

BookletChart™

Chatham River to Clam Pass

NOAA Chart 11429

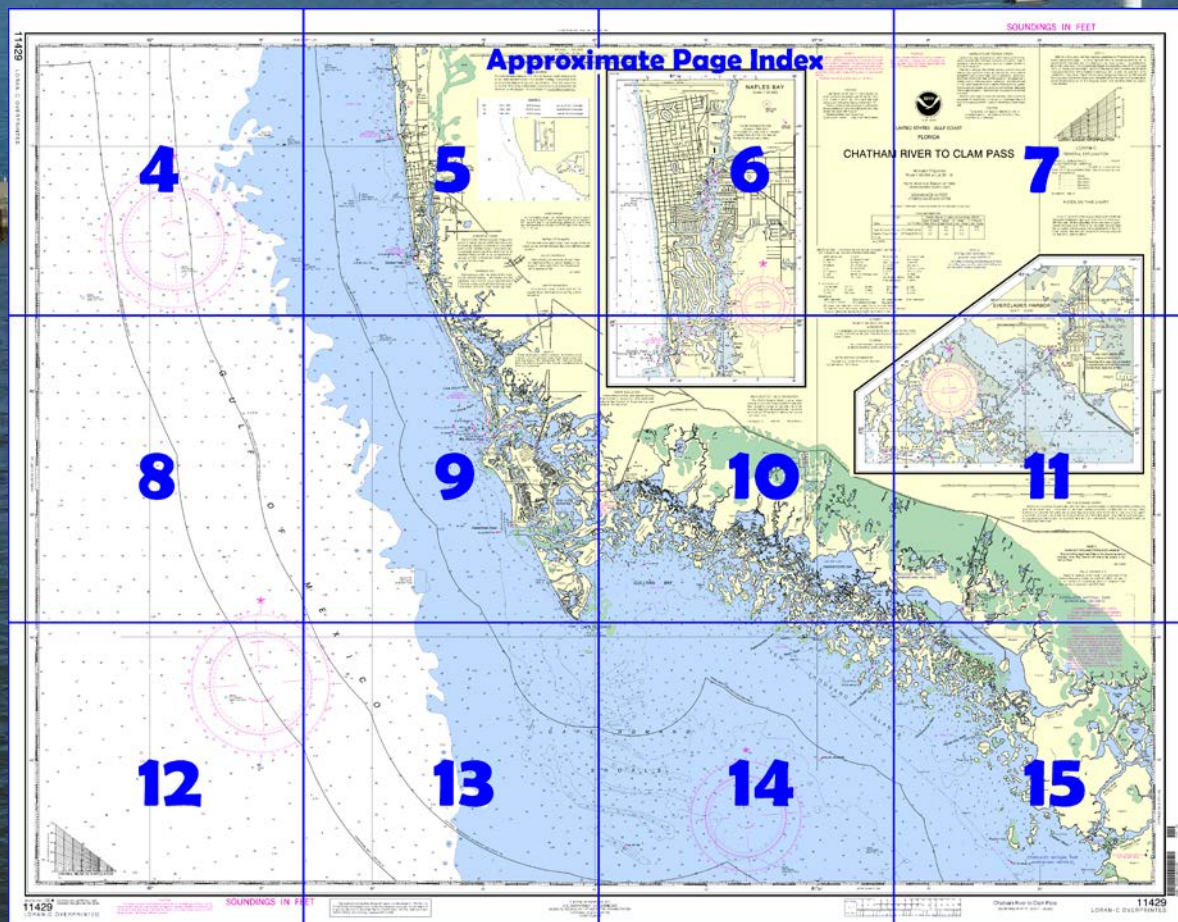


A reduced-scale NOAA nautical chart for small boaters

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.

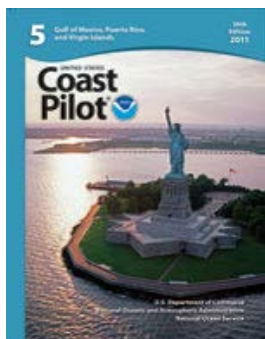
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/searchbychart.php?chart=11429>



[Coast Pilot 5, Chapter 9 excerpts].

Pavilion Key. Anchorage is available for drafts of 4 to 5 feet off the E point of the S end of Pavilion Key. The anchorage is exposed to SW winds.

Chokoloskee is joined to the mainland by a causeway that has a bridge. The span has a clearance of 5 feet. Two channels, marked by stakes, lead through **Rabbit Key Pass** and **Chokoloskee Pass** to facilities at Chokoloskee. It was reported that the channel through Rabbit Key Pass was

closed and that with local knowledge 2 feet could be carried through Chokoloskee Pass. A channel leads from Jewel Key through **Sandfly Pass** and thence to the National Park Service basin. The channel and basin

had depths of 3 feet.

The island has four marinas. One is at the N end on the E side of the causeway, and three are on the S side of the island. All have berths with electricity. Gasoline, diesel fuel, water, ice, marine supplies, wet and dry storage, and launching ramps are available.

Indian Key. Good anchorage is available in Indian Key Pass 700 yards NE of Indian Key in depths of 8 to 13 feet, and 1 mile NE of the key in 12 to 15 feet, gravel bottom. The anchorage is protected from all winds, is suitable for drafts up to 7 feet, and is easily entered day or night.

Everglades City is the tourist center for **Everglades National Park**. It is also a center for sport fishing in **The Everglades** and the offshore waters of the Gulf.

Charts 11429, 11430.—Pavilion Key (25°41.4'N., 81°21.2'W.), 30 miles N of Northwest Cape, is the first prominent land seen after leaving Seminole Point. Anchorage is available for drafts of 4 to 5 feet off the E point of the S end of Pavilion Key. The anchorage is exposed to SW winds. The approach to the anchorage passes close W of Dog Key, 0.3 mile SE of Pavilion Key.

Chokoloskee is a year-round community on an island, about 0.5 mile in diameter, near the SE end of **Chokoloskee Bay** about 3 miles ENE of Jewel Key.

The island has three marinas. One is at the N end on the E side of the causeway, and two are on the W side of the island. Two marinas have protected basins. All have gasoline, water, and ice available. A boatyard on the E side of the island has a marine railway that can handle craft to 53 feet for hull and engine repairs.

