NAUTICAL CHART 11428
OKEECHOBEE WATERWAY

FLORIDA
ST. LUCIE INLET TO FORT MYERS AND LAKE OKEECHOBEE

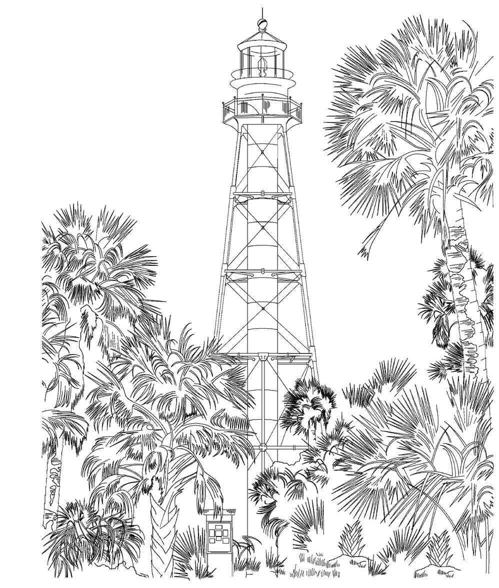

Chart 11428

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 & 1:80,000
SOUNDINGS IN FEET
FOR PLANES OF REFERENCE SEE NOTE D
North American Datum of 1983
(World Geodetic System 1984)

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

HEIGHTS
Heights in feet above Mean High Water.

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.

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
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.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilots 4 and 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.

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.

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."

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

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.222" northward and 0.809" 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.

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

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 Intracoastal 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, 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 Okeechobee Waterway.

FLORIDA EAST COAST R.R. BRIDGE
Bridge span is normally in open position, displaying flashing green signals for water traffic movement. As a train approaches, signals go to flashing red, siren gives four blasts, pauses, and repeats four blasts, etc. After eight (8) minutes delay, the bridge lowers and locks if scanning equipment reveals nothing under the bridge. When the train has cleared, the bridge span raises and signals go to flashing green for water traffic.

DISTANCES
INTRACOASTAL AND OKEECHOBEE WATERWAYS

Mileage distances shown along the Waterways are in Statute Miles and indicated thus:
Distances along Okeechobee Waterway are westward from junction with the Intracoastal Waterway in St. Lucie Inlet (Inset 3, Side A). Intracoastal Waterway distances are southward from Norfolk, Virginia.
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilots 4 and 5.

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.

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

INTRACOASTAL WATERWAY
Project Depths
12 feet Norfolk, VA to Fort Pierce FL;
10 feet Fort Pierce, FL to Miami, FL;
7 feet Miami, FL to Cross Bank, Florida Bay.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

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 southward from Norfolk, VA to Cross Bank in Florida Bay, 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 Pilots 4 & 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 C
LOCK SIGNALS
Vessels desiring lockage in either direction shall give notice to the Lockmaster at not more than three-quarters of a mile nor less than one-quarter of a mile from the lock by two long and two short blasts of a whistle. When the lock is available, a green light, semaphore, or flag will be displayed; when not available, a red light, semaphore, or flag will be displayed. No vessels or rafts shall approach within 300 feet of any lock entrance unless signaled to do so by the lockmaster.
General regulations governing bridges and locks and the handling of tows are given in 207.160, Chapter 2 of the U.S. Coast Pilots 4 and 5.
Public address systems are installed at all four locks as an aid to navigation and a safety feature. Craft approaching any of the locks should approach for passage only upon receiving instructions from the Locktender through the loudspeaker system or by standard light signals.

(P) Pump-out facilities

NOTE D
Depths
Depths charted in the Atlantic Ocean, St. Lucie River and in the Caloosahatchee River are referred to Mean Lower Low Water (MLLW). Depths in the St. Lucie Canal and Lake Okeechobee are referred to a low water elevation which is 12½ feet above mean sea level. Depths in the Caloosahatchee Canal are referred to a low water elevation which is 10 feet above mean sea level.

Overhead Clearances
Overhead clearances, Okeechobee Waterway-St. Lucie Lock to Port Mayaca Lock, are referred to St. Lucie Canal stage of 14.5 feet.

