

# BookletChart™

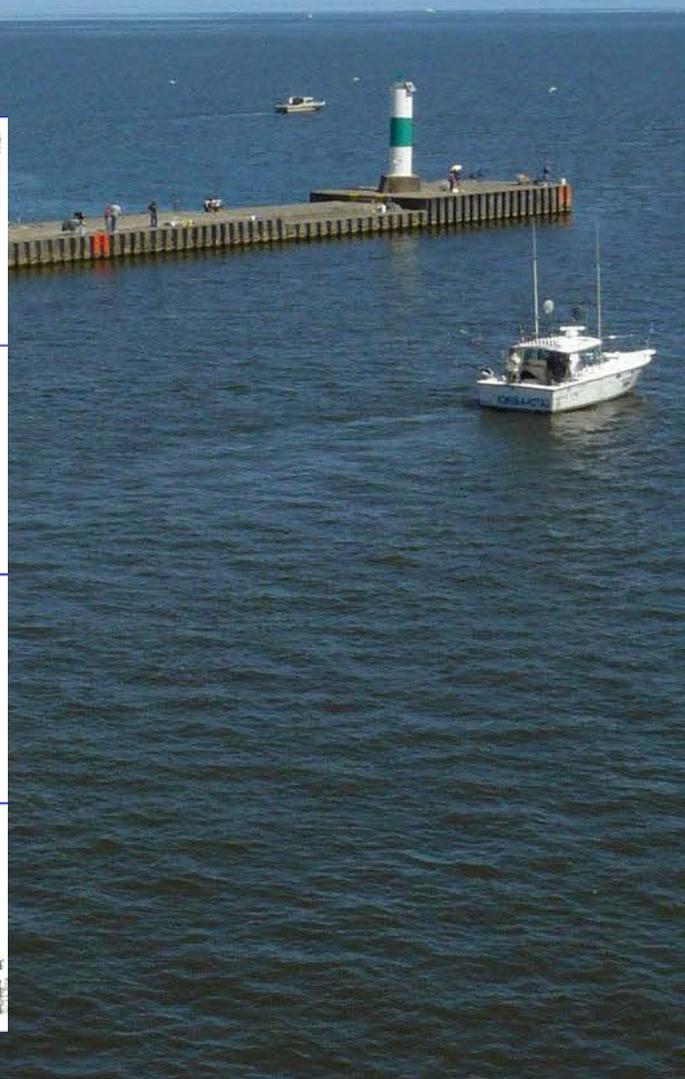
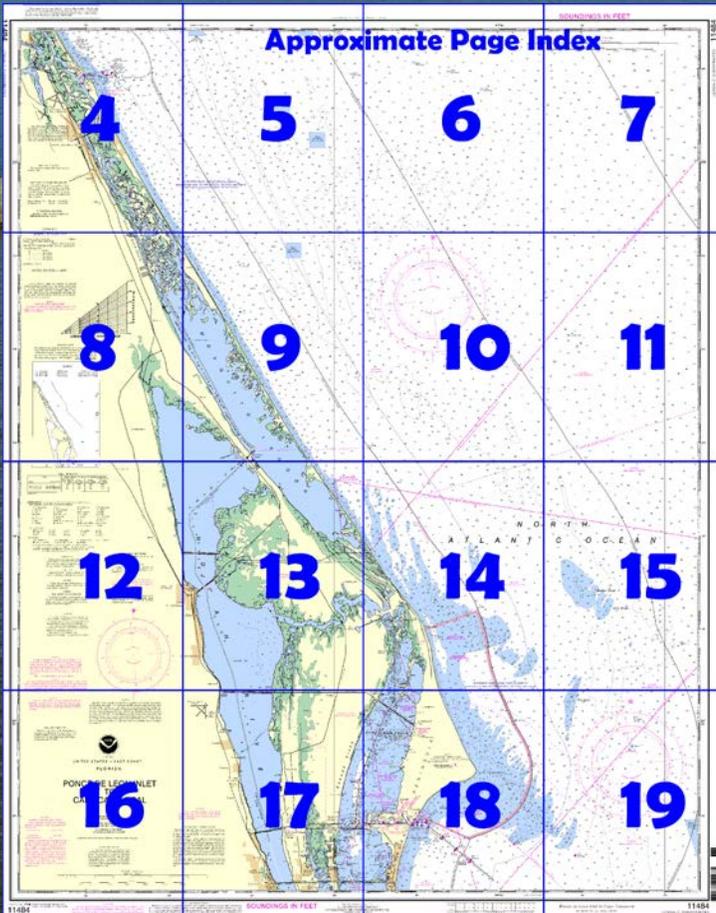
## Ponce de Leon Inlet to Cape Canaveral NOAA Chart 11484



*A reduced-scale NOAA nautical chart for small boaters  
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

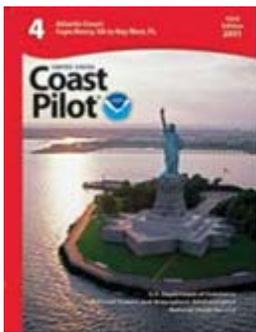
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11484>.



**(Selected Excerpts from Coast Pilot)**

From Ponce de Leon Inlet to False Cape the coast is straight. The 5-fathom curve is about 0.5 mile offshore for a distance of 24 miles. Beyond this distance dangerous shoals, wrecks, and numerous fish havens will be found up to 15 miles offshore.

**Ponce de Leon Inlet** (see chart 11485) is 53 miles southward of St. Augustine Light and 41 miles northwestward of Cape Canaveral Light. It is used by recreational and small commercial vessels bound for New Smyrna

Beach or Daytona Beach, as well as others entering for an anchorage. **Ponce de Leon Inlet Light** (29°04'50"N., 80°55'41"W.) is shown from a red brick conical tower on the north side of the inlet.

The inlet, protected at the entrance by jetties, is entered through a channel that leads over a bar and through the jetties. The outer end of the north jetty is marked by a light, and the inner end of the jetty is awash. In 2010, the controlling depth through the inlet was 14 feet. Safe navigation may also be hampered by numerous recreational fishing vessels that anchor inside the north jetty. Local knowledge and extreme caution is advised.

**Currents.**—The current through the inlet is strong. It is reported that the average ebb is 3 knots, however, this can increase to 5 or 6 knots with southeasterly winds. High water occurs about the same time as at Mayport.

Inside the inlet, three channels lead to the Intracoastal Waterway; northward through Halifax River, westward through **Rockhouse Creek**, and southeastward through Indian River North. The channels through Halifax River and Indian River North are marked by buoys. In 2010, the midchannel controlling depth was 5 feet; thence in 1986, the midchannel controlling depth in Rockhouse Creek was 7 feet; thence in 2010, the controlling depth was 9 feet to the Intracoastal Waterway by way of Indian River North.

**Ponce de Leon Inlet Coast Guard Station** is on the south side of the entrance to Ponce de Leon Inlet. Supply and repair facilities inside the inlet are described in chapter 12.

The Intracoastal Waterway is just inside the entrance to Ponce de Leon Inlet, passing through Halifax River from the north and Indian River North from the south.

About 10 miles southward of Ponce de Leon Inlet is **Turtle Mound**, a prominent hill 50 feet high. It is under the protection of the Florida State Historical Society. The original Indian name was **Mount of Surruque**. It was charted on Florida maps in 1564. Spanish galleons stopped here for repairs, wood, and water.

**Eldora** is a fishing camp 11.5 miles southward of Ponce de Leon Inlet. **False Cape**, about 7.5 miles northward of Cape Canaveral Light, is the name given to a small part of the coast which it resembles when seen from seaward.

The **John F. Kennedy Space Center** and the **Cape Canaveral Air Force Station** occupy most of **Canaveral Peninsula** and **Merritt Island**, the large land areas between the ocean and the Banana and Indian Rivers, from Mosquito Lagoon on the north to Port Canaveral on the south. The huge Vehicle Assembly Building at the center, said to be one of the world's largest buildings, is visible far from shore. When closer in, other buildings and the mobile service towers at the cape are also conspicuous from all directions.

