BookletChart™

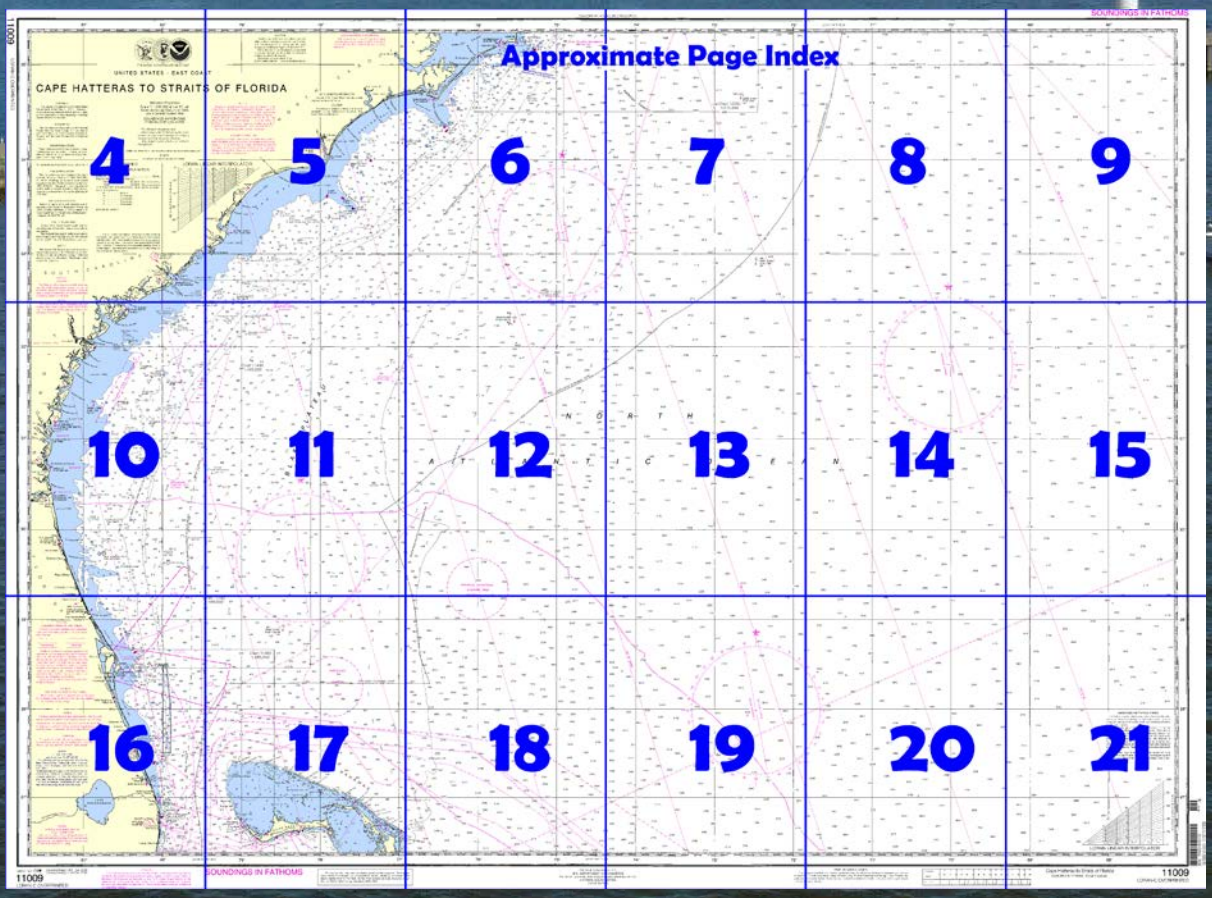
Cape Hatteras to Straits of Florida

NOAA Chart 11009

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

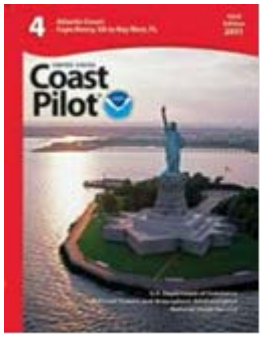
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=4.

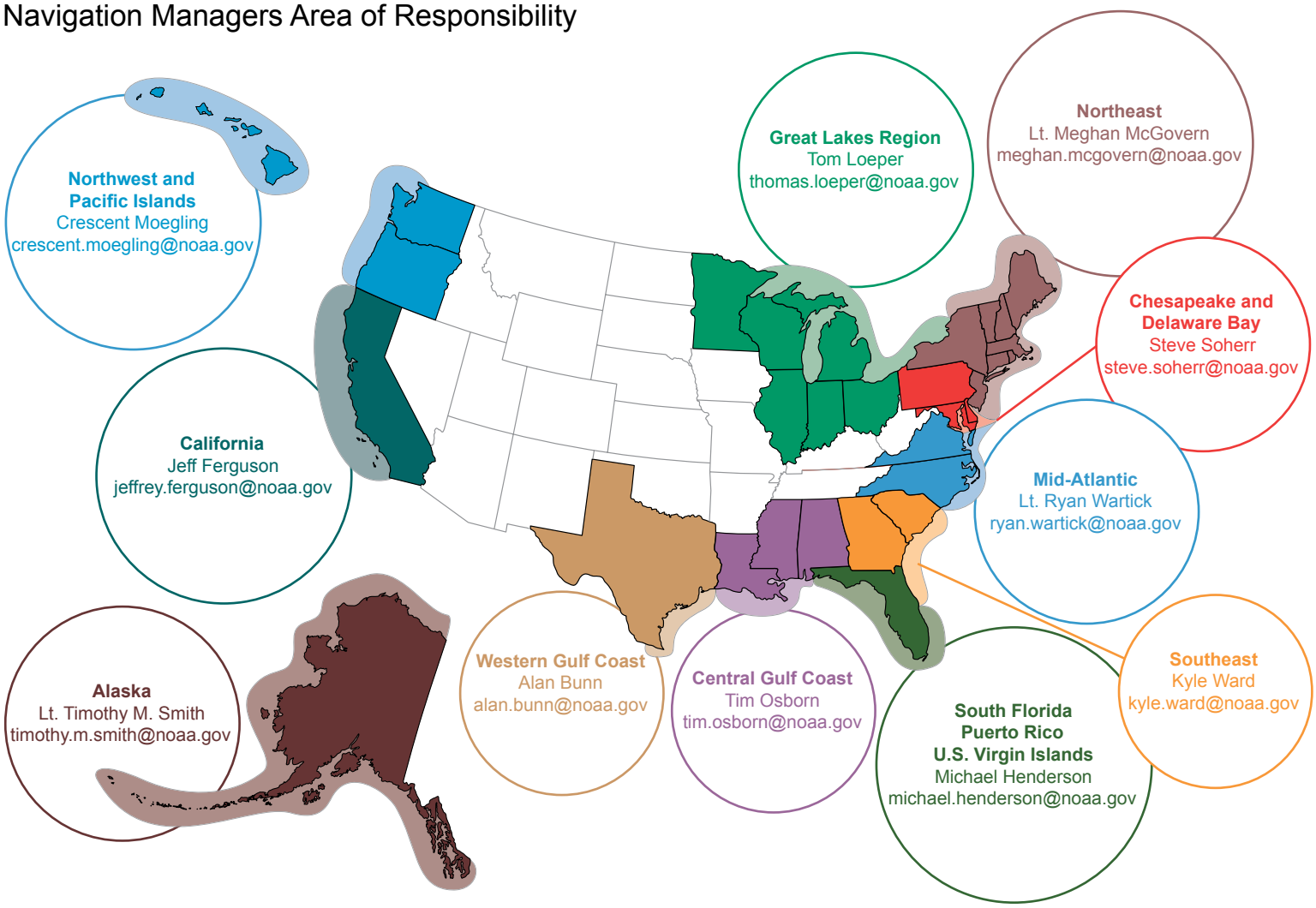


(Selected Excerpts from Coast Pilot)
The Atlantic Coast of the United States from **Cape Henry** to **Cape Florida** is low and sandy, backed by woods. From Cape Florida to Key West the coast is formed by a long chain of small islands known as the **Florida Keys**. The Florida Reefs extend seaward of the keys and are nearly parallel to them.
The coastline of Virginia from Cape Henry southward to the boundary of North Carolina is firm land for 13 miles; then it becomes a barrier beach, covered with sand dunes for 11 miles. The boundary between Virginia and North Carolina is the only marked boundary on this section of the coast. The easternmost boundary monument is a granite shaft 6 feet high about 0.5 mile west of the beach.
The coastline of North Carolina is a long barrier beach. The islands are known as the **Outer Banks**. The banks are constantly shifting sand dunes varying in height. Three capes, with their offshore shoals, project from the islands, namely: Hatteras, Lookout, and Fear. Behind the barrier beach a chain of sounds, including **Currituck**, **Roanoke**, **Albemarle**, **Pamlico**, **Core**, and **Bogue**, stretch along the entire 300 miles of coastline of the State.
Bordering the sounds on the mainland is a belt from 30 to 80 miles wide, where the land is level and sometimes swampy. On the north a portion of the Great Dismal Swamp spreads across the border of Virginia into North Carolina. Between **Albemarle Sound** and **Pamlico River** the swamplands are locally known as **Dismals** and **Pocosins**. They occur on the divides or watersheds between the rivers and sounds. In the southeast section of North Carolina are the **Savannas**, treeless prairie land with a thick growth of grass and wild flowers; they have been formed by a lack of drainage and a close impervious soil.
The coastline of South Carolina from **Little River Inlet** to **Winyah Bay** is practically an unbroken beach. **Cape Romain**, just south of Winyah Bay, and the shoal extending seaward from it, form the southern point of indentations which has its northern point at Cape Fear. From Winyah Bay to Savannah River, the boundary between South Carolina and Georgia, the coastline is a border of sandy barrier islands. The large sounds so characteristic of the North Carolina coast are missing.
The coastline of Georgia between Savannah River on the north and St. Marys River on the south is partly submerged at flood tide, and is broken by tidal rivers and marshes covered with dense grasses. The most important sandy islands off the coast are **Tybee**, **Wassaw**, **Ossabaw**, **St. Catherines**, **Sapelo**, **St. Simons**, **Jekyll**, and **Cumberland**.
The coastline of Florida is a long, low, barrier beach from the border of Georgia south to **Cape Florida**. Many of the leading tourist resorts have been built on this beach, while the business districts are often on the mainland.
Below Cape Florida the **Florida Keys** and **Florida Reefs** extend for about 134 miles in a southwesterly curve to Sand Key Light, and about 58 miles in a westerly direction to Loggerhead Key. These keys and reefs are of sand, shell, and coral formation. The keys are generally low and covered with mangrove.
Anchorages.–Vessels may find refuge at a number of places along the coast according to draft. The more important places are Lookout Bight, Beaufort Inlet, Cape Fear River, Winyah Bay, Charleston Harbor, Port Royal Sound, Savannah River, Sapelo Sound, St. Simons Sound, Cumberland Sound, St. Johns River, Fort Pierce Inlet, Lake Worth Inlet, Port Everglades, Miami, and Key West. A number of anchorage areas have been established by Federal regulations within the area of this Coast Pilot. (See Part 110, chapter 2, for limits and regulations.)
Dangers.–Along the coast are a number of wrecks that are obstructions to navigation. Most of the dangerous wrecks are marked with lighted buoys. A careful check should be made of the chart to ensure that dangerous wrecks are not along the routes selected.
Trawlers or other vessels should exercise caution while dragging the ocean floor within a 25-mile radius of Cape Canaveral, Fla., since it is known that missile debris exist in the area, some of which may contain unexploded ordnance.
Mariners are also cautioned against possible hazards of a weather rocket impact area that extends more than 50 miles offshore at Cape Canaveral, Fla. Falling rocket casings may be hazardous during the hours of 1930-2100 e.s.t., Monday through Friday.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Navigation Managers Area of Responsibility