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)

CAUTION
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

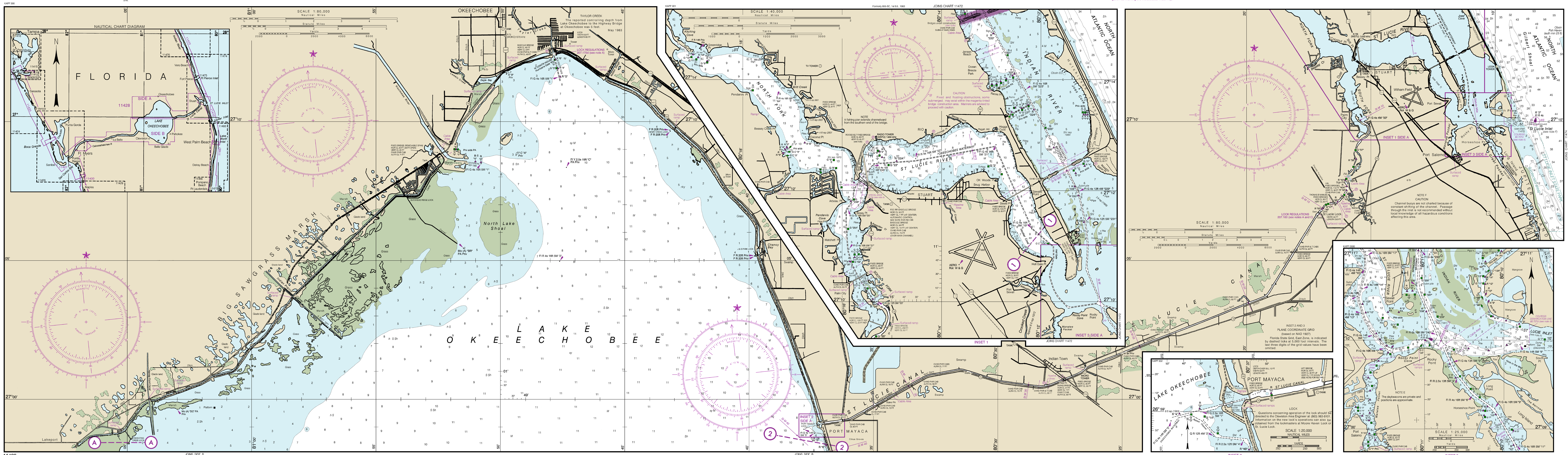
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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.



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).

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	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	WHIS 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	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 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: — — —

11428

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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.

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 D
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Refer to charted regulation section numbers.

(P) Pump-out facilities

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
North Fork	(27°15'N/80°19'W)	1.2	1.1	0.1
Jensen Beach	(27°14'N/80°13'W)	1.3	1.2	0.1
Stuart	(27°12'N/80°16'W)	1.1	1.0	0.1
Seminole Shores	(27°11'N/80°10'W)	3.4	3.2	0.2
Sewall Point	(27°11'N/80°11'W)	1.2	1.1	0.1
South Fork	(27°10'N/80°15'W)	1.2	1.1	0.1
Great Pocket	(27°09'N/80°10'W)	1.3	1.2	0.1
Port Salerno	(27°09'N/80°12'W)	1.1	1.0	0.1
Fort Myers	(26°39'N/81°52'W)	1.3	1.1	0.1

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.
(Sep 2015)

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	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 Bay, FL	*(813) 645-2506	8:00 AM-4:00 PM (Mon-Fri)

*Recorded

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ (MHz)	BROADCAST TIMES
Sarasota, FL	WWG-59	162.400	24 hours daily
West Palm Beach, FL	KEC-50	162.475	24 hours daily
Fort Myers, FL	WXK-83	162.475	24 hours daily
Belle Glade, FL	WXM-58	162.400	24 hours daily
Fort Pierce, FL	WWF-69	162.425	24 hours daily
Naples, FL	WWG-92	162.525	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ	DAILY BROADCAST - EST	SPECIAL WARNING
Miami, FL	NCF	*2670 kHz	10:50 AM & PM	On receipt

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

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37th Ed., Nov. 2015. Last Correction: 9/7/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

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.

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