

BookletChart™

Fort Lauderdale – Port Everglades

NOAA Chart 11470

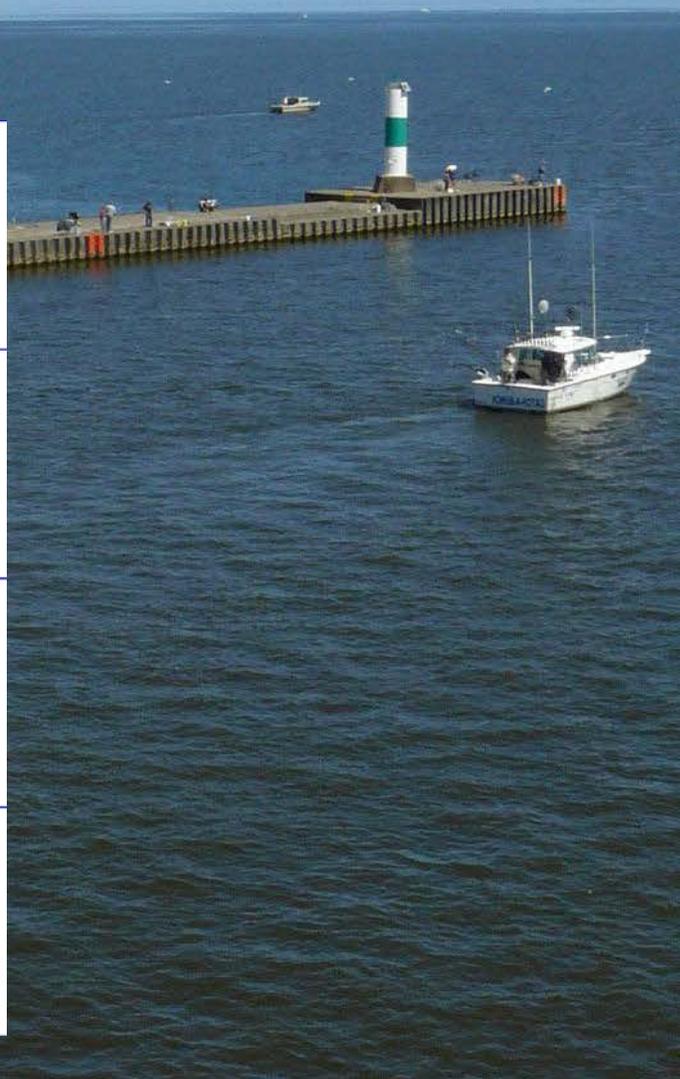
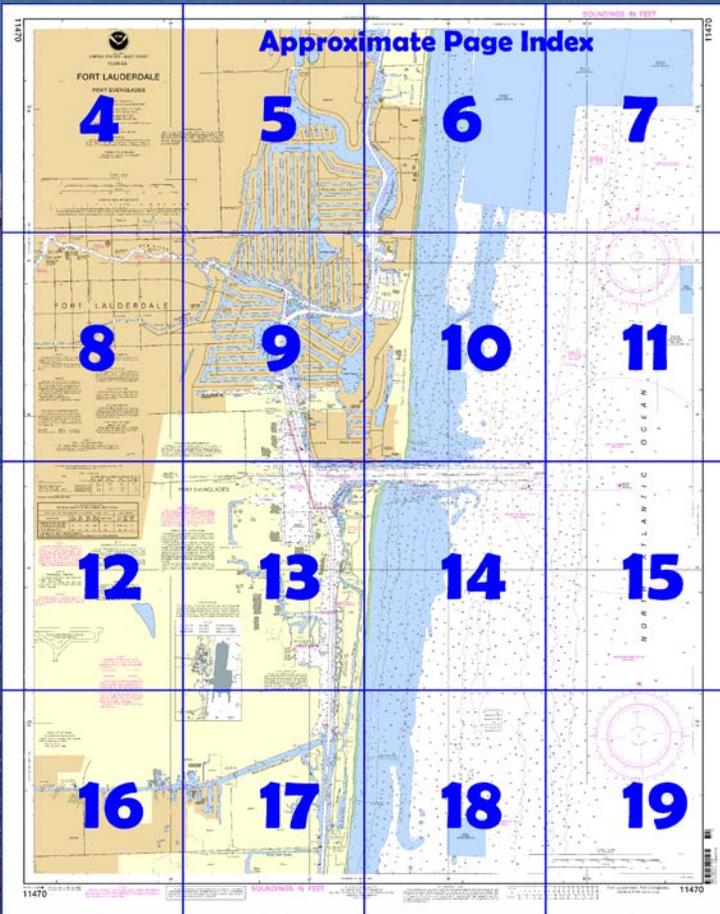


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
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- 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.

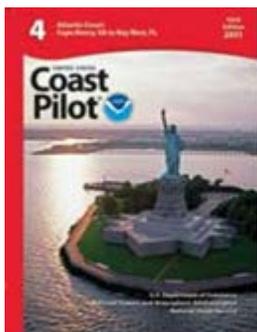
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/searchbychart.php?chart=11470>



(Selected Excerpts from Coast Pilot)

Port Everglades is a deepwater port on the east coast of Florida. Many of the world's large passenger vessels call at this major cruise port. Although principally a consumer port, considerable foreign commerce passes through. Two unmarked jetties protect the harbor entrance which is virtually landlocked.

The most prominent objects seen approaching the port are four stacks painted with red and white bands about 1.2

miles southwest of the harbor entrance. These stacks are marked by red aircraft lights at night.

A Federal project provides a 500-foot-wide entrance channel 45 feet deep converging at the jetties to a 450-foot-wide channel 42 feet deep leading to a turning basin 42 feet deep at the main port facilities with north and south extensions 31 feet deep. From the turning basin southward, the Intracoastal Waterway leading to the Southport terminal has been dredged for a Port Everglades sponsored project width of 500 feet and project depth of 42 feet. Immediately north of the Southport terminal lies a turning notch on the west side of Intracoastal Waterway 850 feet by 750 feet, 42 feet project depth and marked by 7 fingered dolphins to the north and three articulated yellow buoys to the west. The federal plan includes the Intracoastal Waterway to Southport and the turning notch. Port Everglades Department of Forward County has dredged the south extension of the turning basin to a depth of 38 feet and will maintain it at that depth.

A lighted buoy marks the entrance, and channel markers include lighted buoys, lights, and a **269°30'** lighted entrance range

Dangers.—Two submerged breakwaters, extending almost 0.7 mile offshore on either side of the entrance, are unmarked. A large abandoned spoil area north of the entrance channel has very little water on it and at times appears above the water as an island; it was reported to be building up to the northwestward in April 1983. The shoal area westward of the spoil area is marked by daybeacons. A **Naval restricted area** extends about 2.5 miles offshore and about 4 miles southward of the south edge of the entrance channel. (See **334.580**, chapter 2, for limits and regulations.) Large vessels entering the port on weekends and holidays are advised to exercise extreme caution because of very heavy small-craft traffic. The ruins of a former jetty, covered 3 feet, extend south from the inner end of the north jetty.

A large fish haven extends from 1.5 to 5.7 miles north of the entrance channel and from 1 to 2.2 miles offshore. A smaller fish haven is about 1 mile north of the entrance channel and about 1.5 miles offshore.