A **restricted area** has been established in the navigable waters contiguous to the area offshore of the John F. Kennedy Space Center. (See **334.525**, chapter 2, for limits and regulations.)

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40-mile radius of Cape Canaveral because missile debris containing unexploded ordnance exists in the area.

**Cape Canaveral**, where the coast makes a sharp bend westward, is low and sandy. The shore in the vicinity of the cape is constantly moving eastward. **Cape Canaveral Light** (28°27'37"N., 80°32'36"W.), 137 feet above the water, is shown from a white and black horizontally banded conical tower 1 mile inshore from the cape.

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

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

# Navigation Managers Area of Responsibility



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

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

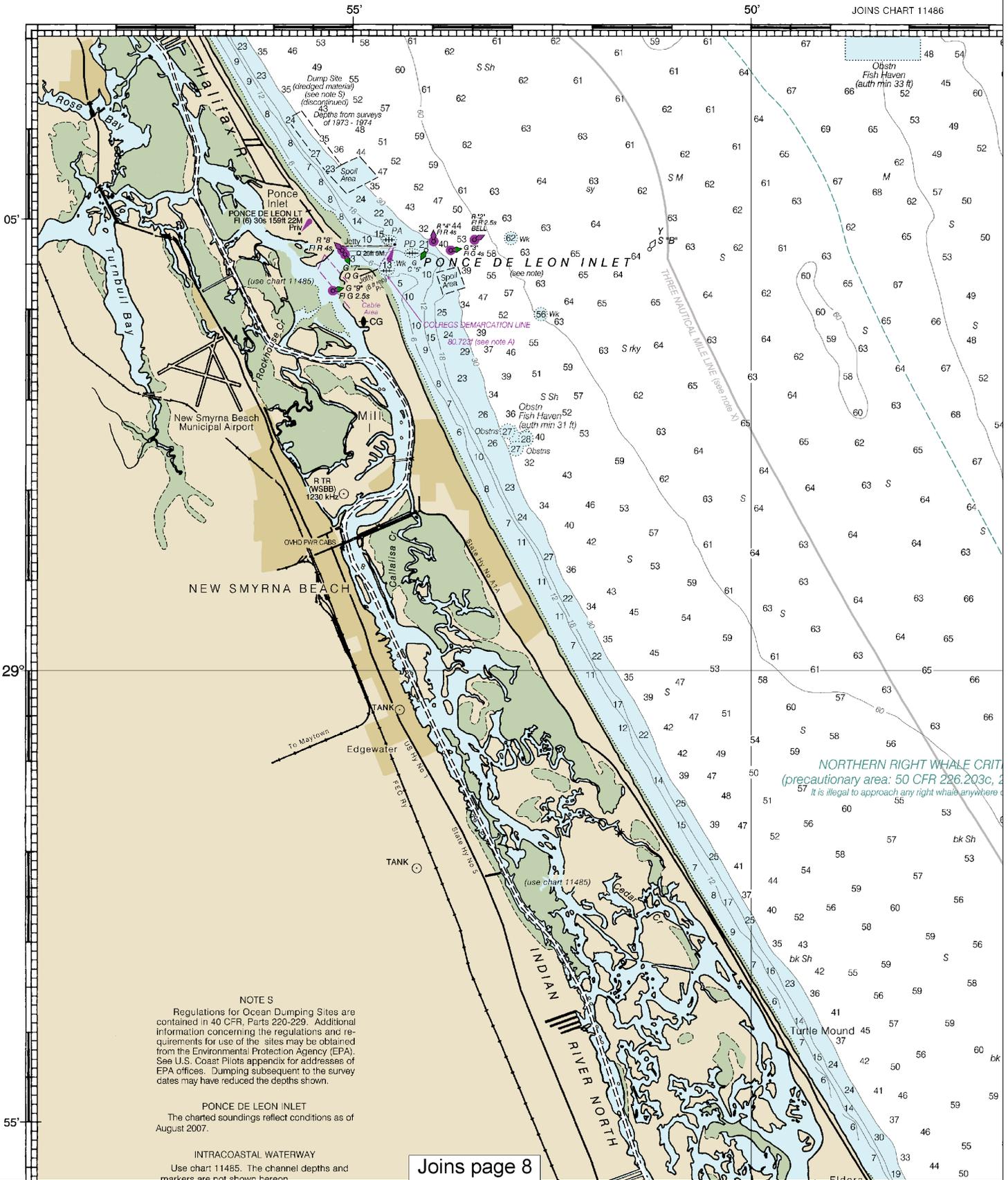
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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

11484

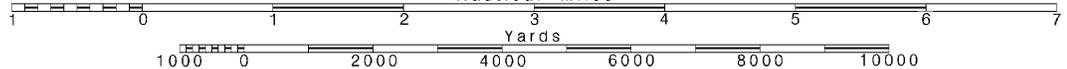


Joins page 8

Printed at reduced scale.

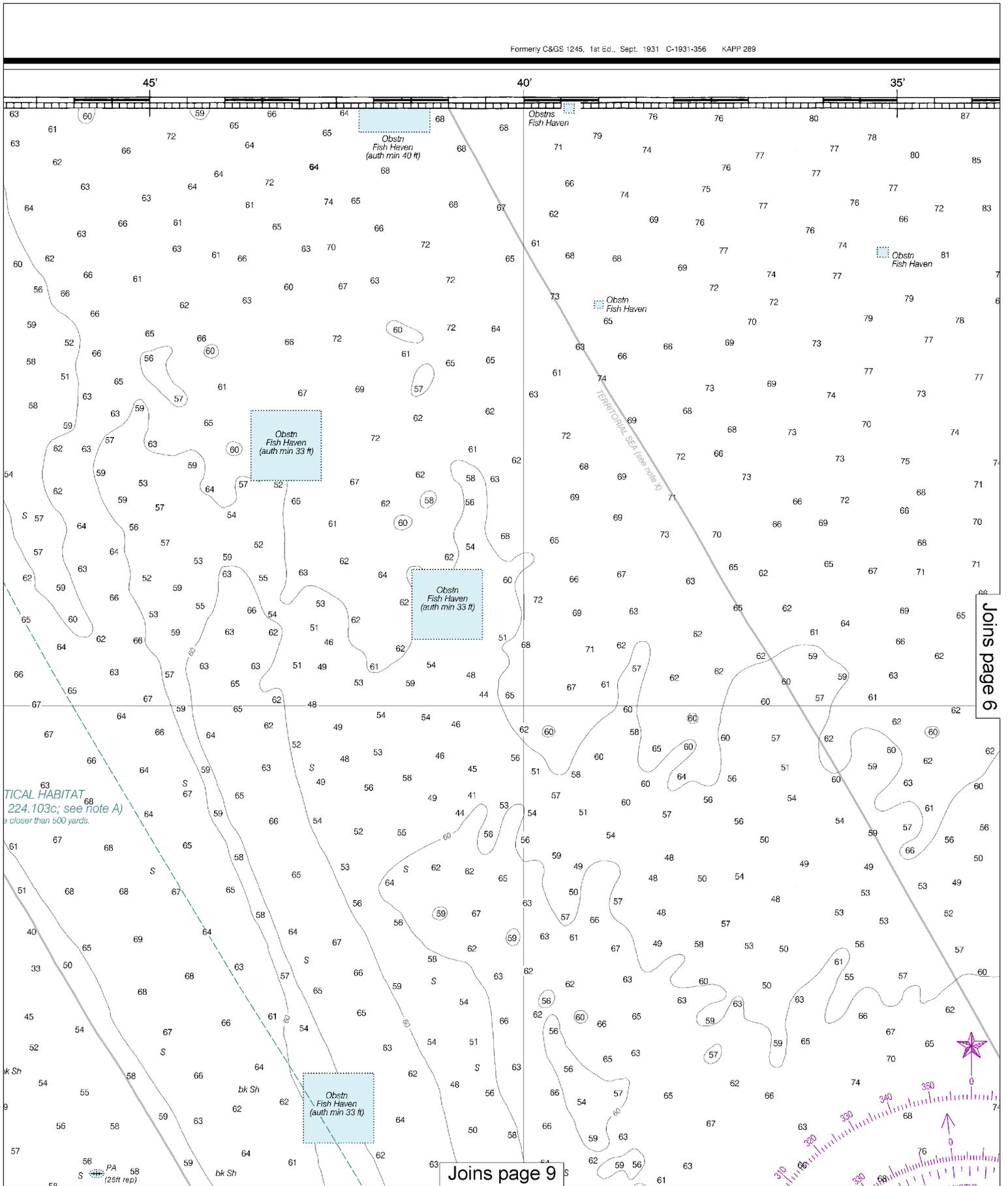
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



