MARINE WEATHER FORCAST
NATIONAL WEATHER SERVICE
Ft. Myers, FL (239) 765-2179
Key West, FL (305) 292-5253
Tampa Bay, FL (813) 645-0506
Melbourne, FL (850) 942-8820
*Recorded

TELEPHONE NUMBERS
(239) 765-2179
(305) 292-5253
(813) 645-0506
(850) 942-8820

OFFICE HOURS
8:00 AM-4:30 PM
24 Hours (Mar)
8:00 AM-4:00 PM (Mon-Fri)
8:00 AM-4:00 PM (Mon-Fri)

NOAA WEATHER RADIO BROADCASTS:

CITY	STATION	FREQ. MHz	BROADCAST TIMES
Fort Myers, FL	WXK-41	162.475	24 Hours (Mar)
Fort Myers, FL	WXK-93	162.475	24 Hours (Mar)
Key West, FL	WXJ-93	162.550	24 Hours (Mar)
Largo Marine, FL KEC-58		162.400	24 Hours (Mar)

BROADCASTS OF MARINE WEATHER FORCASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROADCASTS EST.	SPECIAL WARNING
St.Petersburg, FL	WAH-21	2670 kHz	9:00 AM, 3:00 PM	*On receipt
		157.1 MHz	6:00 AM & 6:00 PM	*On receipt

*Preceded by announcement on 2182 kHz/156.8 MHz

RULES OF THE ROAD
OVERTAKING
Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than forty-five feet in length shall not therefore overtake, or pass, or maneuver in a manner dangerous to other craft in a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually may be moving at a speed that is fast for the area and distance in which to maneuver or stop. A large vessel's superstructure may block the wind and the result that a motorboat operator may be surprised and momentarily 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 help small craft and sailing floatley 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 at night or in poor visibility.

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

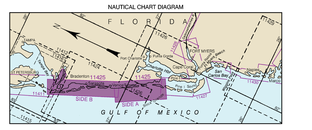
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Notices to Mariners publications. Information on Radio direction-finder bearings to commercial broadcasting stations are subject to error and should not be used for navigation.
Station positions are shown thus:
(A)accurate location o(Approximate location)

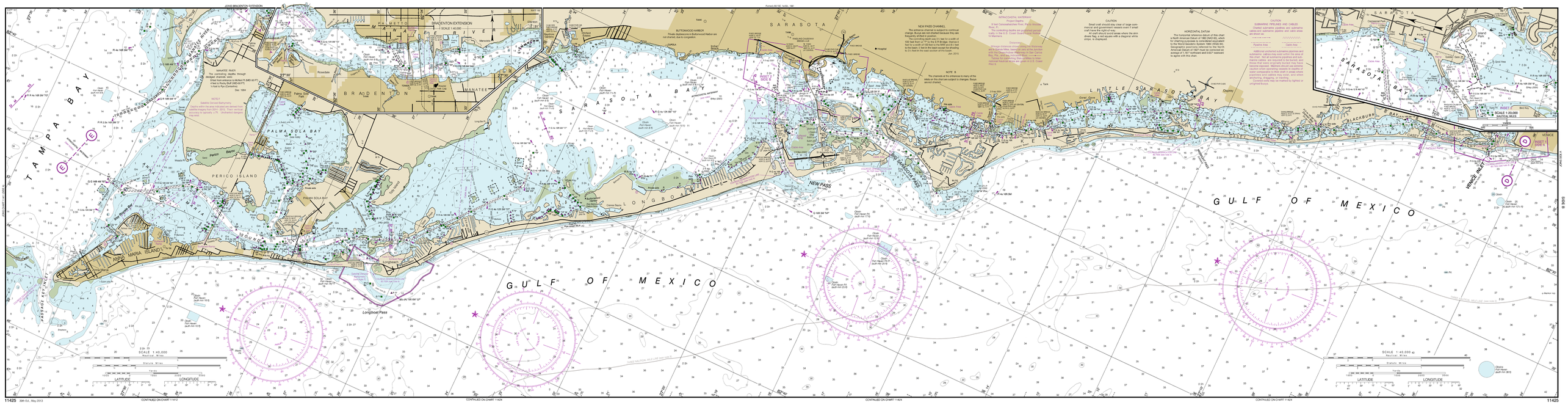
CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the slim divers flag, a red square with a diagonal white stripe, is displayed.