Large commercial vessels approach, enter and depart the entrance channel within both quadrants east of Lighted Buoys 2 and 3. Small craft in the vicinity of the approach areas of the entrance channel are advised to be underway and prepared to get out of the way of any large commercial traffic at all times. They are advised never to anchor within 0.6 mile of Lighted Buoy PE or anywhere in the entrance channel itself, in order not to impede the passage of large commercial traffic.

Currents.—The tidal currents in the entrance average about 0.7 knot. In 1983, it was reported that the flood currents attain a velocity of 3 knots and the ebb currents 4 knots. Current swirls of varying characteristics are often encountered in the turning basin and make handling of ships difficult. Prevailing winds from the southeast and east coupled with a rising tide are the most hazardous. Caution should be exercised to avoid striking the piers or the rocky sides of the turning basin.

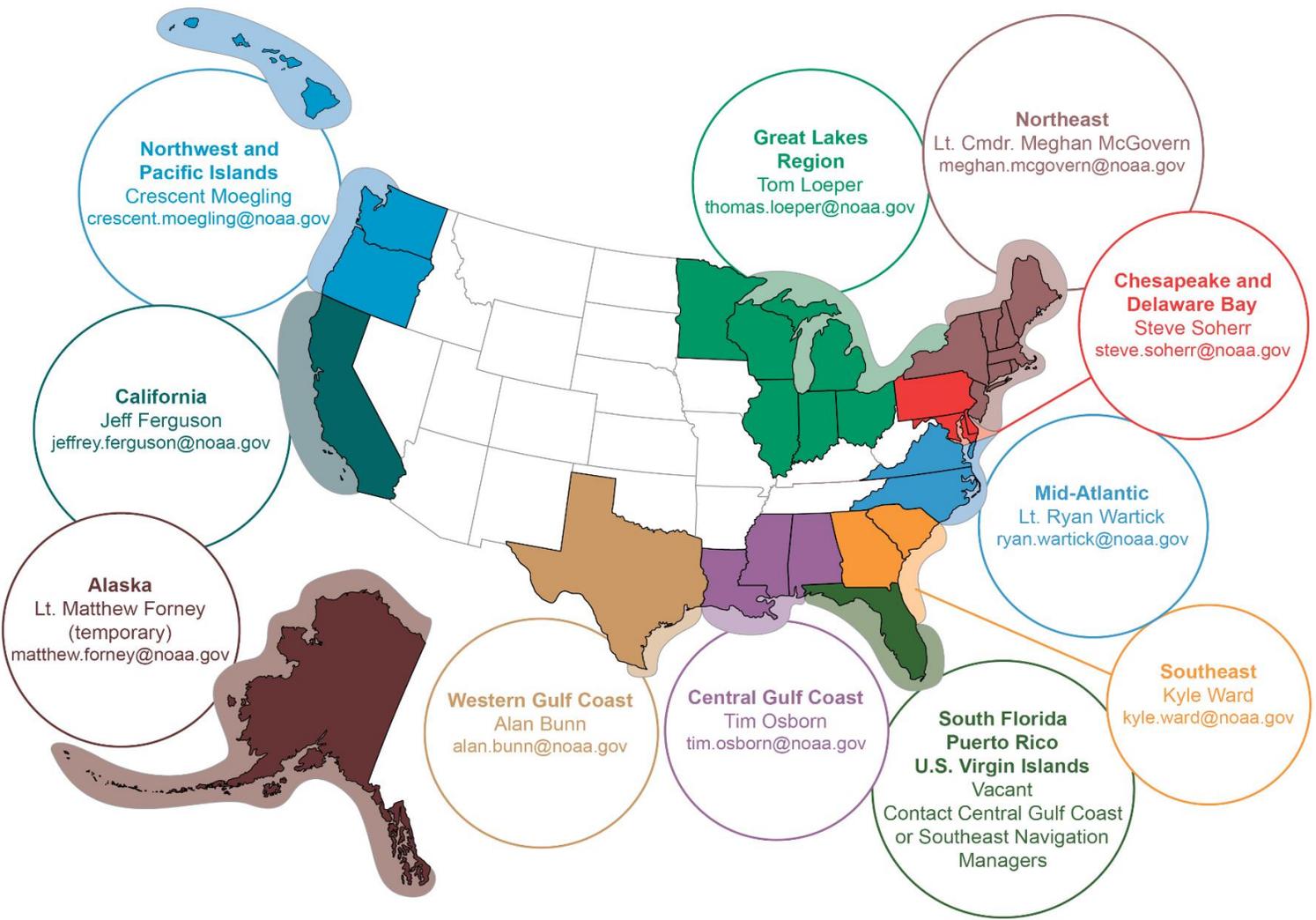
Pilotage, Port Everglades—Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade with a draft of 7 feet or more. Pilotage is optional for U.S. coastwise vessels that have on board a pilot licensed by the Federal Government.

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

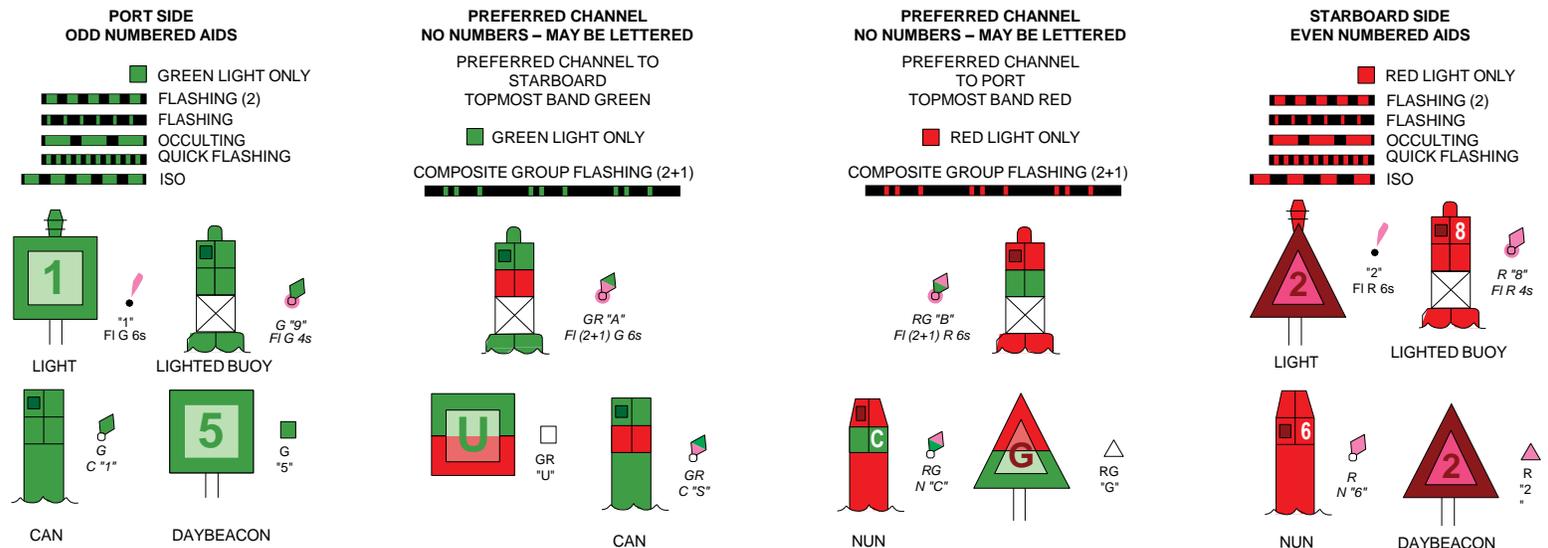
Navigation Managers Area of Responsibility