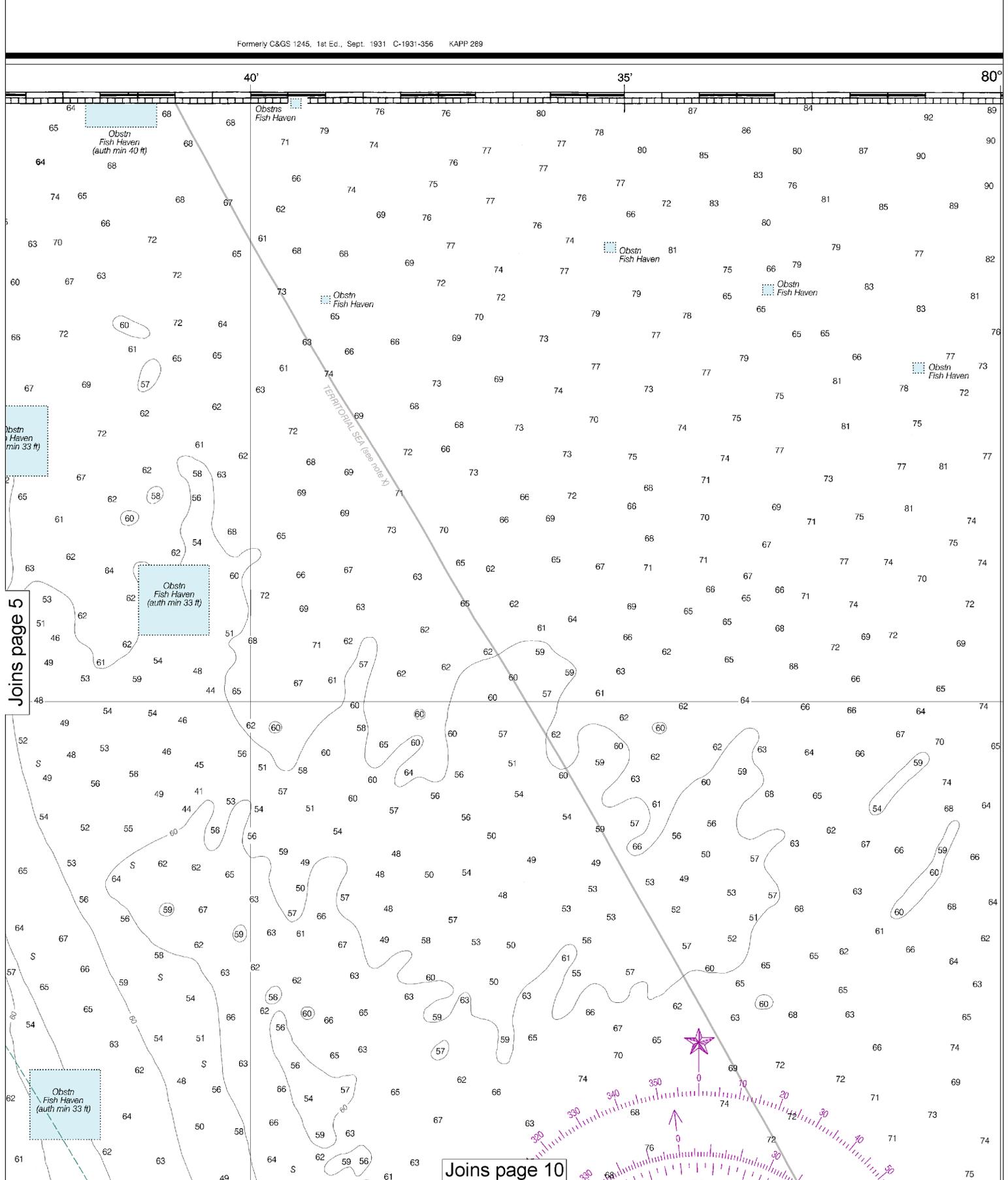
4

Note: Chart grid lines are aligned with true north.



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.





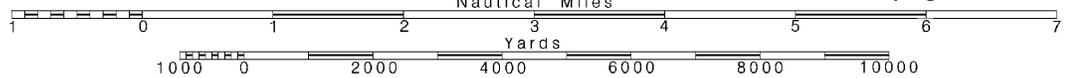
Joins page 5

Joins page 10

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

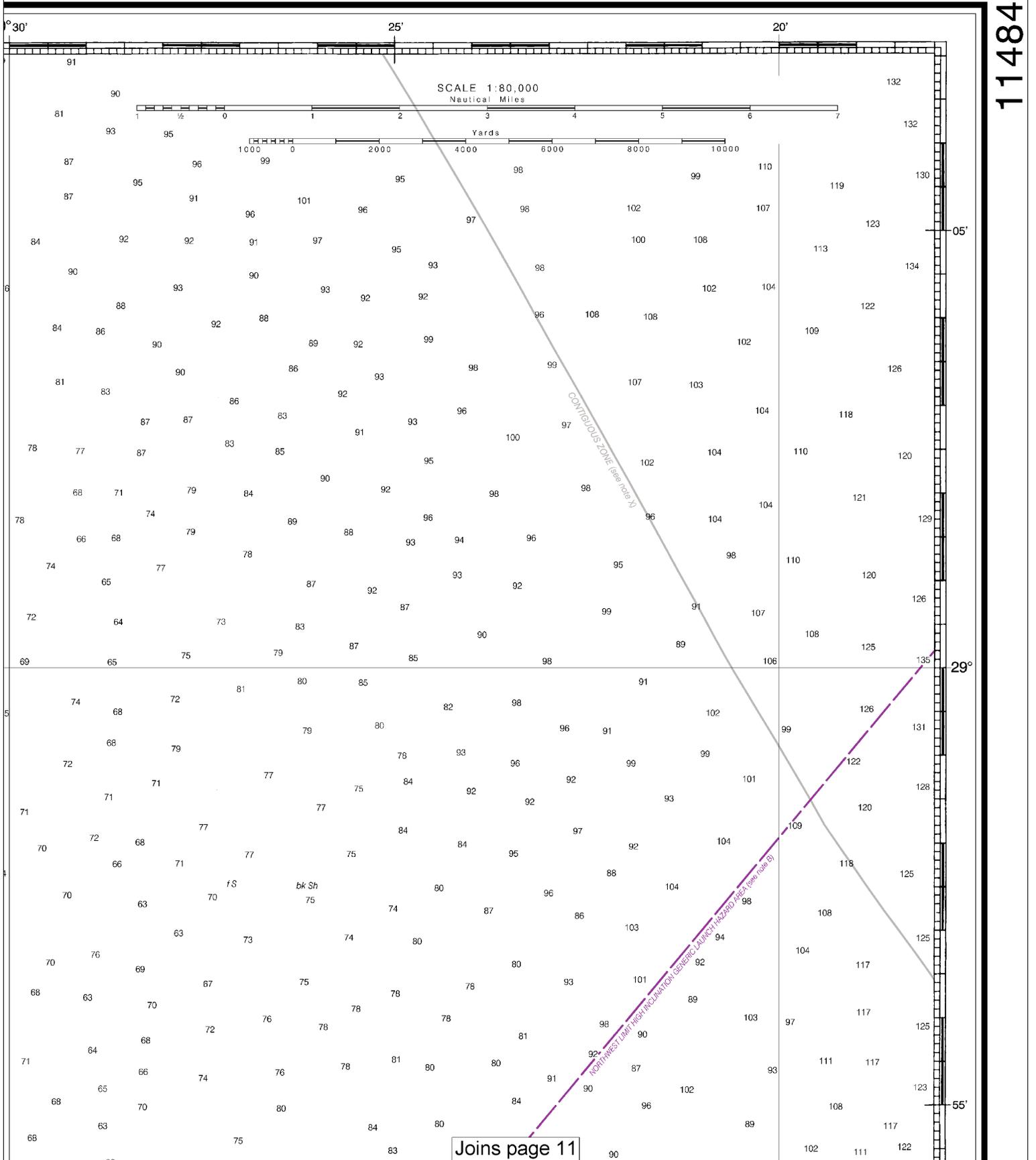
See Note on page 5.



