

BookletChart™

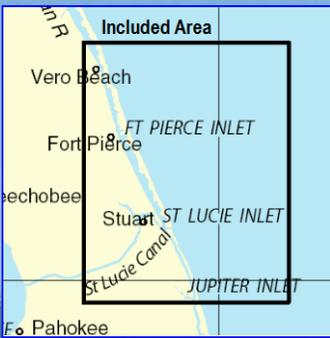


Bethel Shoal to Jupiter Inlet

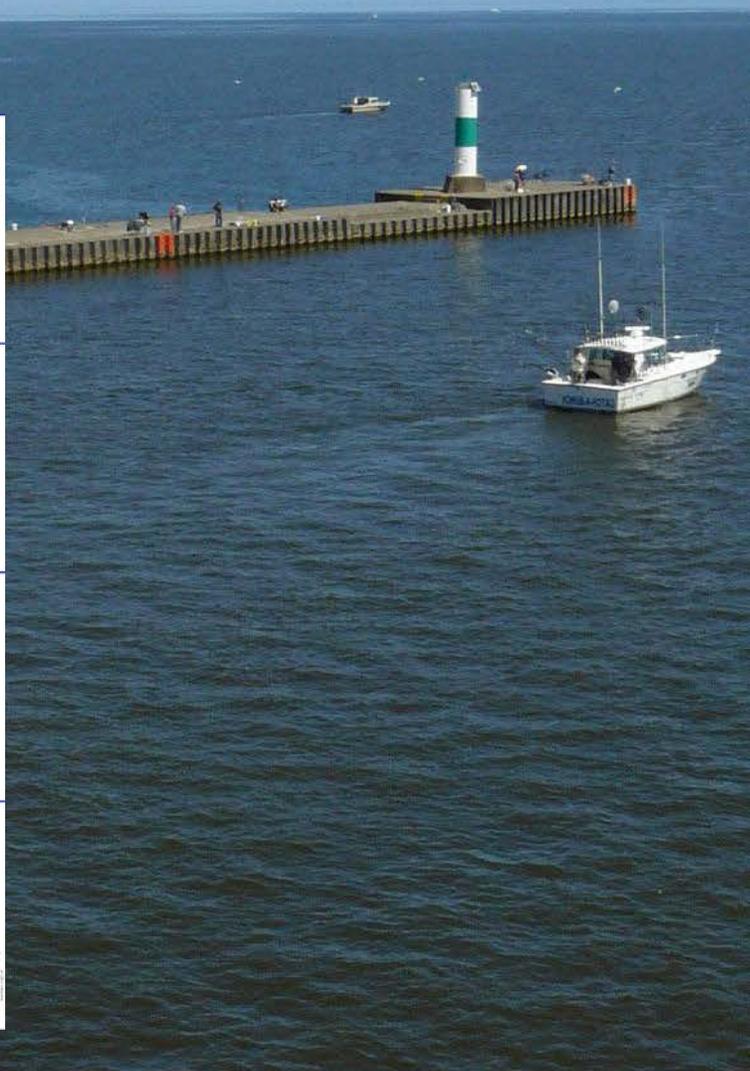
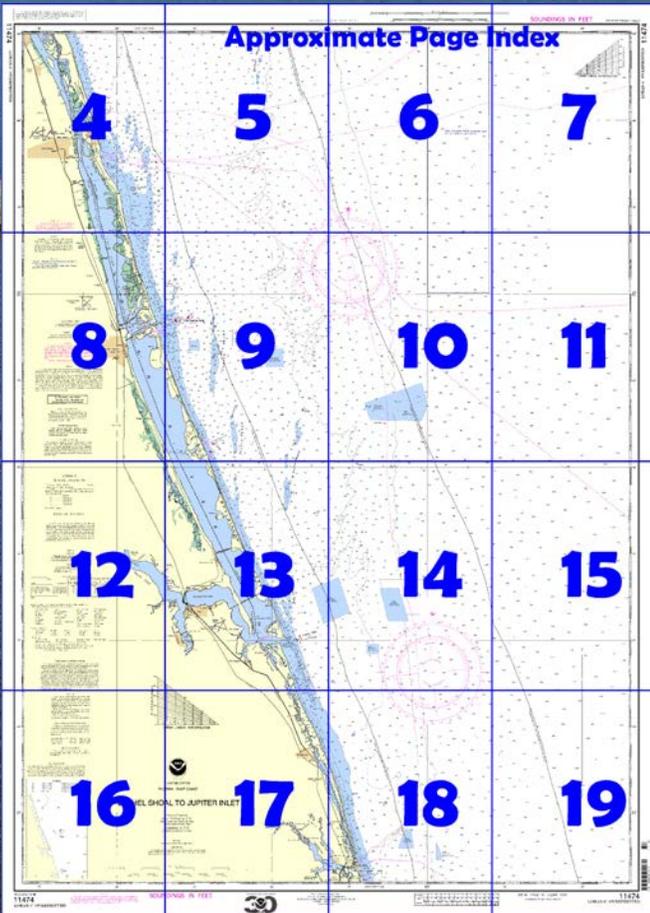
NOAA Chart 11474

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.

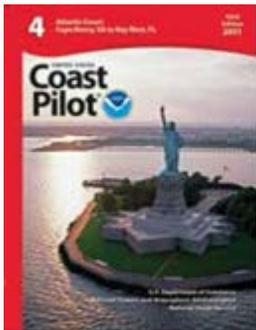
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/searchbychart.php?chart=11474>.



(Selected Excerpts from Coast Pilot)

From Bethel Shoal to Jupiter Inlet, a distance of about 50 miles, shoal areas and wrecks are over 10 miles offshore.

The twin towers at **Riomar**, 12 miles north of Fort Pierce Inlet are prominent.

Indian River Shoal, with depths of 10 to 30 feet over it, is about 8 miles northward of Fort Pierce Inlet and extends for about 3 miles offshore.

For a distance of 13 miles southward of Fort Pierce Inlet, broken ground with 18 to 28

feet over it extends from 2.5 to 6 miles offshore.

Capron Shoal has a least depth of 18 feet over it about 3.6 miles south

eastward of Fort Pierce Inlet. A buoy is 300 yards northeastward of the 18-foot spot.

Pierce Shoal, with 21 to 30 feet over it, lies about 2 miles offshore, and 6 to 8.5 miles southeastward of Fort Pierce Inlet.