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>

11470



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - EAST COAST

FLORIDA

FORT LAUDERDALE

PORT EVERGLADES

Mercator Projection
Scale 1:10,000 at Latitude 26°05'30"

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.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

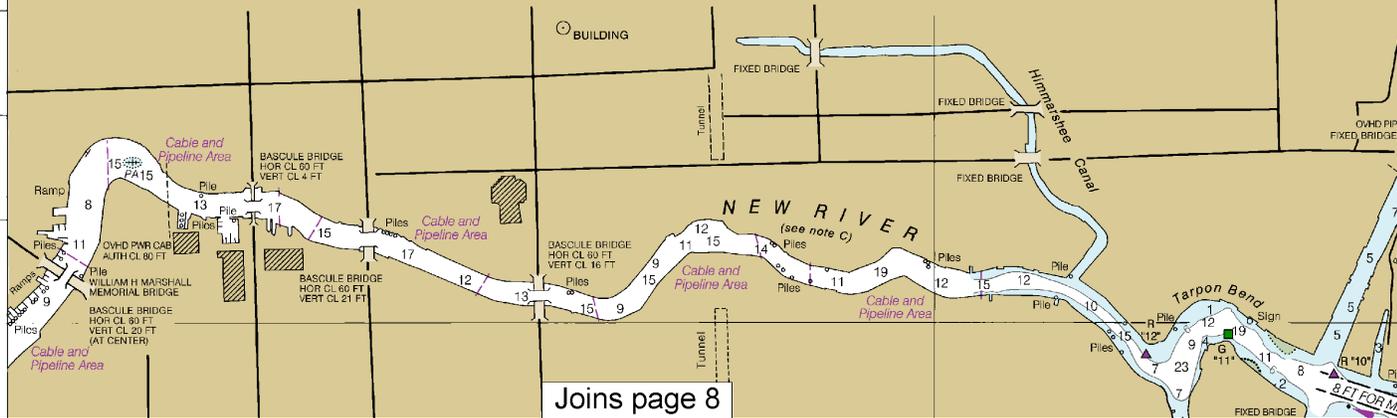
HORIZONTAL DATUM

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 1.312' northward and 0.837' eastward to agree with this chart.

SCALE 1:10,000
Nautical Miles



CONTINUED ON CHART 11467



Joins page 8

4

Note: Chart grid lines are aligned with true north.

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

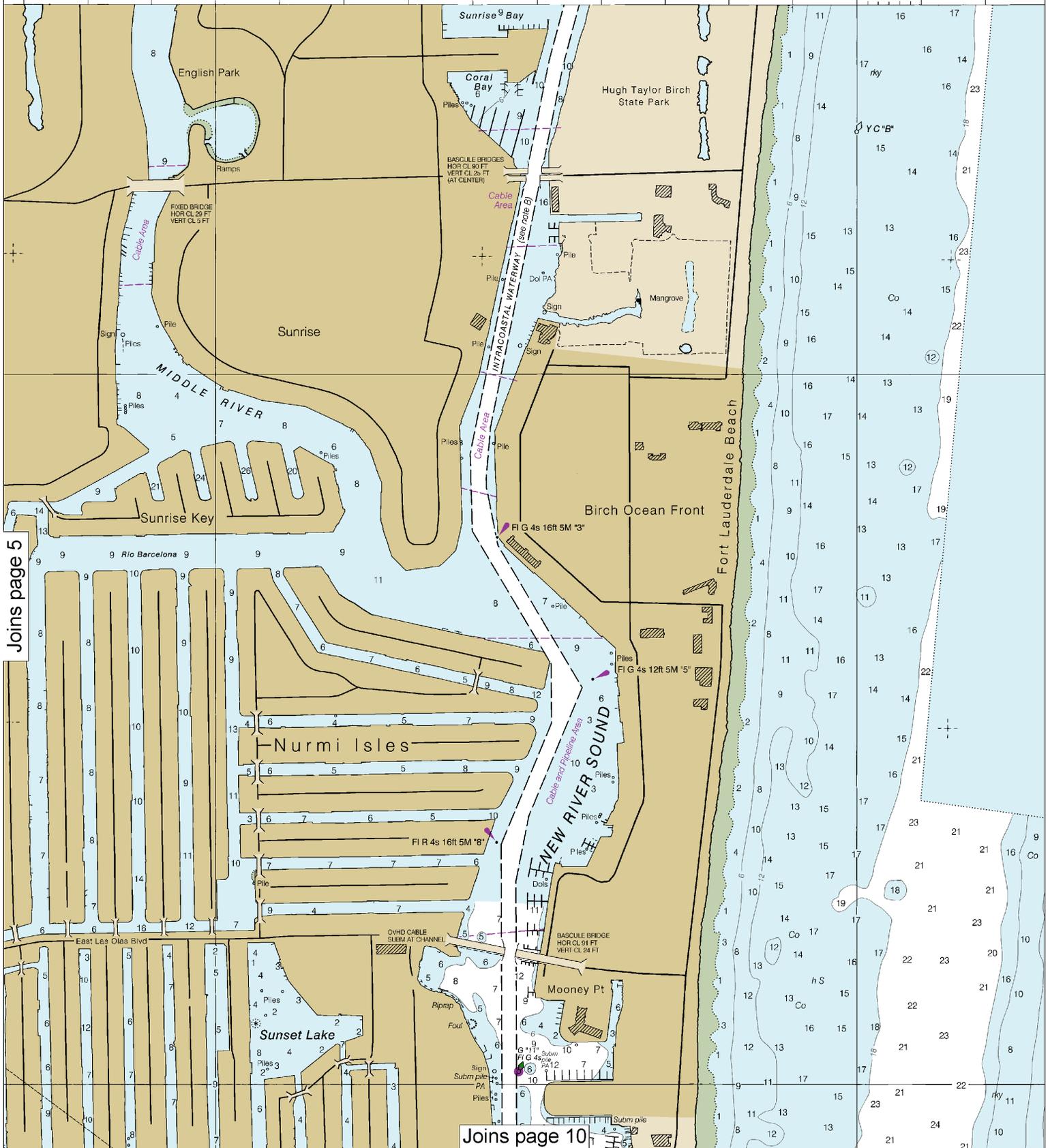
See Note on page 5.



07'

CONTINUED ON CHART 11467

06'



