THE NATION'S CHARTMAKER SINCE 1807

FLORIDA

INTRACOASTAL WATERWAY

MIAMI TO ELLIOTT KEY

Mercator Projection
Scale 1:40,000 at Lat. 25°38'

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.

Formerly C&GS 848, 1st Ed., October 1939 C-1939-498 KAPP 310

11465

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)

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.

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

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.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ——●——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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.

CHANNEL MARKERS

Reflectors on daybeacons and buoys along the Intracoastal Waterway are white or green on the left-hand and red on the right-hand side when proceeding southward.

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).

AIDS TO NAVIGATION

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

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

HEIGHTS

Heights in feet above Mean High Water.

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 1.366" northward and 0.825" eastward to agree with this chart.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

For Symbols and Abbreviations see Chart No. 1

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

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.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW): Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Miami Marina	(25°47'N/080°11'W)	2.4	2.3	0.1
Miami Harbor Entrance	(25°46'N/080°08'W)	2.7	2.6	0.2
Cutler, Biscayne Bay	(25°37'N/080°18'W)	2.1	2.1	0.1
Ragged Keys	(25°32'N/080°10'W)	1.9	1.8	0.1
Elliott Key Harbor	(25°27'N/080°12'W)	1.6	1.6	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.

(Mar 2011)

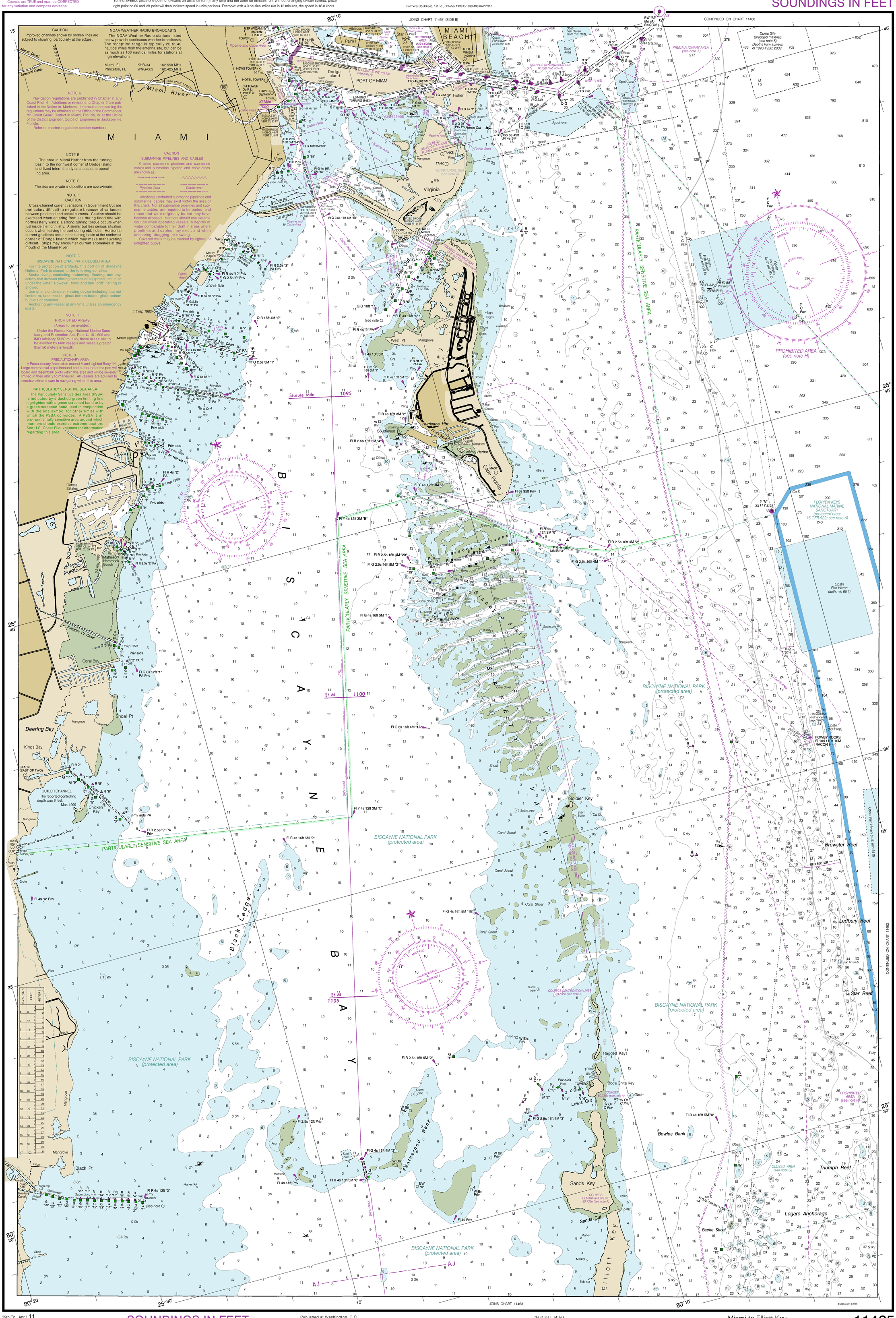
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