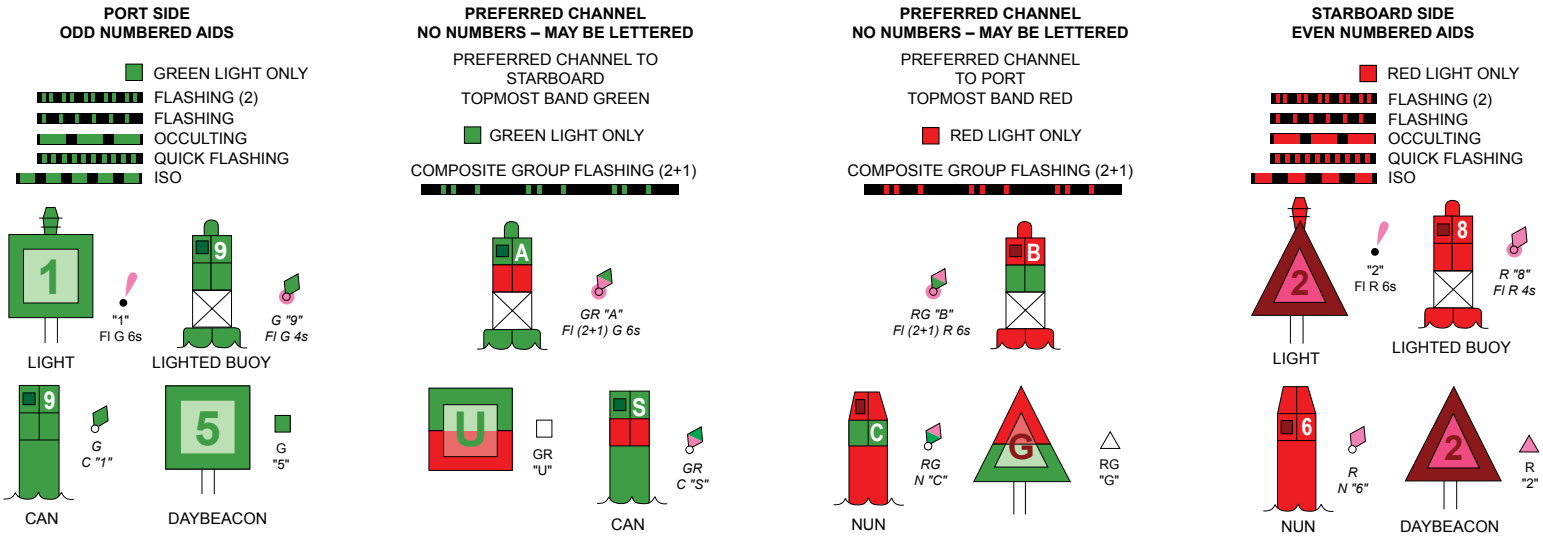


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
These volumes are available online at *http://www.navcen.uscg.gov*

11009

81° 80° 79°

35° 34° 33°

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

CAPE HATTERAS TO STRAITS OF FLORID

Limitations on t
aids to marine navi
U.S. Coast Guard
Geospatial-Intelligen
Radio direction-fi
broadcasting statio
should be used wit
Station positions
⊙(Accurate location

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

AUTHORITIES

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

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.

For Symbols and Abbreviations see Chart No. 1

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 do not require conversion to NAD 83 for plotting on 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.

See National Geospatial Intelligence Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

NOTE E

Numerous fish havens marked by private buoys exist seaward of the 10-fathom curve from St Marys Entrance to Ponce de Leon Inlet and are not shown on this chart. See larger scale charts for locations.

NOTE G

CAUTION

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40 mile radius of Cape Canaveral. Missile debris, some of which may contain unexploded ordinance, exists in this area.

NOTE H

Recommended routing to reduce the likelihood of ship strikes of endangered whales are in effect within this area, but are not depicted on this chart. See larger scale charts.

Mercator Projection
Scale 1:1,200,000 at Lat 31° 44'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For offshore navigation only
Detail within the 10 fathom curve is not shown on this chart except on offlying shoals and the Bahama Islands.
Use larger scale charts for inshore navigation.

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

HEIGHTS

Heights in feet above Mean High Water.

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.

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 been 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.

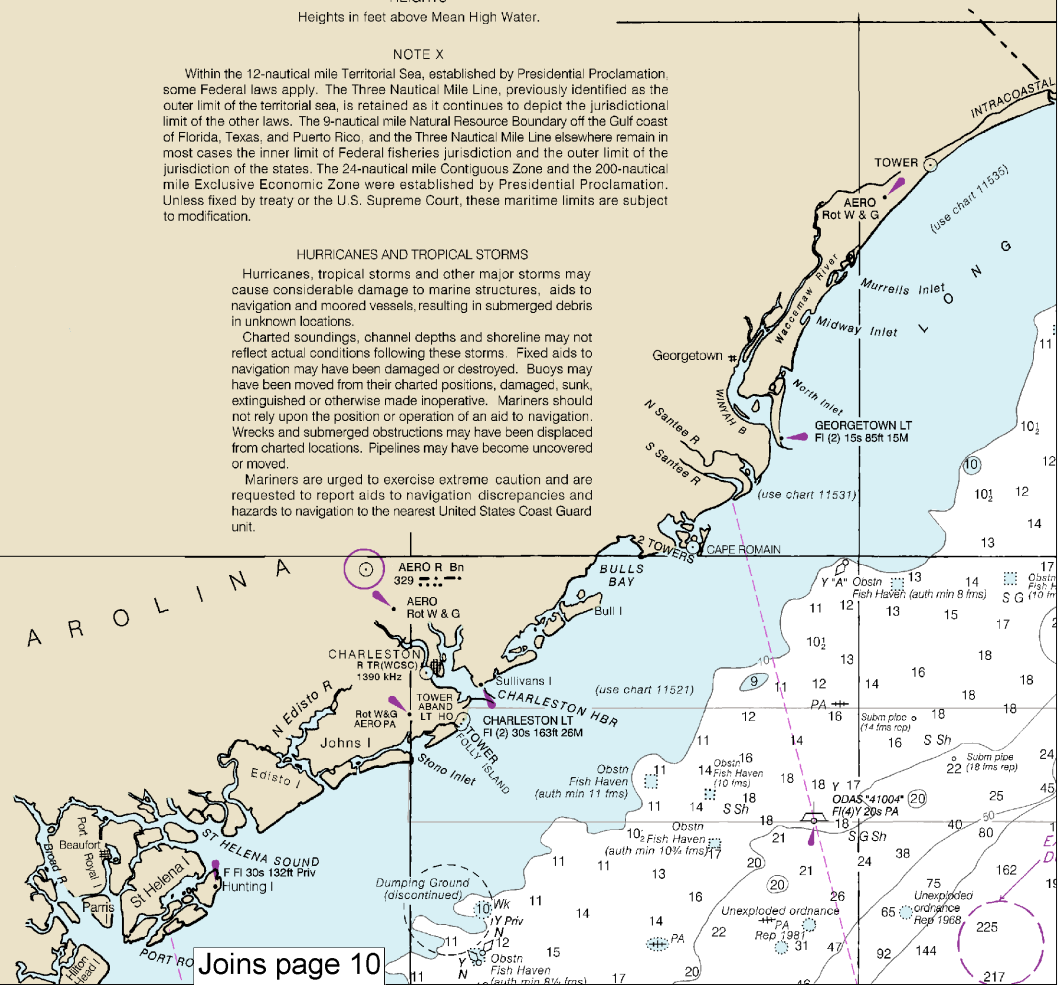
NOTE A

Navigation regulations are publised in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Va., and 7th Coast Guard District in Miami, Fl., or at the Office of the District Engineer, Corps of Engineers in Wilmington, N.C.; Charleston, S.C.; Savannah, Ga.; and Jacksonville, Fl.

Refer to charted regulation section numbers.