Joins page 5

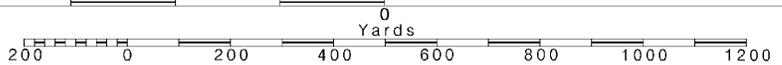
Joins page 10



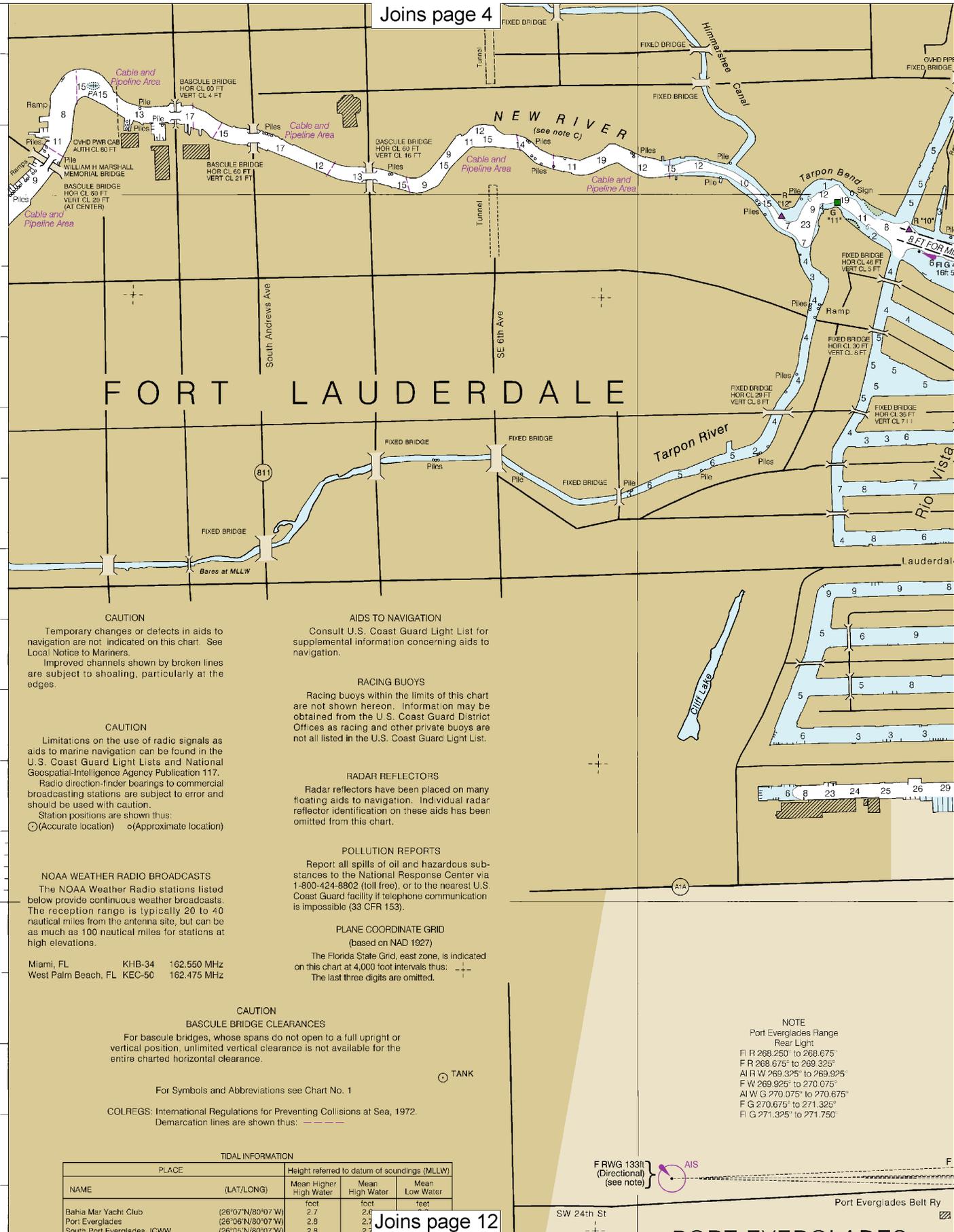
Note: Chart grid lines are aligned with true north.

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

See Note on page 5.



CONTINUED ON CHART 11467



CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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)

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
West Palm Beach, FL	KEC-50	162.475 MHz

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

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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).

PLANE COORDINATE GRID
(based on NAD 1927)
The Florida State Grid, east zone, is indicated on this chart at 4,000 foot intervals thus: \pm
The last three digits are omitted.

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.

For Symbols and Abbreviations see Chart No. 1

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

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
Bahia Mar Yacht Club	2.7	2.4	2.1
Port Everglades	2.8	2.7	2.4
South Port Everglades, ICWW	2.8	2.7	2.4

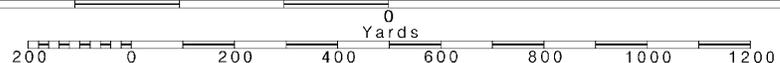
NOTE
Port Everglades Range Rear Light
FR 268.250° to 268.675°
FR 268.675° to 269.325°
FR 269.325° to 269.975°
FR 269.975° to 270.075°
FR 270.075° to 270.675°
FR 270.675° to 271.325°
FR 271.325° to 271.750°