Note: Chart grid lines are aligned with true north.

# SOUNDINGS IN FEET

11484



24th Ed., Jul. 2011. Last Correction: 11/15/2016. 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. Dumping subsequent to the survey dates may have reduced the depths shown.

**PONCE DE LEON INLET**  
 The charted soundings reflect conditions as of August 2007.

**INTRACOASTAL WATERWAY**  
 Use chart 11485. The channel depths and markers are not shown hereon.

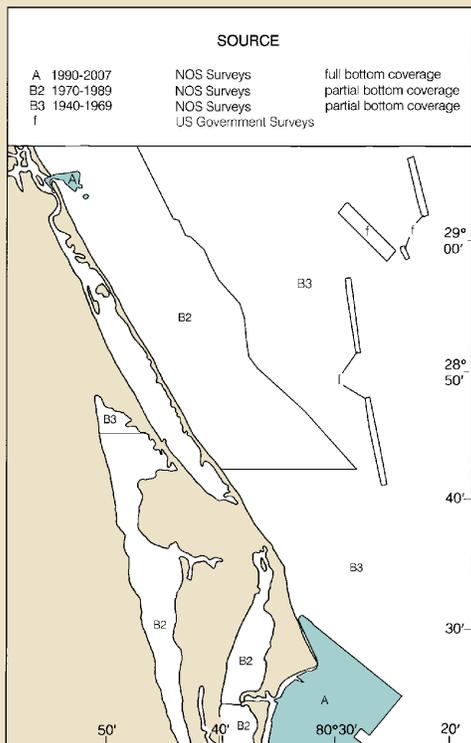
**POLLUTION REPORTS**  
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**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.

Daytona Beach, FL KIH-26 162.40 MHz  
 Melbourne, FL WXJ-70 162.55 MHz

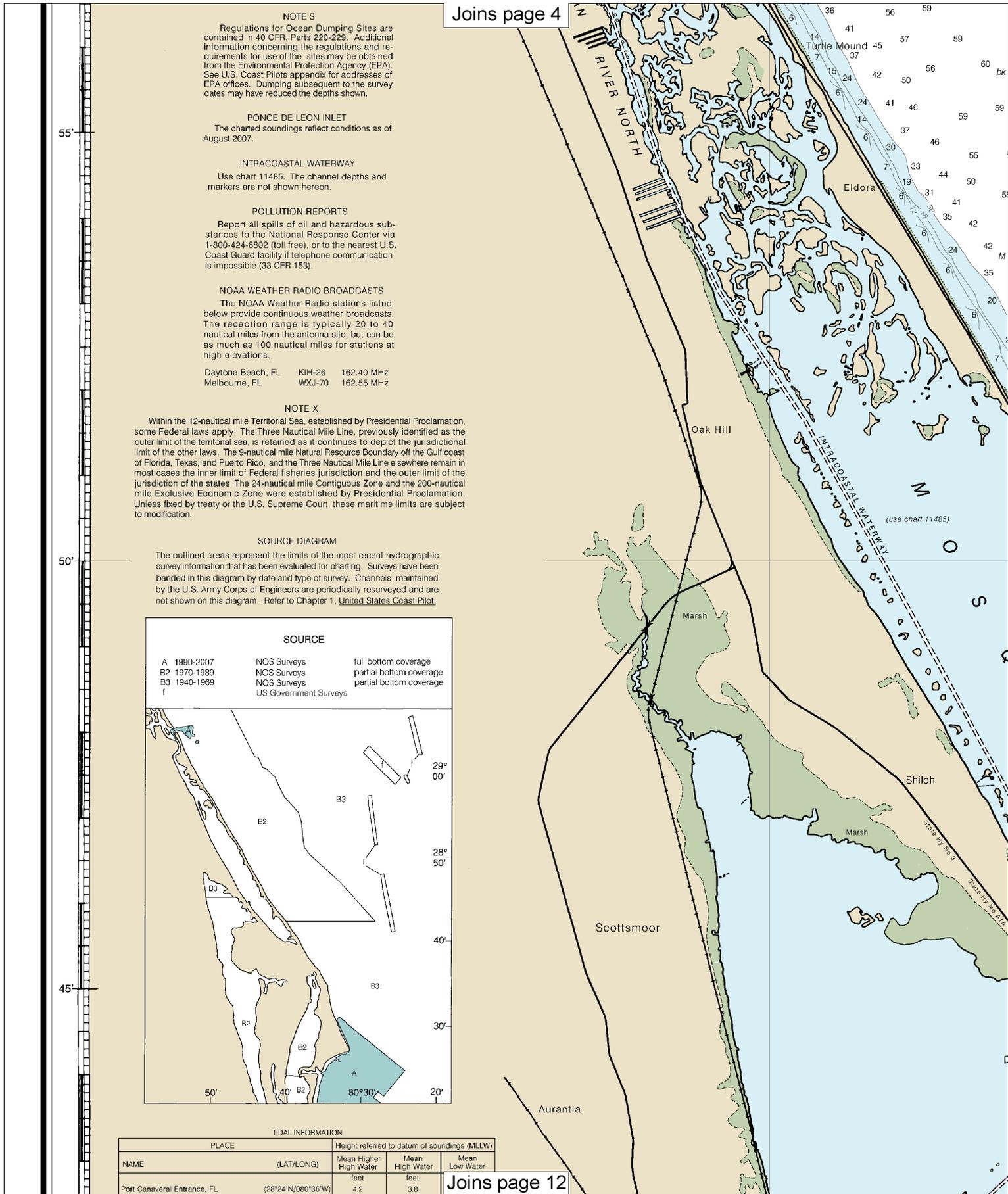
**NOTE X**  
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of 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*.



**TIDAL INFORMATION**

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		
		Mean Higher High Water	Mean High Water	Mean Low Water
Port Canaveral Entrance, FL	(28°24'N/80°36'W)	4.2	3.8	

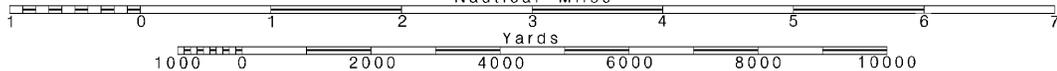


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
 Nautical Miles

See Note on page 5.