Indian Key, on the W side of the entrance to the pass, is wooded and, except for its shape, resembles the neighboring keys. Good anchorage is available in Indian Key Pass about 700 yards NE of Indian Key in depths of 8 to 13 feet, and about 1 mile NE of the key in 12 to 15 feet, gravel bottom. The anchorage is well protected from all winds, is suitable for drafts up to 7 feet, and is easily entered day or night.

Everglades City about 0.5 miles above the mouth of the Barron River, is the tourist center for **Everglades National Park**. It is also a center for sport fishing in **The Everglades** and the offshore waters of the Gulf. It is 3 miles by road, on State Route 29, from the Tamiami Trail (U.S. Route 41), the main highway across The Everglades from Miami to Tampa. The town has several marinas. (See the small-craft facilities tabulation on chart 11430 for services and supplies available.)

Local fishing guides will act as pilots for The Everglades and adjacent waters of the Gulf.

Manatees.—Regulated speed zones and a caution zone for the protection of manatees are in Faka Union Bay, River, and Canal. (See Manatees, chapter 3.)

Naples, 5 miles N of Gordon Pass, is a large year-round tourist center on Naples Bay and the outer Gulf Coast. It has a sizable fishing industry, an airport, and a modern hospital, and is located on the Tamiami Trail. A microwave tower, several water tanks, and numerous hotels and apartment houses are prominent in Naples from offshore. The kiosk of the 1,000-foot municipal fishing pier is prominent inshore. It is reported that the television tower in 26°03'09"N., 81°42'09"W. is a good landmark when approaching at night from W or SW.