St. Lucie Shoal, with 15 to 30 feet over it, lies from 3 to 6 miles offshore, and 22 to 26 miles northward of Jupiter Inlet Light. It is the principal danger in this area. The northern end of the shoal is marked by a lighted whistle buoy and an unlighted buoy is southeast of a 15-foot spot at the southern end.

Several wrecks are eastward of the broken ground within 10 miles of the shore. The chart should be used as the principal guide.

St. Lucie Inlet, forming the mouth of the St. Lucie River and the south end of the Indian River, lies 20 miles south of Fort Pierce Inlet and 13.5 miles north of Jupiter Inlet Light. The entrance to the inlet is protected by jetties and a detached breakwater. The inner part of the north jetty is in ruins. A rock ledge across the inlet extends south for over 1 mile from the east end of the north jetty ruins. Extensive sandbars are on the north side of the inlet channel from the north jetty to the Intracoastal Waterway. It is reported that shoaling builds up across the channel from both the north and south sides. Depths in the channel vary.

St. Lucie Inlet is dangerous and particularly hazardous to small boats not designed for the open seas. Persons using the inlet should be experienced boatmen and have local knowledge.

It is reported that tidal currents reach a velocity of 7 knots. Currents continue to flow 2 hours after high and low tides. Entrance is easiest just on the flood side of slack water.

St. Lucie River enters the sea through St. Lucie Inlet and connects with the Gulf coast via the Okeechobee Waterway. State Route A1A highway bridge crossing the river 3 miles above the junction with the Intracoastal Waterway has a fixed span with a clearance of 65 feet. The railroad bridge at Stuart has a bascule span with a clearance of 7 feet at center. The bridge is on automatic operation, normally left in an open position and closed upon the approach of trains. (See **117.317**, chapter 2, for details of operation.) The Roosevelt (U.S.1) highway bridge, adjacent to the west, has a fixed span with a clearance of 65 feet. The Roosevelt bascule bridge has a clearance of 14 feet at the center. The overhead power cable at the bridge has a clearance of 75 feet over the main channel.

Cross currents at the entrance to St. Lucie River create a hazardous condition for vessels and barges making the short turn from the Intracoastal Waterway. Vessels should stay 100 yards southward of a line between Light 4 and Daybeacon 6 to avoid hitting the hard ledge on the north side of the channel.

St. Lucie River has several branches of some commercial importance. These, with the main river, form an important center for yachting and fishing in the winter. Traffic on the river is mostly in fish and timber.

Manatee Pocket is a protected body of water about 1 mile long and 0.2 mile wide. It had a reported controlling depth of 4½ feet in 1983. The entrance is 0.6 mile west of the intersection of the St. Lucie River and the Intracoastal Waterway. The channel at the entrance is marked by daybeacons. Berthage, electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage, and hull, engine, and electronic repairs are available at any of several marinas. A 150-ton mobile hoist is available at a repair yard at the southeast end of Manatee Pocket. Small boats can obtain protection from tropical storms in Manatee Pocket.

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

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

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

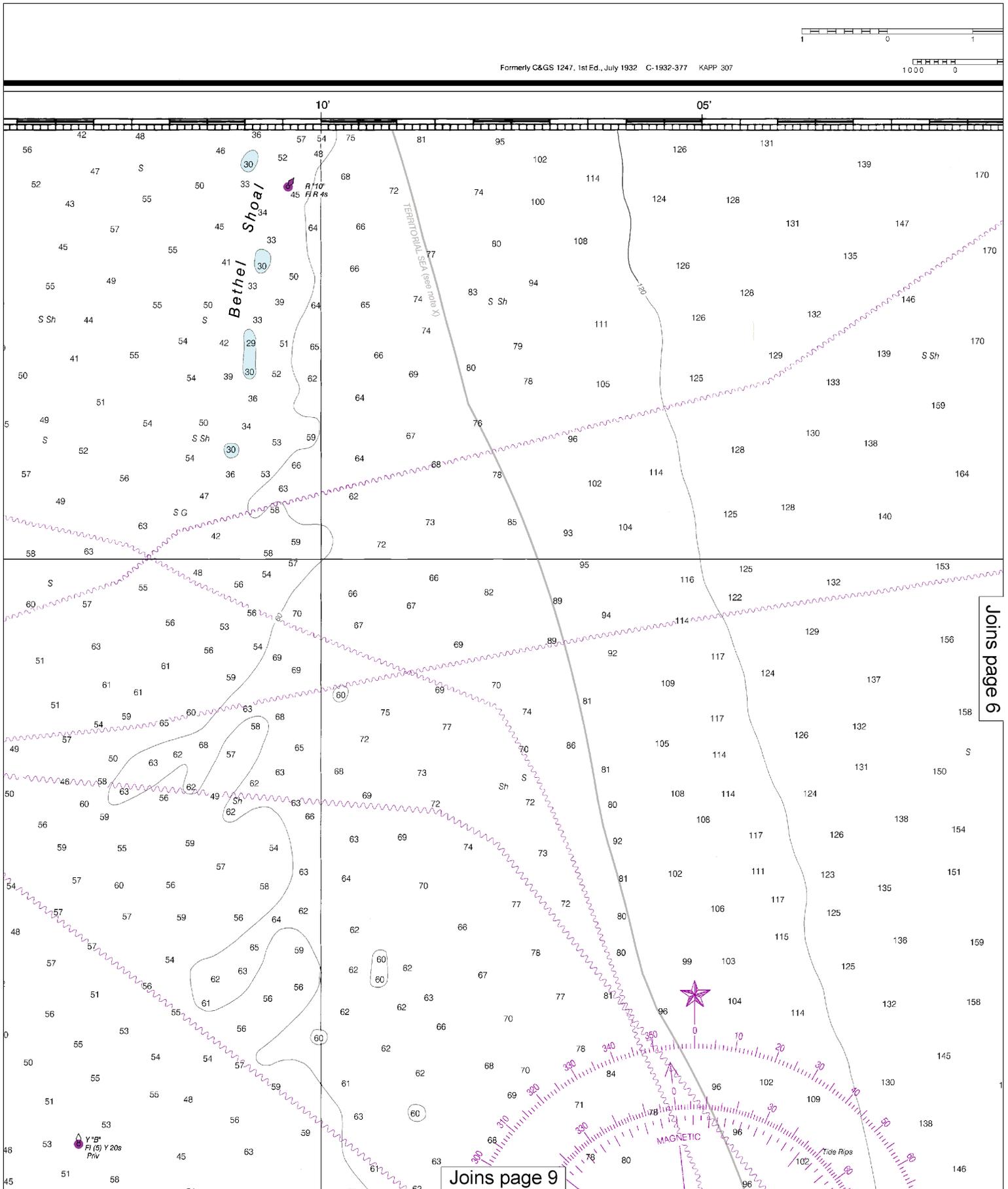
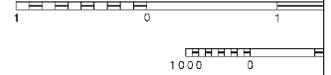
To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