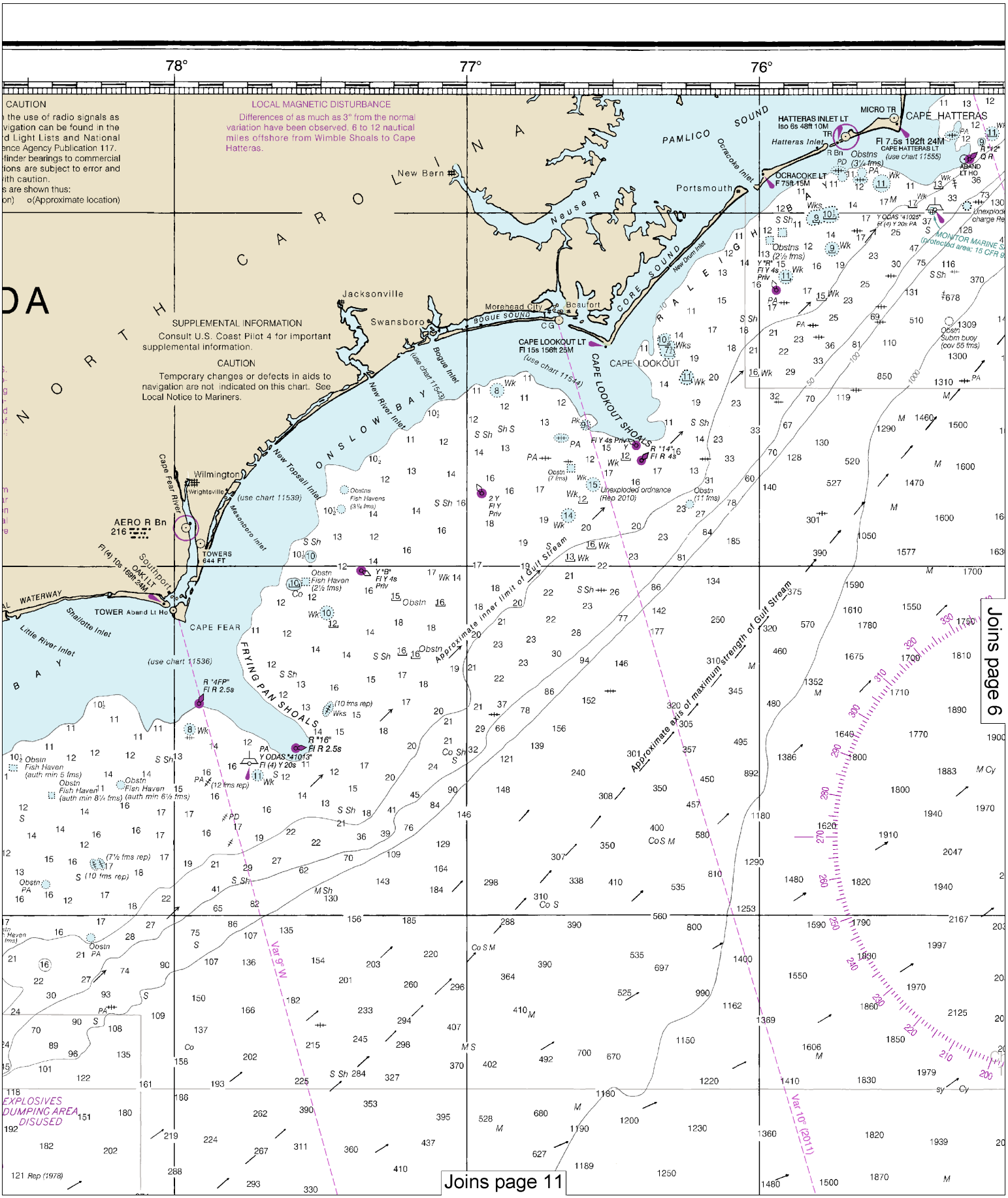
MAGNETIC VARIATION

Magnetic variation curves are for 2011 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

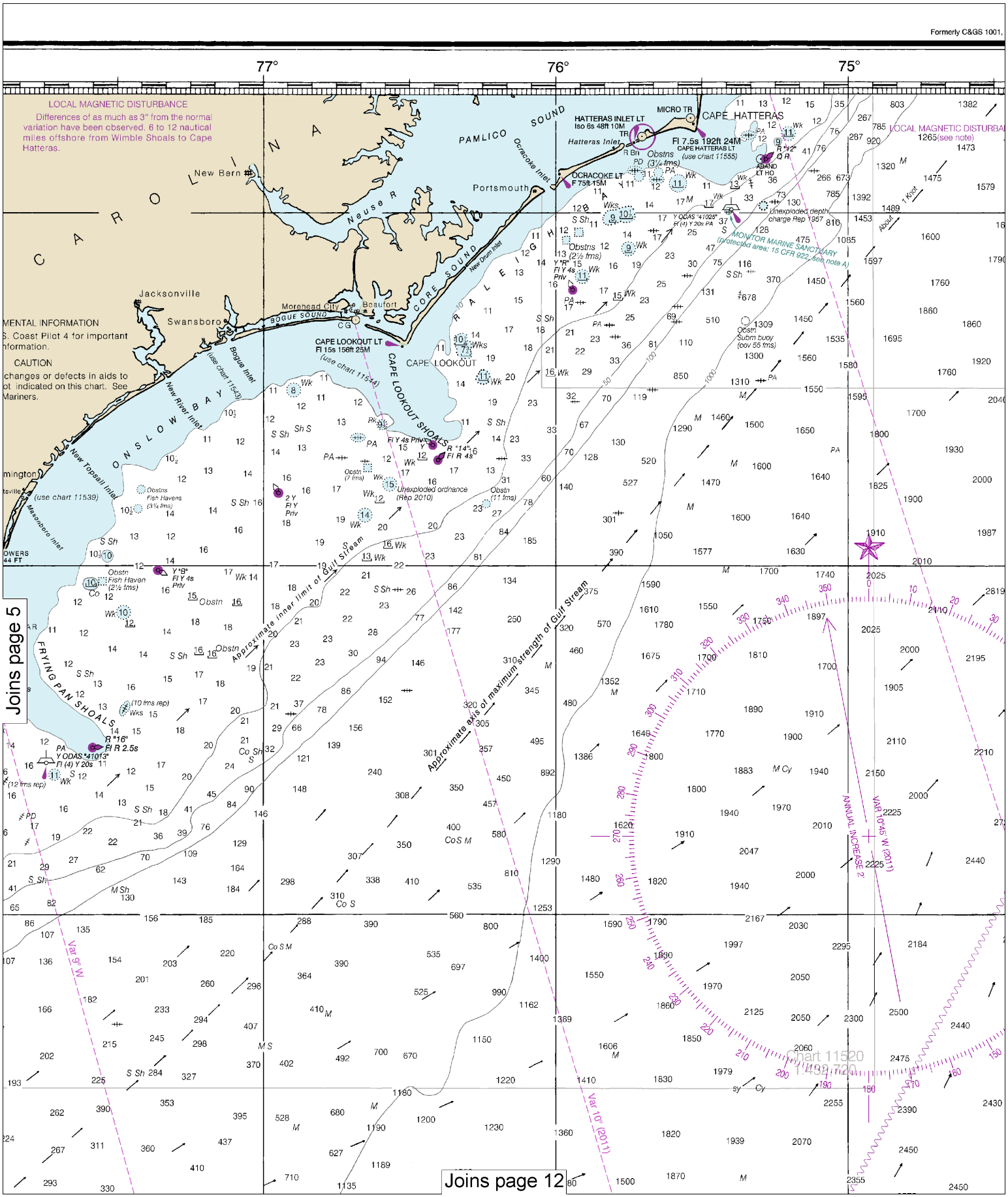


4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:1600000. Barscales have also been reduced an
are accurate when used to measure distances in this BookletChart.



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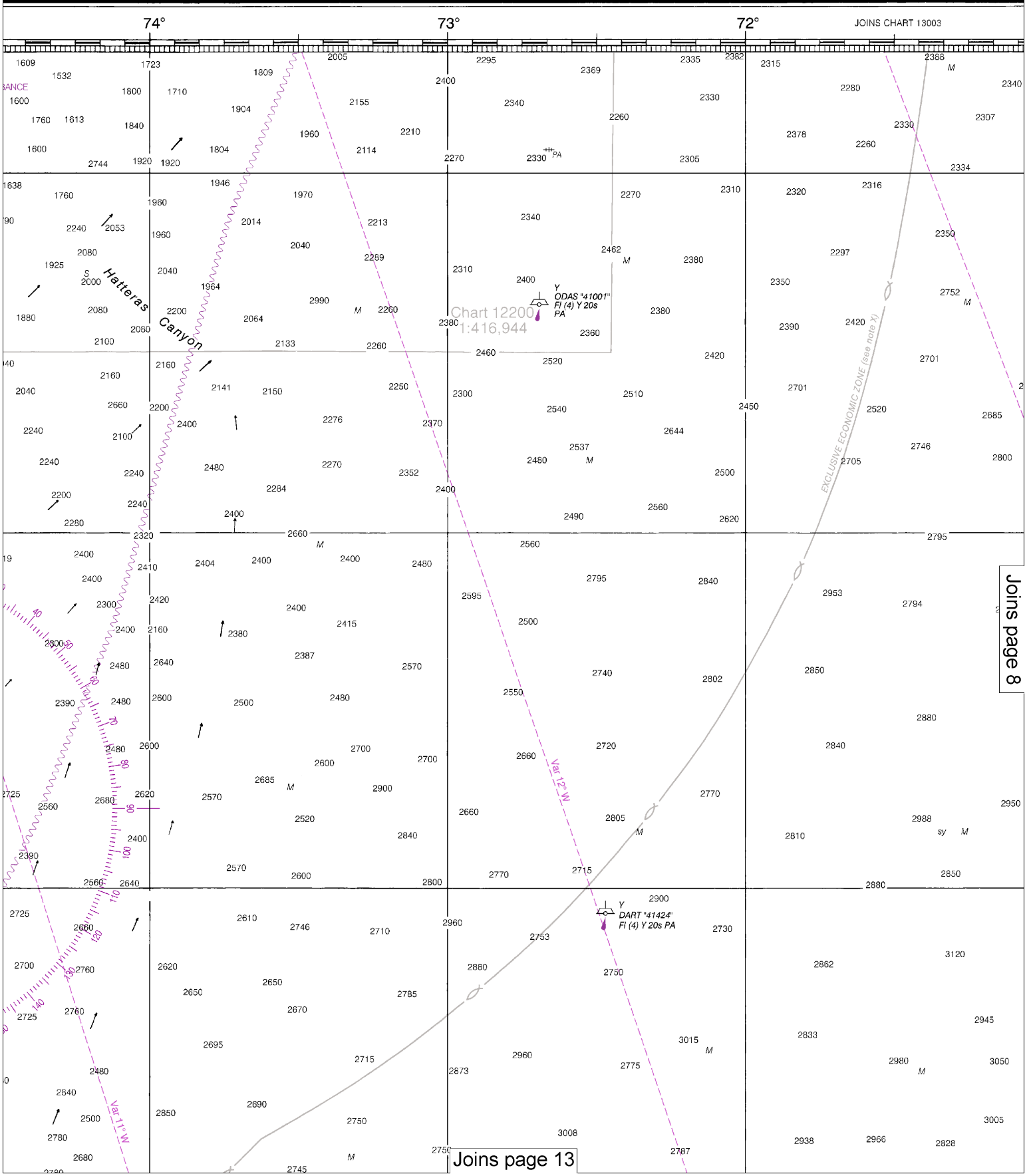
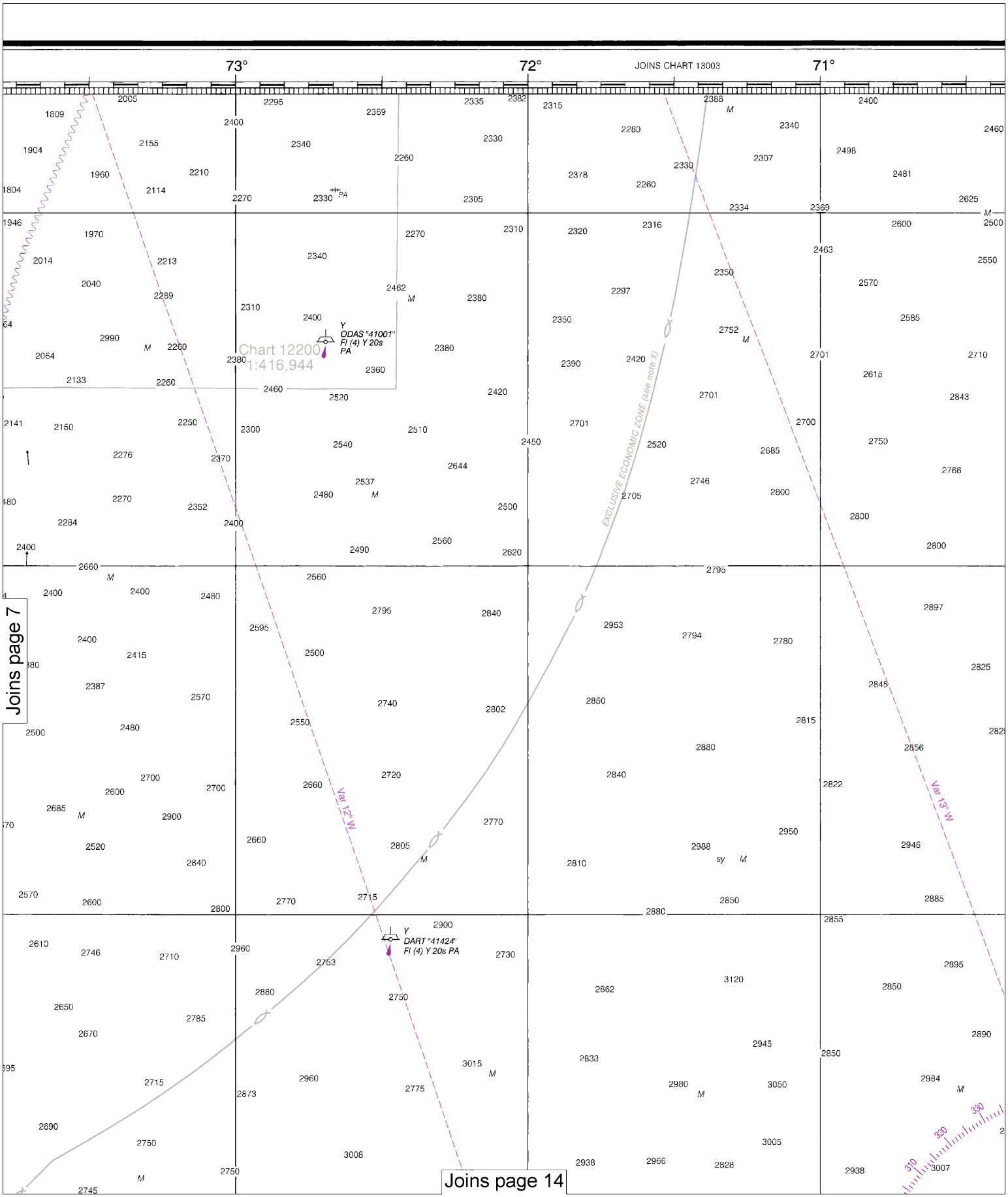
Note: Chart grid lines are aligned with true north.