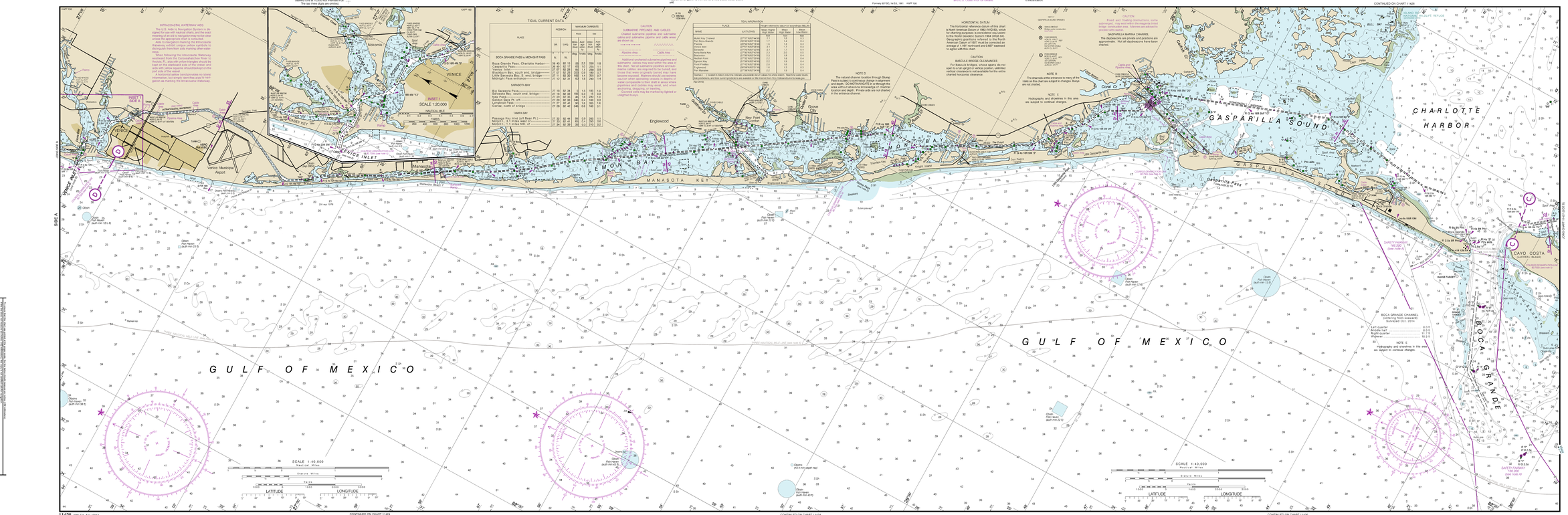
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, dated December 27, 1988, the U.S. Coast Guard, for the purpose of enforcing the civil and cadet limit of the territorial sea, is endeavored as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Florida, established by U.S. Presidential Proclamation, dated December 27, 1988, in most cases the inner limit of Finland 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 coordination.

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" states 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 may be moving at a speed that is fast for the area and distance in which to maneuver or stop. A large vessel's superstructure may block the wind and the result that a motorboat operator may be surprised and momentarily 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.

NAUTICAL CHART DIAGRAM

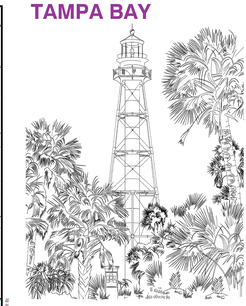






NAUTICAL CHART 11425
INTRACOASTAL WATERWAY

FLORIDA
CHARLOTTE HARBOR TO TAMPA BAY



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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, Sarasota County Sheriff's Office, and others 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 Coast Guard District Eleventh and the U.S. Coast Guard 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 publications 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: 10/7/2016. Cleared through:
LNM: 4116 (10/11/2016). NM: 4316 (10/22/2016)

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If the line does not measure six inches (152.400mm), this copy is not certified safe for navigation.