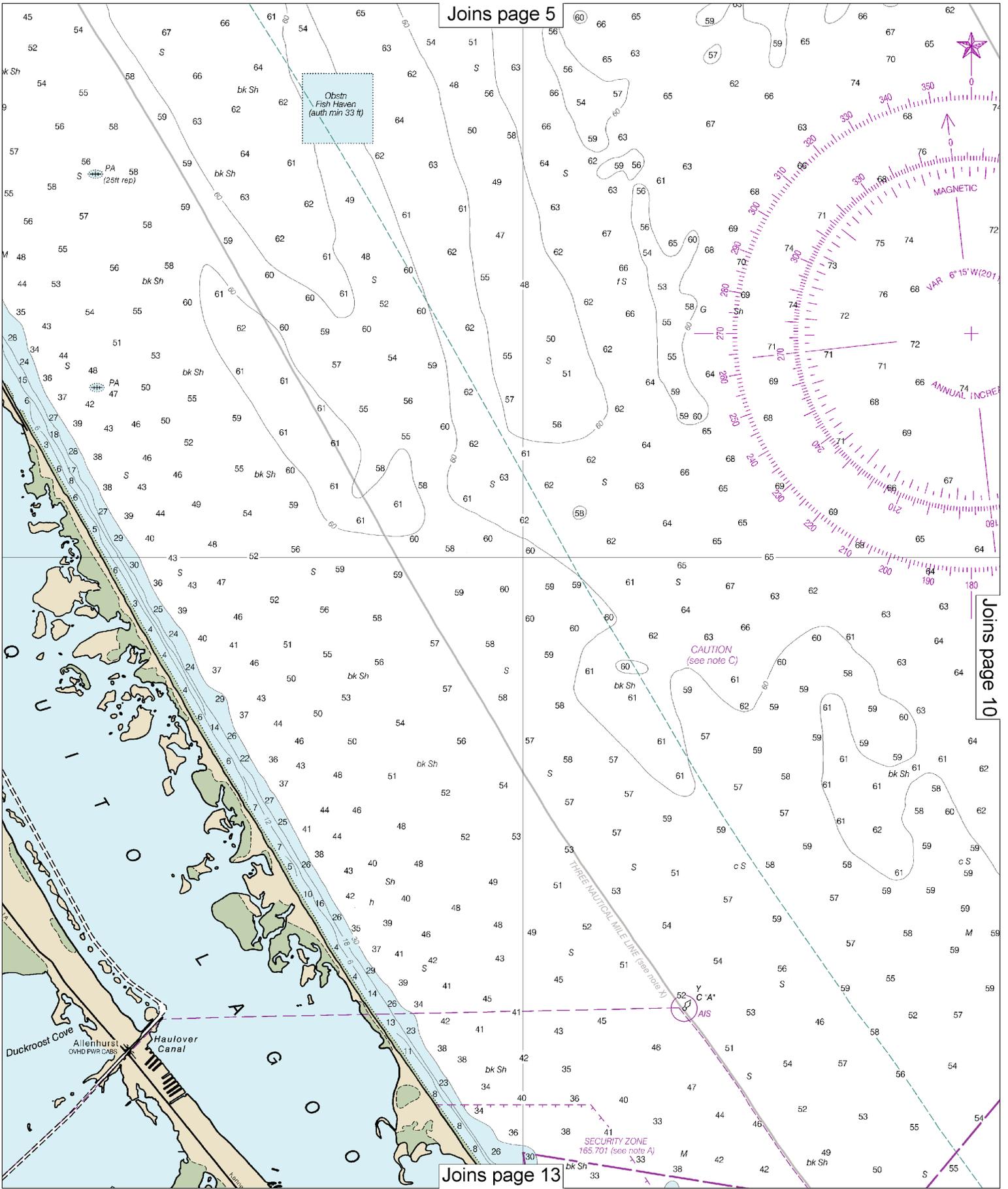


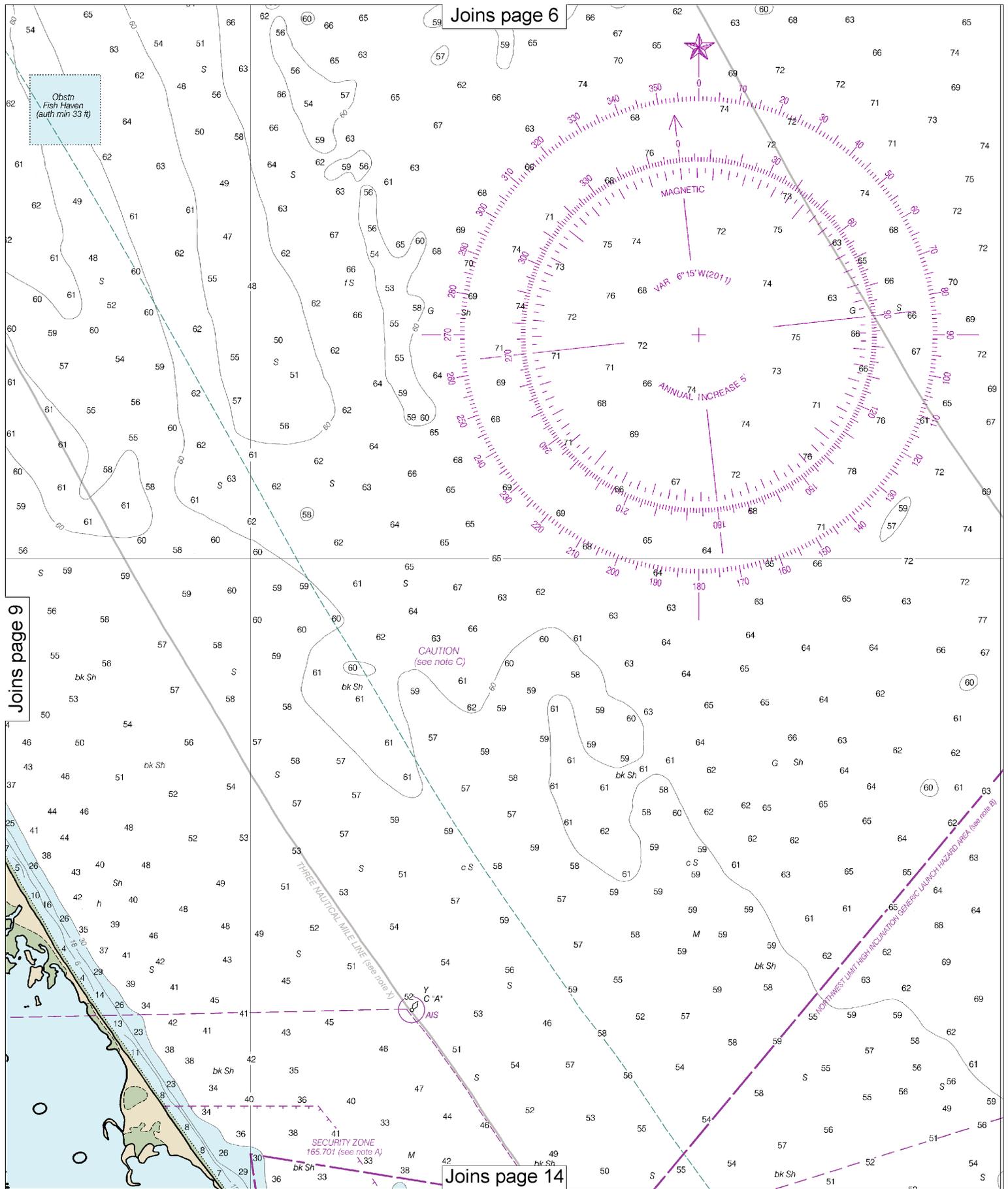
Joins page 5

Obstrn  
Fish Haven  
(auth min 33 ft)