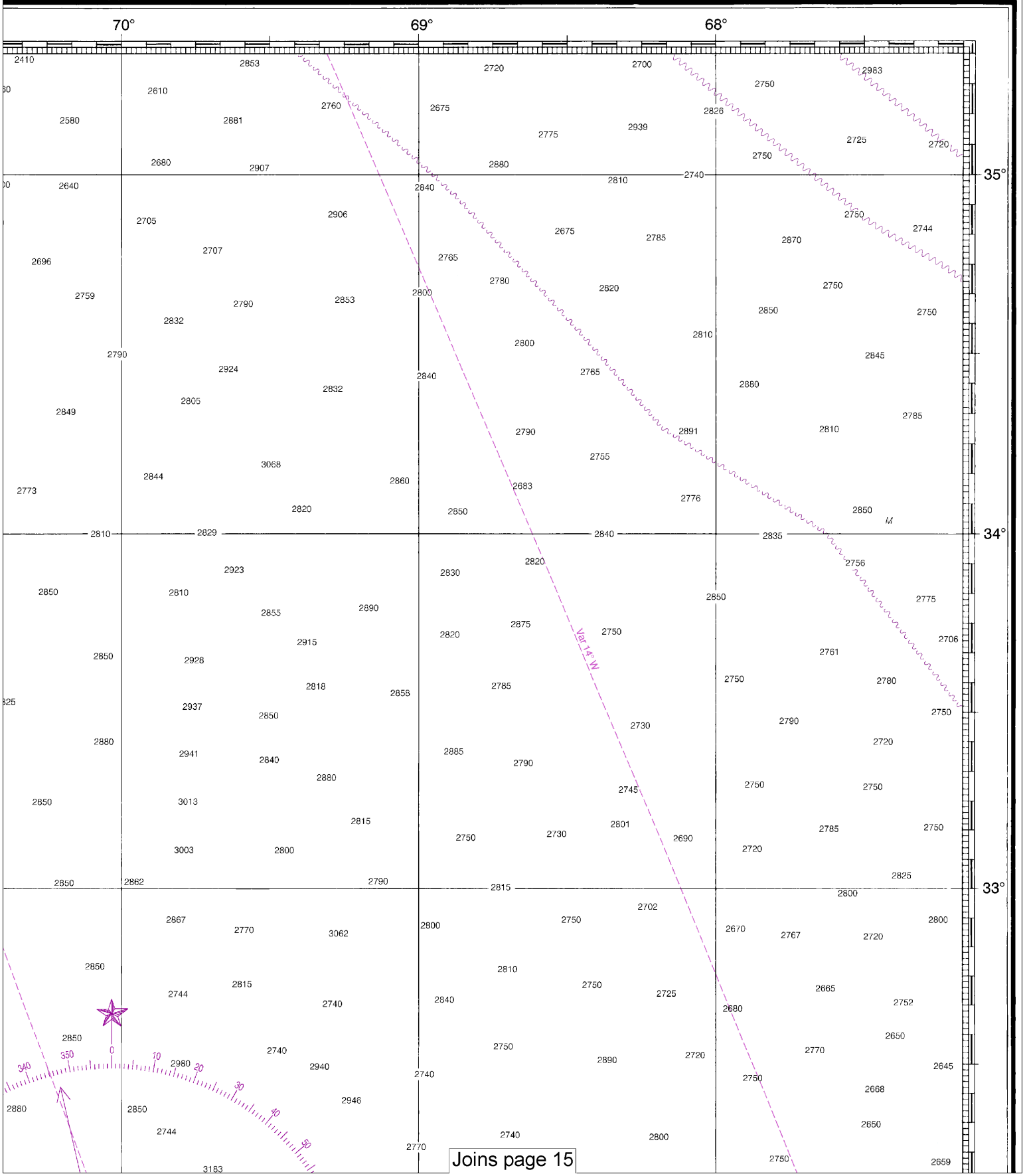


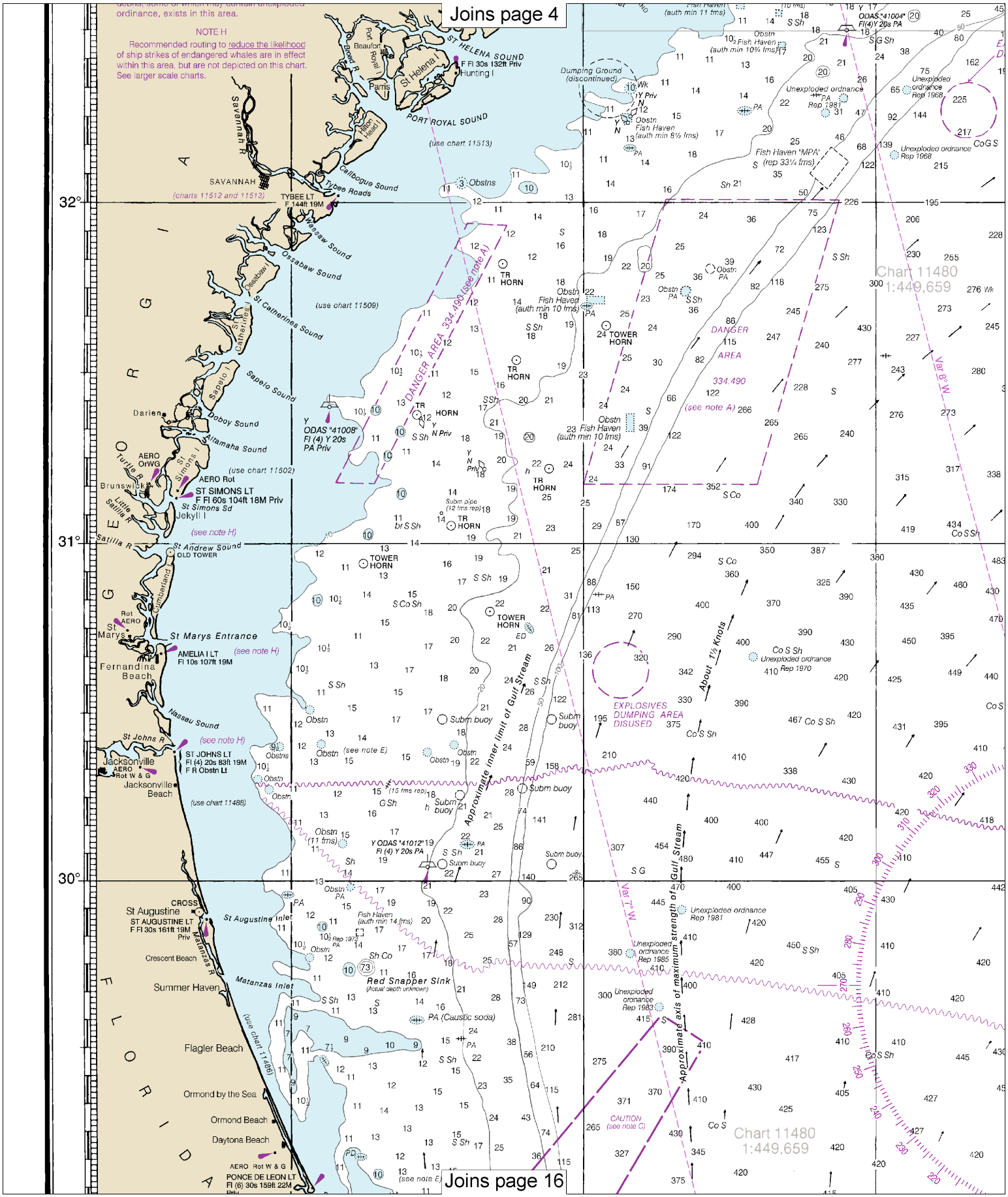
Last Correction: 3/4/2016. Cleared through:
LNM: 2416 (6/14/2016), NM: 2716 (7/2/2016)