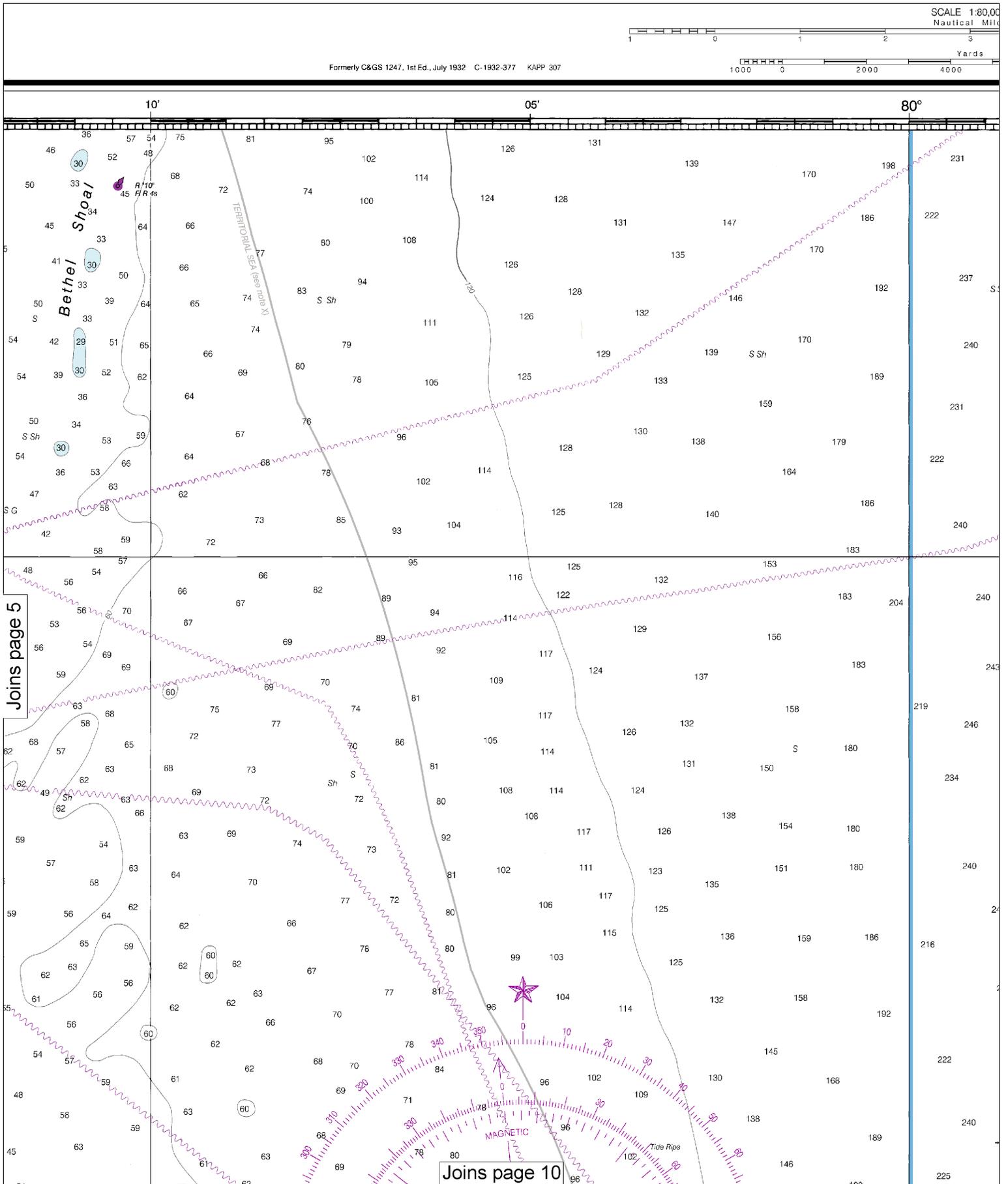
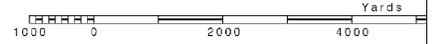


Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





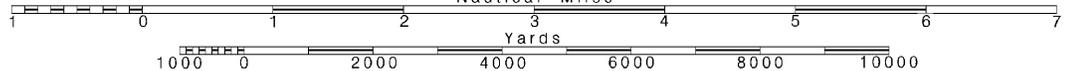
Joins page 5

Joins page 10

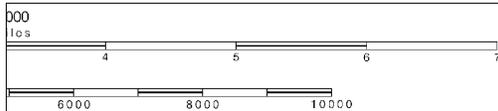
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

