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
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.

Ⓟ Pump-out facilities

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
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.

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.

ACKNOWLEDGMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the Cape Coral, Sanibel-Captiva and San Carlos Bay Power Squadrons, District 22, United States Power Squadrons for continually providing essential information for revising 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.

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)

INTRACOASTAL WATERWAY
Project Depths
9 feet Caloosahatchee River, FL to Anclote River, FL.
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 northward from junction with the Okeechobee Waterway, and are indicated thus:
Tables for converting Statute Miles to International Nautical Miles are given in U.S.Coast Pilots 4 and 5.

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.

OKEECHOBEE WATERWAY
Project Depths
8 feet St. Lucie River to Fort Myers via Route 1 and 6 feet via Route 2.
10 feet Fort Myers to Punta Rassa.
12 feet Punta Rassa to Gulf of Mexico.
Lockage service is provided continuously from 6:00 A.M. to 10:00 P.M. EST, daily.
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 westward from junction with the Atlantic Intracoastal Waterway in St. Lucie Inlet (11428, Side A), and are indicated thus:
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilots 4 and 5.

OKEECHOBEE 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 Okeechobee Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Okeechobee Waterway westward from St. Lucie Inlet to Fort Myers, Florida, 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 Okeechobee Waterway.

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

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.

NOTE J
Numerous submerged piles have been reported in this area.

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

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.

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.

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.

THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11427

INTRACOASTAL WATERWAY

FLORIDA
FORT MYERS TO CHARLOTTE HARBOR AND WIGGINS PASS

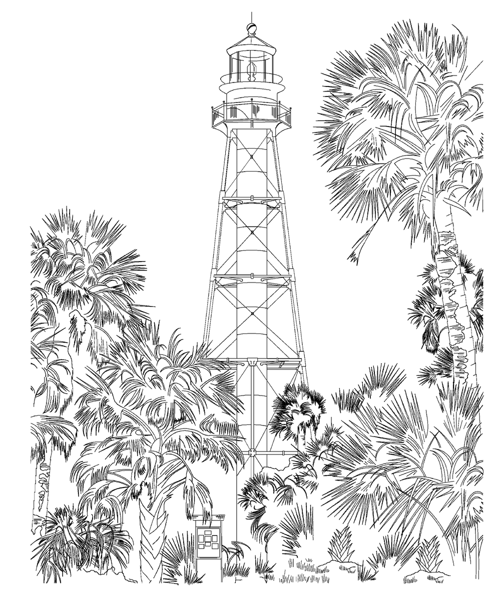


Chart 11427, 35th Ed., Sep. 2011

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

Mercator Projection at Scale 1:40,000

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, and U.S. Coast Guard.

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

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum (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 1.272" northward and 0.680" eastward to agree with 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).

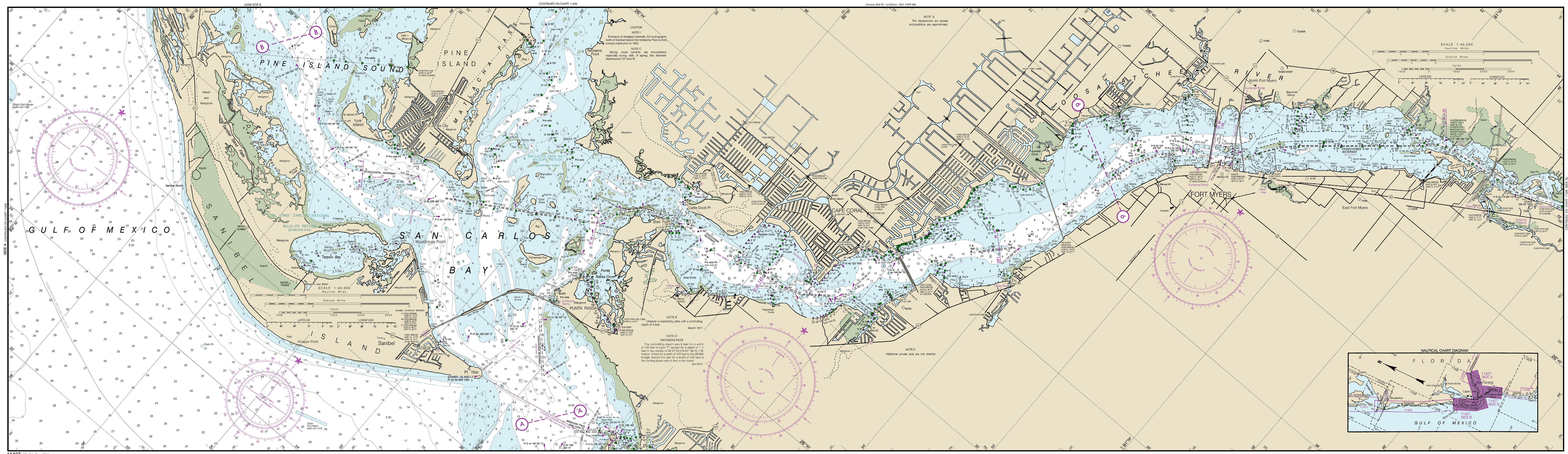
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical, Al alternating, B black, Bn beacon, C can, DIA diaphone, F fixed, Fl flashing
G green, IQ interrupted quick, Iso isophase, LT HO lighthouse, M nautical mile, m minutes, MICRO TR microwave tower, Mkr marker
Mo morse code, N nun, OBSC obscured, Oc occulting, Or orange, Q quick, R red, Ra Ref radar reflector, R Bn radiobeacon
R TR radio tower, Rot rotating, s seconds, SEC sector, St M statute miles, VQ very quick, W white, WHIS whistle, Y yellow