8

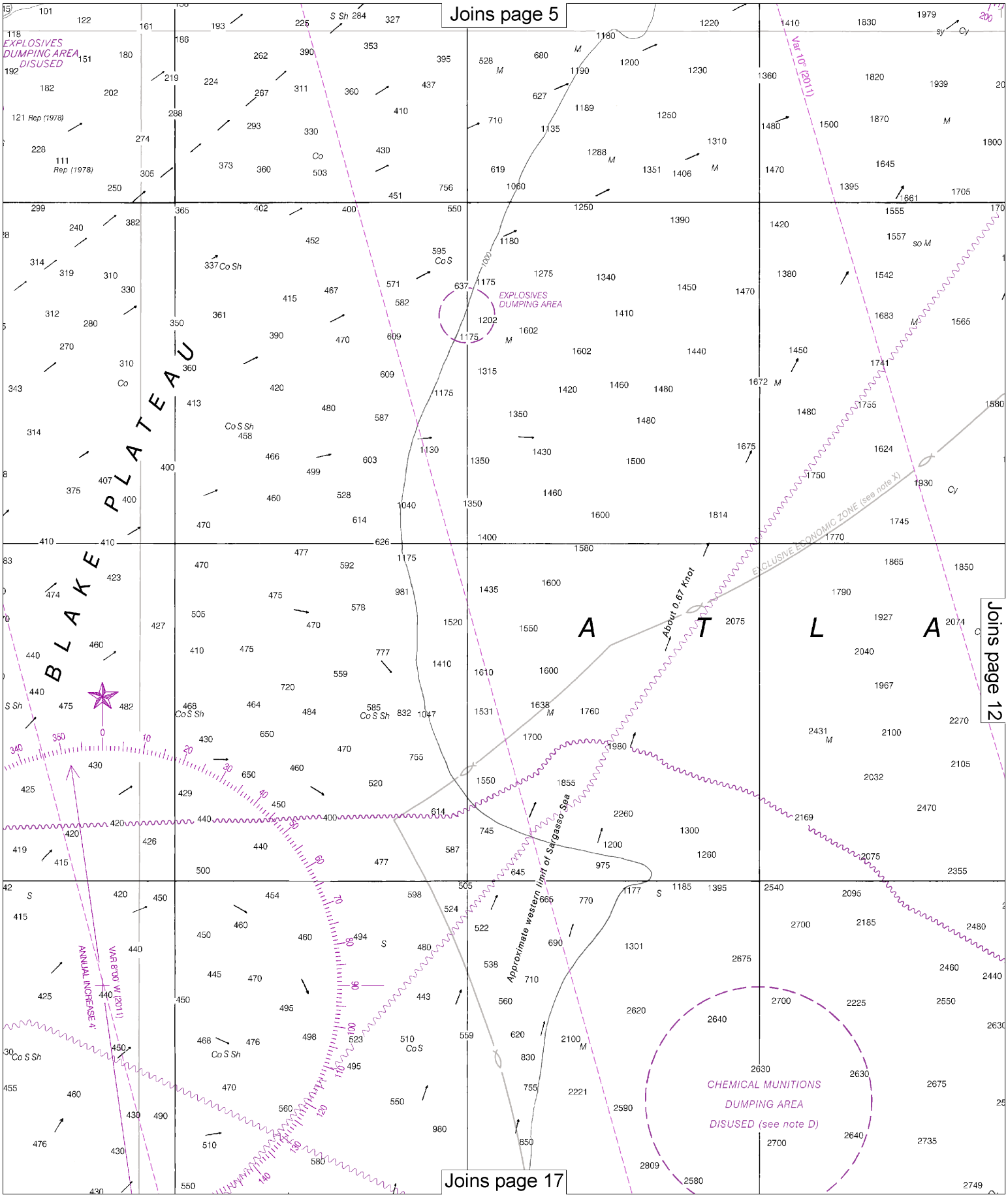
Note: Chart grid lines are aligned with true north.

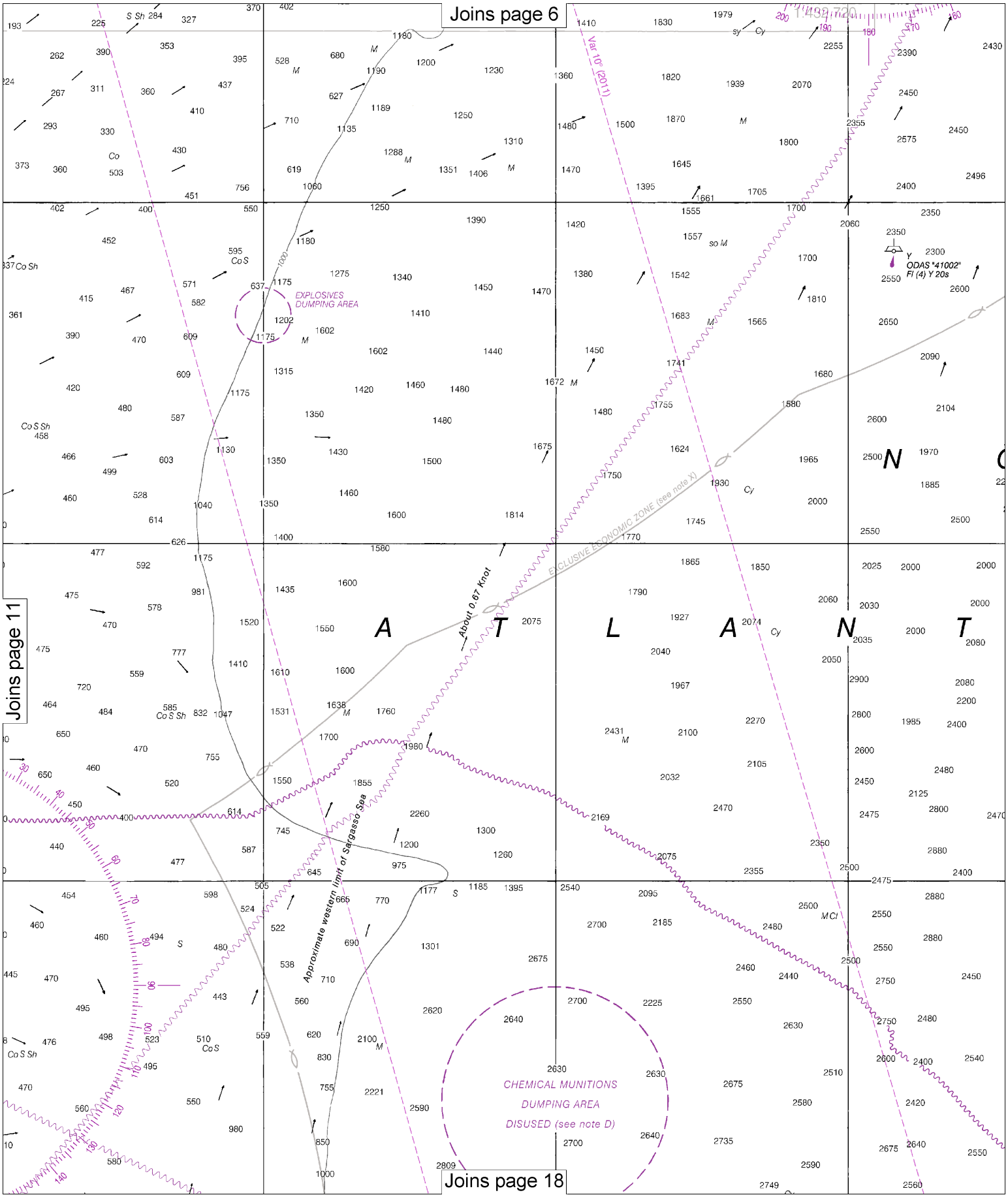

70°
69°
68°
35°
34°
33°
Var 14° W
Joins page 15



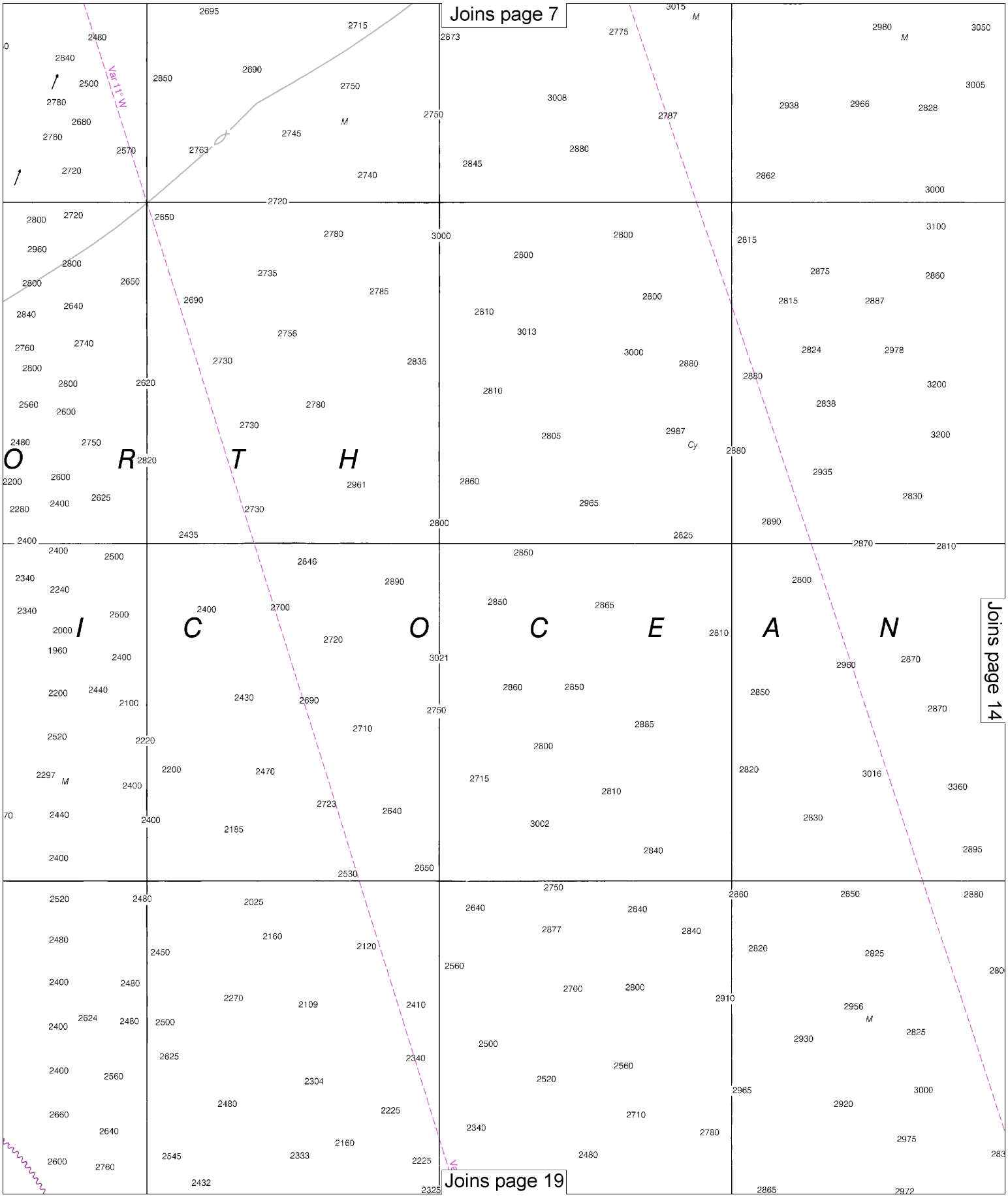
10

Note: Chart grid lines are aligned with true north.