Joins page 10

Joins page 13





Joins page 9

Joins page 6

Joins page 14

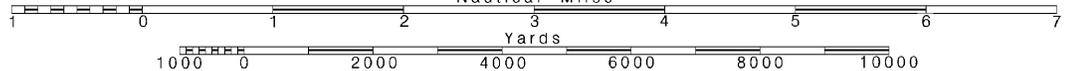
10

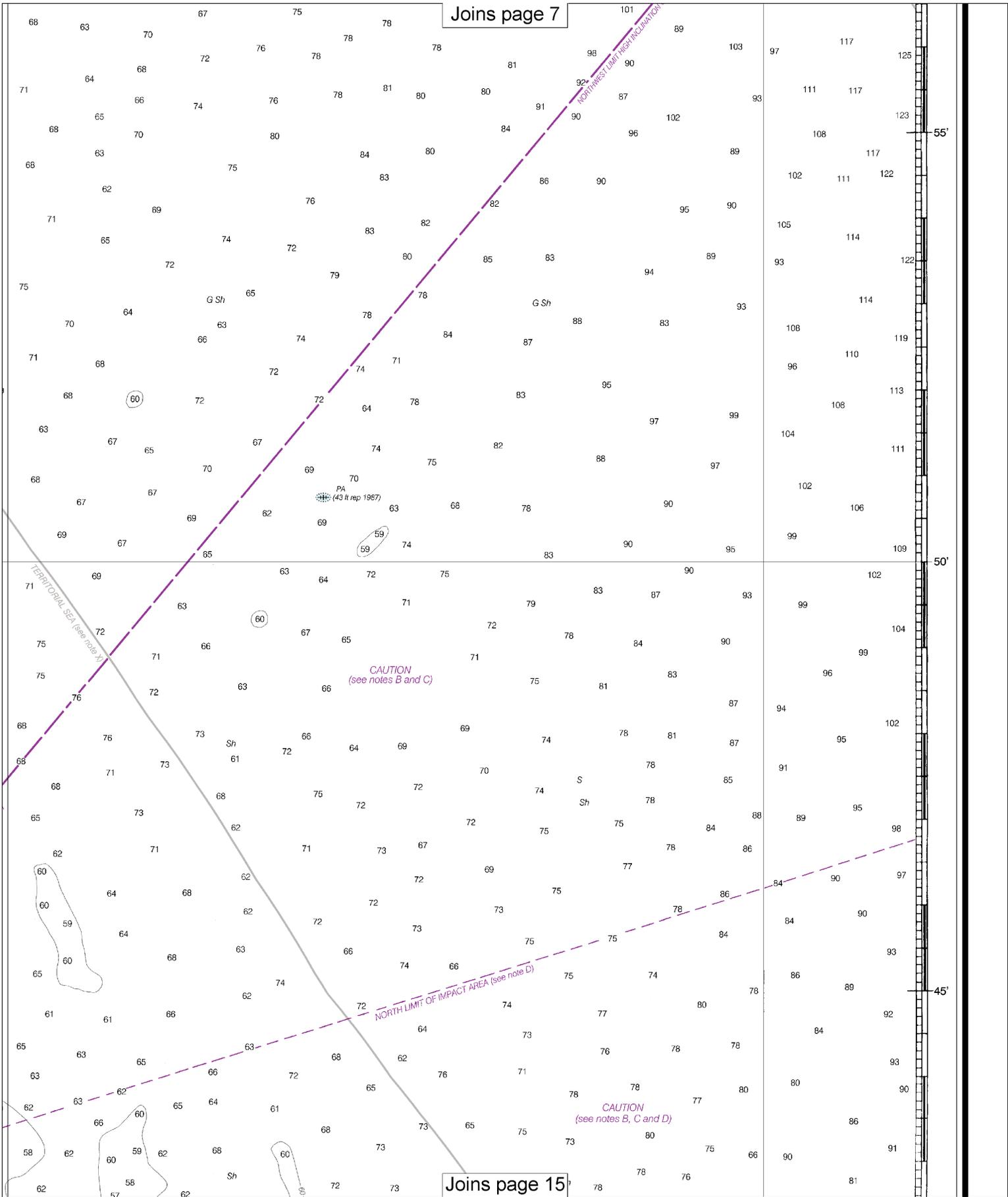
Note: Chart grid lines are aligned with true north.

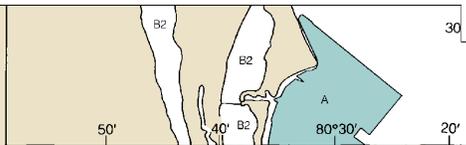
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port Canaveral Entrance, FL	(28°24'N/080°36'W)	4.2	3.8	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>. (Jun 2011)

**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
A alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO 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 Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

**Bottom characteristics:**

Blds 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    Obsn obstruction    PD position doubtful    Subm submerged  
 ED existence doubtful    PA position approximate    Rep reported  
 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: - - - - -

**AUTHORITIES**

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

**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.

**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.

**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)

**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**

The heavy dashed magenta lines represent the limits of launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazard areas specific to each launch and the times they will be in effect.

**NOTE C**

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40 mile radius of Cape Canaveral, Florida, since it is known that missile debris, some of which may contain unexploded ordnance, exists in the area.

**NOTE D**

**WEATHER ROCKET IMPACT AREA**

Mariners are cautioned against possible hazards in the impact area, shown by a thin dashed magenta line, due to falling rocket casings.

**SUPPLEMENTAL INFORMATION**

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

**AIDS TO NAVIGATION**

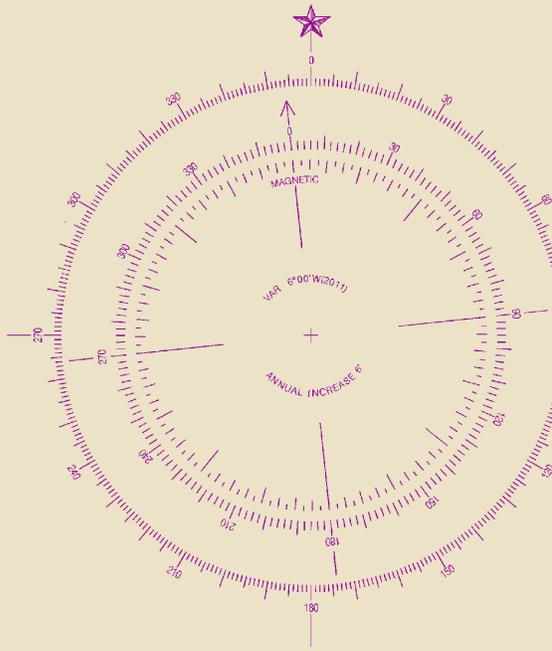
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**WARNING**

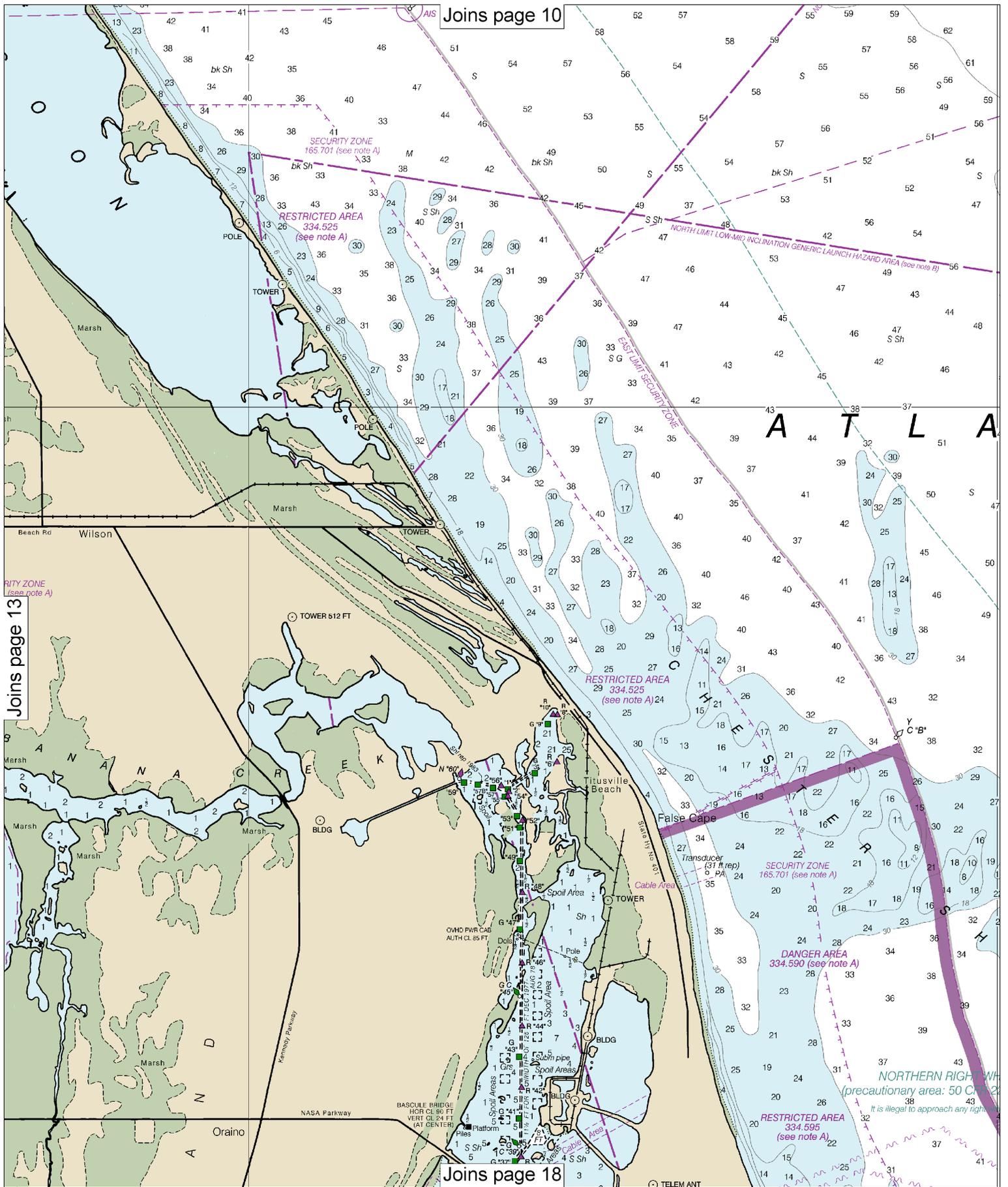
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**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.