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

RCC New Orleans

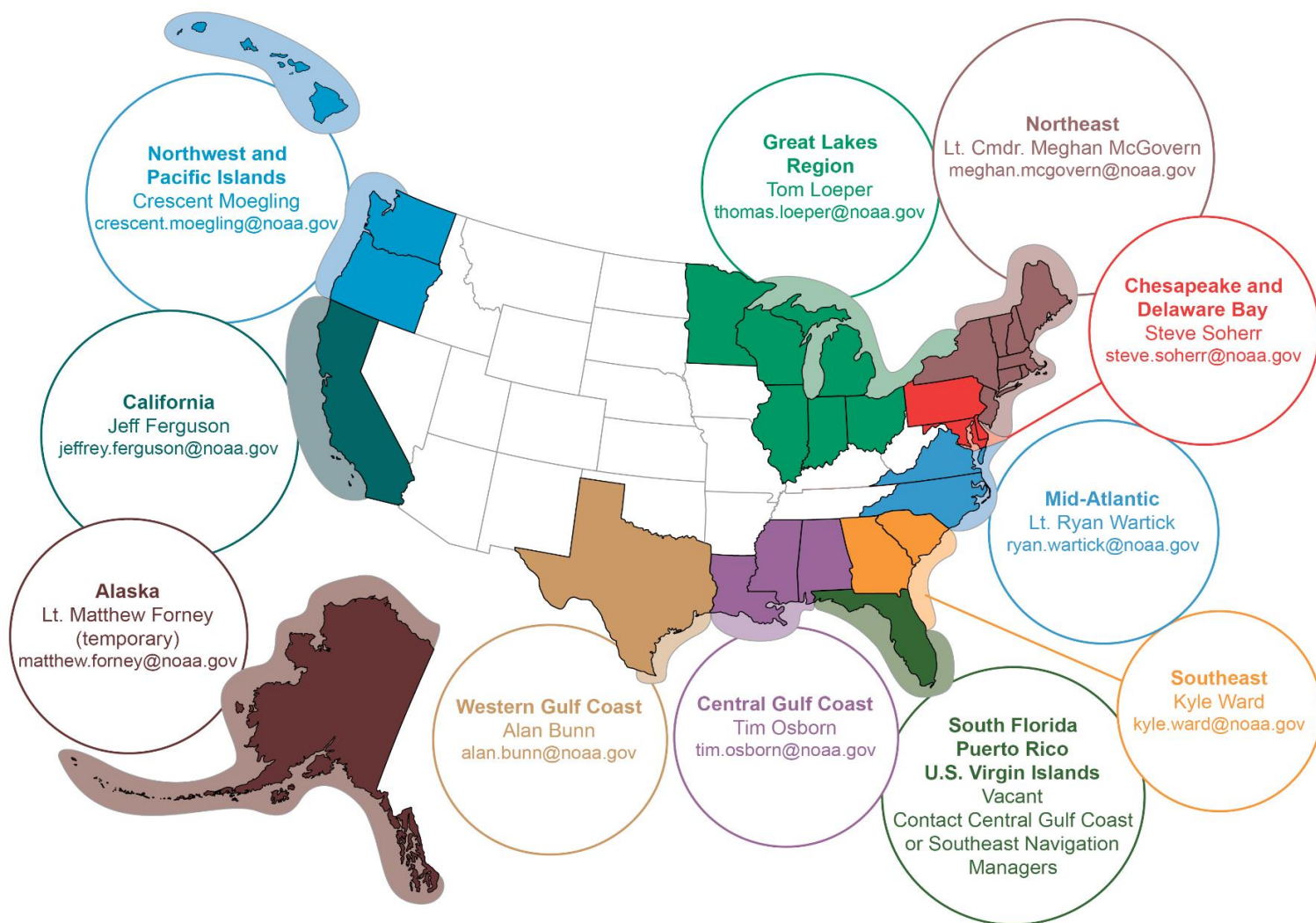
Commander

8th CG District

New Orleans, LA

(504) 589-6225

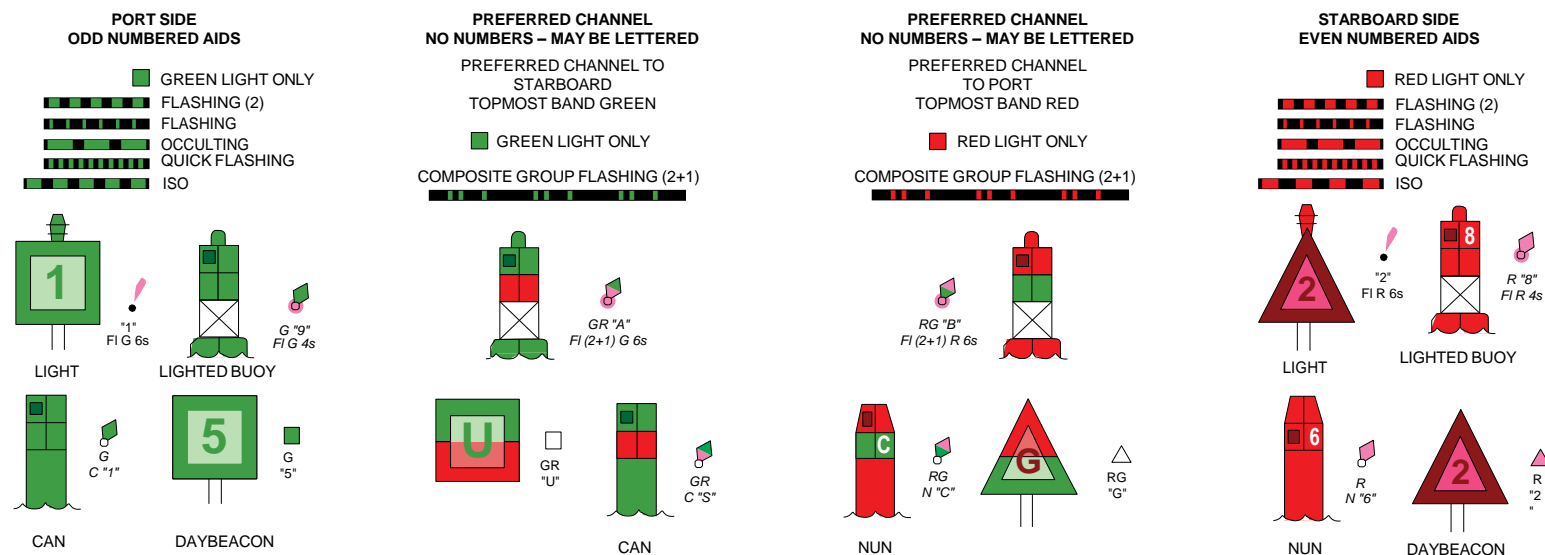
Navigation Managers Area of Responsibility



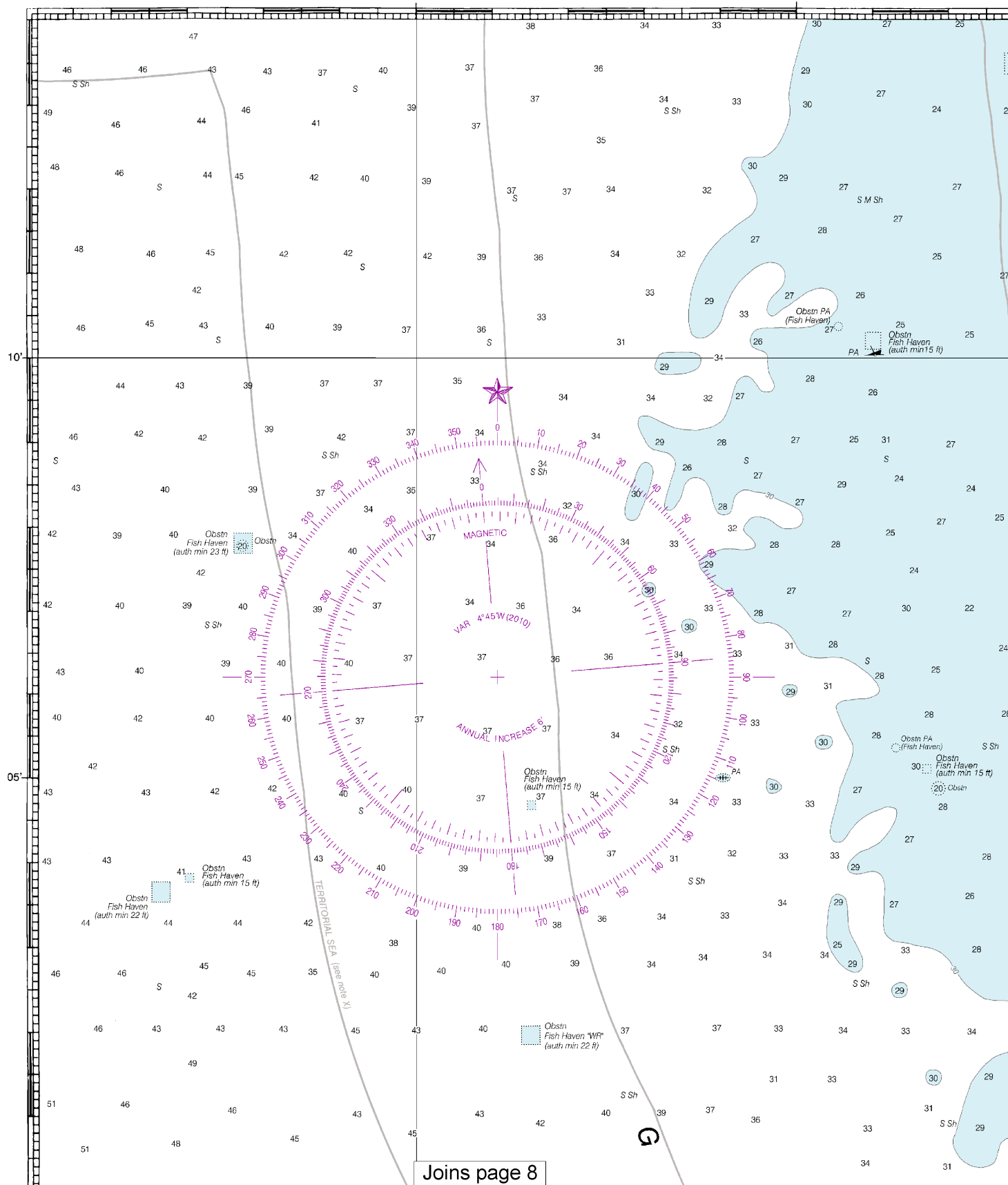
To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

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>



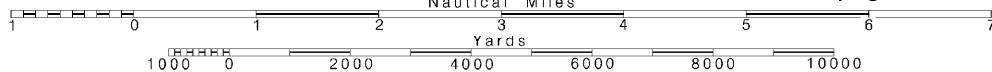
Joins page 8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



40° 35° 81° 30'

SCALE 1:80,000

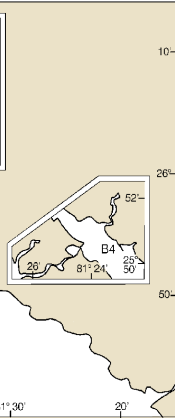
Nautical Miles

Yards

4000 6000 8000 10000

most recent hydrographic
ing. Surveys have been
Channels maintained
ally resurveyed and are
ited States Coast Pilot.