Joins page 5
EXPLOSIVES DUMPING AREA DISUSED
Var 10° (2011)
EXPLOSIVES DUMPING AREA
BLAKE PLATEAU
A T L A
About 0.67 Knot
EXCLUSIVE ECONOMIC ZONE (see note X)
Approximate western limit of Sargasso Sea
ANNUAL INCREASE 4'
VAR 8°00' W (2011)
CHEMICAL MUNITIONS DUMPING AREA DISUSED (see note D)
Joins page 12
Joins page 17



Note: Chart grid lines are aligned with true north.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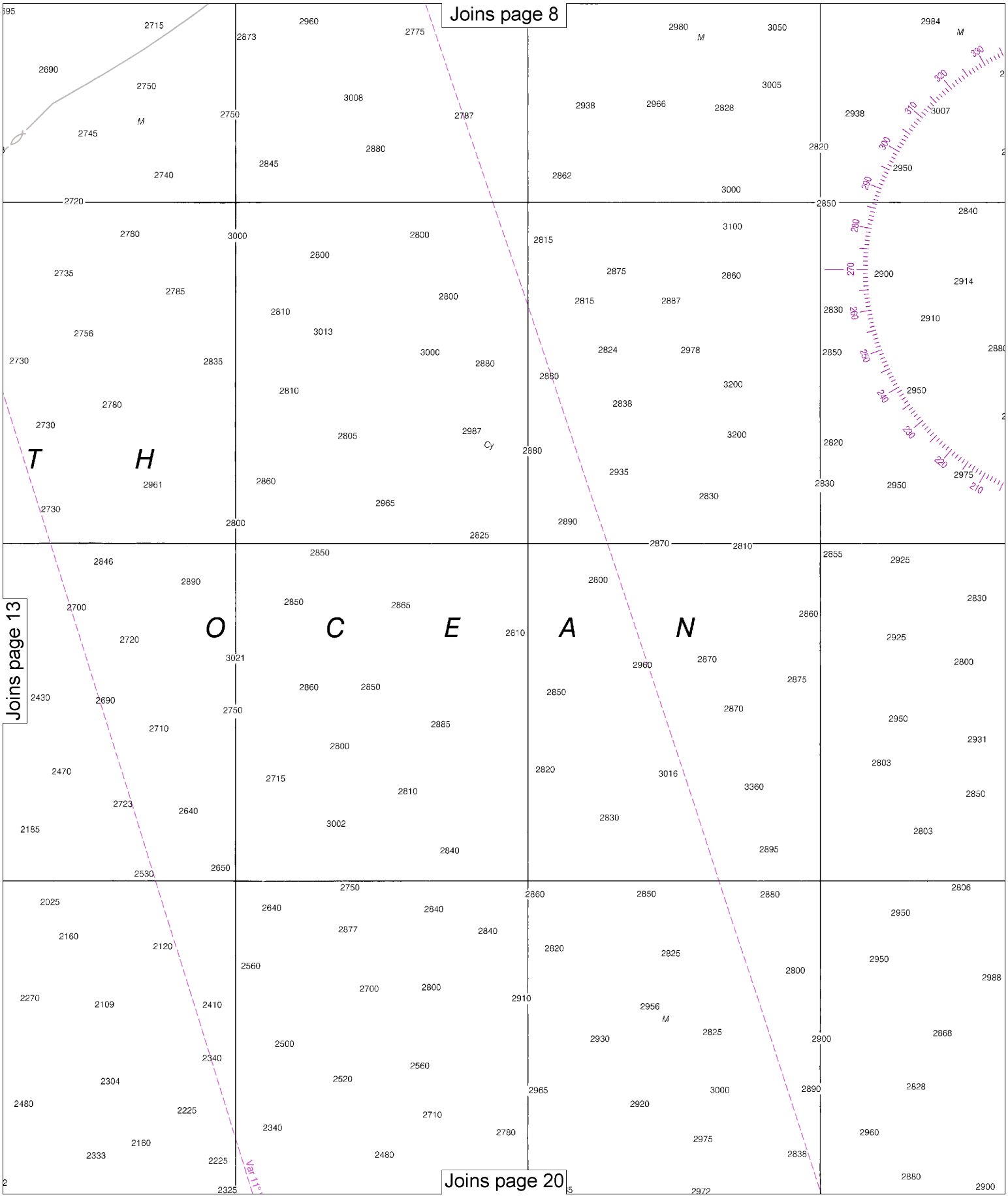
Var 11° W
O R T H
I C O C E A N
Joins page 14
Joins page 19



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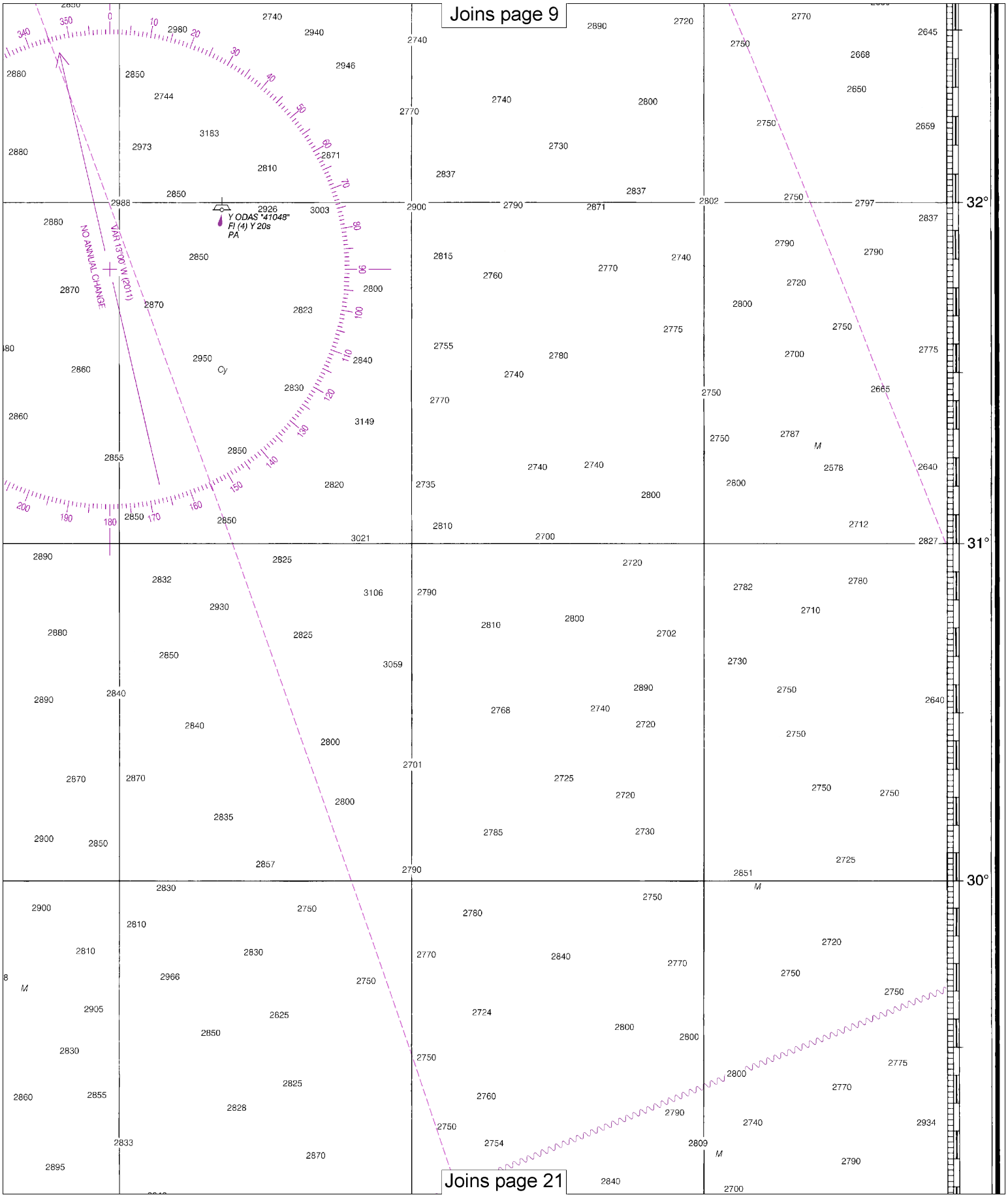
Joins page 9
Joins page 21
Y ODAS "41048"
Fl (4) Y 20s
PA
VAR 13°00' W (2011)
NO ANNUAL CHANGE
32°
31°
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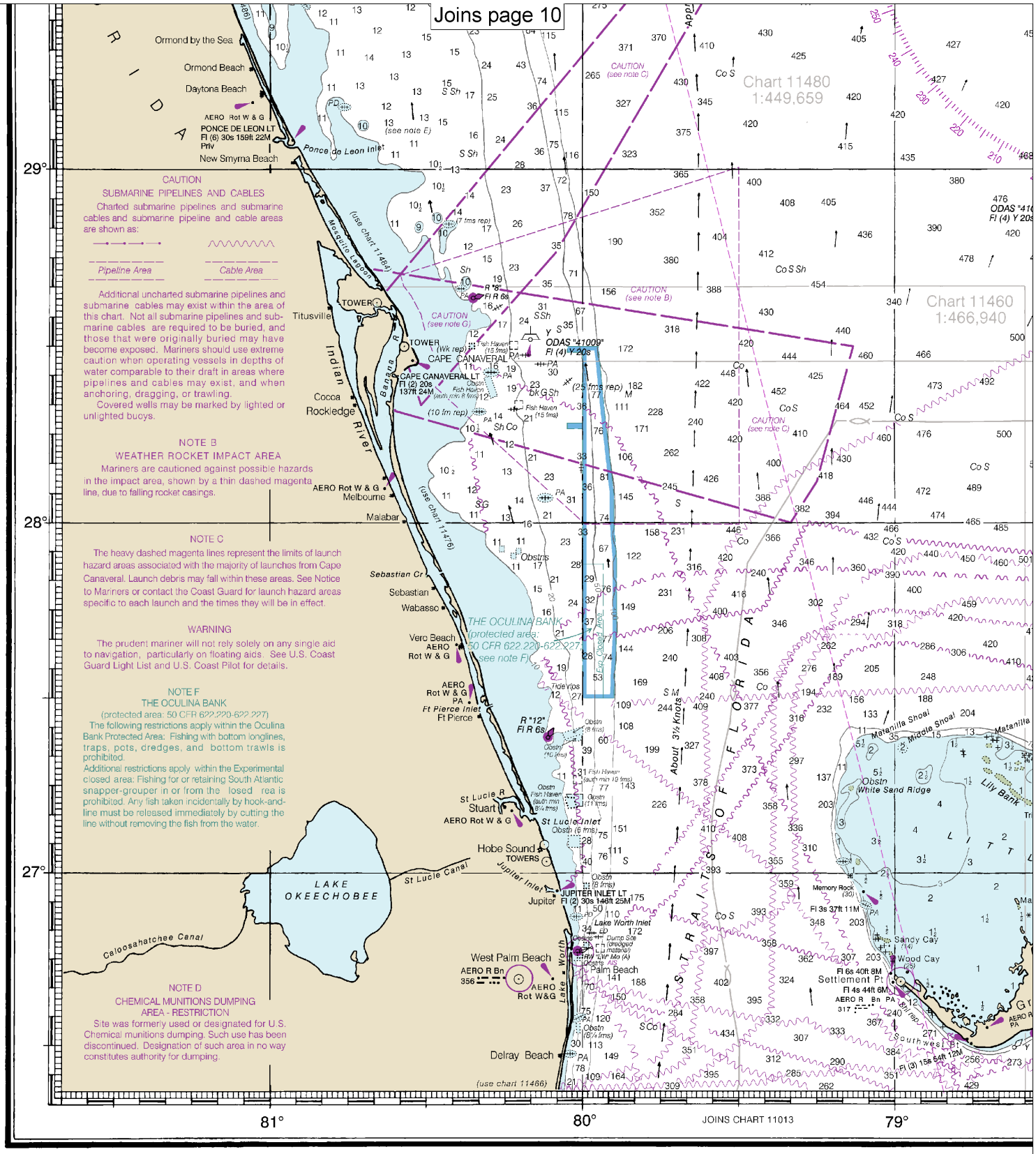


