BookletChart™

Straits of Florida and Approaches
NOAA Chart 11013

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

Approximate Page Index

4 5 6 7
8 9 10 11
12 13 14 15
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 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/searchbychart.php?chart=110

(Selected Excerpts from Coast Pilot)

The Gulf of Mexico coast of the United States, from Key West, FL, to the Rio Grande, is low and mostly sandy, presenting no marked natural features to the mariner approaching from seaward; shoal water generally extends well offshore. The principal points and harbor entrances are marked by lights, which are the chief guides for approaching or standing along the coast.

From the S shore of the Florida mainland, the Florida Keys and Florida Reefs extend for about 134 miles in the SW curve to Sand Key Light, and about 58 miles in a W direction to Loggerhead Key. These keys and reefs are of sand, shell, and coral formation. The reefs have frequent shoal patches. The keys are generally low and covered with mangrove. Together, they form the N boundary of the Straits of Florida. Toward the W end are several openings between the keys offering passage from the straits into the Gulf.

The SW extremity of the Florida mainland is part of the Everglades National Park and Big Cypress Swamp. Much of these areas are under water throughout the year and are nearly all covered during the rainy summer season. Fronting the swampy areas are the Ten Thousand Islands, a group of low mangrove-covered islands divided by tidal channels. N of the Ten Thousand Islands the coast is low, sandy, and generally backed by pine forests and Hammocks. These hammocks are a jungle of tropical trees, mostly hardwood, which appear as an impenetrable green wall.

From Cape Romano to Anclote Keys the coast becomes a barrier beach of low islands separated by inlets, most of which are small and cannot be distinguished from offshore. Between Anclote Keys and St. James Island, the W side of Apalachee Bay, the coast is low and marshy for 1 to 2 miles inland then backed by pine forests. The shoreline is broken by a number of unimportant rivers and creeks.

W of St. James Island to the South Pass of the Mississippi River, the coast is mostly a barrier beach of low, wooded, sand islands. The general drift of these islands is to the W which causes an encroachment upon the channels between them. Hurricanes and heavy gales will sometimes change the shape of these islands and in some cases they have washed away leaving only shoals.

Dangers.—Danger zones and Restricted areas, extending as much as 100 miles offshore, are located in the Gulf of Mexico from Key West to the Rio Grande. (See Parts 162 and 334, chapter 2, for limits and regulations.)

Fish havens, some marked by privately maintained buoys, are numerous along the coast of the Gulf of Mexico. Navigators should be cautious about passing over fish havens or anchoring in their vicinity.

Wrecks.—Numerous wrecks, submerged and showing above water, in the bays, sounds, rivers, and along the coast of the Gulf of Mexico are obstructions to navigation. A careful check should be made of the chart to insure that dangerous wrecks are not along the routes selected. Periodically, District Engineer, New Orleans Corps of Engineers, publishes in a navigation bulletin the locations of obstructions affecting navigation in navigable waterways within the State of Louisiana which are within the New Orleans district boundaries. (See Appendix A for extent of the New Orleans District.) This list includes obstructions in the Gulf within the 3-mile limit.

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

STRAITS OF FLORIDA
AND APPROACHES

Mercator Projection
Scales 1:1,200,000 at Lat 25° 11’ 50”

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

NOTICE TO MARINERS

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 shoal areas may not reflect actual conditions following these storms. Need aids to navigate may have been damaged or destroyed. Boats may have been moved from their charted positions. Damage, sunk, extinguished or otherwise made inoperable. Mariners should not rely upon the position or operation of aids to navigation. Wrecks and submerged obstacles may be 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.

PARTICULARLY SENSITIVE SEA AREA

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

PROHIBITED AREAS

Areas to be avoided and marked.

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-406 and on-adjacent Biscayne NAR, these areas are to be avoided by vessels that are 50 meters or greater in length.

CAUTION

Gas and Oil Well Structures

Numerous platforms and gas and oil well structures exist in the Gulf of Mexico near Key West, Florida, to Brown's Pass, Brown's Pass, South of Pass, Sanibel, Texas, etc. Some wells are submerged and capped. Only these structures reported submerged and covered.

CAUTION

SUBMARINE PIPELINES AND CABLES

Submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are shown on this chart. Additional underwater pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are shown on this chart. Additional underwater pipelines and submarine cables may exist within the area of this chart.

CAUTION

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

NOTE

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

Large scale charts of Bahama Islands and Cuba are published by the National Geospatial-Intelligence Agency (CAT P2V01U-Region 2)

NORTH ATLANTIC OCEAN

Joins page 11
Note: Chart grid lines are aligned with true north.
Numerous platforms and gas and oil well structures exist in the Gulf of Mexico from Key West, Florida to Brownsville, Texas. Some wells are submerged and capped. Only those structures reported submerged and covered less than 11 fathoms are charted outside of the 10 fathom curve. See Chart 11400.0 for scale range and 1:60,000 scale maps for location of surface platform structures and wells submerged 11 fathoms or more. Submarine pipelines and cables, along with navigational and safety fairways through operational oil field areas.
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.

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
- Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
- Chart updates (LNMs 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
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
- National Hurricane Center — http://www.nhc.noaa.gov/
- Pacific Tsunami Warning Center — http://ptwc.weather.gov/
- Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

For the latest news from Coast Survey, follow @NOAAcharts

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.