partial bottom coverage
partial bottom coverage
partial bottom coverage



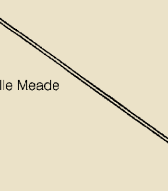
Joins page 5

PASS
broon Pass channel was 5 1/2
feet from 18; thence 7 feet to Lt.
basin at Naples, with 8 feet
feet to the Hwy 41 bridge.
Nov 2013

TO INLETS
port to continual changes. Entrance
because they are shifted frequently

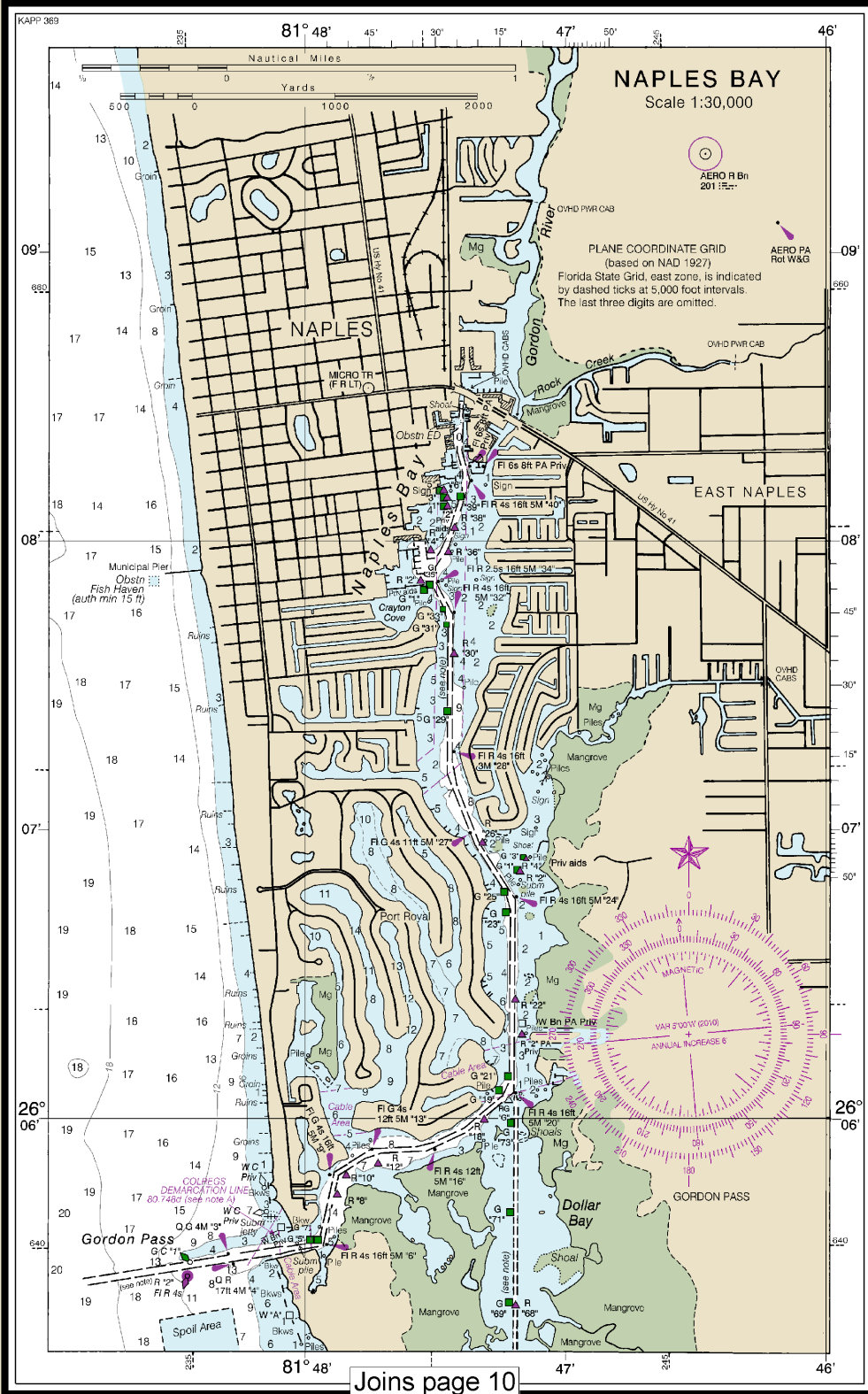
WATERWAY
entireline depth was 4 feet
to junction daybeacon "G"
to 3 feet at daybeacon "30A."
Oct 2005

NAVIGATION
Coast Guard Light List for
information concerning aids to



FB
reports of shoaling in the
Napri Pass daybeacon "2A"
acon "18". Mariners should
channel conditions before

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



Joins page 10

NOTE A
Navigation regulations are published
Coast Pilot 5. Additions or revisions to
lashed in the Notice to Mariners. Inform
regulations may be obtained at the Office
7th Coast Guard District in Miami, Flor.
of the District Engineer, Corps of Engineer
Florida.
Refer to charted regulation section

CAUTION
Limitations on the use of r
ads to marine navigation can
U.S. Coast Guard Light List
Geospatial-Intelligence Agency R
Radio direction-finder bearing
broadcasting stations are subj
should be used with caution.
Station positions are shown th
○ (Accurate location) ○ (Appro

ABBREVIATIONS (For complete list of Sy
Aids to Navigation (lights are white unless ot
AERO aeronautical G green
Al alternating IQ interru
B black Iso Isoph
Bn beacon LT HO lig
C can M nautica
DIA diaphone m minute
F fixed MICRO T
Fl flashing Mkr mark

Bottom characteristics:
Blds boulders Co coral
bk broken G gravel
Cy clay Grs grass

Miscellaneous:
AUTH authorized Obstr
ED existence doubtful PA pos
(1) Wreck, rock, obstruction, or sho
(2) Rocks that cover and uncover, v
COLREGS: International Regulations
Demarcation lines are sh

Height

Hydrography and t
Survey, with addition
Coast Guard.

Improve
subject to
SUPPL
Consult U
supplemental

6

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:80,000

Nautical Miles

See Note on page 5.

1 0 1 2 3 4 5 6 7

1000 0 2000 4000 6000 8000 10000

Yards

SOUNDINGS IN FEET

25'

20'

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.

on numbers.

radio signals as
n be found in the
ste and National
y Publication 117,
ngs to commercial
bject to error and

thus:
roximate location)



UNITED STATES - GULF COAST
FLORIDA

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

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

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 Resources 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.