39th Ed., Apr. /11

11009

CAUTION

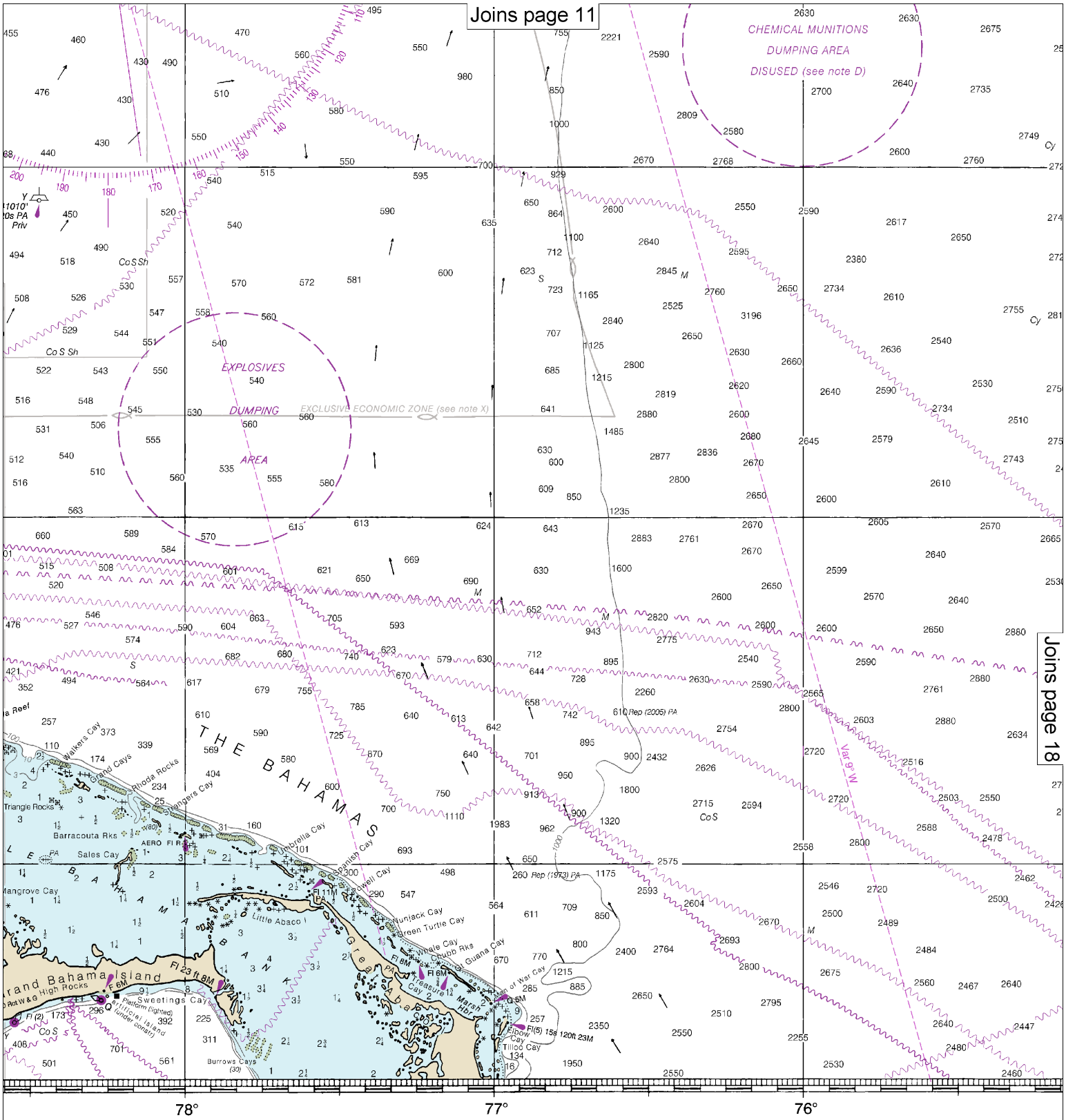
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice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

SOUNDINGS IN FA

Last Correction: 3/4/2016. Cleared through:
LNM: 2416 (6/14/2016), NM: 2716 (7/2/2016)

Note: Chart grid lines are aligned with true north.

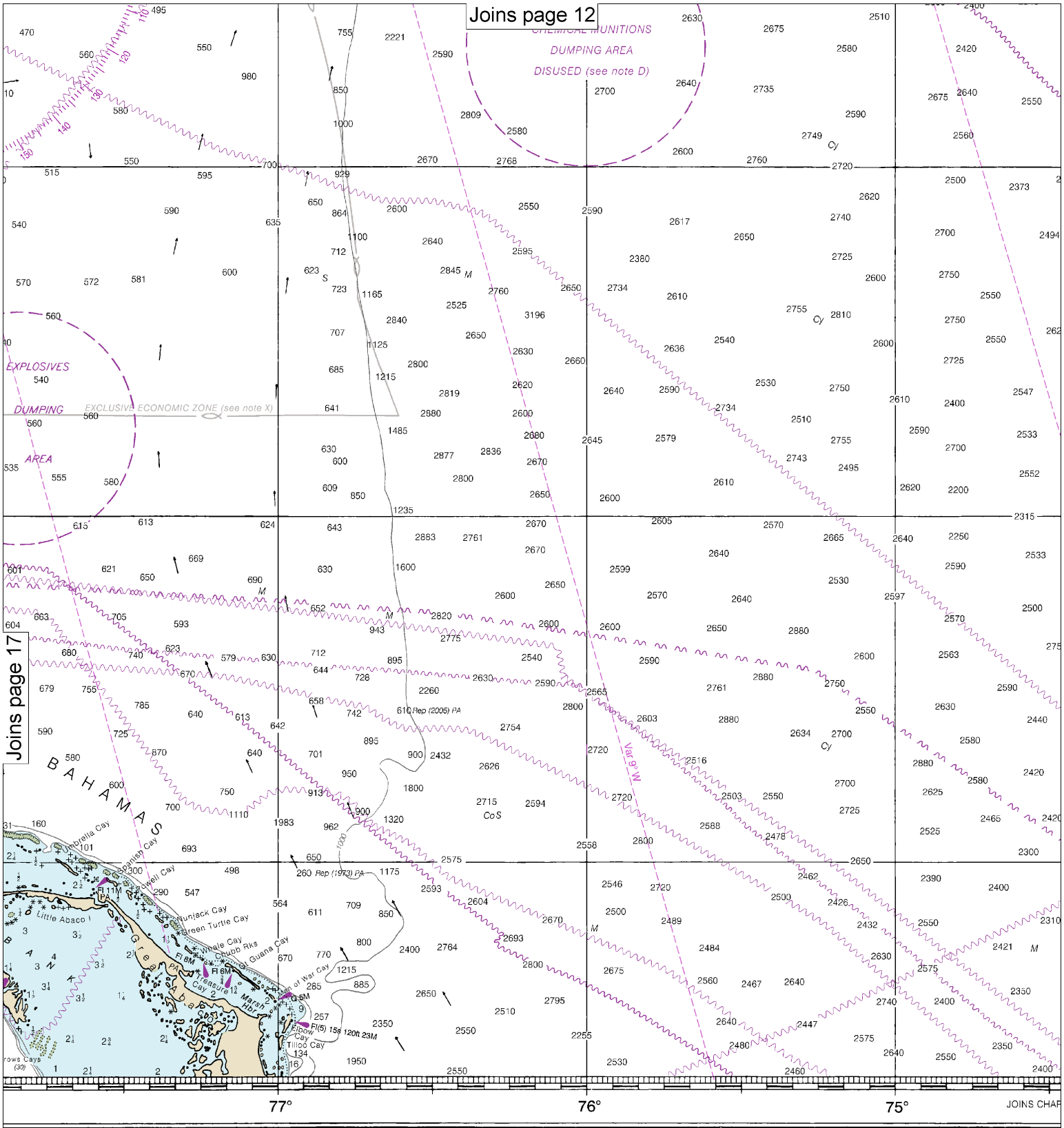
Joins page 11



Joins page 18

ATHOMS

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.