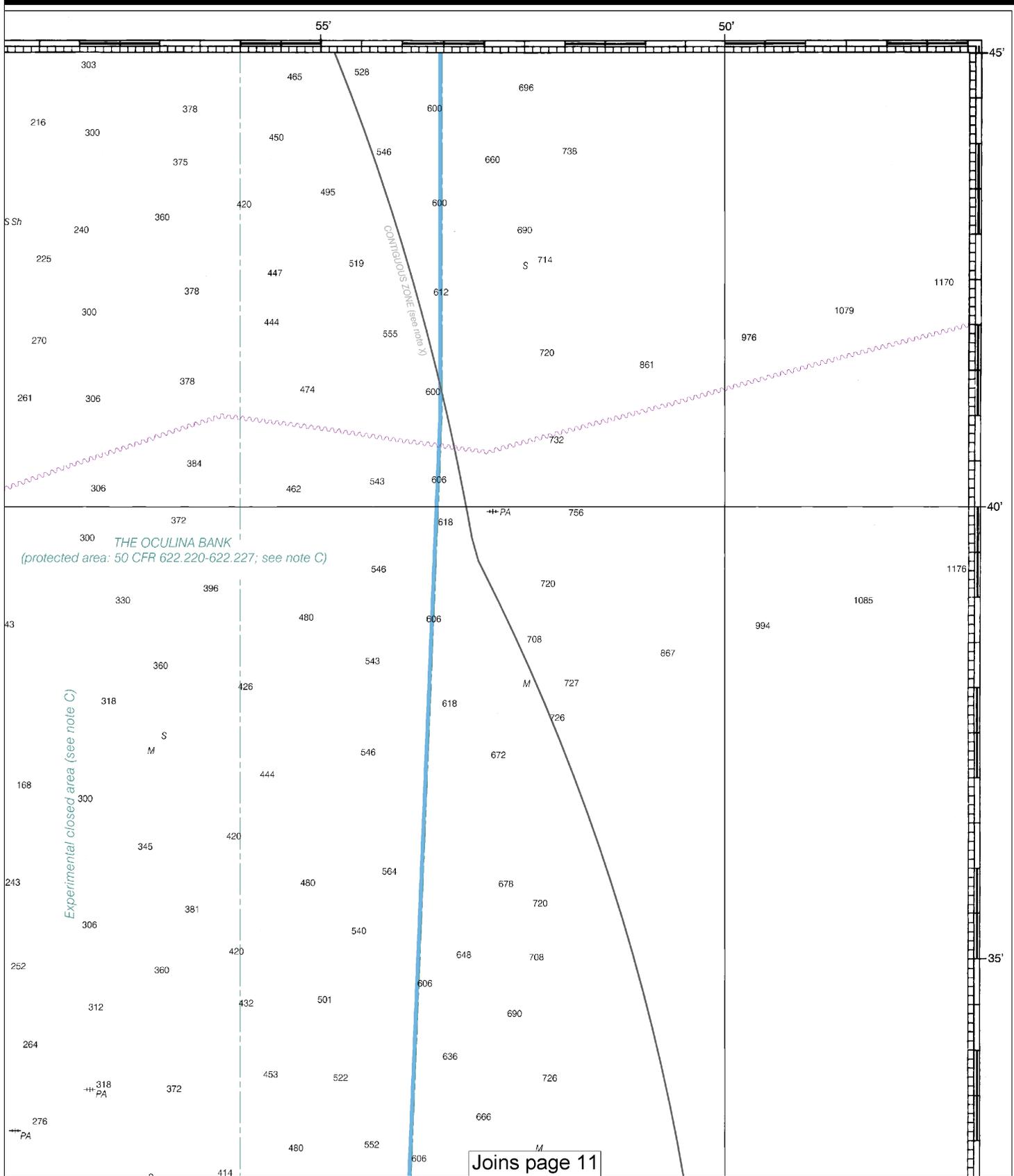


Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FEET

11474

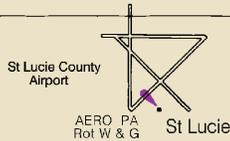


11th Ed., Feb. 2011. Last Correction: 1/20/2016. Cleared through:
 LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)



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.

NOTE C
THE OCULINA BANK
 (protected area: 50 CFR 622.220-622.227)
 The following restrictions apply within the Oculina Bank Protected Area: Fishing with bottom longlines, traps, pots, dredges, and bottom trawls is prohibited. Additional restrictions apply within the Experimental closed area. Fishing for or retaining South Atlantic snapper-grouper in or from the closed area is prohibited. Any fish taken incidentally by hook-and-line must be released immediately by cutting the line without removing the fish from the water.



FORT PIERCE INLET
 The project depth is 28 feet to Fort Pierce. For controlling depths see chart 11475.

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

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 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.

INTRACOASTAL WATERWAY
 Use chart 11472. The depths and channel markers are not shown hereon.

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).

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.

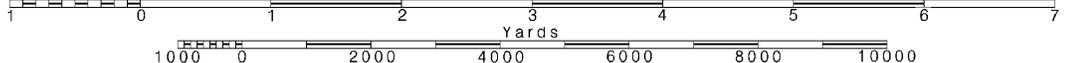
HORIZONTAL DATUM
 The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.169" northward and 0.832" eastward to agree with this chart.

27° 30'
 25'
 20'