ATHAM RIVER TO CLAM PASS

Mercator Projection
Scale 1:80,000 at Lat 26° 14'

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.

TIDAL INFORMATION

PLACE		Height, referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Cape Romano, Florida	(26°51'N/81°41'W)	foot 3.5	foot 3.2	feet 0.6
Naples (Outer Coast), Florida	(26°08'N/81°48'W)	2.9	2.6	0.6

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> (Aug 2010)

Symbols and Abbreviations, see Chart No. 1,
otherwise indicated:

Mo morse code
N nun
OBS obscured
Cc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Br radiobeacon
Oye oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

PD position doubtful
Rep reported
Subm submerged

obstruction
position approximate
swept clear to the depth indicated,
with heights in feet above datum of soundings,
is for Preventing Collisions at Sea, 1972
shown thus: ---

HEIGHTS

heights in feet above Mean High Water.

AUTHORITIES

topography by the National Ocean Service, Coast
and data from the Corps of Engineers, and U.S.

CAUTION

shoaled channels shown by broken lines are
shoaling, particularly at the edges.

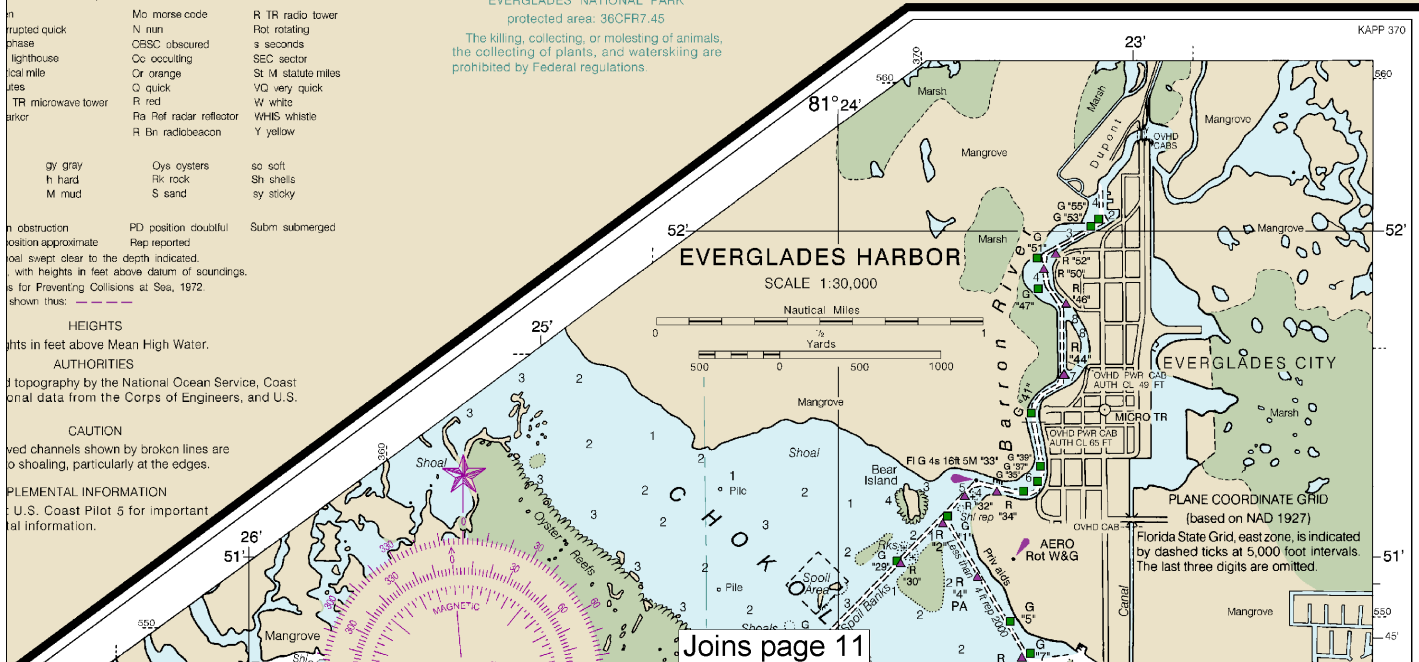
PLEMENTAL INFORMATION

U.S. Coast Pilot 5 for important
information.

NOTE D

EVERGLADES NATIONAL PARK
protected area: 36CFR7.45

The killing, collecting, or molesting of animals,
the collecting of plants, and waterskiing are
prohibited by Federal regulations.



Joins page 11

Use NOAA electronic navigational charts for the most up-to-date information.
4th Ed., Jan. 2017, Last Correction: 9/11/2019. Cleared through:
NM: 2920 (7/21/2020), NM: 3020 (7/25/2020)

