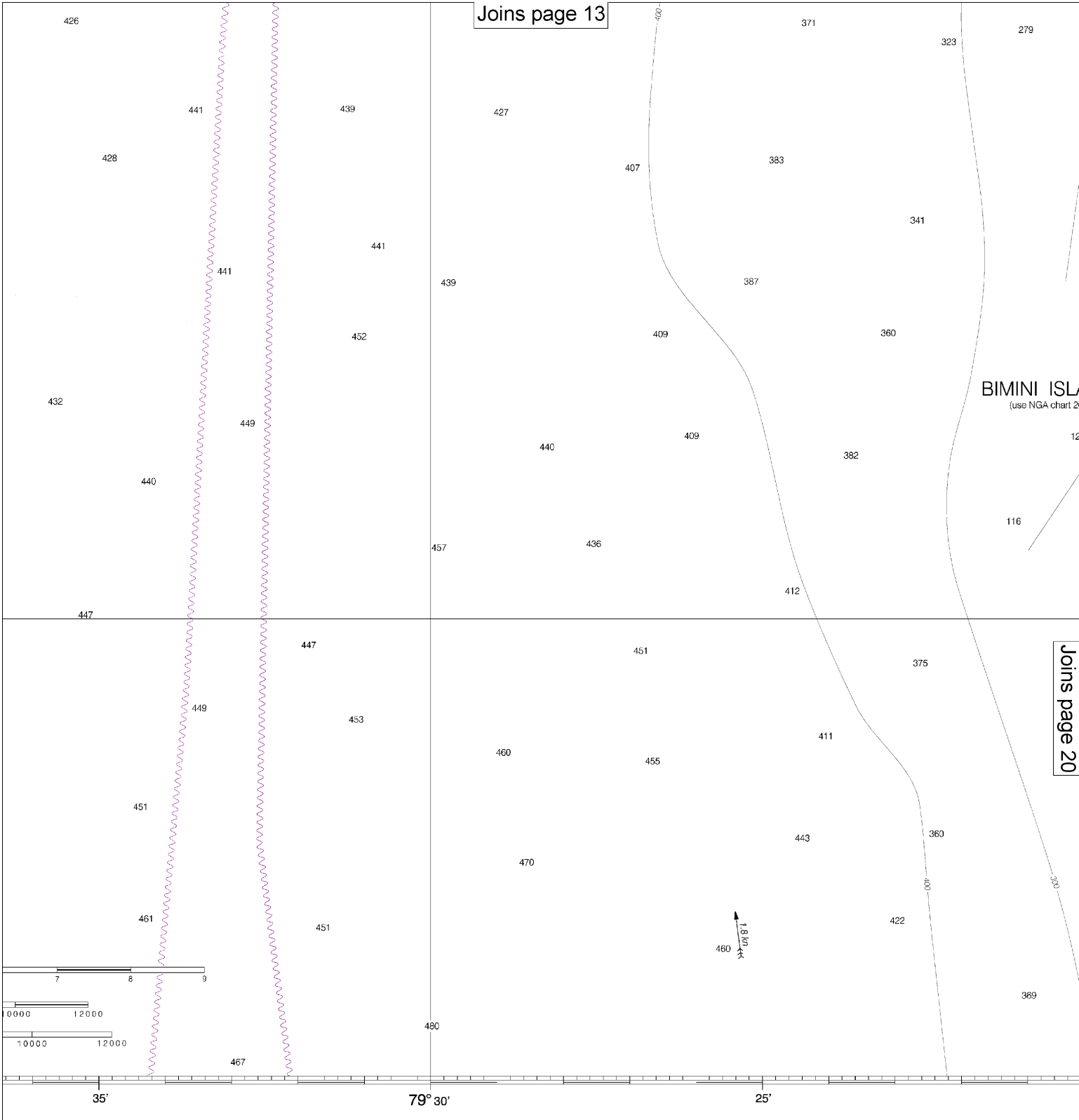
Published at Washington
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

Note: Chart grid lines are aligned with true north.



See Note on page 5.