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

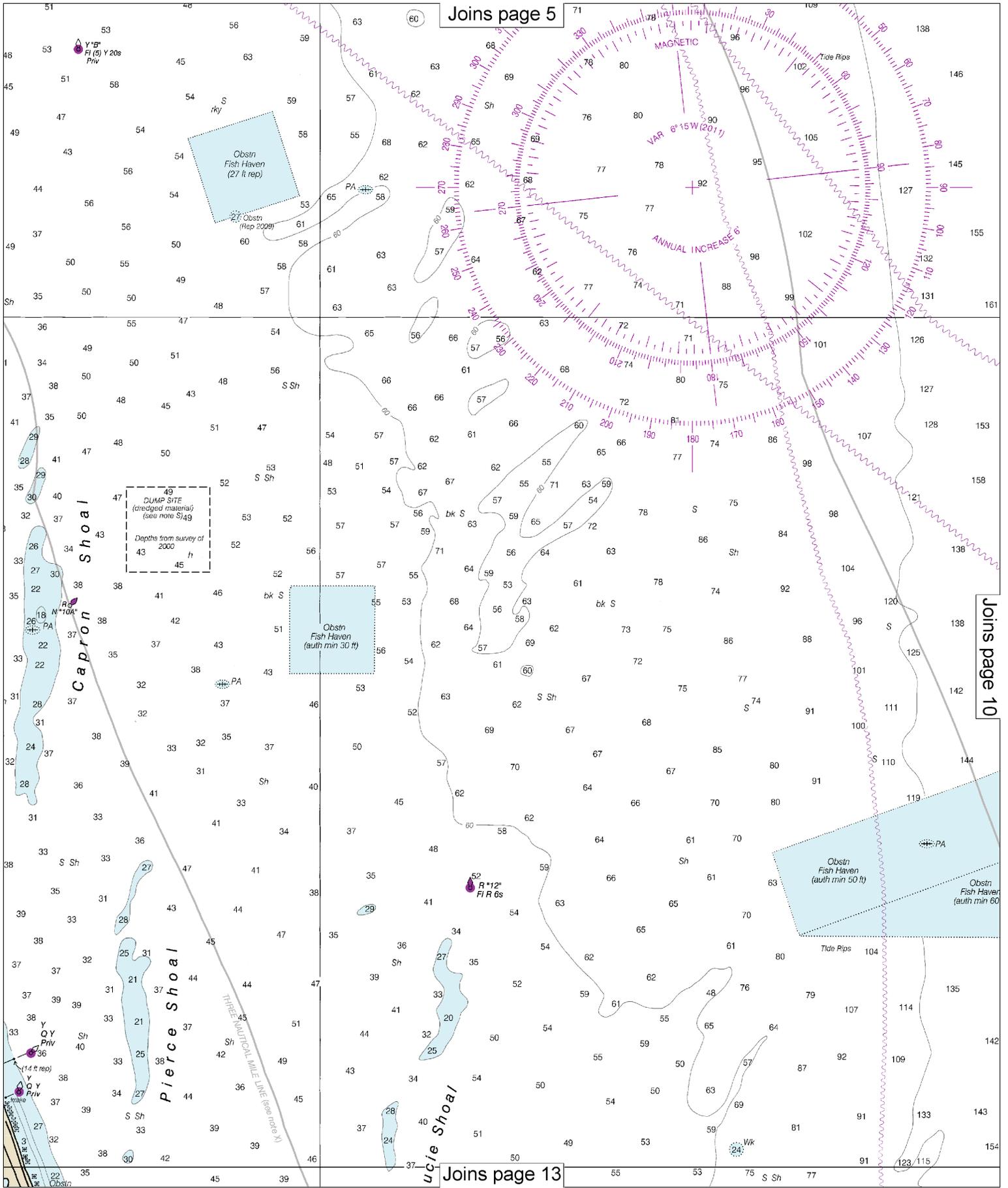


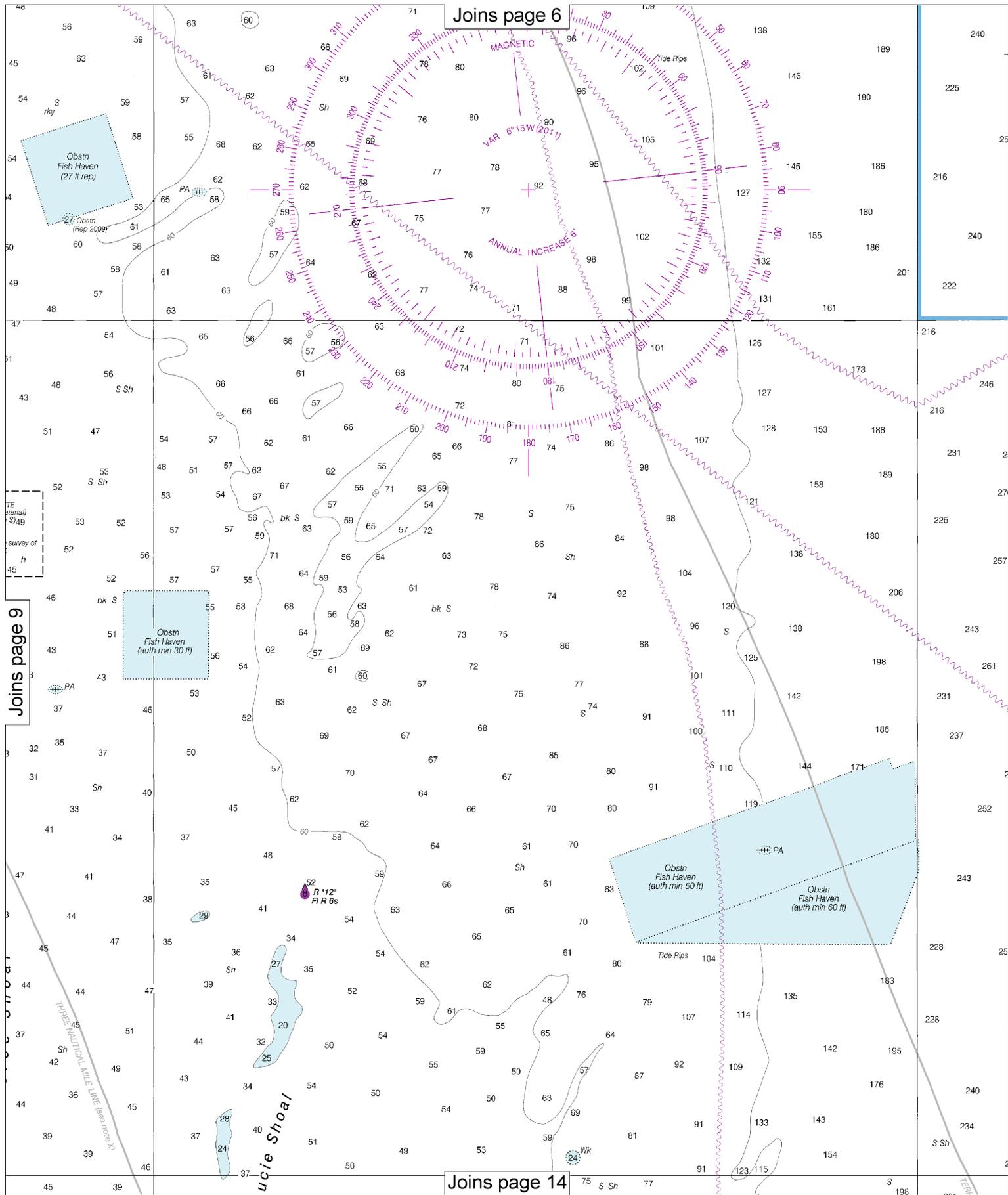
Note: Chart grid lines are aligned with true north.

Joins page 5

Joins page 10

Joins page 13





Joins page 9

Joins page 14

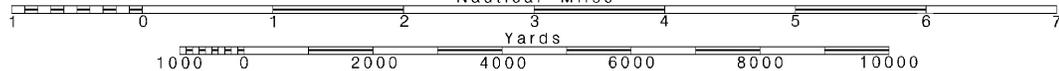
10

Note: Chart grid lines are aligned with true north.