Joins page 10

Joins page 13

Joins page 18

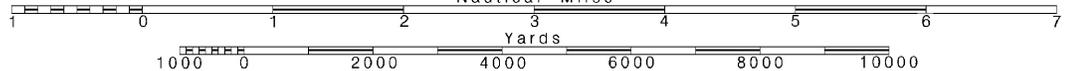
14

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 11

CAUTION  
(see notes B, C and D)

N O R T H

N T I C O C E A N

CAUTION  
(see notes B, C and D)

Hezel Shoal

Ohio Shoal

HALE CRITICAL HABITAT  
226.203c, 224.103c; see note A)  
Hale anywhere closer than 500 yards.

The Bull

Joins page 19

CAUTION  
(see notes B, C and D)

LIMIT HIGH INLAND NAVIGATION (SEE NOTE B)

areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazard areas specific to each launch and the times they will be in effect.

Joins page 12

**NOTE C**  
Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40 mile radius of Cape Canaveral, Florida, since it is known that missile debris, some of which may contain unexploded ordnance, exists in the area.

**NOTE D**  
**WEATHER ROCKET IMPACT AREA**  
Mariners are cautioned against possible hazards in the impact area, shown by a thin dashed magenta line, due to falling rocket casings.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
FLORIDA

PONCE DE LEON INLET  
TO  
CAPE CANAVERAL

Mercator Projection  
Scale 1:80,000 at Lat. 28°41'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

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

HEIGHTS

Heights in feet above Mean High Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.995" northward and 0.813" eastward to agree with this chart.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aid navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may reflect actual conditions following these storms. Fixed aid navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, 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 requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

**CAUTION**  
SUBMARINE PIPELINES AND CABLES  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

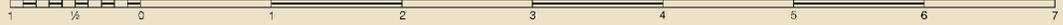


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

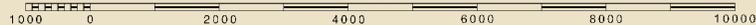
Covered wells may be marked by lighted or unlighted buoys.

SCALE 1:80,000

Nautical Miles



Yards



55'

50'

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

11484

24th Ed., Jul. 2011. Last Correction: 11/15/2016. Cleared through:  
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

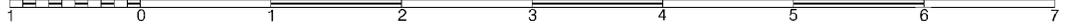
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

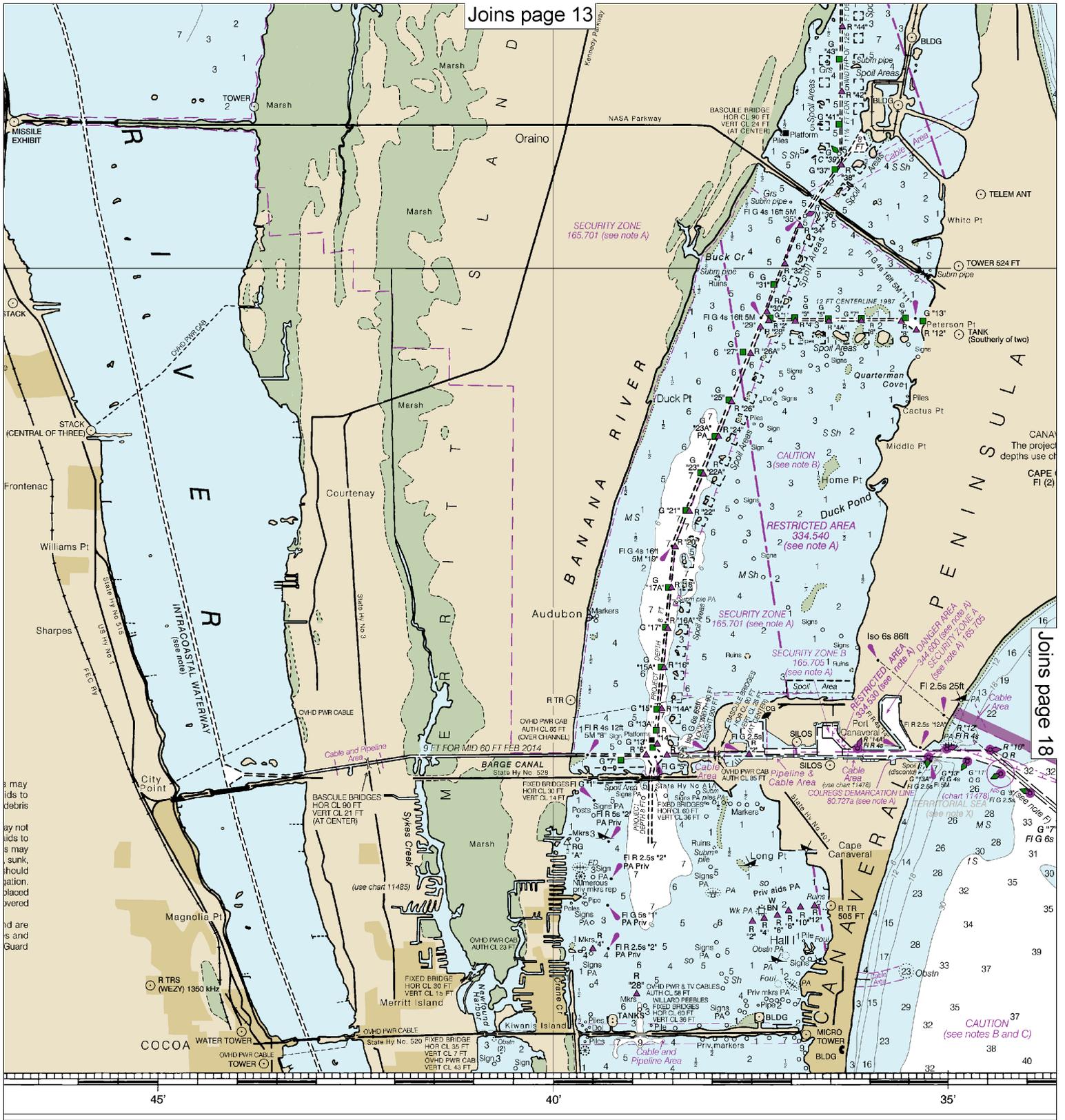
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