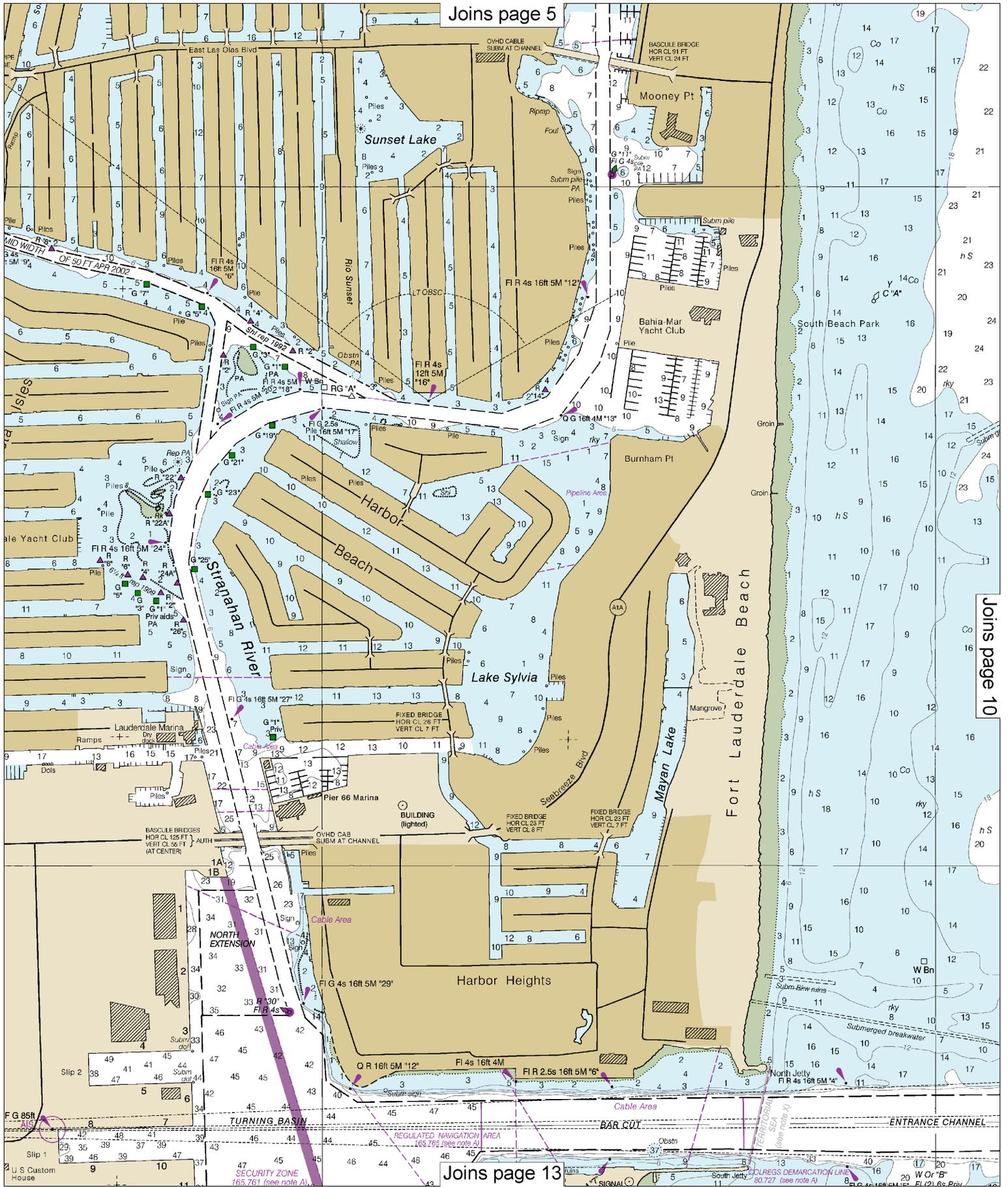


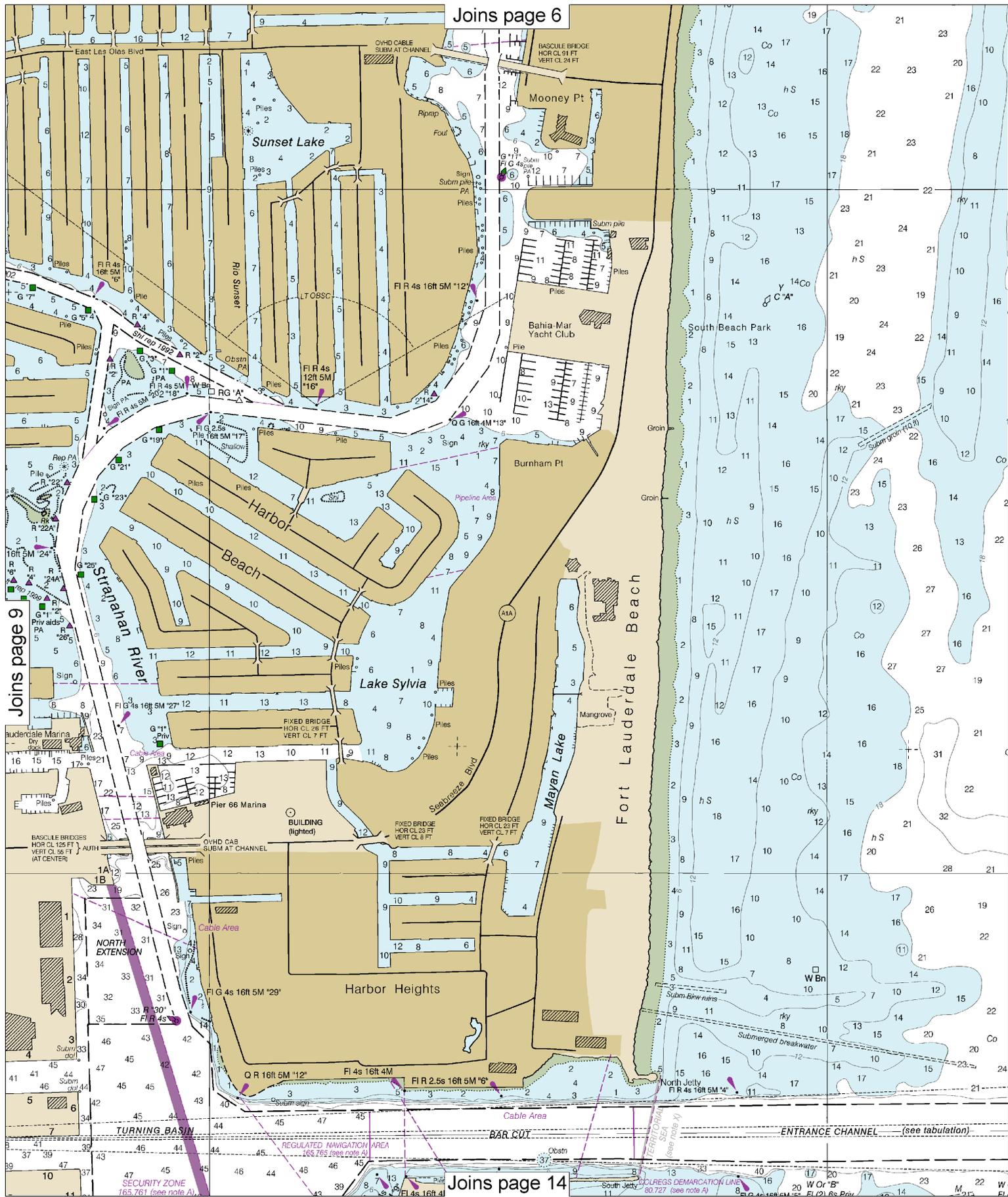
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.







Joins page 6

Joins page 9

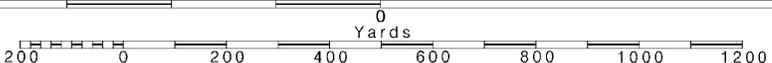
Joins page 14



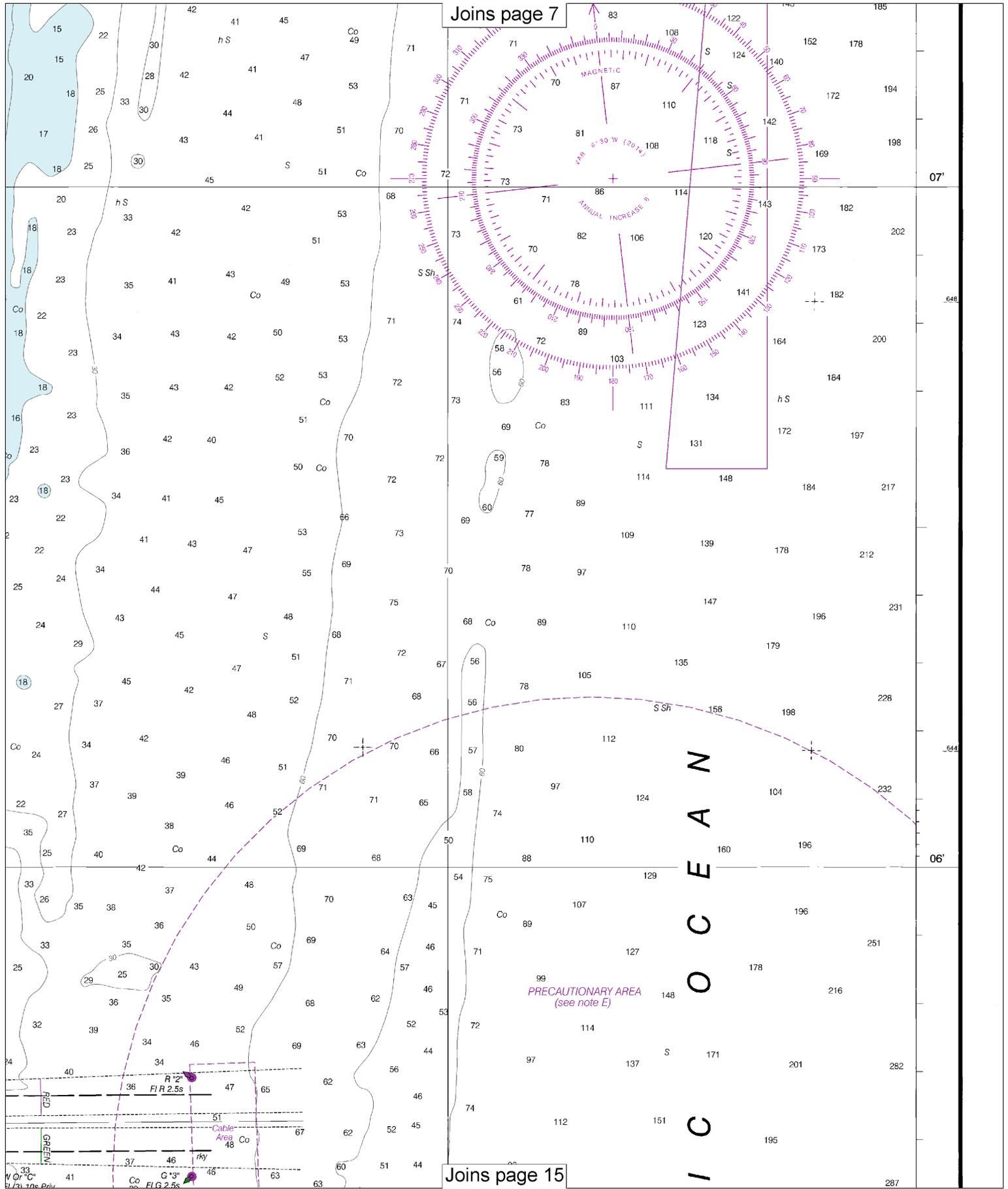
Note: Chart grid lines are aligned with true north.