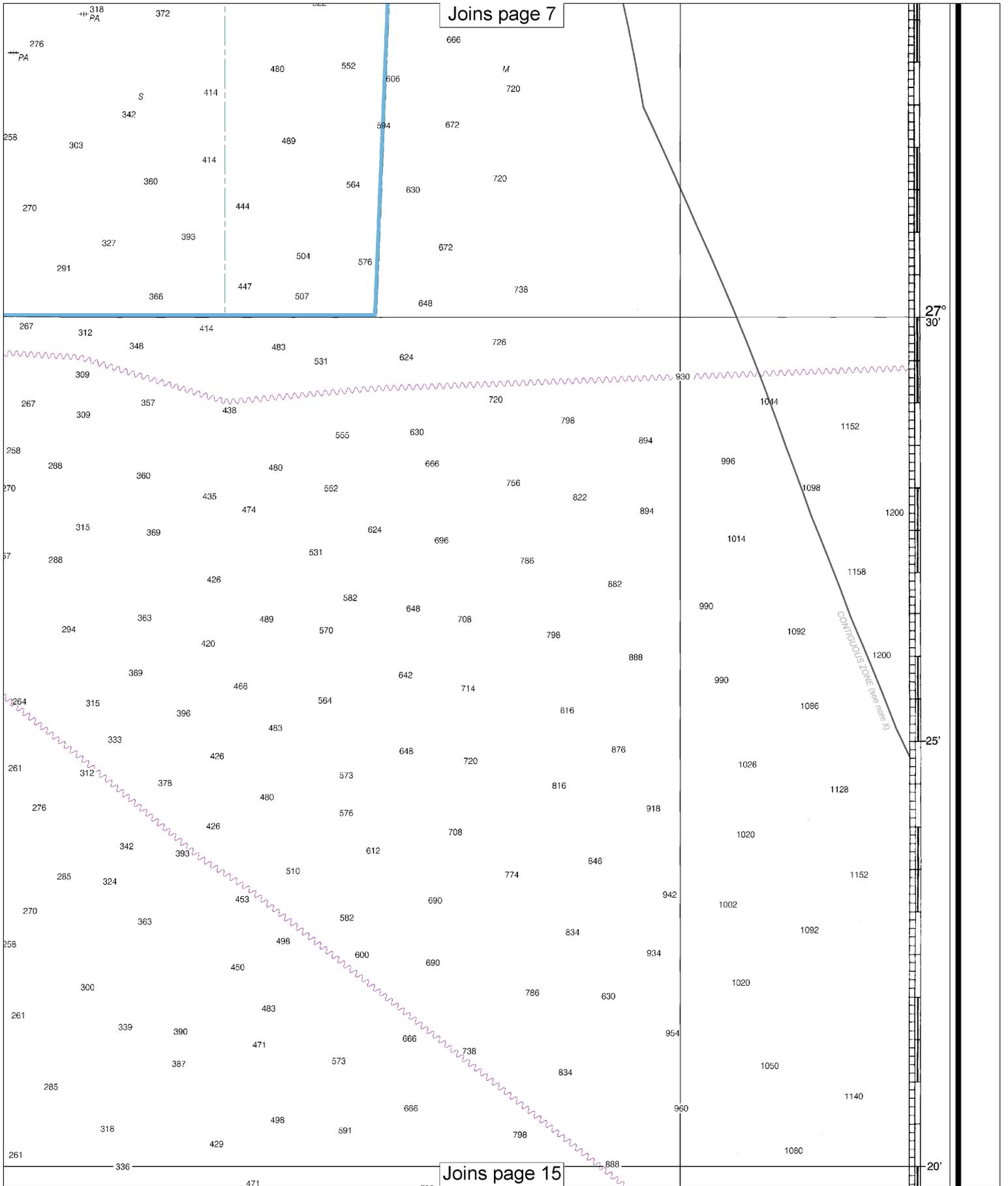
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Joins page 7



average of 1.769" northward and 0.832" eastward to agree with this chart.

Joins page 8

20'

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.

For Symbols and Abbreviations see Chart No. 1

NOTE B
CAUTION

Passage through the inlet is not recommended without local knowledge of all hazardous conditions affecting this area.

CAUTION

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

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Vero Beach (ocean)	(27°40'N/80°22'W)	3.9	3.6	0.2
Stuart, St. Lucie River	(27°12'N/80°16'W)	1.1	1.0	0.1
Jupiter Inlet, south jetty	(26°57'N/80°04'W)	2.8	2.7	0.2
Fort Pierce Inlet (S.Jetty)	(27°28'N/80°17'W)	3.0	2.8	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>. (Nov 2010)

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 TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT LHO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Red radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk 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: - - - - -

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.

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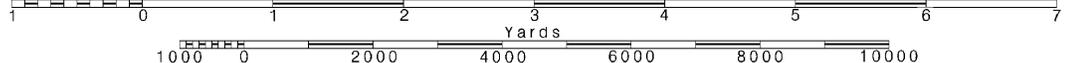
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

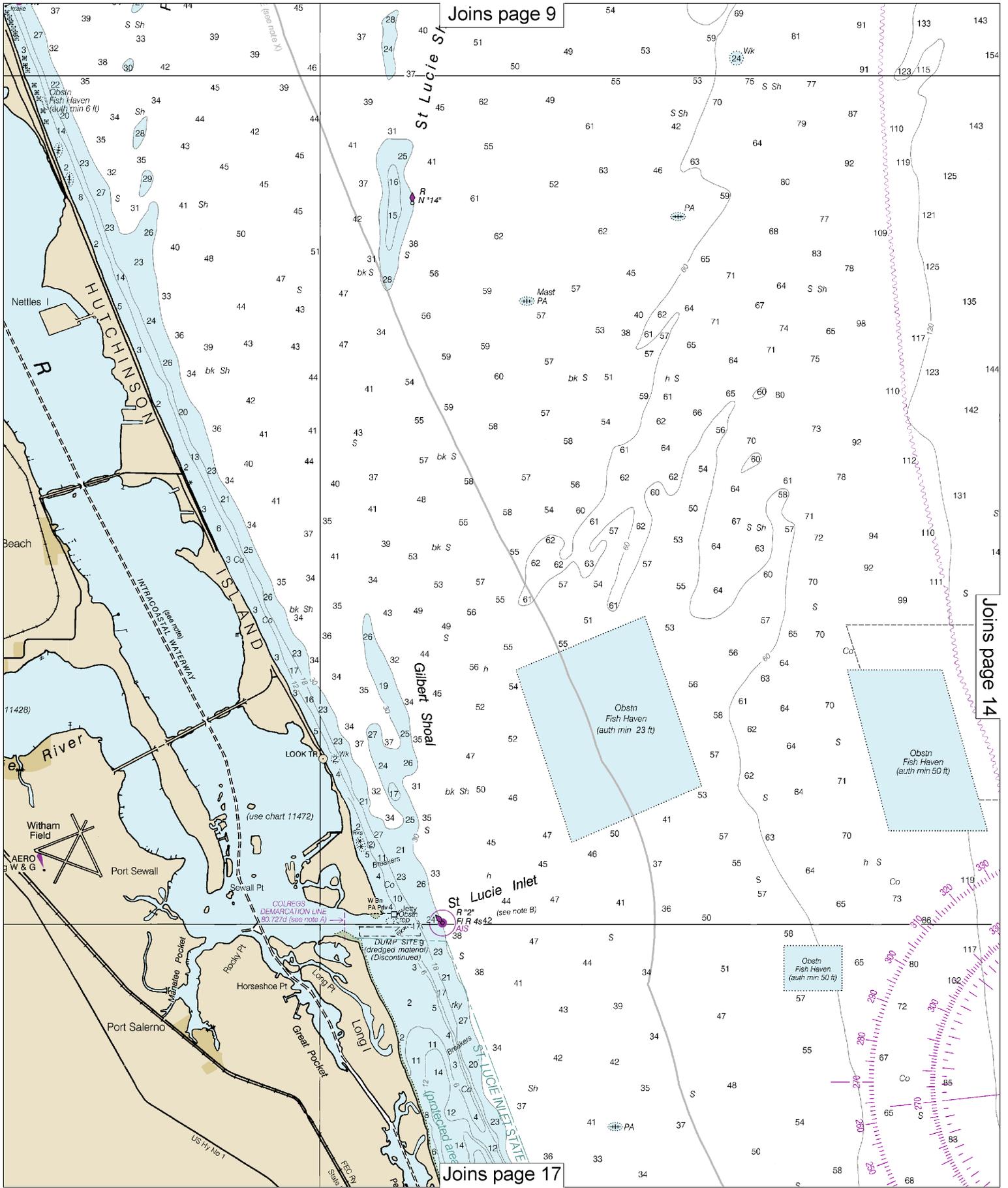
See Note on page 5.