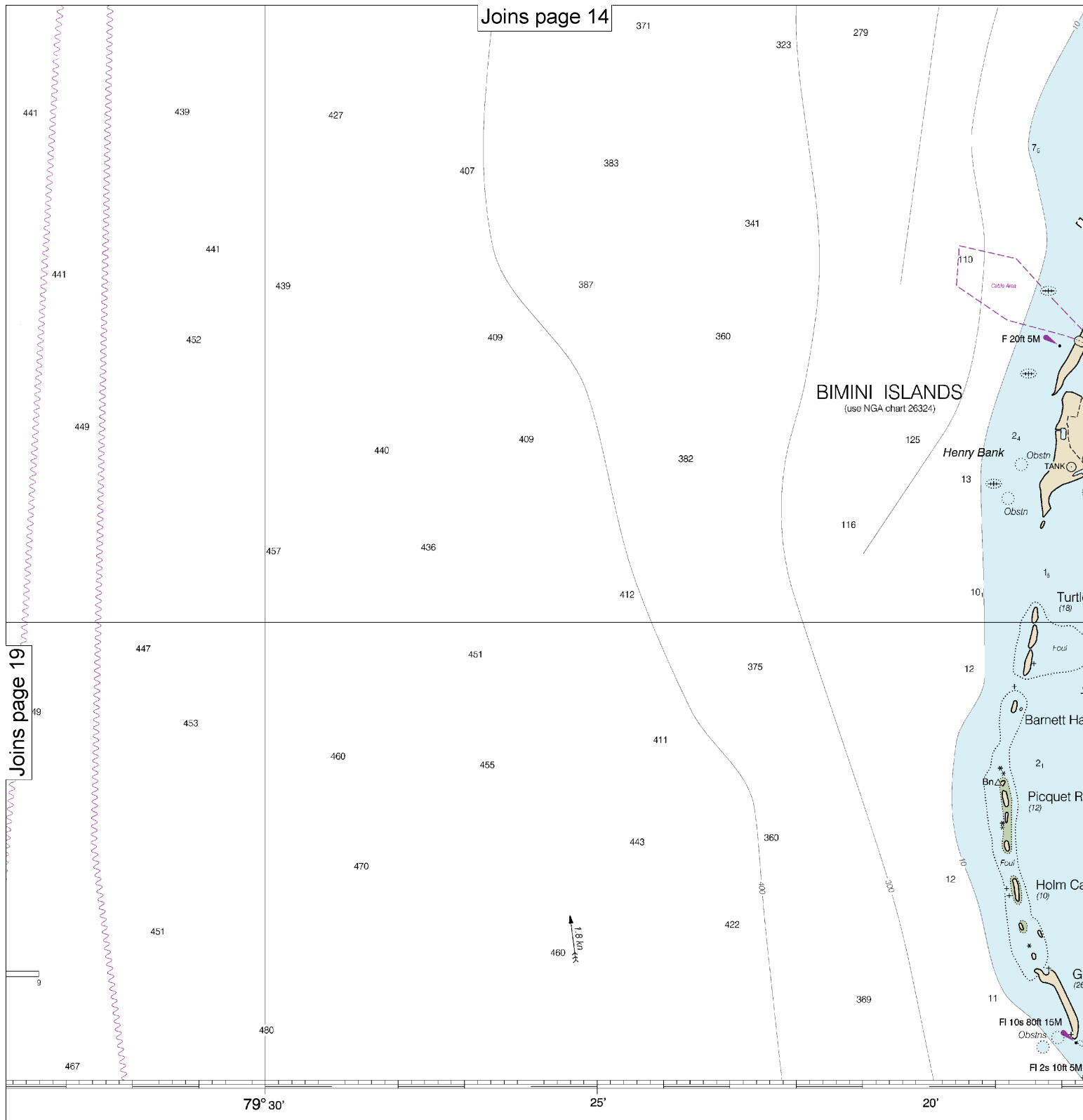
BIMINI ISL
(use NGA chart 2)