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See Note on page 5.



Joins page 7



Joins page 15

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

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
Bahia Mar Yacht Club	(26°07'N/80°07' W)	2.7	2.6	0.2
Port Everglades	(26°06'N/80°07' W)	2.3	2.7	0.2
South Port Everglades, ICWW	(26°05'N/80°07' W)	2.3	2.7	0.2
Port Laudania, Dania Cut-Off Canal	(26°04'N/80°08' W)	2.6	2.5	0.2

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>. (Jan 2011)

PORT EVERGLADES CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2013

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 (MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL (FROM 200 FEET SEAWARD OF RED BUOY-2 TO EAST END OF THE JETTIES)	43.4	47.2	43.3	21.1	12-12	500-450	1.0	45
BAR CUT (FROM EAST END OF JETTIES TO TURNING BASIN)	42.0	44.7	42.5	42.4	4-13	450	0.5	42

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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 B

INTRACOASTAL WATERWAY
 The project depth from Lake Worth Inlet to Miami, FL is 10 feet.
 The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

WARNING

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

NOTE C

NEW RIVER AND DANIA CUT-OFF CANAL

The controlling depth was 6½ feet in New River from the daybeacon R 110 to the William H. Marshall Memorial Bridge; thence 6 feet to a point in 26°05'57.2" N 80°09'45.1" W; thence 10 feet to 26°05'42.0" N 80°10'21.8" W; thence 3½ feet to Dania Cut-off Canal.
 Dec. 1976 - Jan. 1995

In Dania Cut-off Canal, the lowest reported depths were 2 feet to the U.S. 1 Highway Bridge; thence 5 feet to a point in 26°03'35"N, 80°08'06"W.

NOTE D

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 Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

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 where pipelines and cables are shown.

NOTE

Port Everglades Range Rear Light
 Fl R 268.250 to 268.675°
 Fl R 268.675 to 269.325°
 Al R W 269.325 to 269.975°
 F W 269.925 to 270.075°
 Al W G 270.075 to 270.675°
 Fl G 270.675 to 271.325°
 Fl G 271.325 to 271.750°

F RWG 133R (Directional) (see note)

AIS

PORT EVERGLADES

NOTE E

PRECAUTIONARY AREA

A Precautionary Area exists around Port Everglades Lighted Buoy "PD" and the approaches to Port Everglades, including Port Everglades Lighted Buoys "2" and "3". 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.

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.

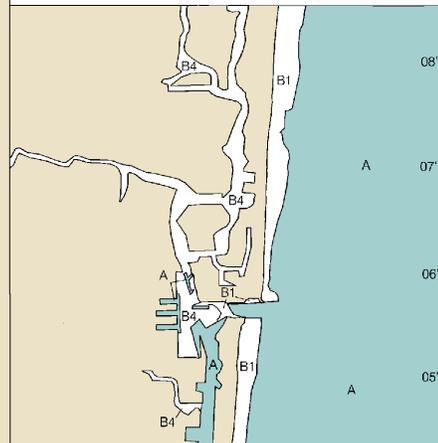
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2009	NOS Survey	full bottom coverage
B1	1990-2000	NOS Survey	partial bottom coverage
B4	1900-1939	NOS Survey	partial bottom coverage

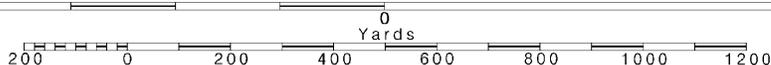


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
 Nautical Miles

See Note on page 5.

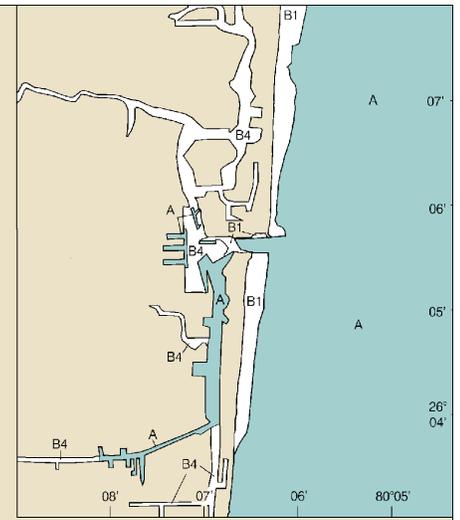


Joins page 12

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.

