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

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

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

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 D
PROHIBITED AREAS
(Areas to be avoided)
Under the Florida Keys National Marine Sanctuary and Protection Act. Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

CORAL PROPAGATION
Uncharted submerged marinnine structures, designed for the purpose of coral propagation, may exist within the limits of this chart, principally in shallow water areas.

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.

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 station listed below provides 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.

Key West, FL	WXJ-95	162.400 MHz

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 1.521" northward and 0.685" eastward to agree with this chart.

PARTICULARLY SENSITIVE SEA AREA
This chart falls entirely within the limits of a Particularly Sensitive Sea Area (PSSA). A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

Formerly 11446B, CASS 854. 1st Combined Ed., Apr. 1969 KAPP 330

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.

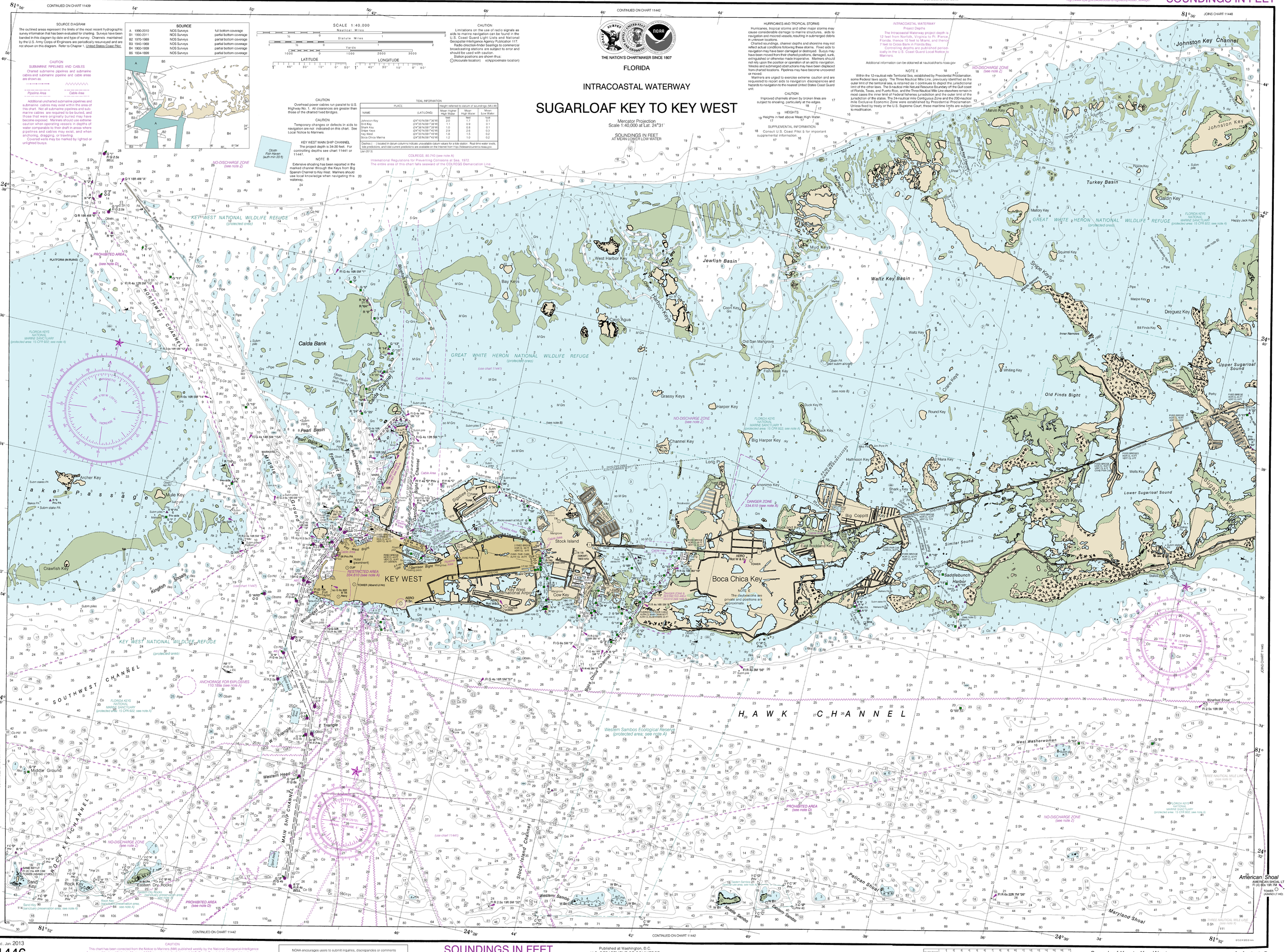
Refer to charted regulation section numbers.