n, D.C.
OMMERCE
RIC ADMINISTRATION
RVICE

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

SOU



Joins page 19

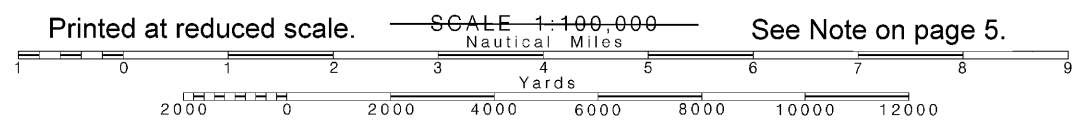
Joins page 14

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

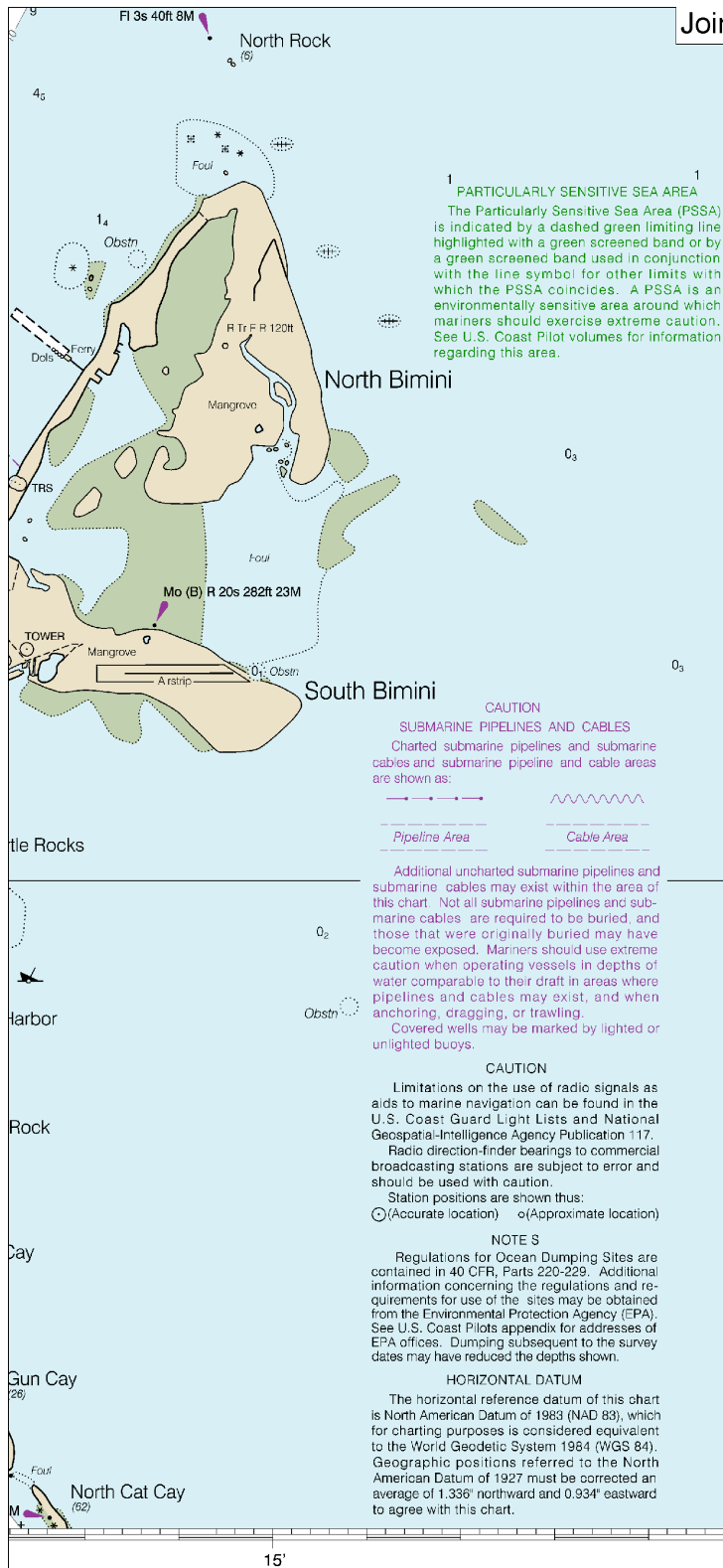
SOUNDINGS IN
(FATHOMS AND METERS)

20

Note: Chart grid lines are aligned with true north.



See Note on page 5.



TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Bahia Mar Yacht Club, Ft. Lauderdale	(26°07'N/080°07'W)	feet 2.7	feet 2.6	feet 0.2
New River Sound	(26°05'N/080°07'W)	2.8	2.7	0.2
South Port Everglades	(25°46'N/080°08'W)	2.5	2.5	0.1
Miami, Government Cut				

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>. (Jun 2011)

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

POLLUTION REPORTS

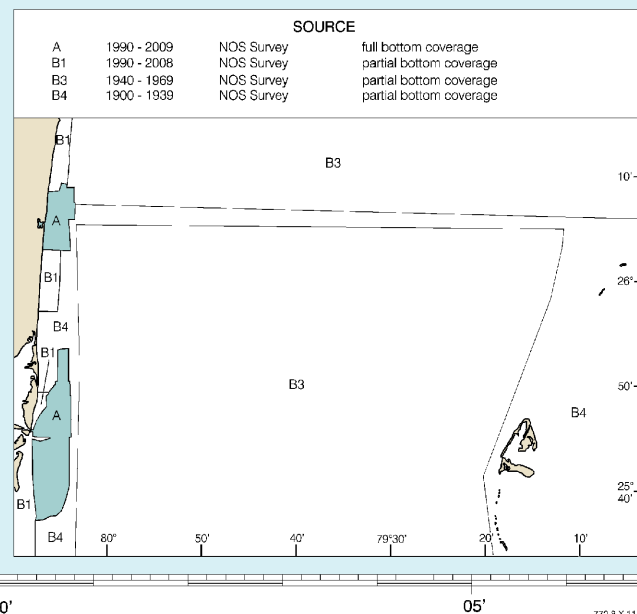
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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.

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.



FATHOMS AND FEET
D FEET TO 11 FATHOMS)

Fowey Rocks, Hillsboro Inlet to Bimini Islands
SOUNDINGS IN FATHOMS AND FEET - SCALE 1:100,000

11469



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.



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/>

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!

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.