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Joins page 17



positions, damaged, sunk, extinguished or otherwise made inoperable. 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.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping 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 VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

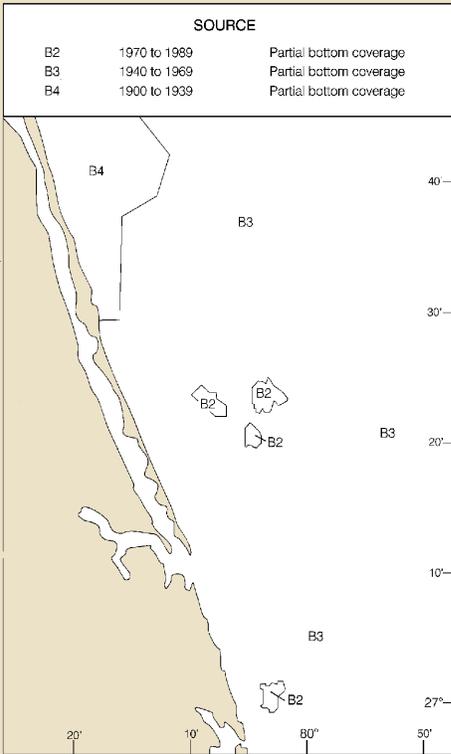
West Palm Beach, FL KEC-60 162.475 MHz
Fort Pierce, FL WWF-69 162.425 MHz
Melbourne, FL WXJ-70 162.55 MHz

AIDS TO NAVIGATION

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

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.



THE NATION'S CHARTMAKER SINCE 1790

UNITED STATES
FLORIDA - EAST COAST

BETHEL SHOAL TO J

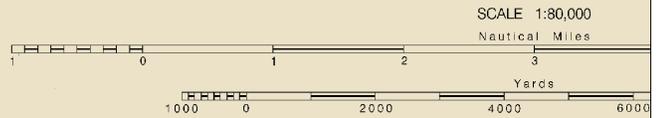
Mercator Projection
Scale 1:80,000 at Lat. 27°21'
North American Datum of 1983
(World Geodetic System 1984)

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 Oceanic and Atmospheric Administration, with additional data from the Corps of Engineers, and U.S. Coast Guard.



11474

11th Ed., Feb. 2011. Last Correction: 1/20/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

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.

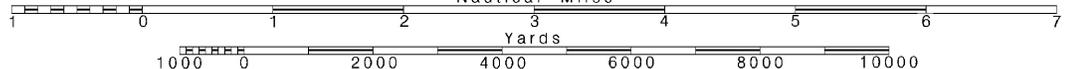
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