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.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/

SOUNDINGS IN FEET

11446


CONTINUED ON CHART 11439
JOINS CHART 11448
CONTINUED ON CHART 11442
CONTINUED ON CHART 11441
JOINS CHART 11445
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bended 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.
SOURCE
A 1990-2010 NOS Surveys full bottom coverage
B1 1990-2011 NOS Surveys partial bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
B3 1940-1969 NOS Surveys partial bottom coverage
B4 1900-1939 NOS Surveys partial bottom coverage
B5 1834-1899 NOS Surveys partial bottom coverage
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 weirs may be marked by lighted or unlighted buoys.
SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
LATITUDE
LONGITUDE
CAUTION
Overhead power cables run parallel to U.S. Highway No. 1. All clearances are greater than those of the charted fixed bridges.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
KEY WEST MAIN SHIP CHANNEL
The project depth is 34-30 feet. For controlling depths see chart 11441 or 11447.
NOTE B
Extensive shoaling has been reported in the marked channel through the Keys from Big Spanish Channel to Key West. Mariners should use local knowledge when navigating this waterway.
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)
TIDAL INFORMATION
PLACE (LAT/LONG) | Height referred to datum of soundings (MLLW): Mean Higher High Water (feet) | Mean High Water (feet) | Mean Low Water (feet)
Johnson Key (24°43'N:081°36'W) 2.0 1.7 0.1
Third Key (24°35'N:081°38'W) 1.1 0.9 0.1
Shark Key (24°36'N:081°39'W) 1.0 0.8 0.1
Snipe Keys (24°42'N:081°40'W) 2.9 2.6 0.3
Key West (24°33'N:081°49'W) 1.8 1.5 0.2
Boca Chica Marina (24°35'N:081°43'W) 1.2 1.0 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.
[Jan 2013]
COLREGS, 80.740 (see note A)
International Regulations for Preventing Collisions at Sea, 1972
The entire area of this chart falls seaward of the COLREGS Demarcation Line.
THE NATION'S CHARTMAKER SINCE 1807
FLORIDA
INTRACOASTAL WATERWAY
SUGARLOAF KEY TO KEY WEST
Mercator Projection
Scale 1:40,000 at Lat. 24°31'
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
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
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
HEIGHTS
Heights in feet above Mean High Water.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.
INTRACOASTAL WATERWAY
Project Depths
The Intracoastal Waterway project depth is 12 feet from Norfolk, Virginia to Ft. Pierce, Florida, thence 10 feet to Miami, and thence 7 feet to Cross Bank in Florida Bay.
Controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.
Additional information can be obtained at nauticalcharts.noaa.gov
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.
Johnston Key Channel
Turkey Basin
Jewfish Basin
Waltz Key Basin
Old Finds Bight
Lower Sugarloaf Sound
Upper Sugarloaf Sound
Saddlebunch Keys
Boca Chica Key
KEY WEST
Stock Island
Cow Key
Key West International Airport
Calda Bank
Pearl Basin
Pearl Bank
Lake Passage
Archer Key
Mule Key
Crawfish Key
Kingfish Shoals
Sand Key
Rock Key
Eastern Dry Rocks
Middle Ground
Western Head
E Triangle
Western Sambos
Middle Sambos
Eastern Sambos
Pelican Shoal
Maryland Shoal
American Shoal
Marvin Key
Snipe Keys
Mud Keys
Bay Keys
Lower Harbor Keys
West Harbor Key
Coon Key
Old Dan Mangrove
Fish Hawk Key
Grassy Keys
Harper Key
Channel Key
Big Harper Key
Long Pt
Halfmoon Key
O'Hara Key
Annonimo Key
Big Coppitt
Shark Key
Duck Key
Round Key
Wells Key
Johnston Key
Pigeon Key
Gardin Key
Mallory Key
Squirrel Key
Marjoe Key
Dreguez Key
Bill Finds Key
Whiting Key
Caine Keys
Perky
Sugarloaf Key
Similar Sound
Saddlebunch Harbor
Happy Jack Key
Turtle Key
Sawyer Key
Sawyer Keys
Cottrell Key
Ninefoot Shoal
West Washerwoman
Western Sambos Ecological Reserve (protected area, see note A)
HAWK CHANNEL
SOUTHWEST CHANNEL
NORTHWEST CHANNEL
MAIN SHIP CHANNEL
Stock Island Channel
Boca Chica Channel
Garrison Bight Channel
Bahia Honda Channel
Snipe Keys Channel
Marvin Key Channel
Sugarloaf Key Channel
Wisteria Channel
Cudjoe Channel
Sugarloaf Channel
Big Pine Channel
Big Coppitt Channel
Shark Channel
Sawyer Channel
Cottrell Channel
Ninefoot Shoal Channel
Bahia Honda Channel
Bahia Honda Channel Cutoff
Spanish Channel
Big Spanish Channel
Little Spanish Channel
Long Point Channel
Duck Key Channel
Grassy Key Channel
Fish Hawk Key Channel
Old Dan Mangrove Channel
Coon Key Channel
Lower Harbor Keys Channel
Bay Keys Channel
Marvin Key Channel
Snipe Keys Channel
Turtle Key Channel
Sawyer Keys Channel
Cottrell