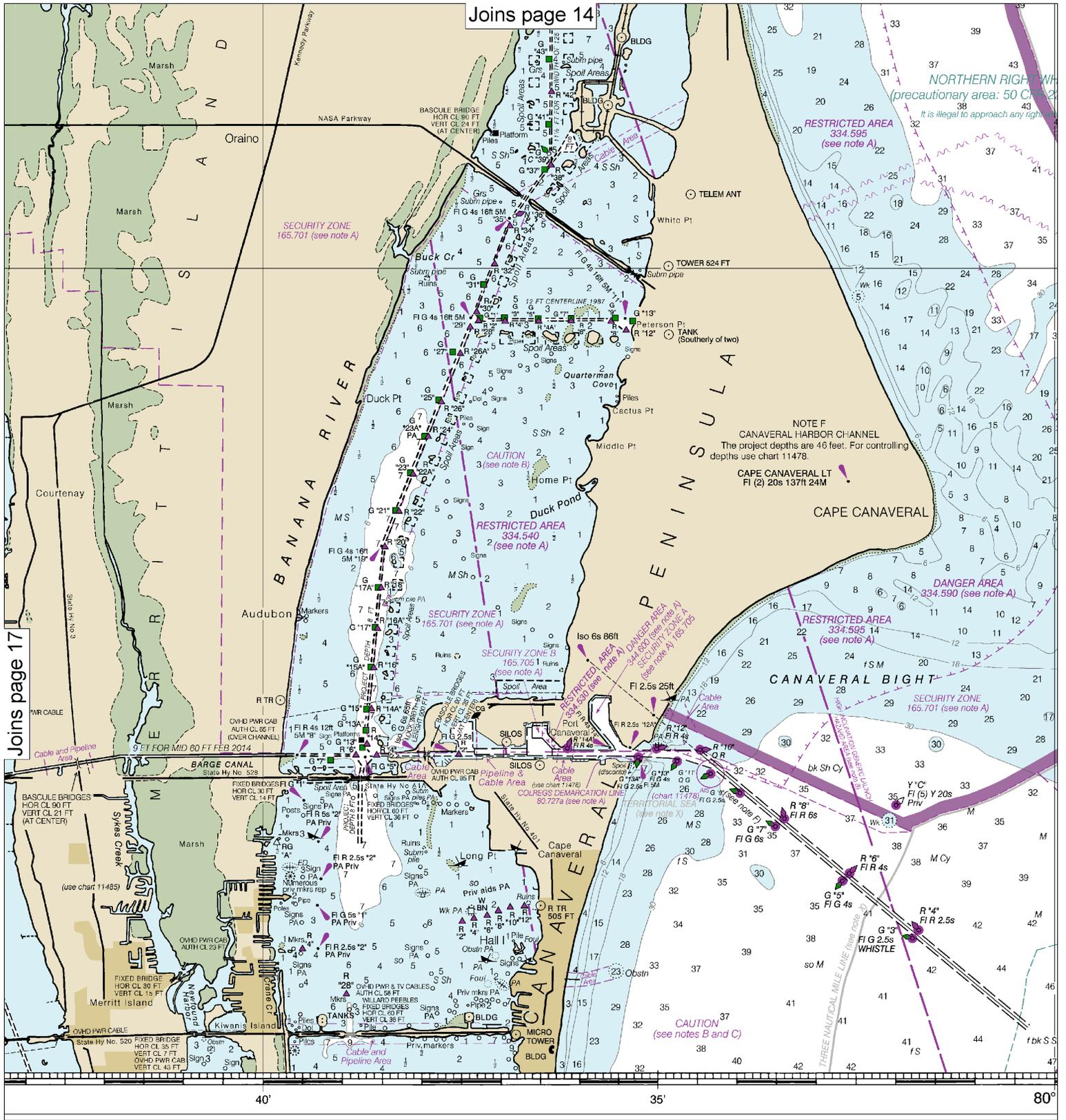
Yards





# 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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### DEPTHS 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	6	7	8	9
FEET	6	12	18	24	30	36	42	48	54
METERS	1	2	3	4	5	6	7	8	9

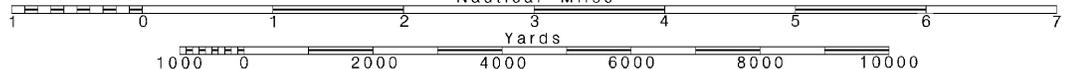
# 18

Note: Chart grid lines are aligned with true north.

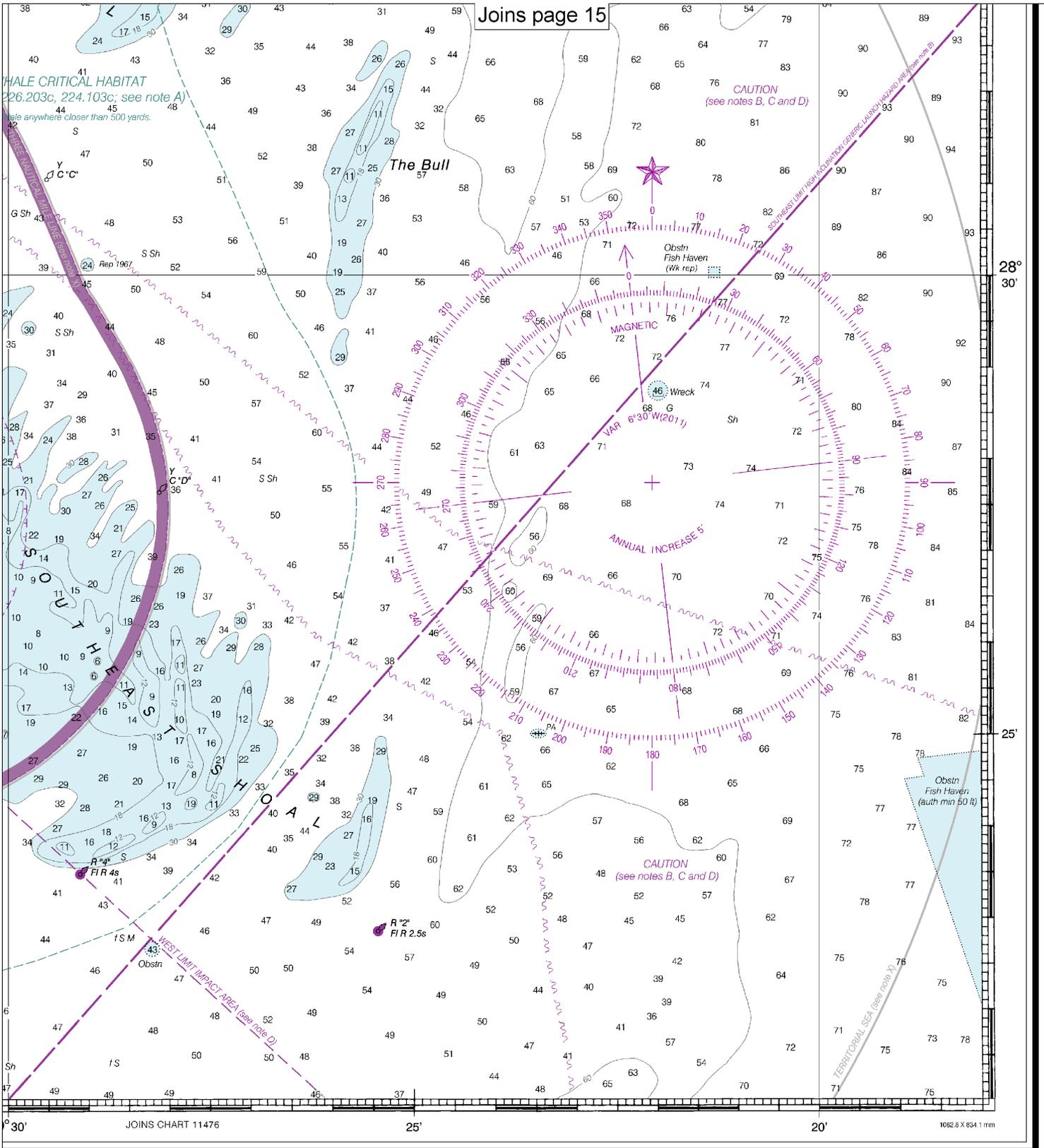
Printed at reduced scale.

SCALE 1:80,000  
 Nautical Miles

See Note on page 5.



Joins page 15



10	11	12	13	14	15	16	17
60	66	72	78	84	90	96	102
18	19	20	21	22	23	24	25
26	27	28	29	30	31		

Ponce de Leon Inlet to Cape Canaveral  
SOUNDINGS IN FEET - SCALE 1:80,000

11484



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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