MIAMI HARBOR CHANNEL
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2007 AND SURVEYS TO AUG 2013

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW): NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS: WIDTH (FEET)	LENGTH (NAUT MILES)	DEPTH MLLW (FEET)
OUTER BAR CUT	40.3	45.0	44.3	42.1	9-10	500	1.65	44
WIDENER A	44.9	44.6	44.0	40.5	9-10	0-600	0.55	44
BAR CUT	44.5	44.4	41.8	37.0	9-10	500	0.73	44
GOVERNMENT CUT	41.0	41.0	40.0	40.0C	9-10; 8-13	500	1.0	42
MAIN CHANNEL	31.0	36.0	33.0	33.0	8-13	400	2.00	36
FISHERMANS CHANNEL	38.3D	42.6	41.6	41.8E	9-10	400-750	0.95	42
LUMMUS ISLAND TURNING BASIN	41.4F	41.1G	40.5	39.9H	9-10	400-2000	0.60	42
DODGE ISLAND CUT B	31.9	32.5I	32.0	30.9	9-10	400-900	0.70	34

A. WIDENER LOCATED AT THE JUNCTION OF OUTER BAR CUT AND BAR CUT REACH.
B. TURNING BASIN AT END OF DODGE ISLAND CUT IS NOT A CORPS OF ENGINEERS PROJECT. CONSULT PORT OF MIAMI FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION (305)371-7678
C. SHOALING TO 13 FT BETWEEN 25°45'55" N 80°08'17" W AND 25°46'00" N 80°08'22" W. SHOALING EXTENDS 100 FT INTO CHANNEL
D. EXCEPT FOR A 40 FT WIRECK LOATED BY AN NOS SURVEY AT 25°45'33.7" N, 080°09'01.2" W.
E. EXCEPT FOR TWO 40 FT OBSTRUCTIONS LOCATED BY AN NOS SURVEY AT 25°45'57.8" N, 080°09'30.8" W & 25°45'57.9" N, 080°09'34.0" W.
F. SHOALING TO 10 FT AT THE WESTERN EDGE OF THE BASIN.
G. SHOALING TO 20 FT AT THE WESTERN EDGE OF THE BASIN.
H. EXCEPT FOR A 37 FT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 25°46'07.1" N, 080°09'58.3" W.
I. EXCEPT FOR A 28 FT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 25°46'22.3" N, 080°10'46.0" W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOUNDINGS IN FEET



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded 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 - 2008	NOS Surveys Full bottom coverage
B1	1990 - 2008	NOS Surveys Partial bottom coverage
B3	1940 - 1969	NOS Surveys Partial bottom coverage
B4	1900 - 1939	NOS Surveys Partial bottom coverage
B5	Pre-1900	NOS Surveys Partial bottom coverage

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide 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.

Miami, FL	KHB-34	162.550 MHz
Princeton, FL	WNG-663	162.425 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. 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 B

The area in Miami Harbor from the turning basin to the northwest corner of Dodge Island is utilized intermittently as a seaplane operating area.

NOTE C

The aids are private and positions are approximate.

NOTE F
CAUTION

Cross-channel current variations in Government Cut are particulary difficult to negotiate because of variances between predicted and actual currents. Caution should be exercised when entering from sea during flood tide with northeasterly winds; a strong turning torque occurs when just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tides. Horizontal current gradients occur in the turning basin at the northwest corner of Dodge Island which may make maneuvering difficult. Ships may encounter current anomalies at the mouth of the Miami River.

NOTE G
BISCAYNE NATIONAL PARK CLOSED AREA

For the protection of artifacts, this portion of Biscayne National Park is closed to the following activities:

Scuba diving, snorkeling, swimming, floating, and any activity that involves placing persons or equipment, on, in or under the water. However, hook and line 'drift' fishing is allowed.

Use of any underwater viewing device including, but not limited to, face masks, glass bottom boats, glass bottom buckets or cameras.

Anchoring any vessel at any time unless an emergency exists.

NOTE H
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.

NOTE J
PRECAUTIONARY AREA

A Precautionary Area exists around Miami Lighted Buoy "M". Large commercial ships inbound and outbound of the port will board and disembark pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. 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.

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.

SOUNDINGS IN FEET

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.

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

Nautical Miles
Statute Miles
Yards
Meters
LATITUDE
LONGITUDE

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