Bottom characteristics:
Blds boulders, bk broken, Cy clay, Co coral, G gravel, Grs grass, gy gray, h hard, M mud, Oys oysters, Rk rock, S sand, so soft, Sh shells, sy sticky

Miscellaneous:
AUTH authorized, ED existence doubtful, Obstn obstruction, PA position approximate, PD position doubtful, Rep reported, Subm submerged
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
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:



11427 35th Ed., Sep. 2011

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CAUTION
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CAUTION
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CAUTION
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All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.
AIDS TO NAVIGATION
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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.
INTRACOASTAL WATERWAY
Project Depths
9 feet Caloosahatchee River, FL to Anclote River, FL.
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 northward from junction with the Okeechobee Waterway, and are indicated thus:
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INTRACOASTAL WATERWAY AIDS
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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.
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.
PLANE COORDINATE GRID
(based on NAD 1927)
The Florida State Grid, west zone, is indicated on this chart 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.
Ⓟ Pump-out facilities

SAFETY HINTS
1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north however, you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

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.

MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE	TELEPHONE NUMBERS	OFFICE HOURS
Melbourne, FL	(321) 255-0212	8:00 AM-4:00 PM (Mon-Fri)
Miami, FL	(305) 229-4522	24 Hours daily
Key West, FL	(305) 295-1316	24 Hours daily
Tampa, FL	*(813) 645-2506	8:00 AM-4:00 PM (Mon-Fri)

*Recorded

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. MHz	BROADCAST TIMES
Fort Myers, FL	WXK-83	162.475	24 Hours daily
Sarasota, FL	WWG-59	162.400	24 Hours daily
Naples, FL	WWG-92	162.525	24 Hours daily

PUBLIC BOATING INSTRUCTION PROGRAMS
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:
USPS --- Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, ND 272612, 919-821-0281.
USCGAUX -- 7th Coast Guard District, 51 Southwest Ave., Miami, FL 33130, 305-350-5697 or USCG Headquarters (G-BUA), Washington, DC 20593-0001.

MARINE WEATHER FORECASTS BY RADIO DIRECTLY FROM NATIONAL WEATHER SERVICE

CITY	STATION	FREQ.	AM-LOCAL TIME	PM-LOCAL TIME	DAY
Key West, Fla.	WKIZ	1500 kHz	5:25, 7:15, 11:15	12:15, 5:15, 6:15	Daily
Key West, Fla.	WKWF	1600 kHz			

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 & 10:20 PM 8:00 AM & 6:00 PM	On Receipt On Receipt

* Preceded by announcement on 2182 kHz
+ Preceded by announcement on 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

WEATHER RULES FOR SAFE BOATING
Before setting out:
1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forcast conditions of wind and sea.