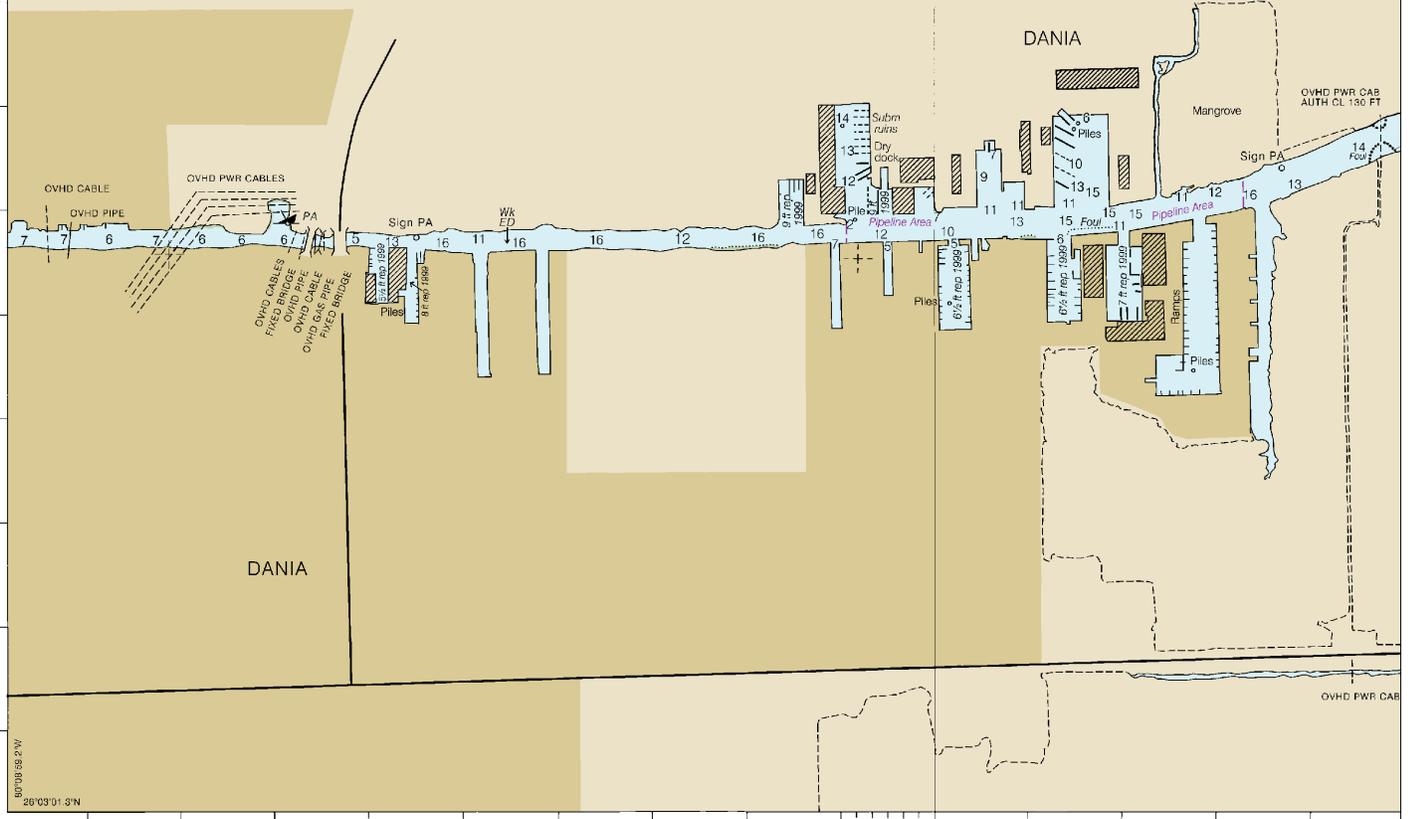


NOTE X

DANIA CUT-OFF CANAL
(South New River Canal to Dania)
Fixed overhead crossings have reported minimum clearance as follows:
HOR CL 29 FT
VERT CL 10 FT REP

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.

CONTINUED ON CHART 11467



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.

11470

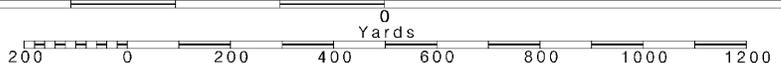
40th Ed., Feb. 2014. Last Correction: 2/6/2017. Cleared through:
LNM: 0417 (1/24/2017), NM: 0617 (2/11/2017)

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Note: Chart grid lines are aligned with true north.

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

See Note on page 5.

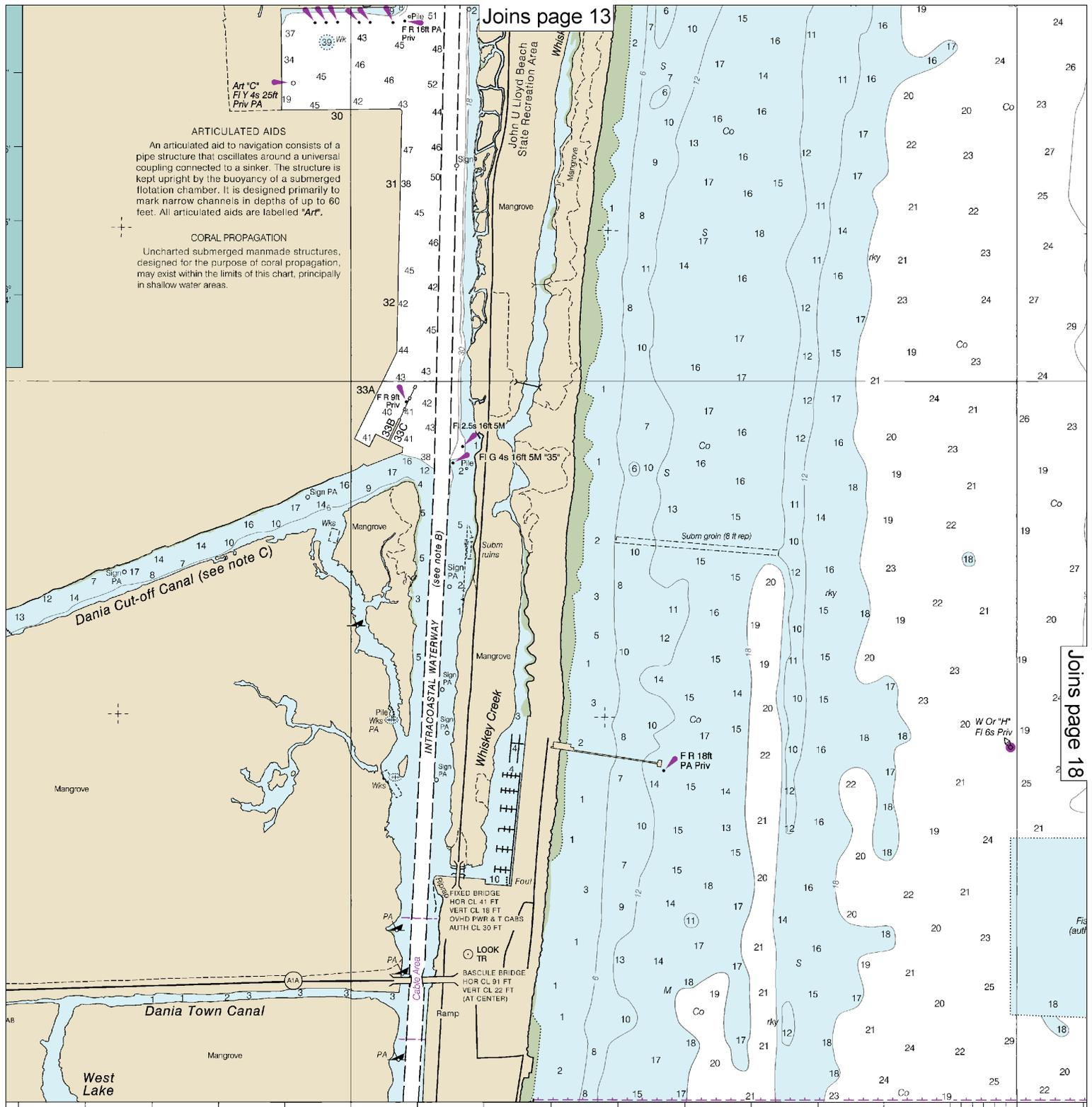


ARTICULATED AIDS

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 labelled "Art".