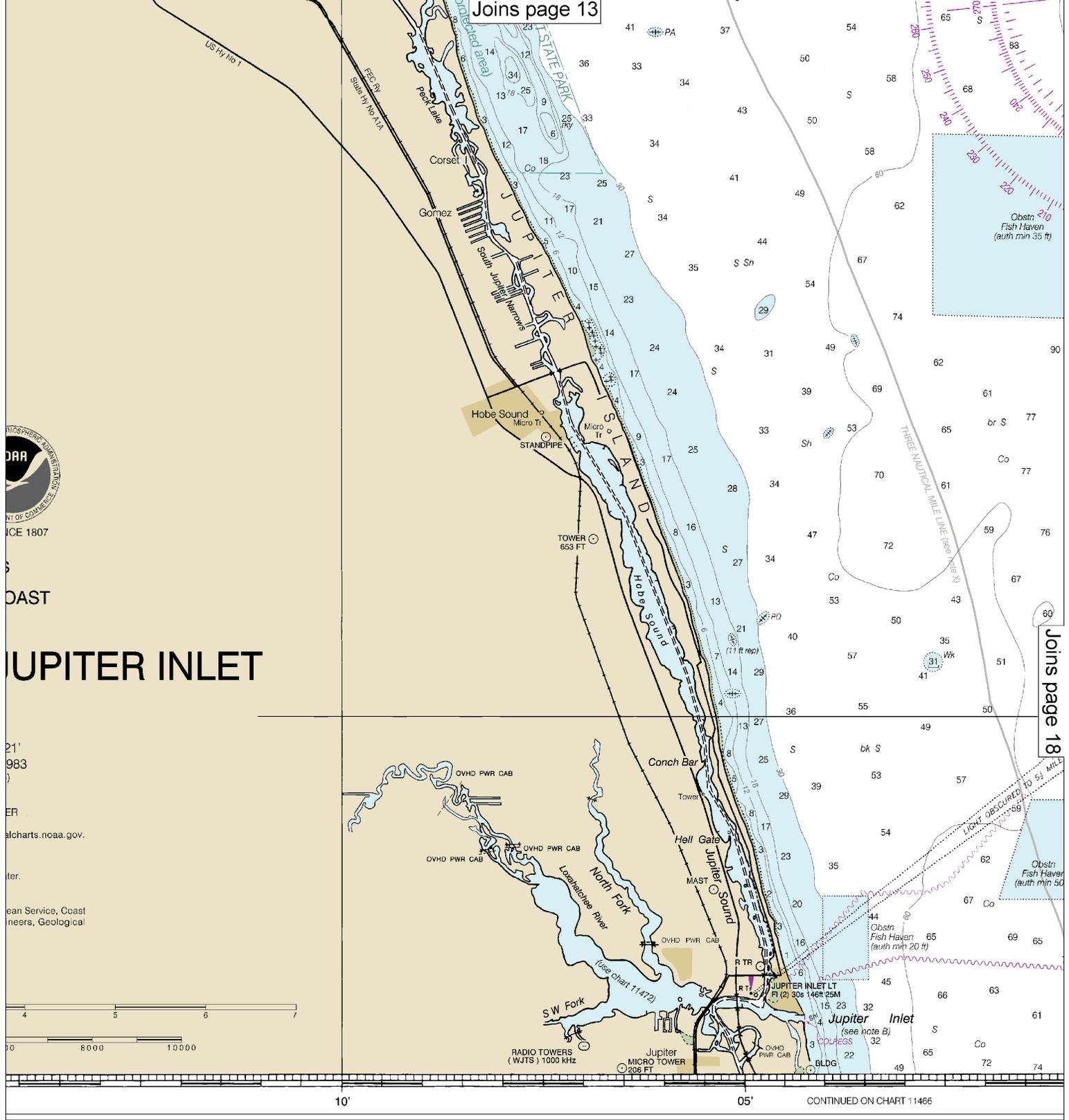
SCALE 1:80,000
Nautical Miles

See Note on page 5.



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Joins page 18



COAST
JUPITER INLET

21'
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 ER
 alcharts.noaa.gov.
 ter.
 ean Service, Coast
 neers, Geological



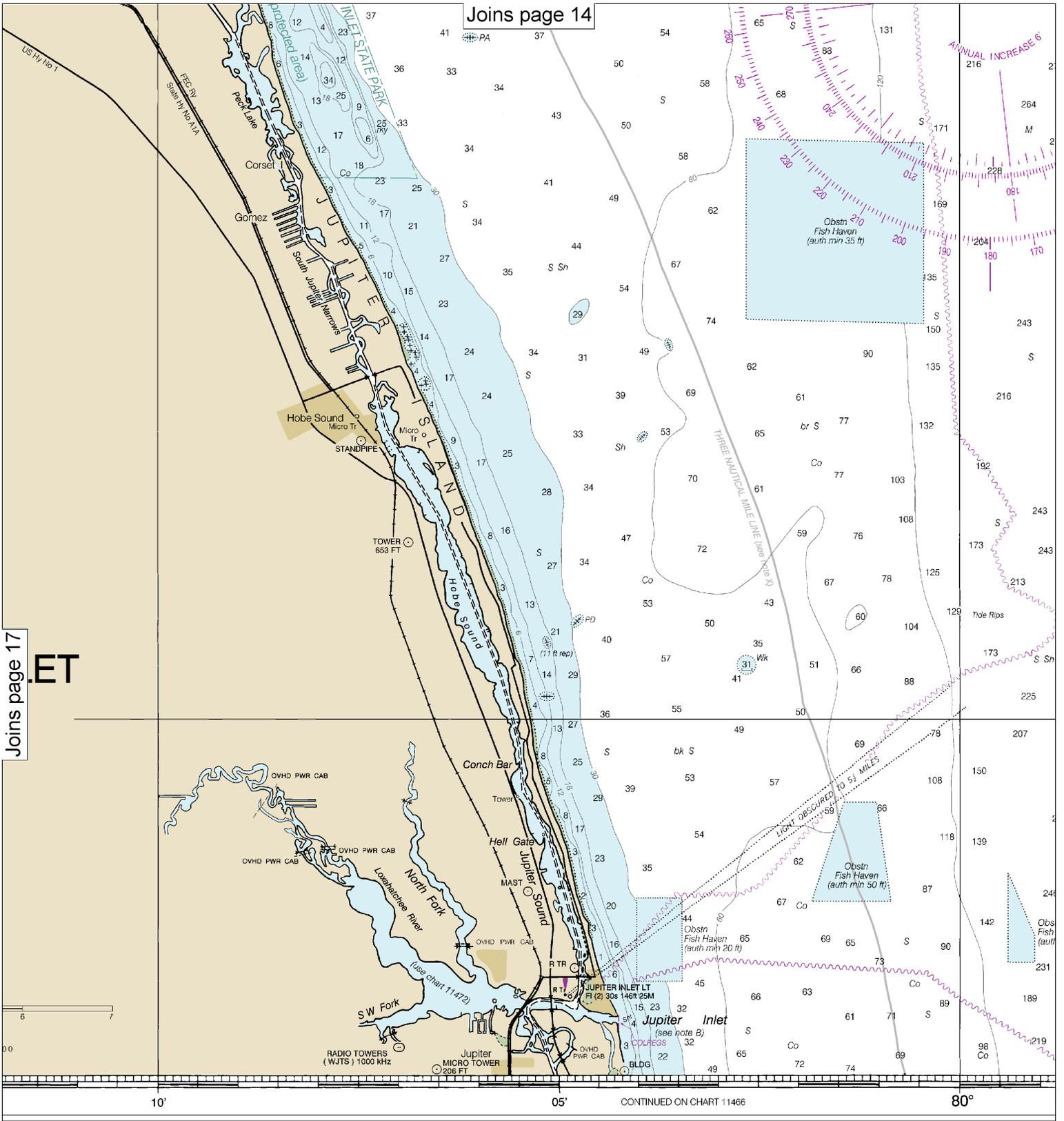
SOUNDINGS IN FEET

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

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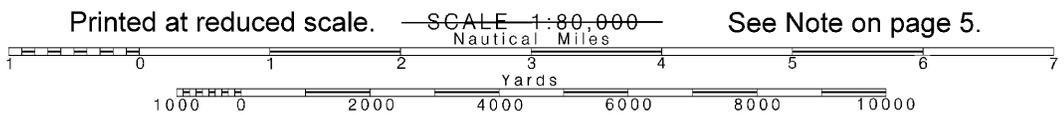
OUNDINGS IN FEET

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

FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1	2	3	4	5

18

Note: Chart grid lines are aligned with true north.





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.