MARINE WEATHER FORCAST NATIONAL WEATHER SERVICE	TELEPHONE NUMBERS	OFFICE HOURS
Miami, FL	(305) 229-4522	24 Hours daily
Key West, FL	(305) 295-1316	24 Hours daily
Tampa Bay, FL	(813) 645-2506	8:00 AM-4:00 PM (Mon-Fri)
Tallahassee, FL	(850) 942-8833	8:00 AM-5:00 PM (Mon-Fri)

*Recorded

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. MHz	BROADCAST TIMES
Tampa, FL	KHB-32	162.55	24 Hours daily
Fort Myers, FL	WXK-83	162.475	24 Hours daily
Sarasota, FL	WWG-59	162.40	24 Hours daily
Largo Marine, FL	KEC-38	162.450	24 Hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROADCAST-EST	SPECIAL WARNING
St. Petersburg, FL	NMA-21	2670 kHz 157.1 MHz	9:20 AM, 9:20 PM 8:00 AM & 6:00 PM	*On receipt *On receipt

*Preceded by announcement on 2182 kHz/156.8 MHz

Ⓟ Pump-out facilities

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) o(Approximate location)

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

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.

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.

CAUTION
WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RADAR REFLECTORS

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

WARNING

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

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).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

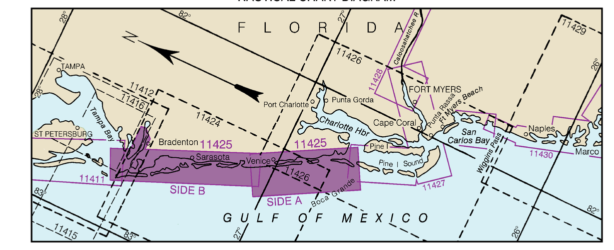
PLANE COORDINATE GRID
(based on NAD 1927)

Florida State Grid, west zone, is indicated by dashed ticks at 10,000 foot intervals, thus: 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.

NAUTICAL CHART DIAGRAM



JOINS BRADENTON EXTENSION

11425 CONTINUED ON CHART 11412
CONTINUED ON CHART 11424
CONTINUED ON CHART 11424
CONTINUED ON CHART 11424 11425

INTRACOASTAL WATERWAY
Project Depths

9 feet Caloosahatchee River, Fla. to Anclote River, Fla.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners

Distances

Mileage distances shown along the Waterway are in Statute Miles, based on zero at the Junction with the Okeechobee Waterway in San Carlos Bay, Fla and are indicated thus:

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

PLANE COORDINATE GRID
(based on NAD 1927)
Florida State Grid, west zone, is indicated by dashed ticks at 10,000 foot intervals thus: The last three digits are omitted.

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.
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.

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.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
Ⓟ Pump-out facilities
CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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.

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.

NOTE A

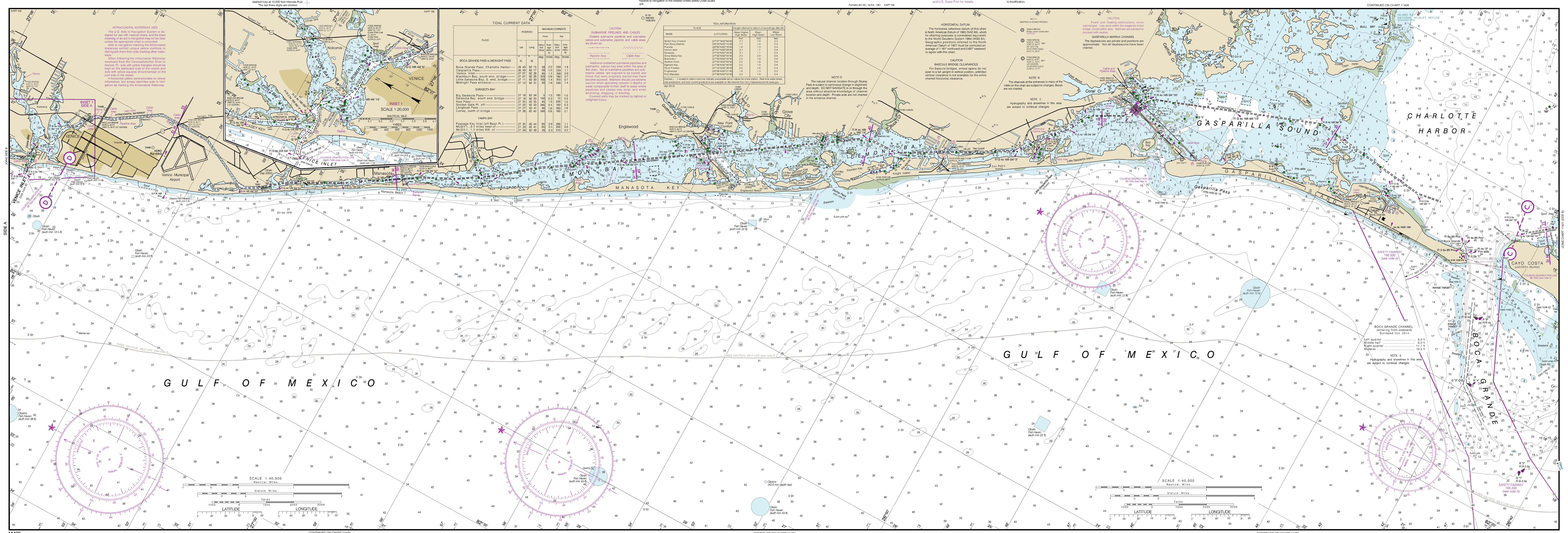
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

Formerly 857-SC, 1st Ed., 1961 KAPP 158

CONTINUED ON CHART 11426



INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

TIDAL CURRENT DATA

PLACE	POSITION		MAXIMUM CURRENTS			
			Flood		Ebb	
	Lat.	Long.	Direction (true)	Average velocity	Direction (true)	Average velocity
	° ' N.	° ' W.	deg.	knots	deg.	knots
BOCA GRANDE PASS to MIDNIGHT PASS						
Boca Grande Pass, Charlotte Harbor	26 43	82 15	55	2.2	250	1.8
Casparilla Pass	26 49	82 17	65	1.0	235	1.1
Venice Inlet	27 07	82 28	85	1.1	260	0.9
Blackburn Bay, south end, bridge	27 07	82 28	355	0.9	180	0.7
Little Sarasota Bay, S. end, bridge	27 11	82 30	165	1.4	355	0.7
Midnight Pass entrance	27 12	82 31	60	1.8	240	1.4
SARASOTA BAY						
Big Sarasota Pass	27 18	82 34	5	1.5	185	1.0
Sarasota Bay, south end, bridge	27 18	82 33	195	0.3	15	0.3
New Pass	27 20	82 35	45	1.6	230	1.0
Golden Gate Pt. off	27 20	82 33	345	0.4	160	0.3
Longboat Pass	27 27	82 41	90	1.8	265	1.6
Cortez, north of bridge	27 28	82 42	345	0.6	160	0.1
TAMPA BAY						
Passage Key Inlet (off Bean Pt.)	27 32	82 44	95	0.9	285	1.1
McGill I., 3.1 miles west of	27 33	82 41	65	0.4	250	0.6
McGill I., 1.1 miles NW. of	27 34	82 39	35	0.3	210	0.2

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area Cable Area
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.

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
Mullet Key Channel	(27°37'N/82°44'W)	2.1	1.8	0.3
Port Boca Grande	(26°43'N/82°15'W)	1.7	1.4	0.4
Placida	(26°50'N/82°16'W)	1.6	1.3	0.3
Venice Inlet	(27°07'N/82°28'W)	2.1	1.7	0.4
Sarasota	(27°20'N/82°33'W)	2.1	1.7	0.4
Anna Maria Key	(27°30'N/82°43'W)	2.3	2.0	0.5
Bradenton	(27°30'N/82°34'W)	2.3	1.9	0.4
Redfish Point	(27°32'N/82°29'W)	2.2	1.8	0.4
Egmont Key	(27°36'N/82°46'W)	2.2	1.9	0.4
Point Pinellas	(27°42'N/82°38'W)	2.0	1.6	0.4
Englewood	(26°56'N/82°21'W)	1.6	1.3	0.3
Port Manatee	(27°38'N/82°34'W)	2.2	1.9	0.4

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.

(Apr 2013)

NOTE D

The natural channel location through Stump Pass is subject to continuous change in alignment and depth. DO NOT NAVIGATE in or through the area without absolute knowledge of channel location and depth. Private aids are not charted in the entrance channel.

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 1.161" northward and 0.657" eastward to agree with this chart.
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.

NOTE F
GASPARILLA SOUND BRIDGES

Ⓐ SWING BRIDGE Bridge under construction (see note)

Ⓑ FIXED BRIDGE HOR CL 120 FT VERT CL 26 FT (AT CENTER) OVHD PWR CABLE AUTH CL 35 FT REP

Ⓒ FIXED BRIDGE HOR CL 40 FT VERT CL 16 FT (AT CENTER) OVHD PWR CABLE AUTH CL 27 FT REP

NOTE B
The channels at the entrances to many of the inlets on this chart are subject to changes. Buoys are not charted.

NOTE E

Hydrography and shorelines in this area are subject to continual changes.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

GASPARILLA MARINA CHANNEL

The daybeacons are private and positions are approximate. Not all daybeacons have been charted.

BOCA GRANDE CHANNEL
(entering from seaward)
Surveyed Oct. 2014

Left quarter	8.0 ft
Middle half	8.0 ft
Right quarter	11.7 ft
Widener	16.5 ft

CONTINUED ON CHART 11424
CONTINUED ON CHART 11426

NAUTICAL CHART 11425
INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

FLORIDA
CHARLOTTE HARBOR TO TAMPA BAY

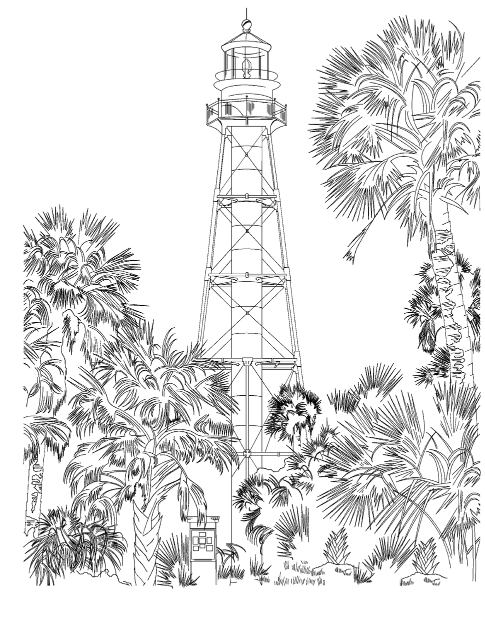


Chart 11425

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

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

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Manatee Power Squadrons, District 22, United States Power Squadrons, for continually providing essential information for revising this chart.

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET
MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

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, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information

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.

For Symbols and Abbreviations see Chart No. 1

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

11425

39th Ed., May 2013. Last Correction: 12/12/2016. Cleared through: LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

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