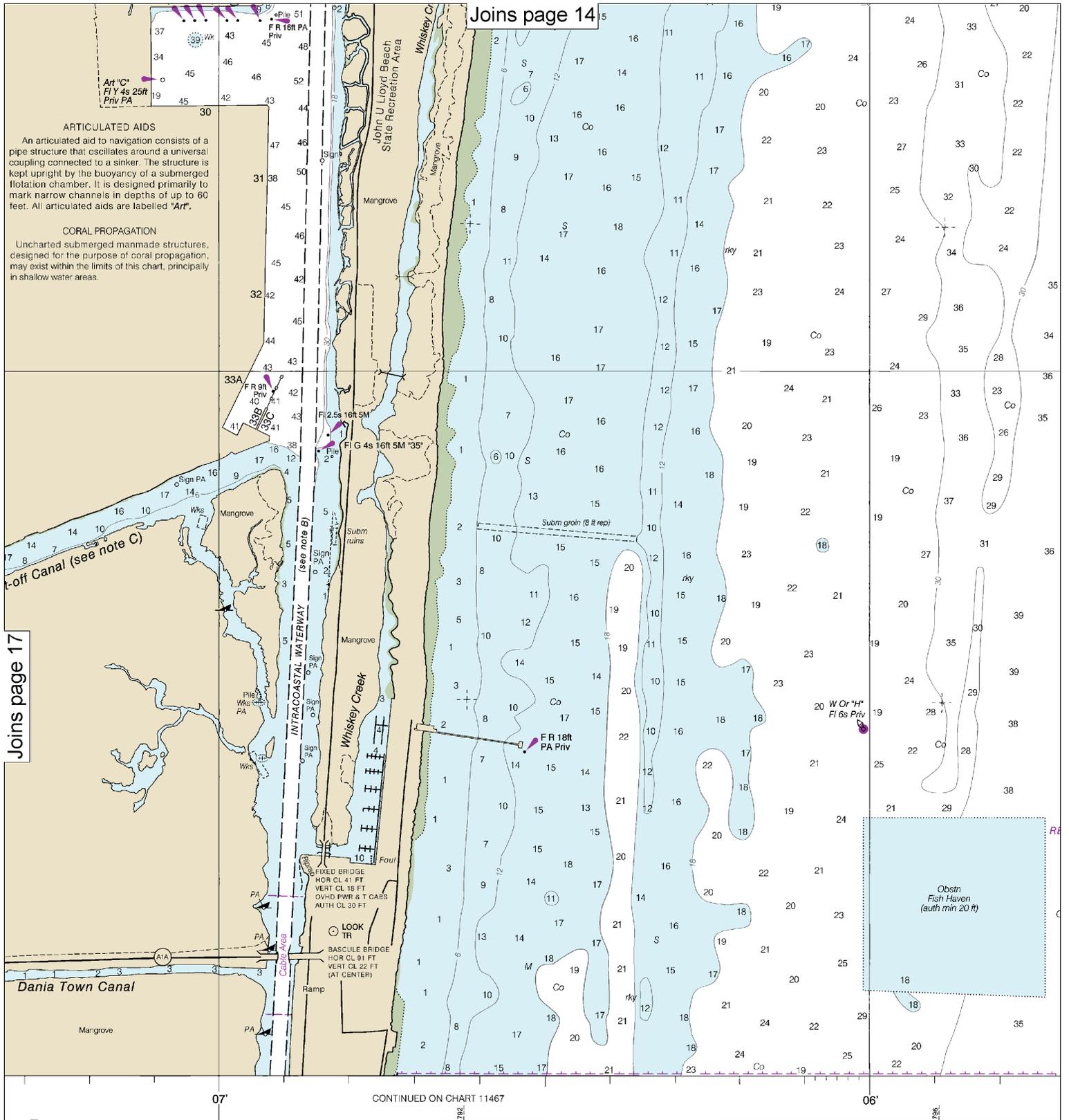
CORAL PROPAGATION

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



SOUNDINGS IN FEET

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



Joins page 14

Joins page 17

DEPTH SOUNDINGS IN FEET

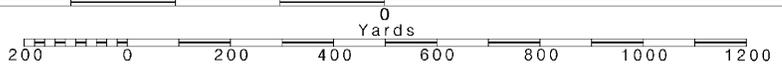
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

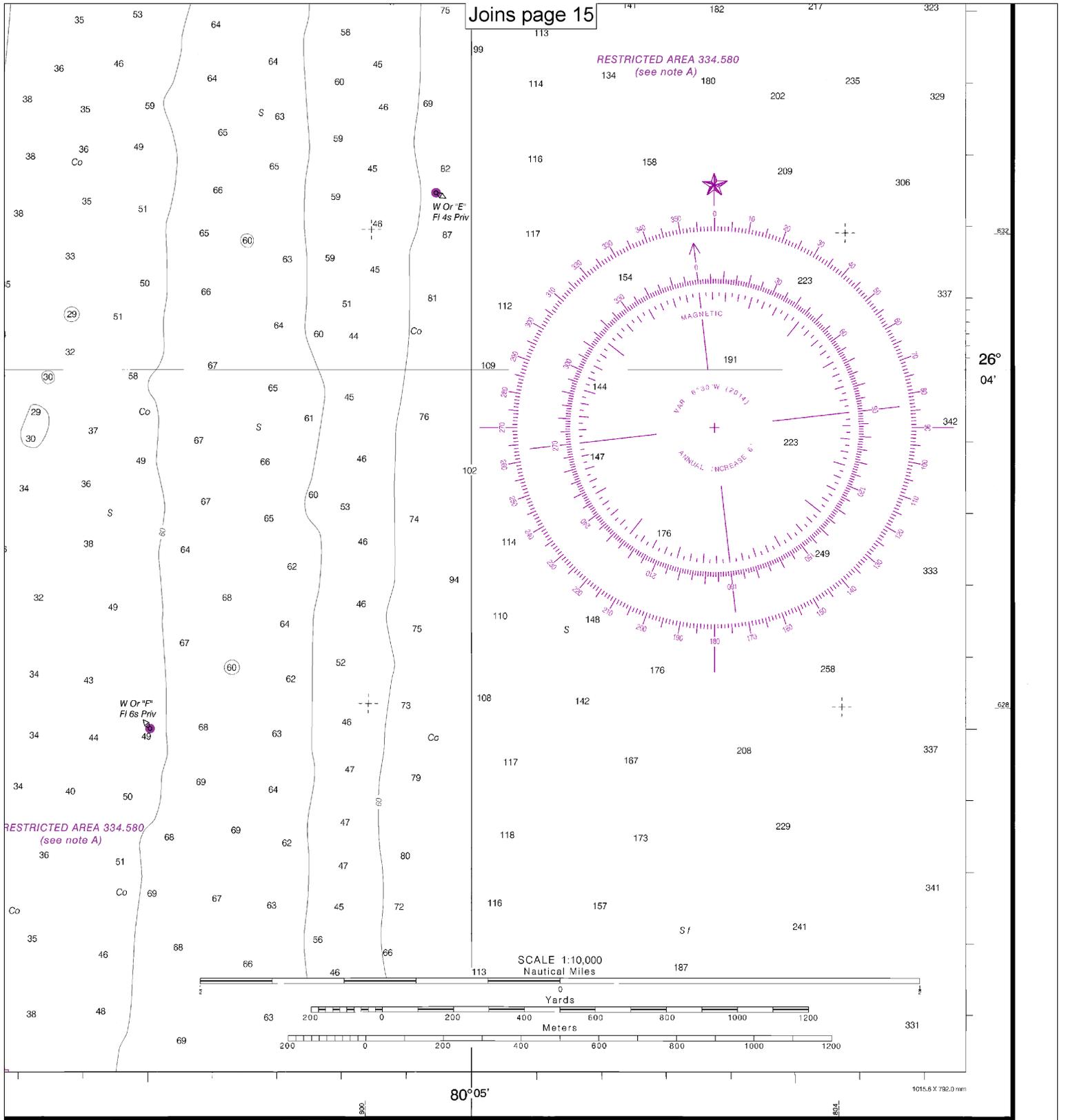
18

Note: Chart grid lines are aligned with true north.

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

See Note on page 5.

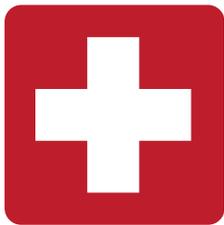




FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Fort Lauderdale, Port Everglades
SOUNDINGS IN FEET - SCALE 1:10,000

11470



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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