While afloat:
1. Keep a weather eye out for:
A. A sudden vertical cumulus cloud development
B. A sudden change in wind direction
C. A sudden noticeable increase in wind velocity
D. A drop in temperature
2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms
3. Check radio weather broadcasts for latest forcasts and warnings

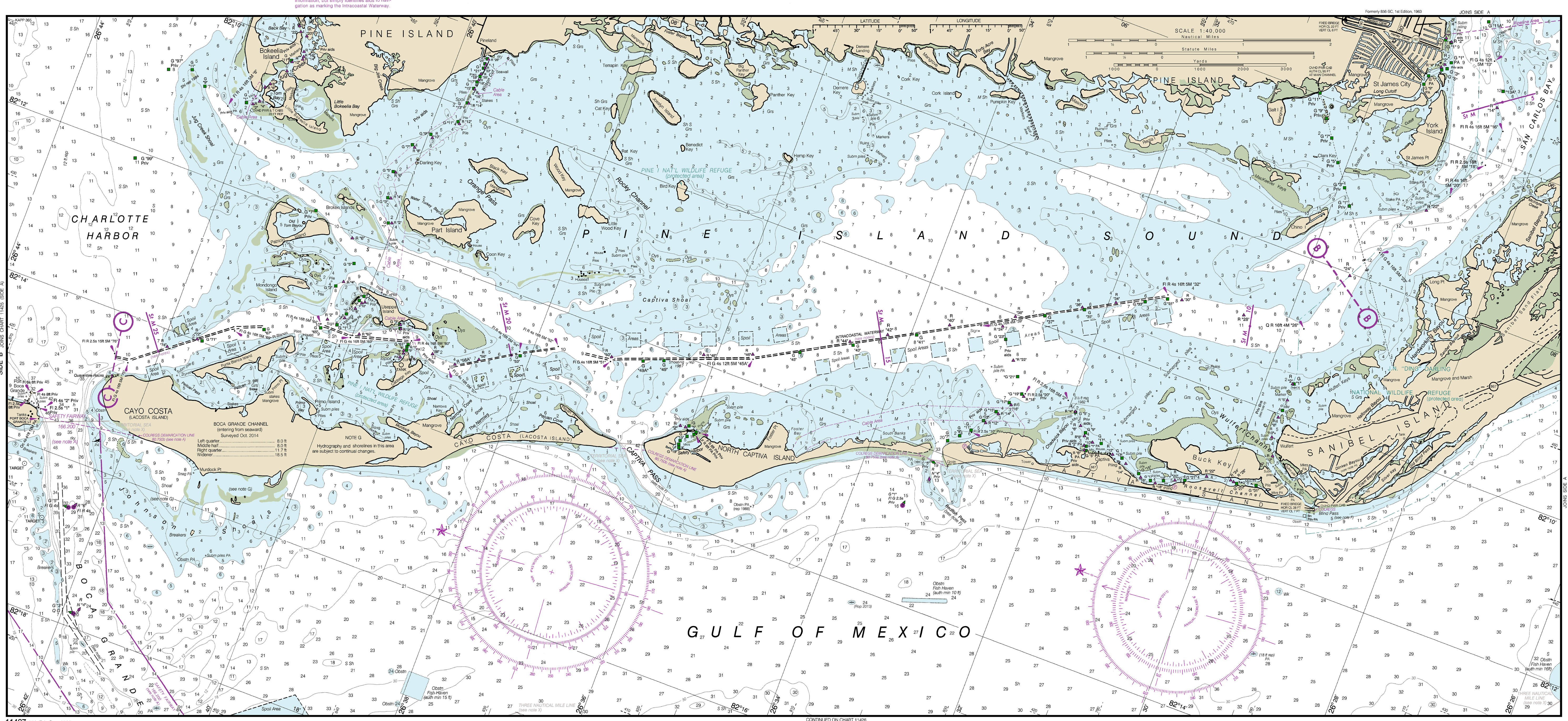
Thundersqualls often occur on warm, moist afternoons and are a great hazard to the mariner. They can have wind gusts up to 80 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blow to leeward into danger.