Joins page 4

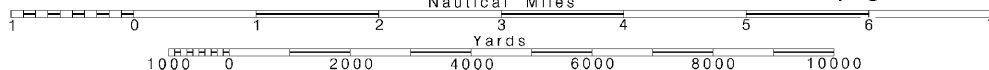
Joins page 12

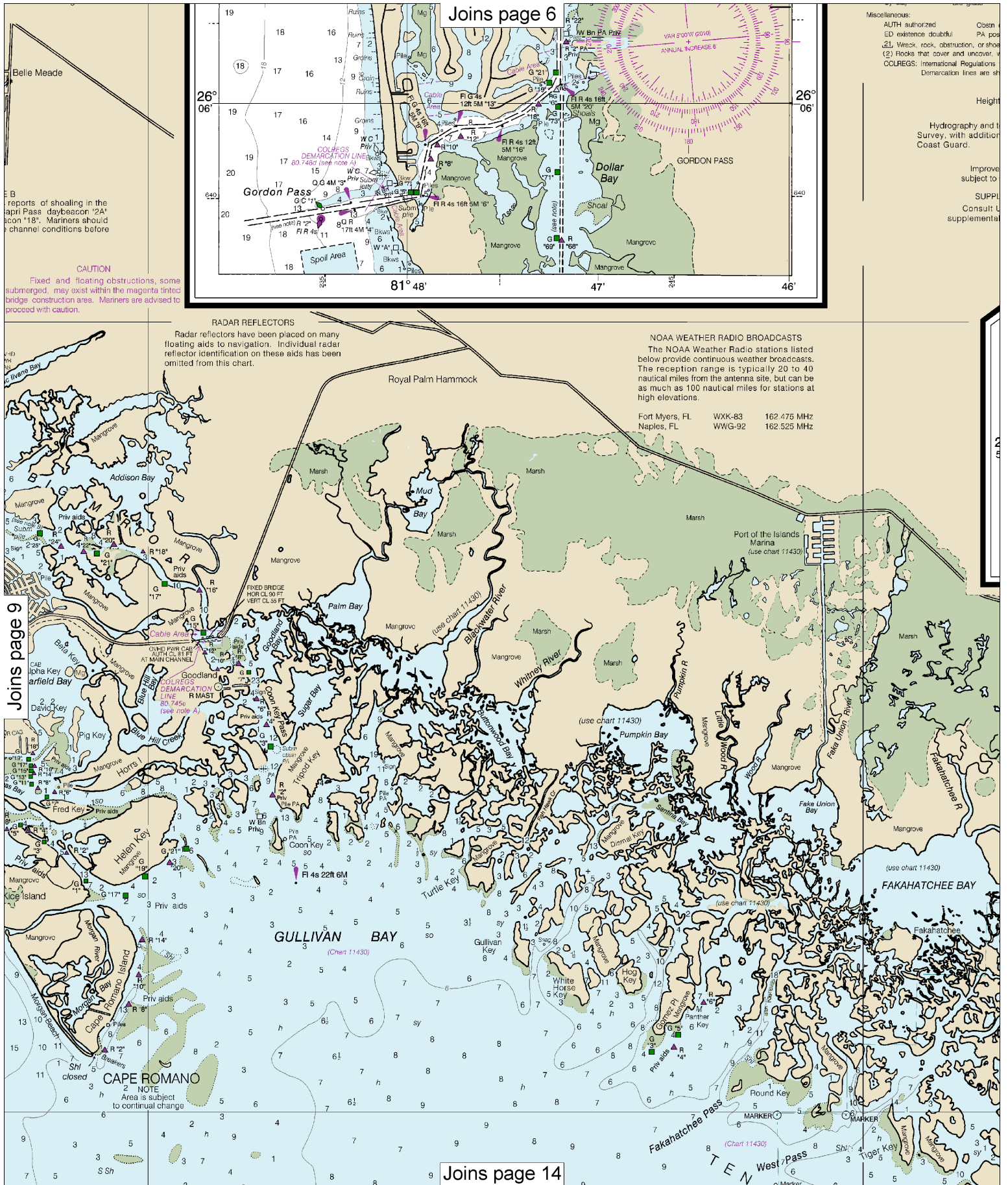
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~~SCALE 1:80,000~~
Nautical Miles

See Note on page 5.

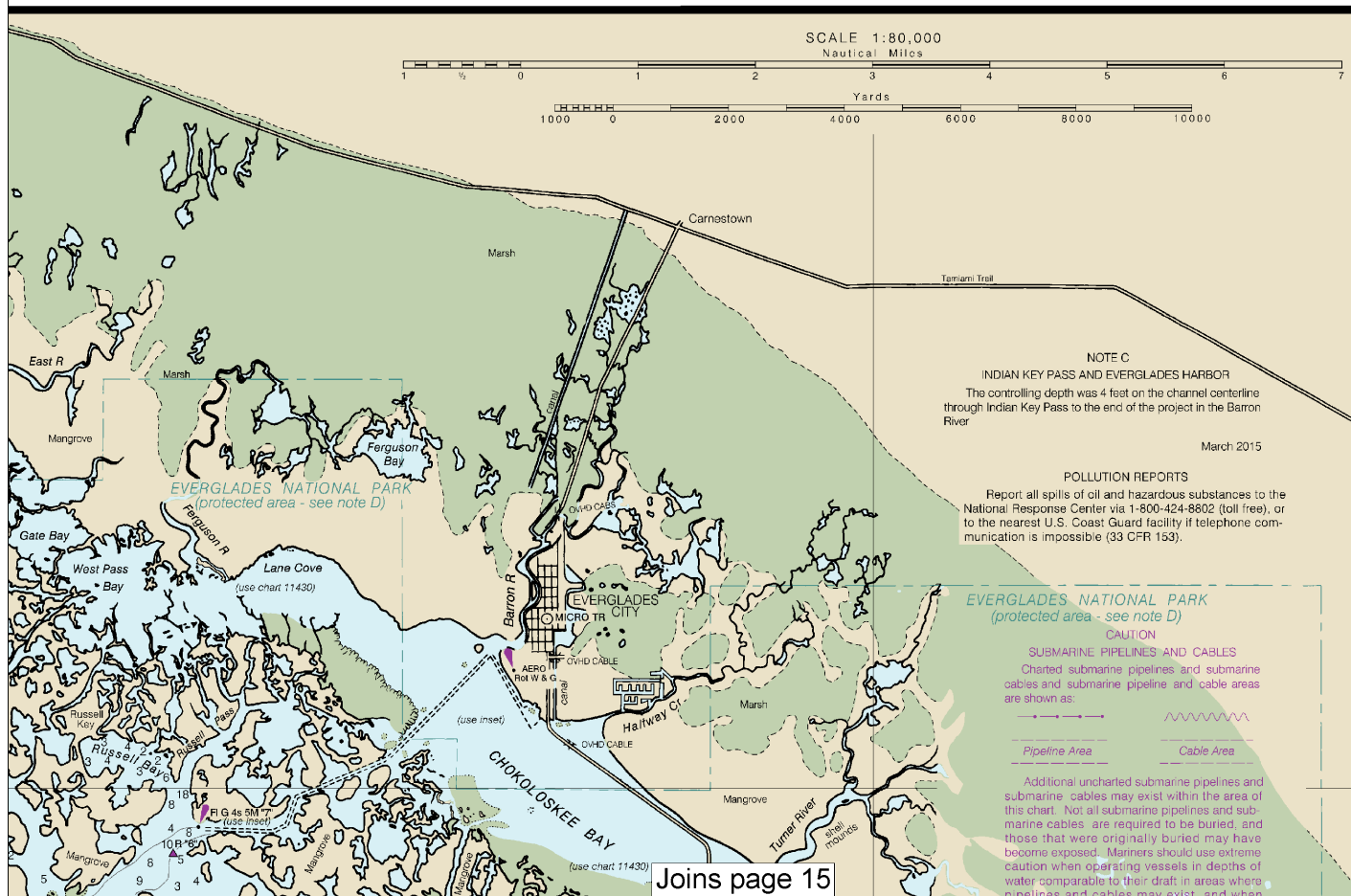
Note: Chart grid lines are aligned with true north.



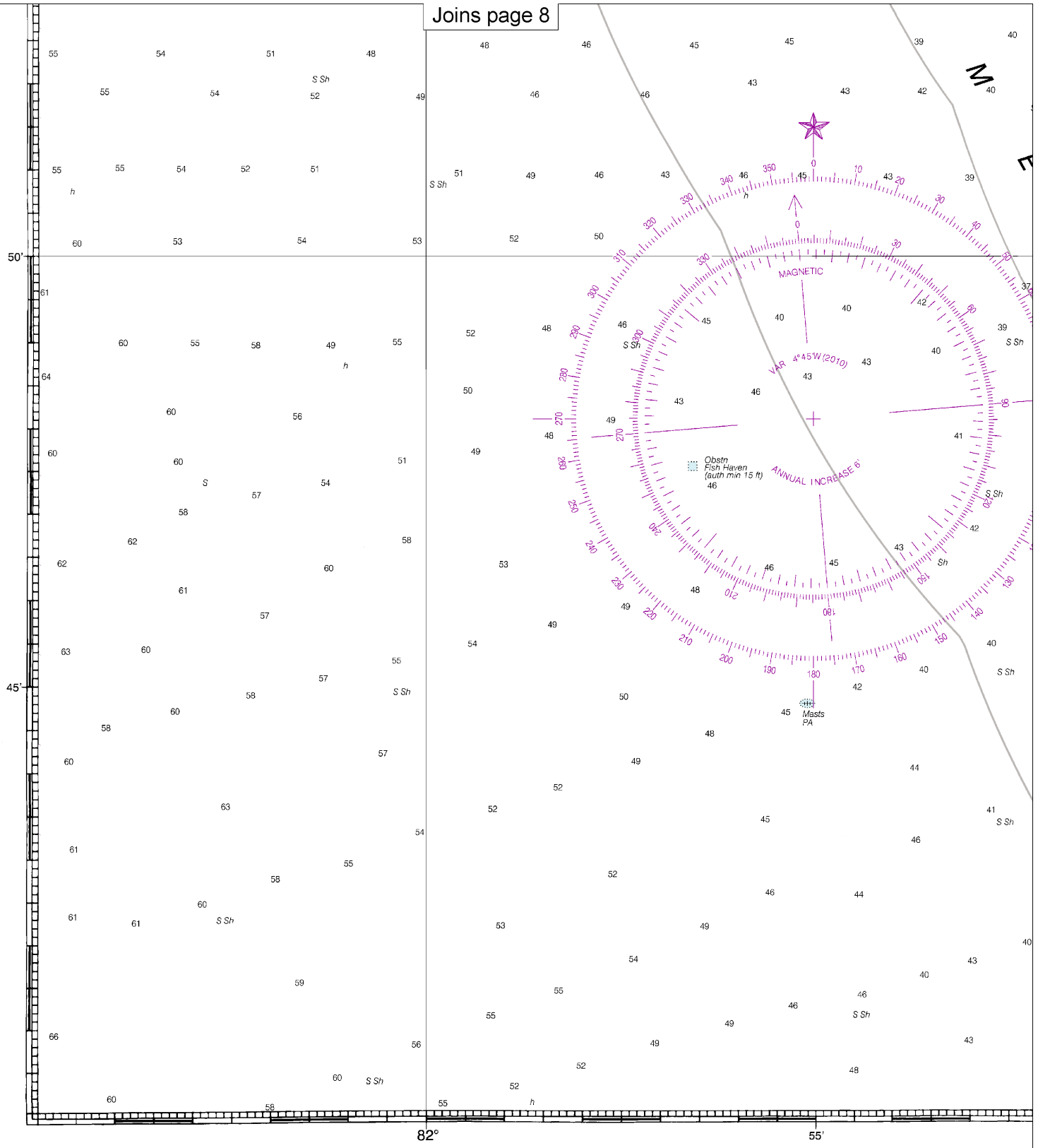


PLEMENTAL INFORMATION
U.S. Coast Pilot 5 for important
information.

SCALE 1:30.000



11



11429

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.

Use NOAA electronic navigational charts for the most up-to-date information.
24th Ed., Jan. 2017. Last Correction: 9/11/2019. Cleared through:
LNM: 2920 (7/21/2020), NM: 3020 (7/25/2020)

SOUNDINGS IN FEET

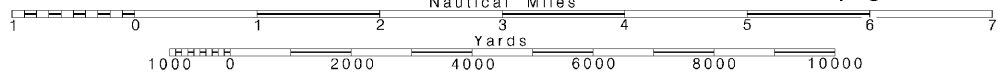
12

Note: Chart grid lines are aligned with true north.

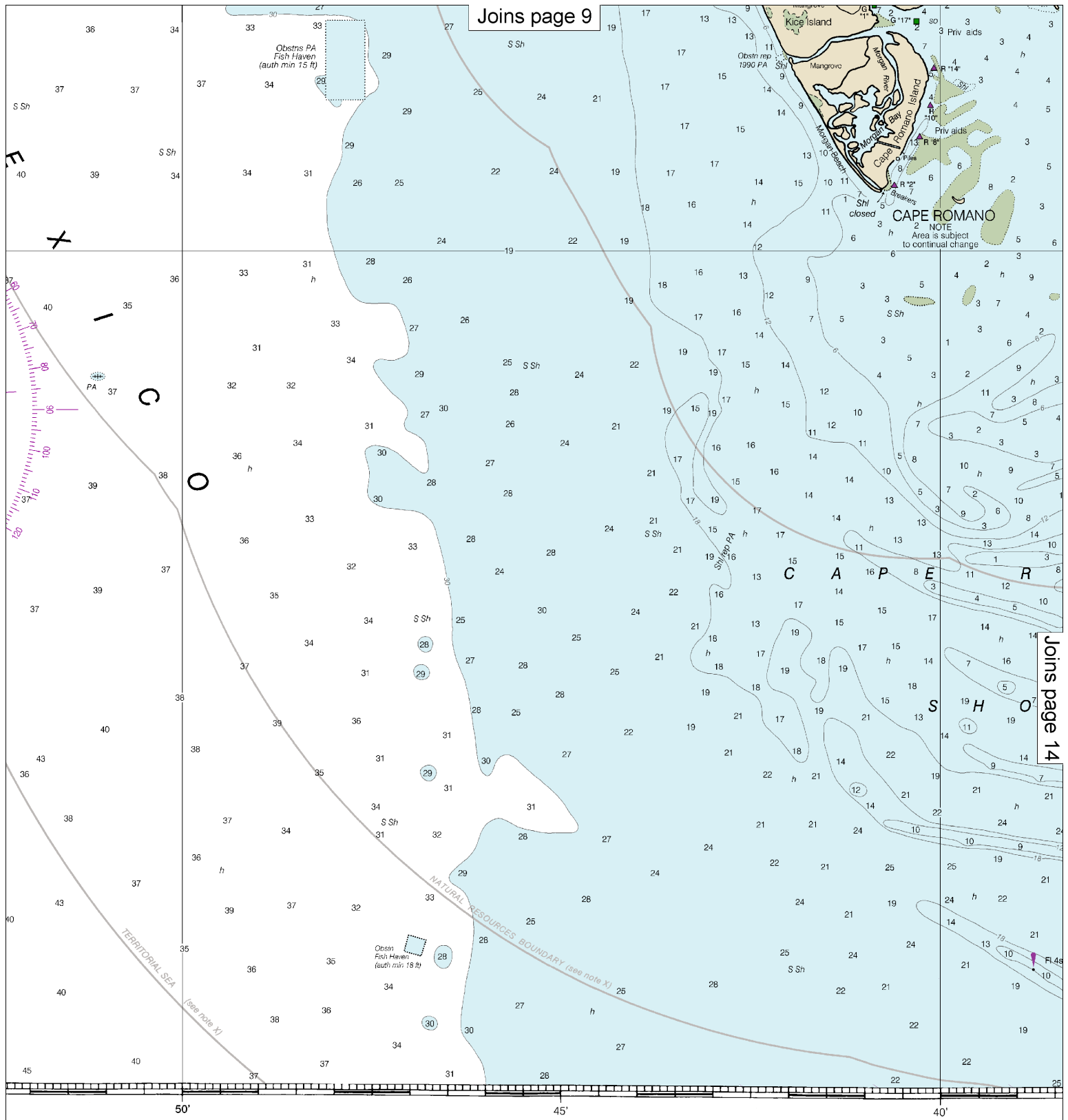
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.

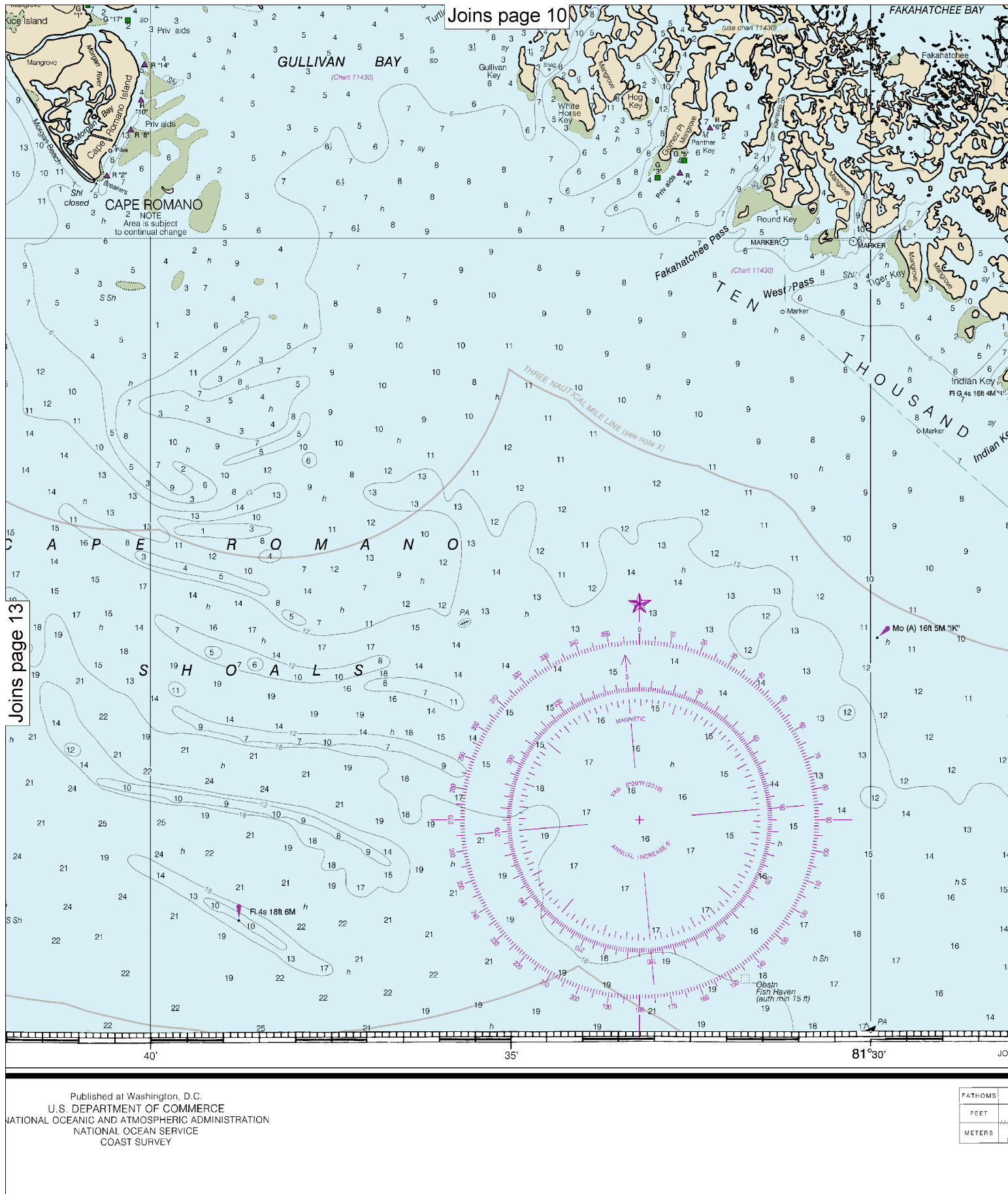


Joins page 9



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

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

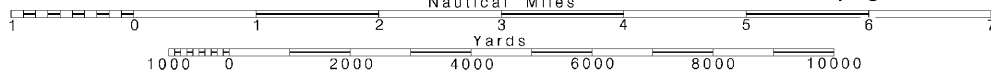


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



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).

CAUTION

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

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.



15



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/>

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!

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://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.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 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



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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.