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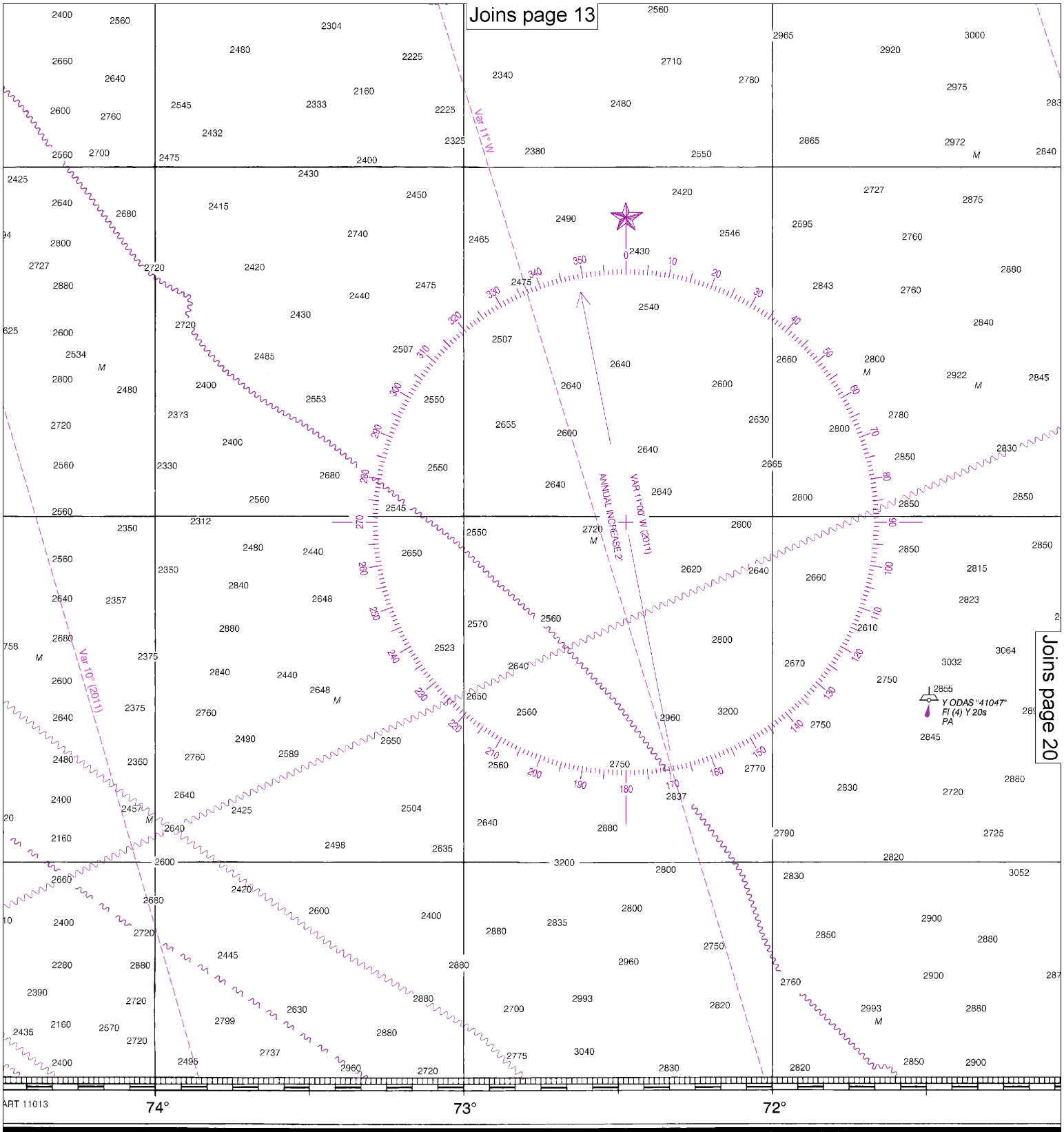
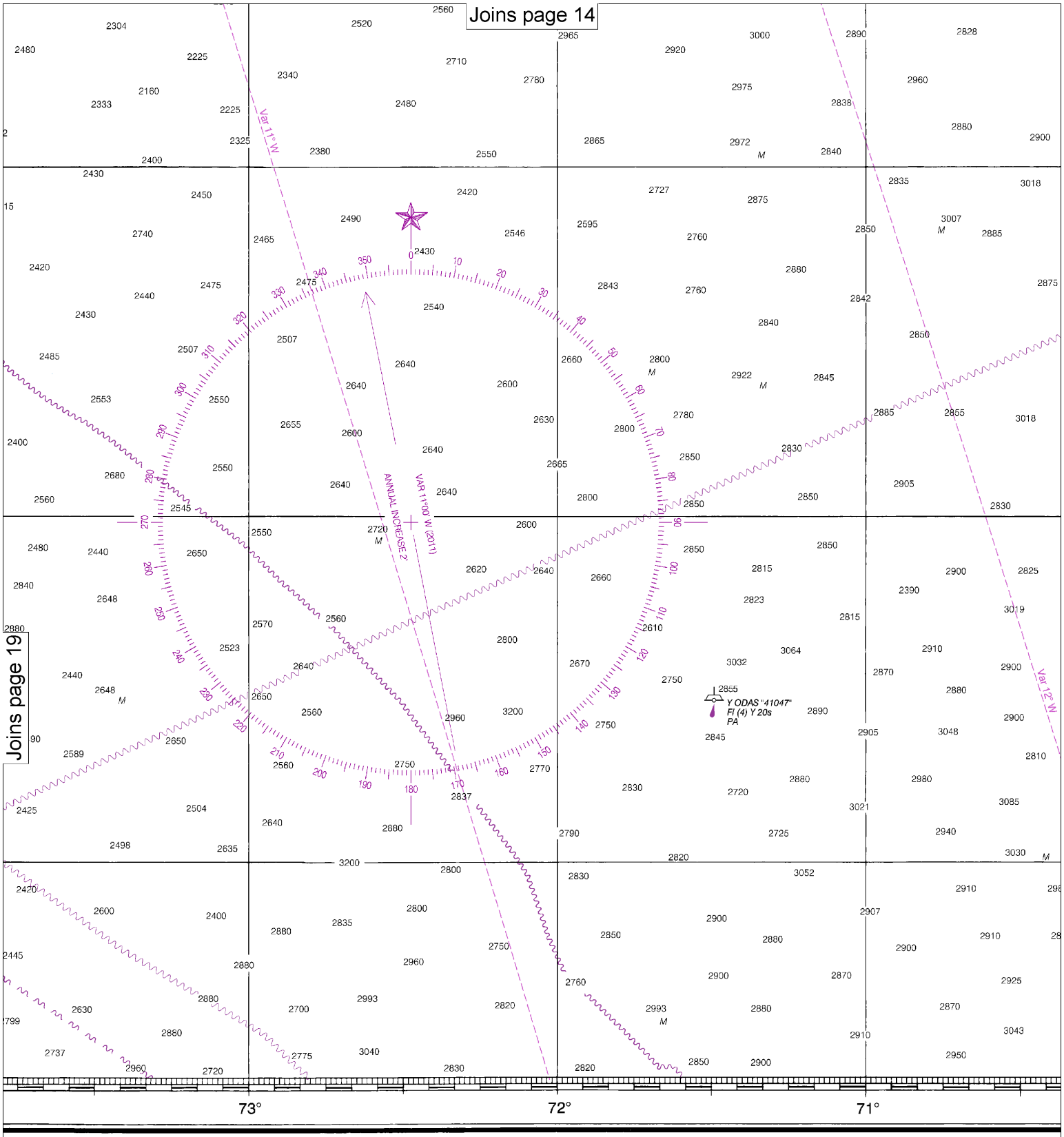
Note: Chart grid lines are aligned with true north.



Washington, D.C.
NT OF COMMERCE
MOSPHERIC ADMINISTRATION
CEAN SERVICE
SURVEY



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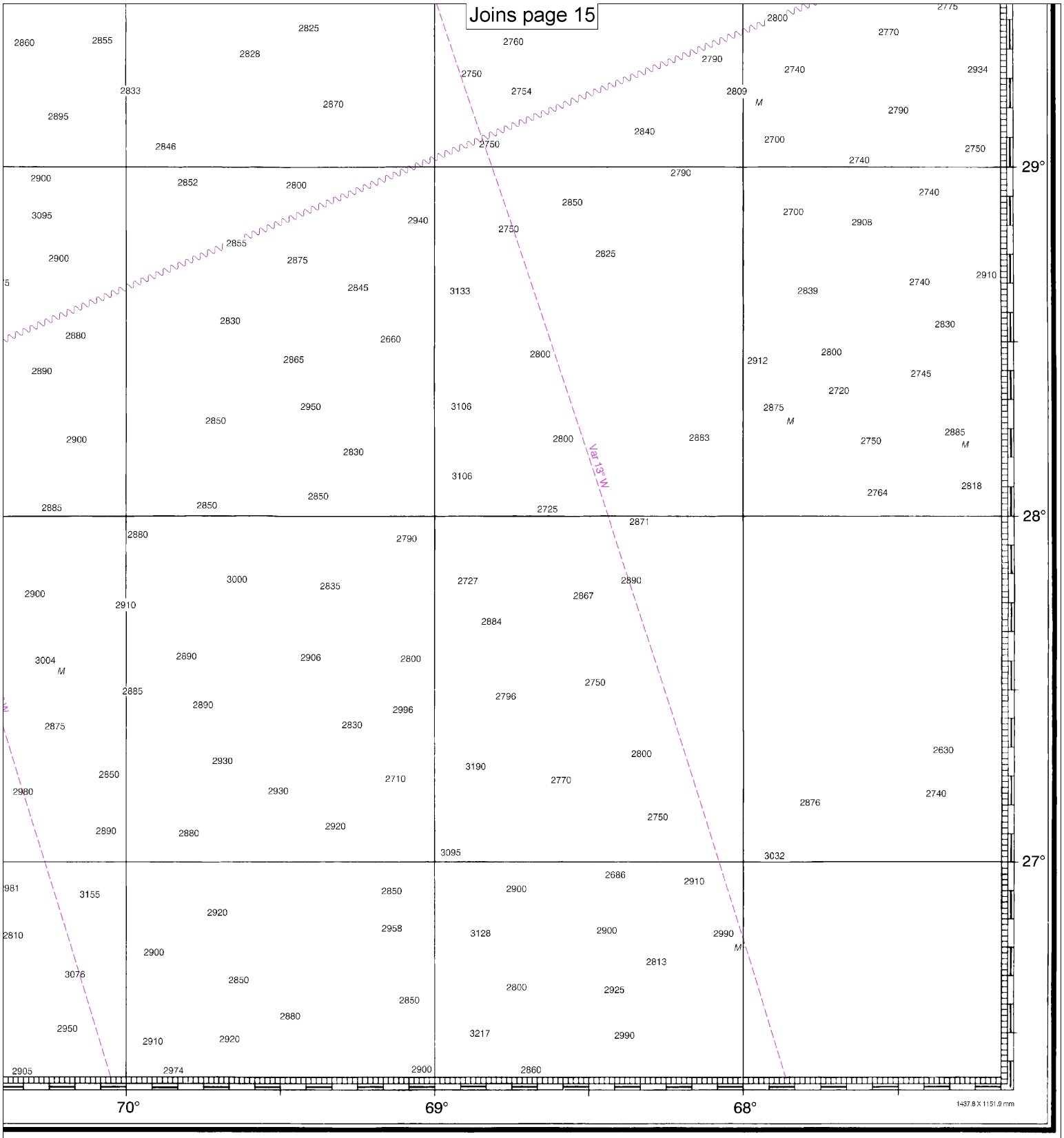

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

Cape Hatteras to Straits of Florida

SOUNDINGS IN FATHOMS - SCALE 1:1,200,000

11009

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

Note on Printing

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey — The Nation's Chartmaker