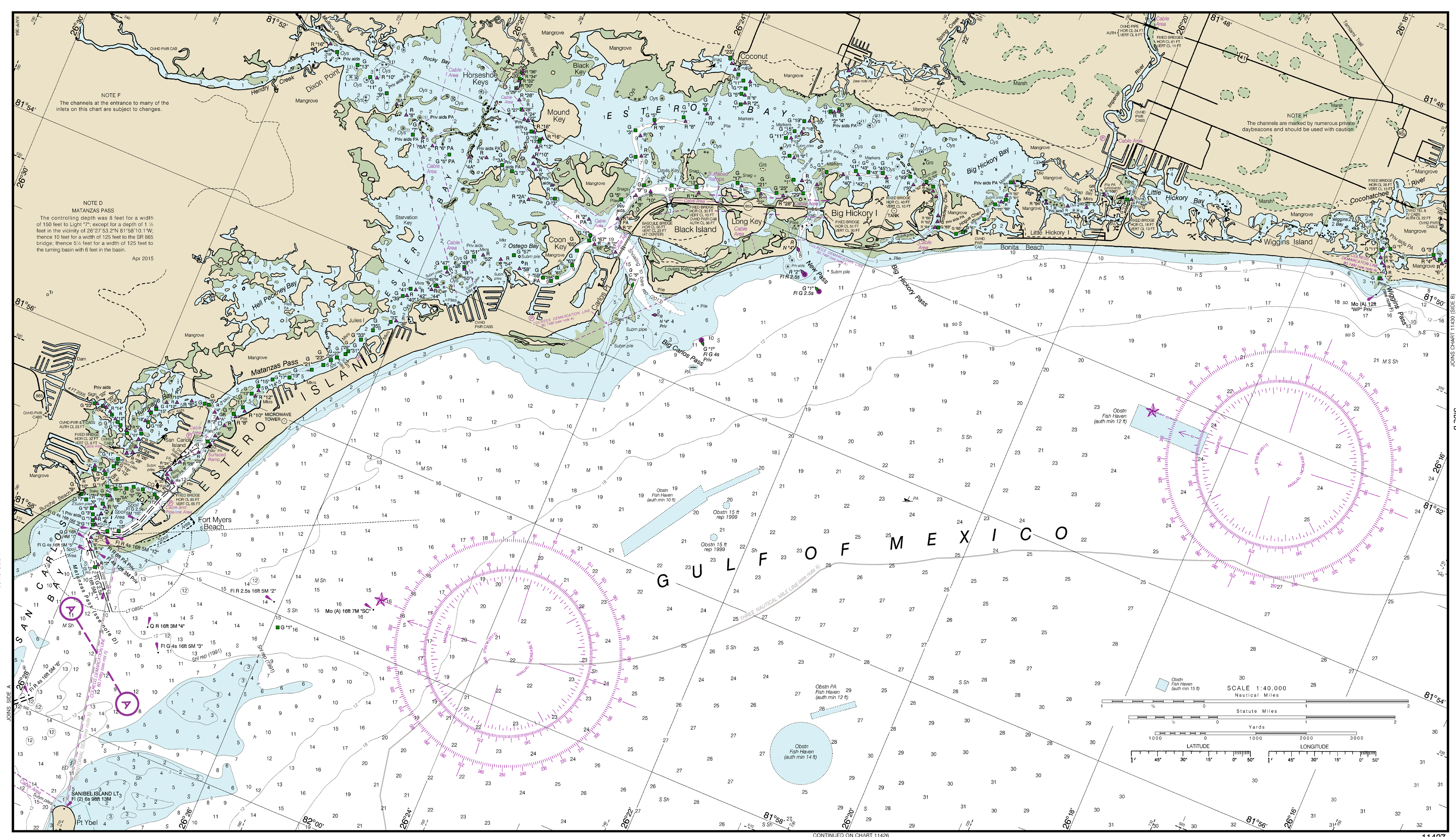
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Little Hickory Island	(26°21'N/81°51'W)	2.5	- - -	- - -
Coconut Point	(26°24'N/81°51'W)	2.7	- - -	- - -
Matanzas Pass	(26°27'N/81°57'W)	2.8	- - -	- - -
Captiva Island (south end)	(26°29'N/82°11'W)	2.6	- - -	- - -
Punta Rassa	(26°29'N/82°01'W)	2.4	- - -	- - -
Captiva Island (Pine Island Sound)	(26°31'N/82°11'W)	2.1	- - -	- - -
Redfish Pass	(26°33'N/82°12'W)	2.1	- - -	- - -
Cape Coral Bridge	(26°34'N/81°56'W)	1.0	- - -	- - -
Fort Myers	(26°39'N/81°52'W)	1.3	1.1	0.1
Pineland	(26°40'N/82°09'W)	1.9	- - -	- - -
Port Boca Grande	(26°43'N/82°15'W)	1.7	1.4	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.
(Aug 2011)

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.





11427 35th Ed., Sep. 2011

11427

Last Correction: 9/22/2016. Cleared through:
LNM: 4116 (10/11/2016), NM: 4316 (10/22/2016)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod