

BookletChart™

East Cape to Mormon Key

NOAA Chart 11431

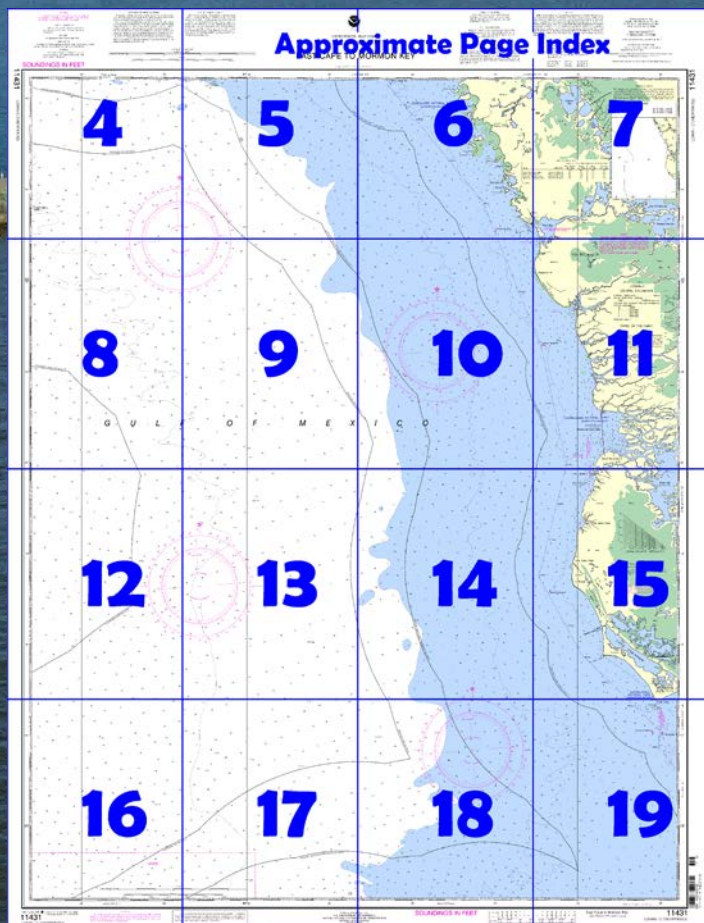


A reduced-scale NOAA nautical chart for small boaters

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.

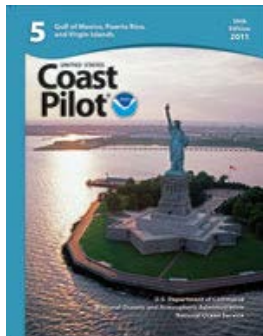
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11431>



[Coast Pilot 5, Chapter 9 excerpts].

Cape Sable, the low and wooded SW tip of the Florida Mainland, has three points known as **East Cape**, **Middle Cape**, and **Northwest Cape**. These are relatively steep-to and are partially cleared.

Small vessels can find anchorage 1.5 miles SE of East Cape in 7 to 8 feet of water. The even marl bottom is good holding ground, but the anchorage is reported to be unsheltered from winds, particularly from W. Vessels should anchor bow and stern to

avoid being set onto the beach. **East Cape Canal**, a drainage canal opening into Florida Bay 1 mile E of East Cape, offers good protection for any boat that can enter. A depth of 2 to 3 feet can be carried into the

canal at low water by approaching from due S. Fishing and pleasure craft frequent this area, but local knowledge is necessary to avoid the numerous snags inside the canal.

From Northwest Cape the coast trends N for 20 miles, then NW for about 30 miles to Cape Romano. Along this stretch of coast are the **Ten Thousand Islands**, innumerable small islands and keys interlaced by a network of small rivers and bayous leading to the interior. The islands and keys are generally lumps of mud, low and densely wooded, and almost impossible for a stranger to identify. Small in size, they are mostly awash at high water and fringed with oyster reefs. Except for the lights marking the offshore boundary of the Everglades National Park, the only other useful marks along this stretch of the coast are the light at the entrance to Little Shark River, and the slightly higher growths of timber on Shark River Island, Shark Point, and Highland Point. The water is shallow for a distance of 10 miles from the coast, depths of 7 feet being found as much as 3 miles offshore. With local knowledge, drafts of 3 to 6 feet can be carried into many of the rivers.

The rivers and inland lakes to the N of Northwest Cape are frequented mostly by fishing parties, particularly during the winter season. Strangers are advised to hire guides at Flamingo, Marco, or Everglades City. The rivers afford good anchorage for craft able to cross the bars off the entrances.

Seminole Point (25°36.9'N., 81°16.3'W.), 24 miles N from Northwest Cape, is fairly prominent when standing up the coast at a distance of 2 to 3 miles off. The point is the SW end of **Plover Key**, and is the most W land seen until Pavilion Key is picked up to the NW.

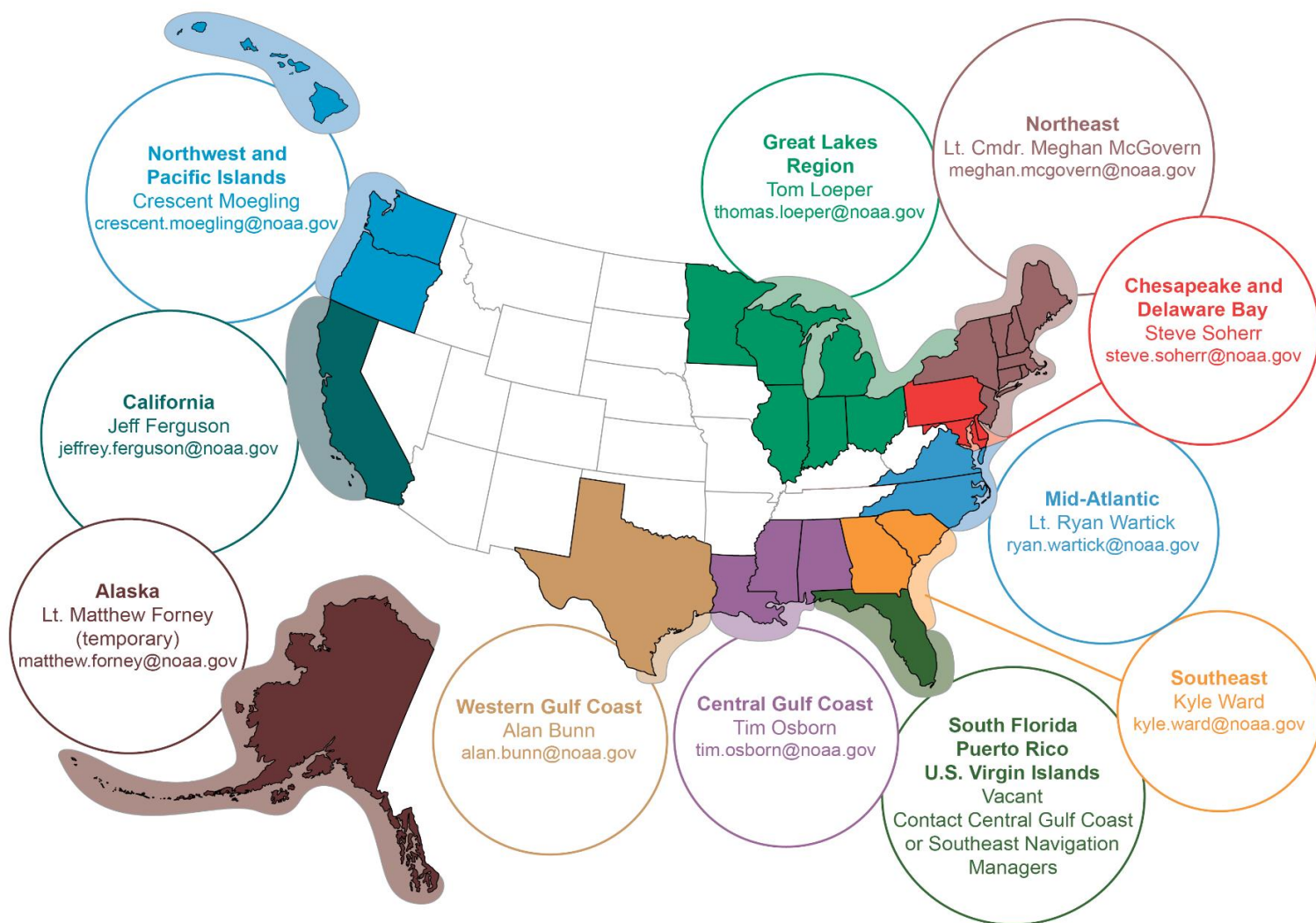
U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander
8th CG District
New Orleans, LA

(504) 589-6225

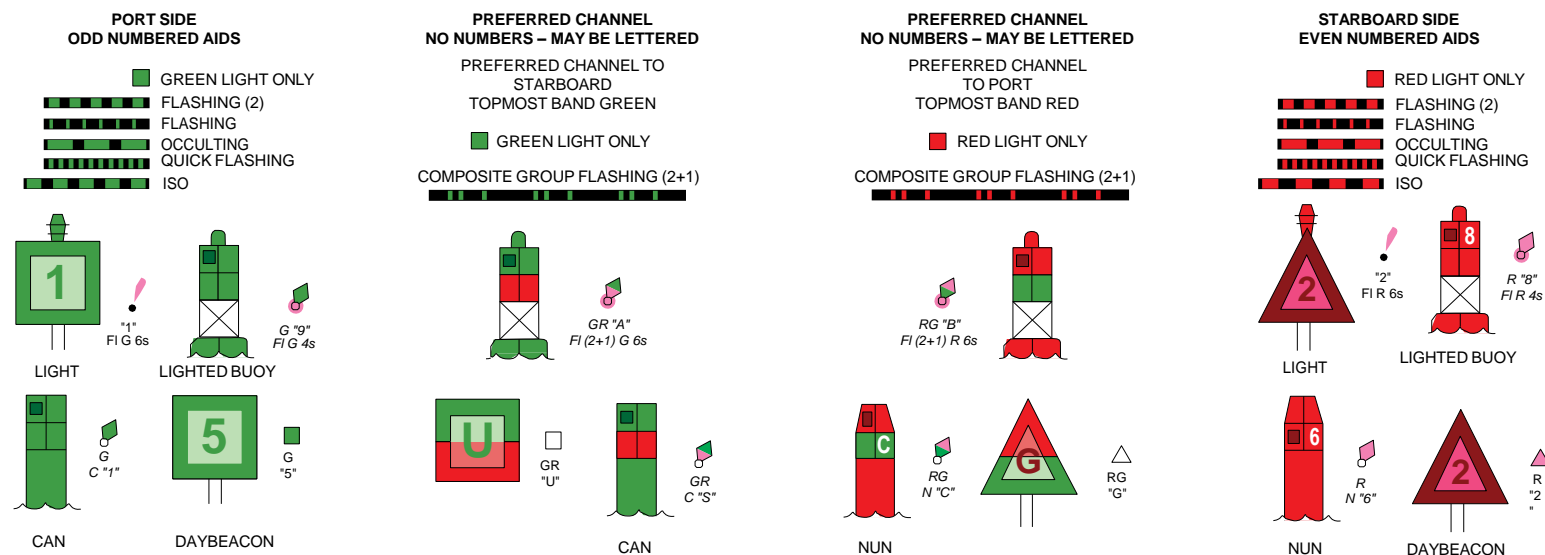
Navigation Managers Area of Responsibility



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>

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.

AIDS TO NAVIGATION

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

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

CAUTION

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

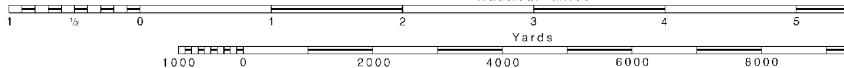
HURRICANES AND TROPICAL STORMS

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 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.

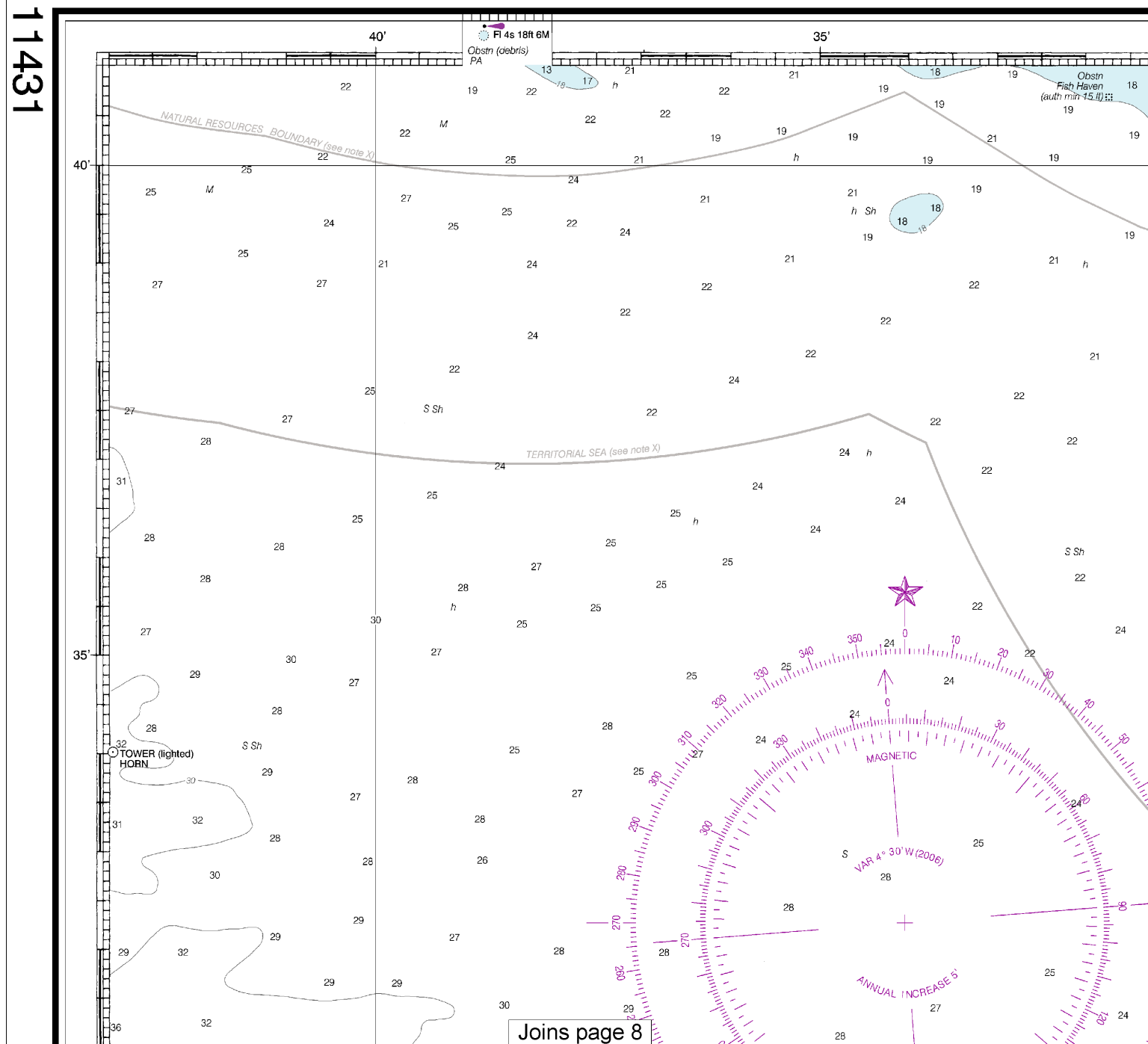
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SCALE 1:80,000
Nautical Miles



SOUNDINGS IN FEET

11431



Joins page 8

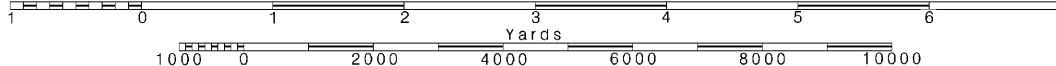
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



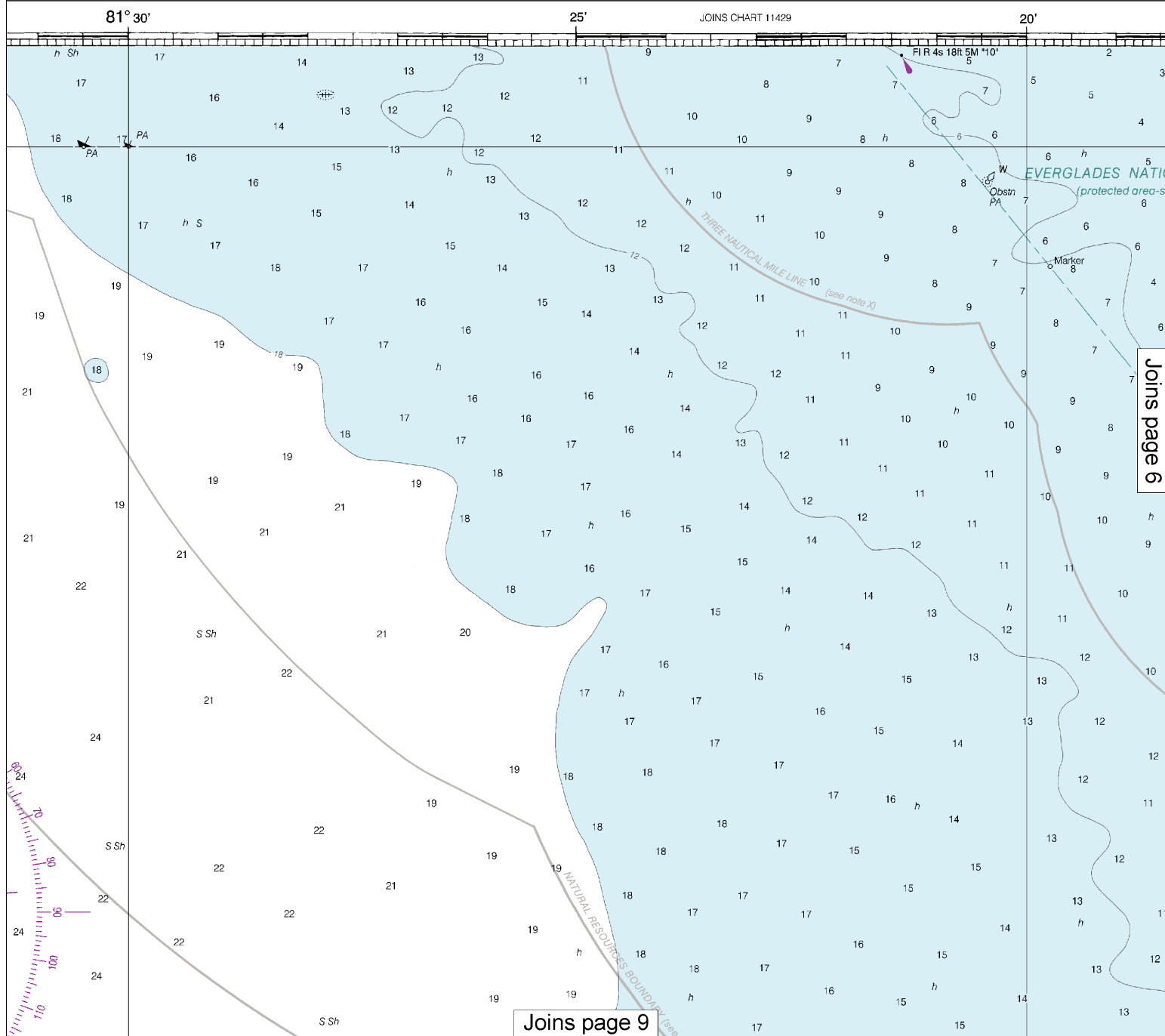


UNITED STATES - GULF COAST

FLORIDA

EAST CAPE TO MORMON KEY

Formerly C&GS 1253, 1st Ed., Mar. 1924 KAPP 367



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



UNITED STATES - GULF COAST
FLORIDA

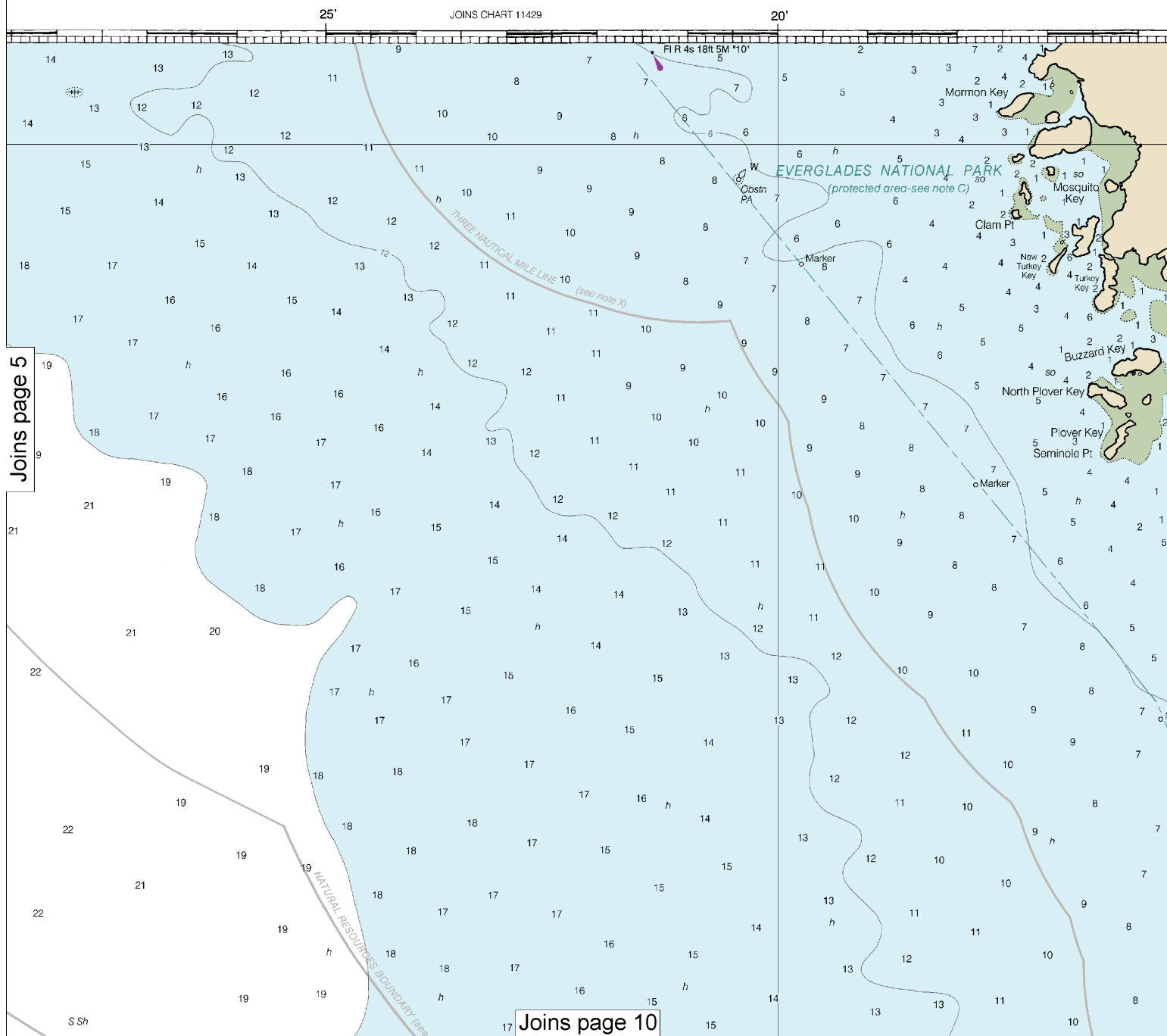
EAST CAPE TO MORMON KEY

Formerly C&GS 1253, 1st Ed., Mar. 1924 KAPP 367

RAD
Radar reflecto
floating aids to
reflector identifi
omitted from this

POL
Report all spills of
National Response Ce
to the nearest U.S. Co
munication is impossit

HOR
The horizontal reference
Datum of 1983 (NAD 83), w
equivalent to the World Geod
positions referred to the N
corrected an average of 1.
agree with this chart.



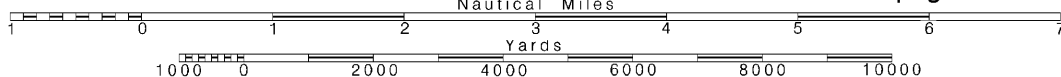
6

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



RADAR REFLECTORS

tors have been placed on many
to navigation. Individual radar
fication on these aids has been
his chart.

POLLUTION REPORTS

of oil and hazardous substances to the
enter via 1-800-424-8802 (toll free), or
Coast Guard facility if telephone com-
patible (33 CFR 153).

HORIZONTAL DATUM

be datum of this chart is North American
which for charting purposes is considered
edictic System 1984 (WGS 84). Geographic
North American Datum of 1927 must be
1.429° northward and 0.726° eastward to

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.

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.

Teatable Key, FL	WWG-60	162.450 MHz
Key West, FL	WXJ-95	162.400 MHz
Naples, FL	WWG-92	162.525 MHz

Mercator Projection
Scale 1:80,000 at Lat. 25° 19'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

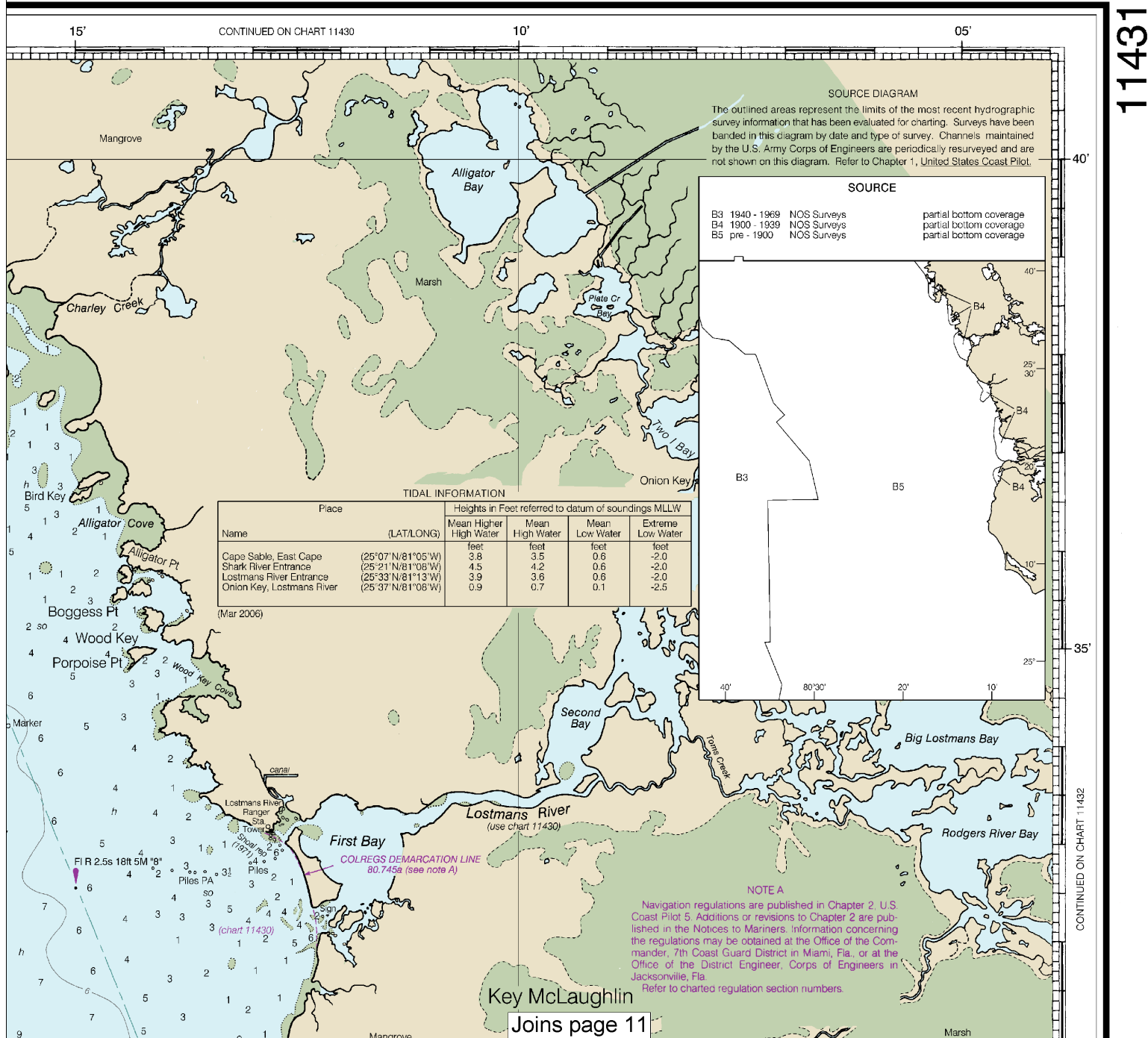
For Symbols and Abbreviations see Chart No. 1

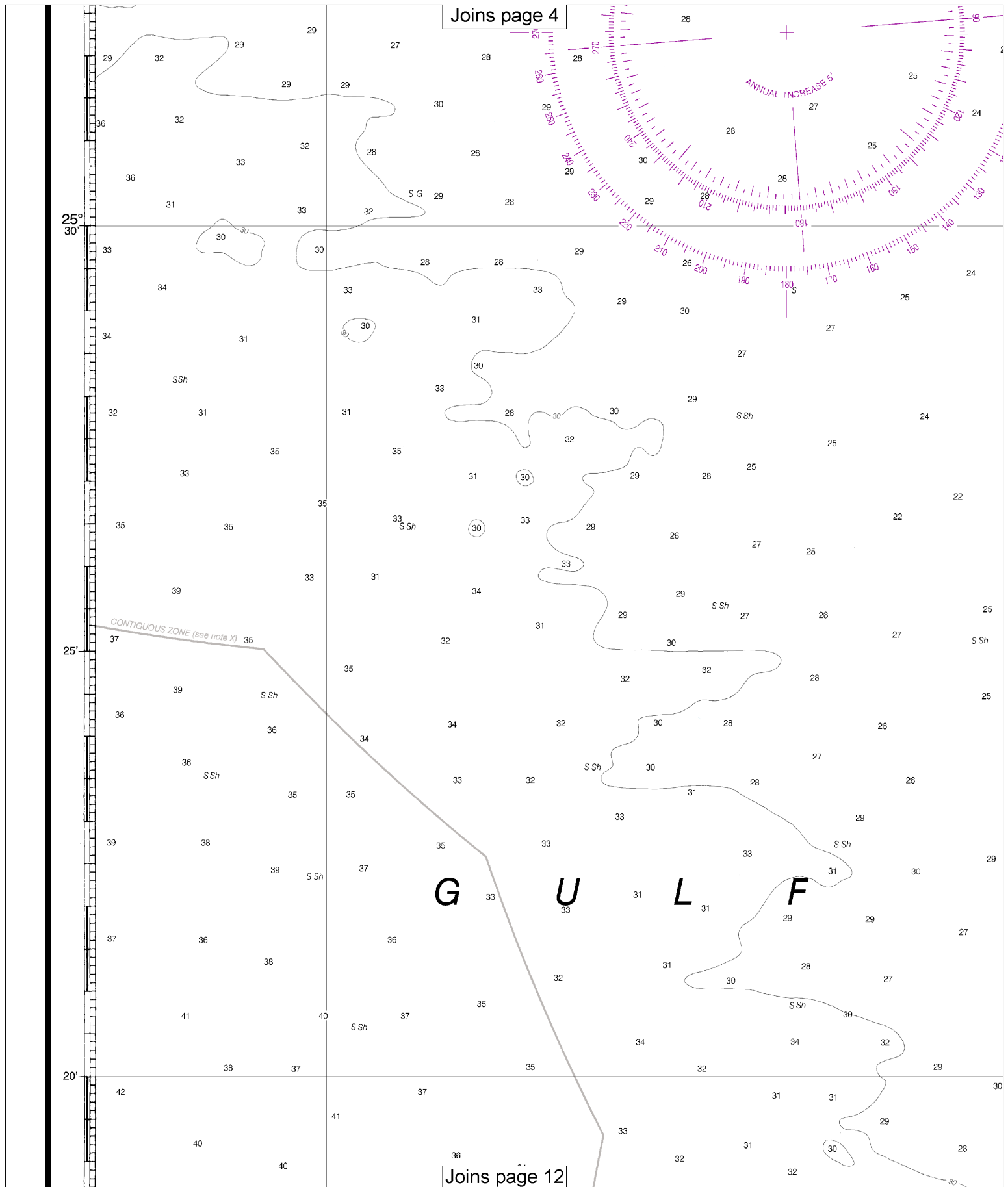
SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important
supplemental information.

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

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





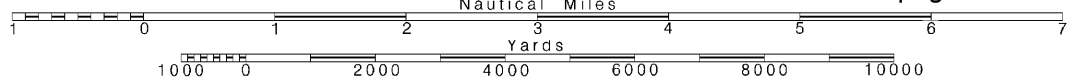
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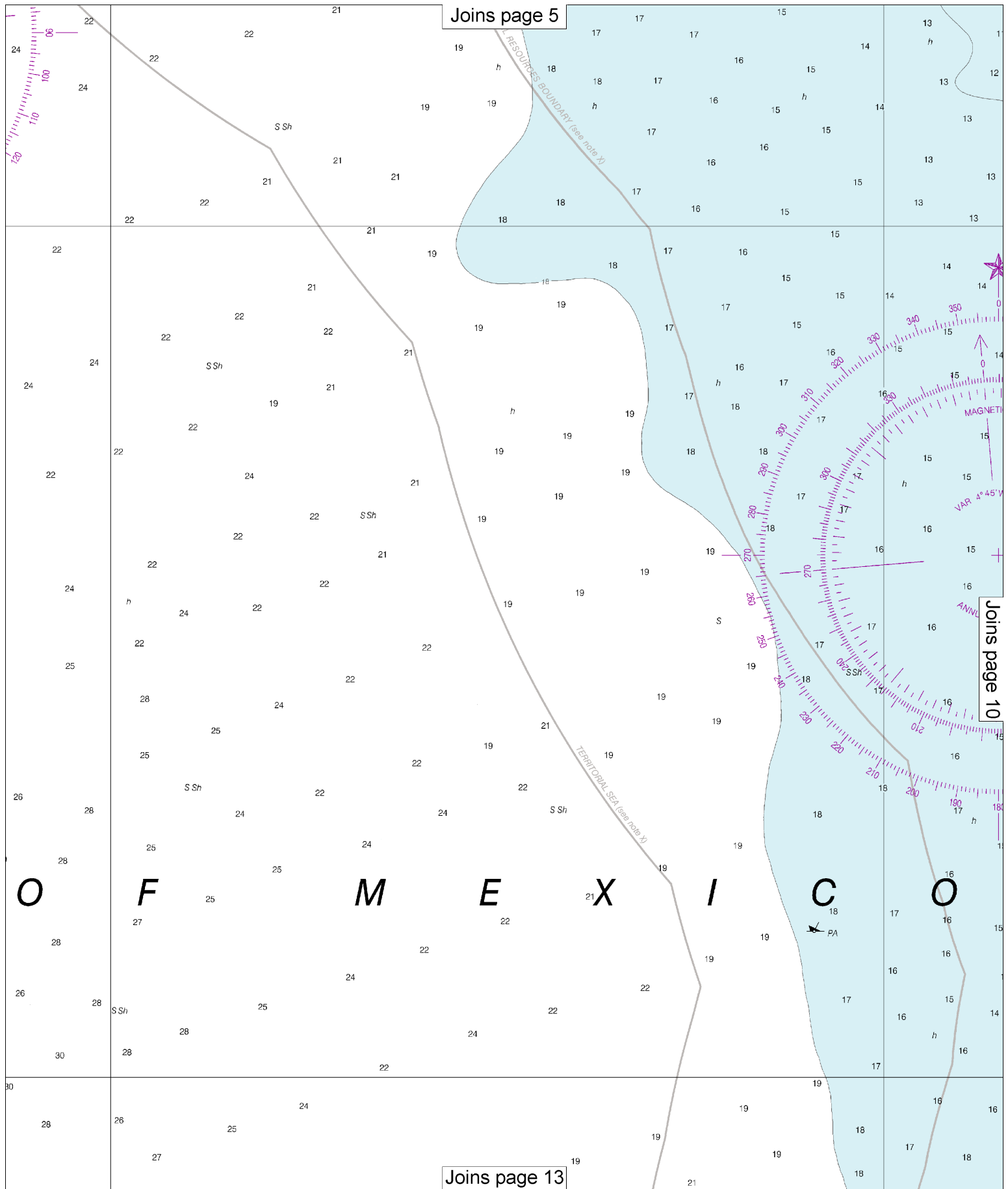
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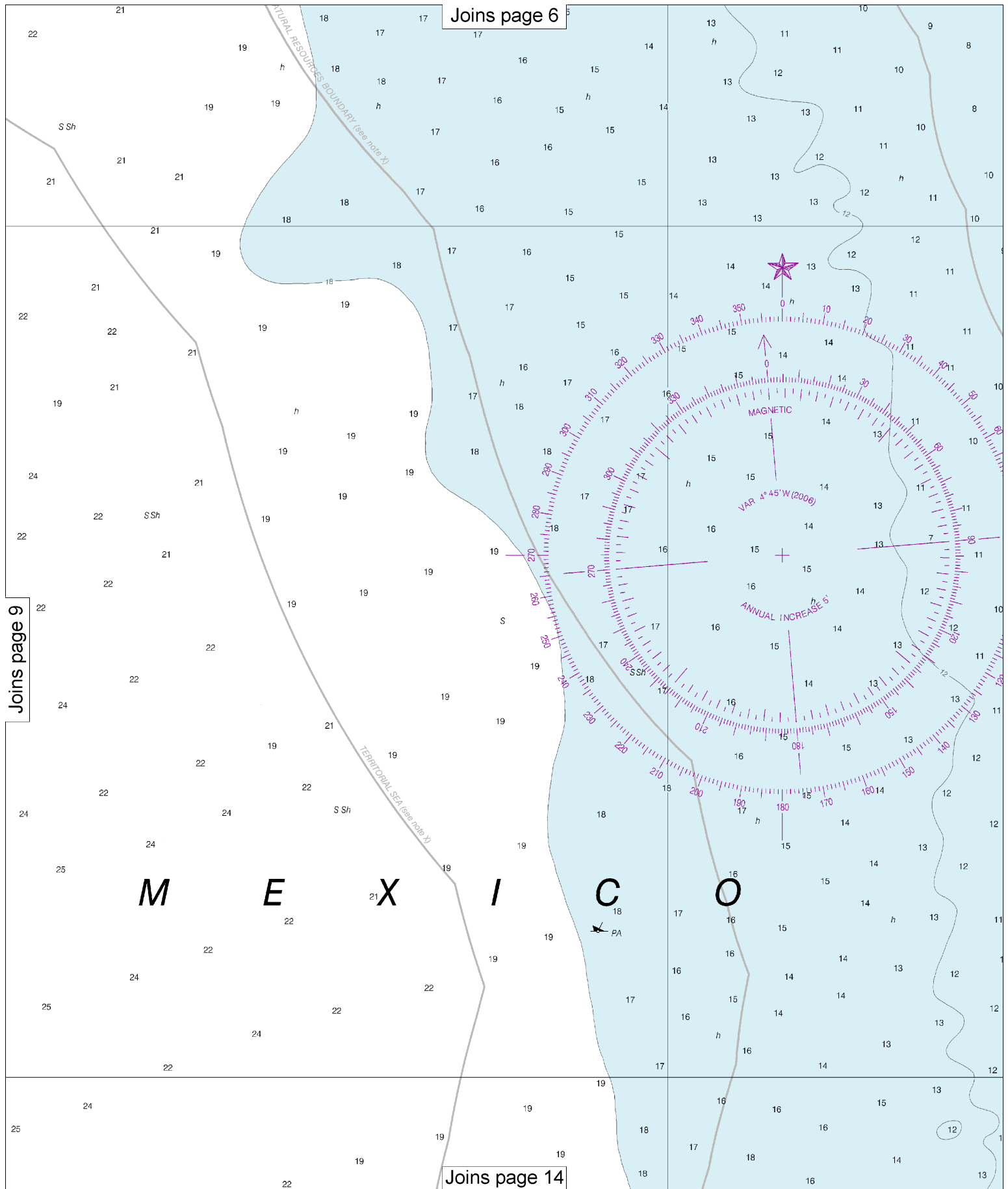
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SCALE 1:80,000
Nautical Miles

See Note on page 5.







Joins page 6

Joins page 9

Joins page 14

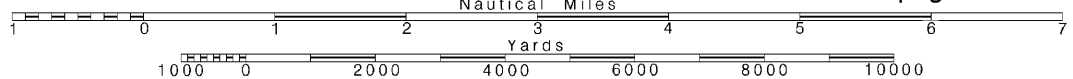
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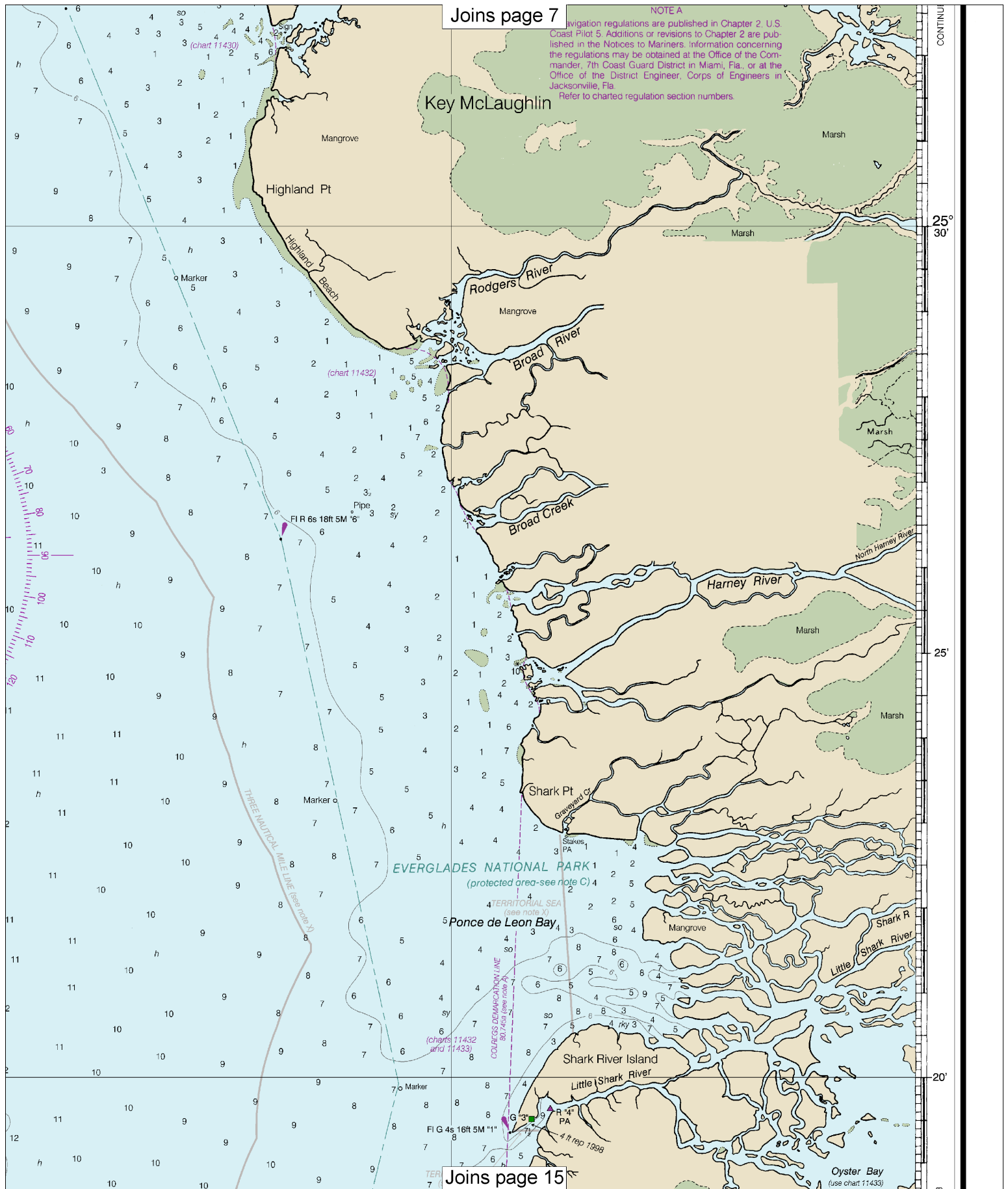
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SCALE 1:80,000
Nautical Miles

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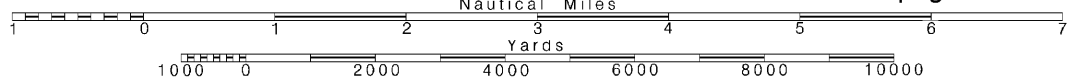


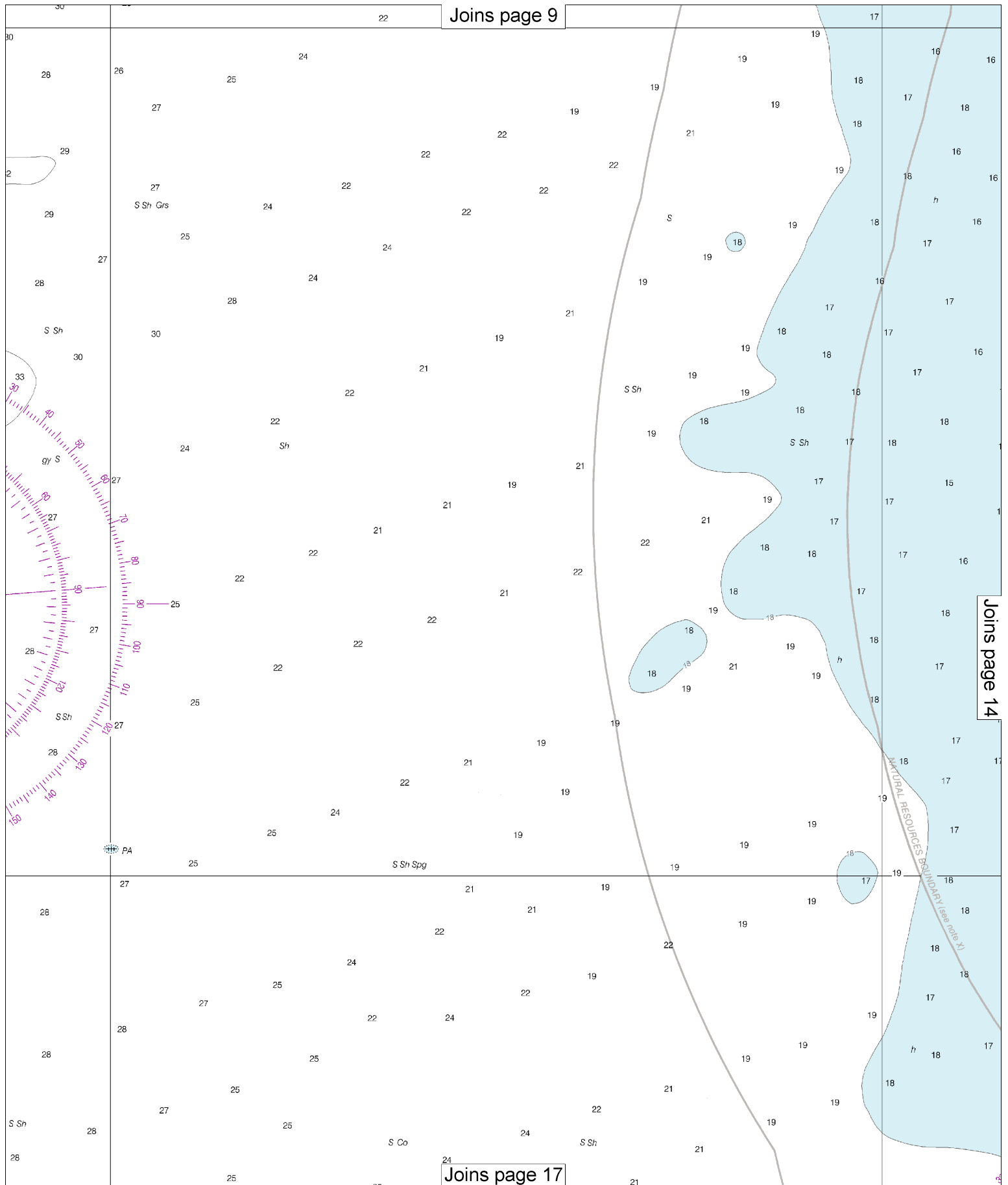


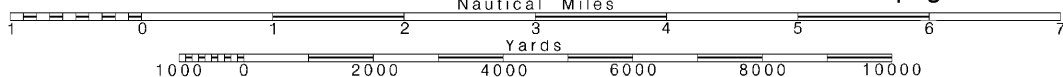
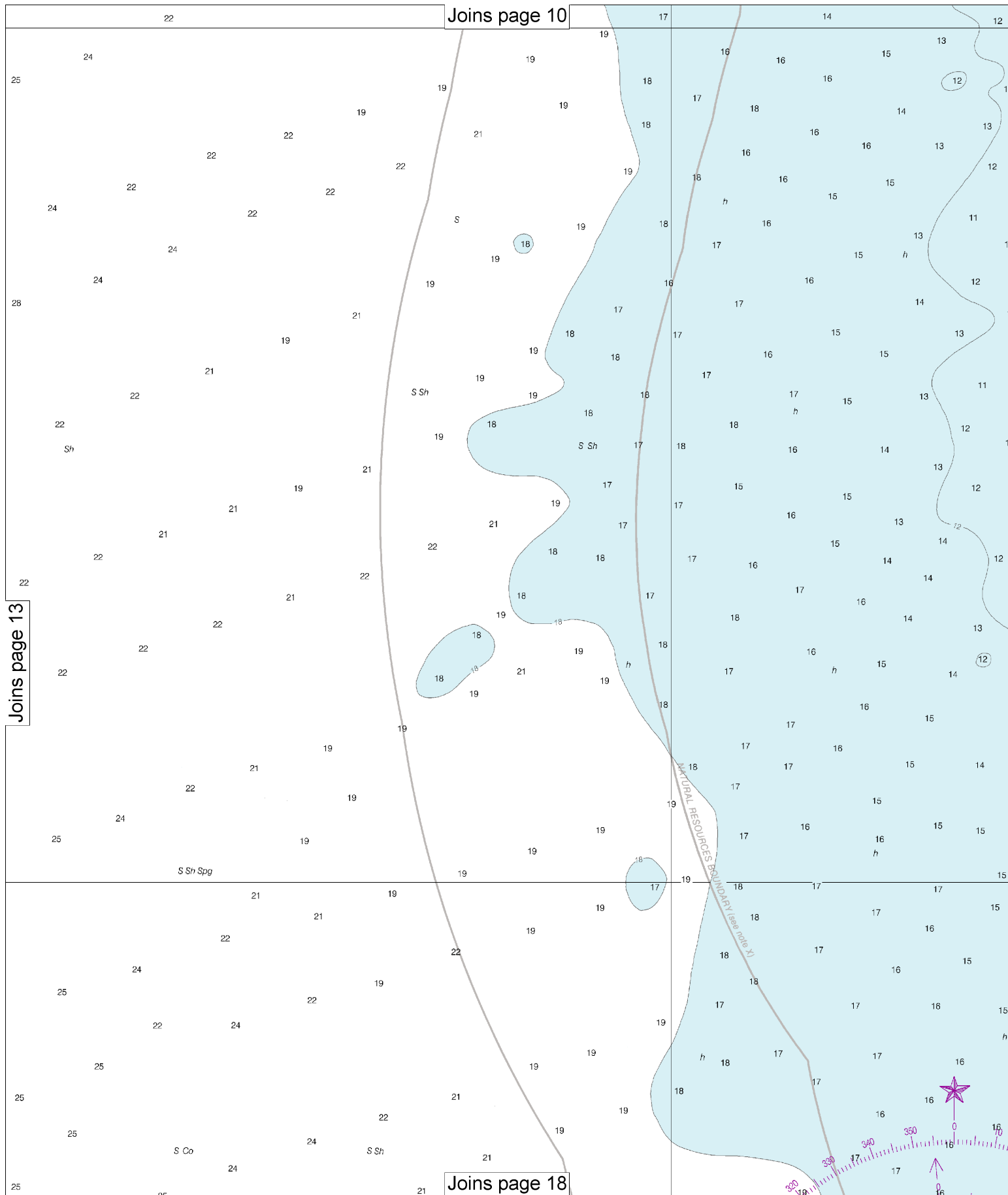


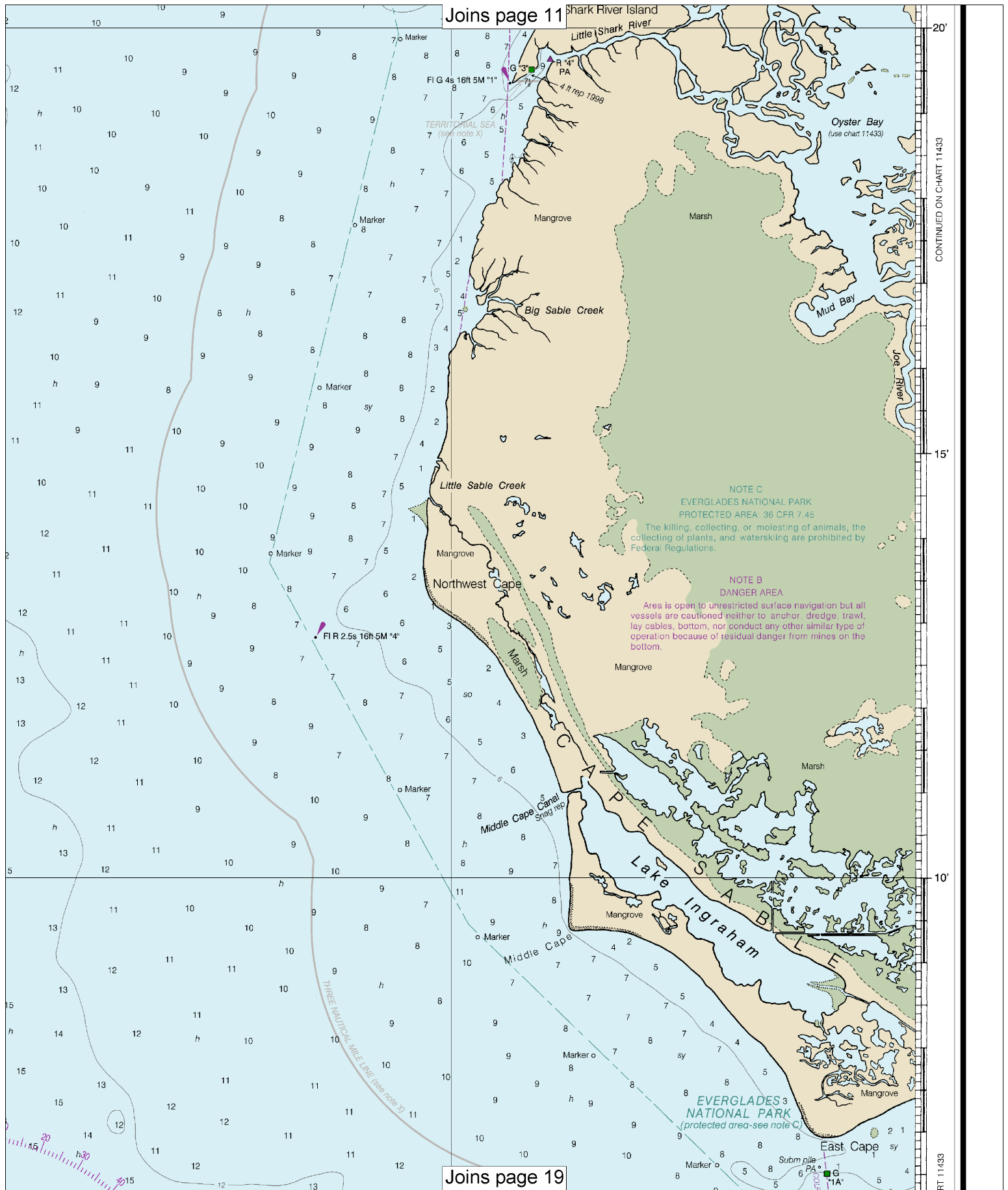
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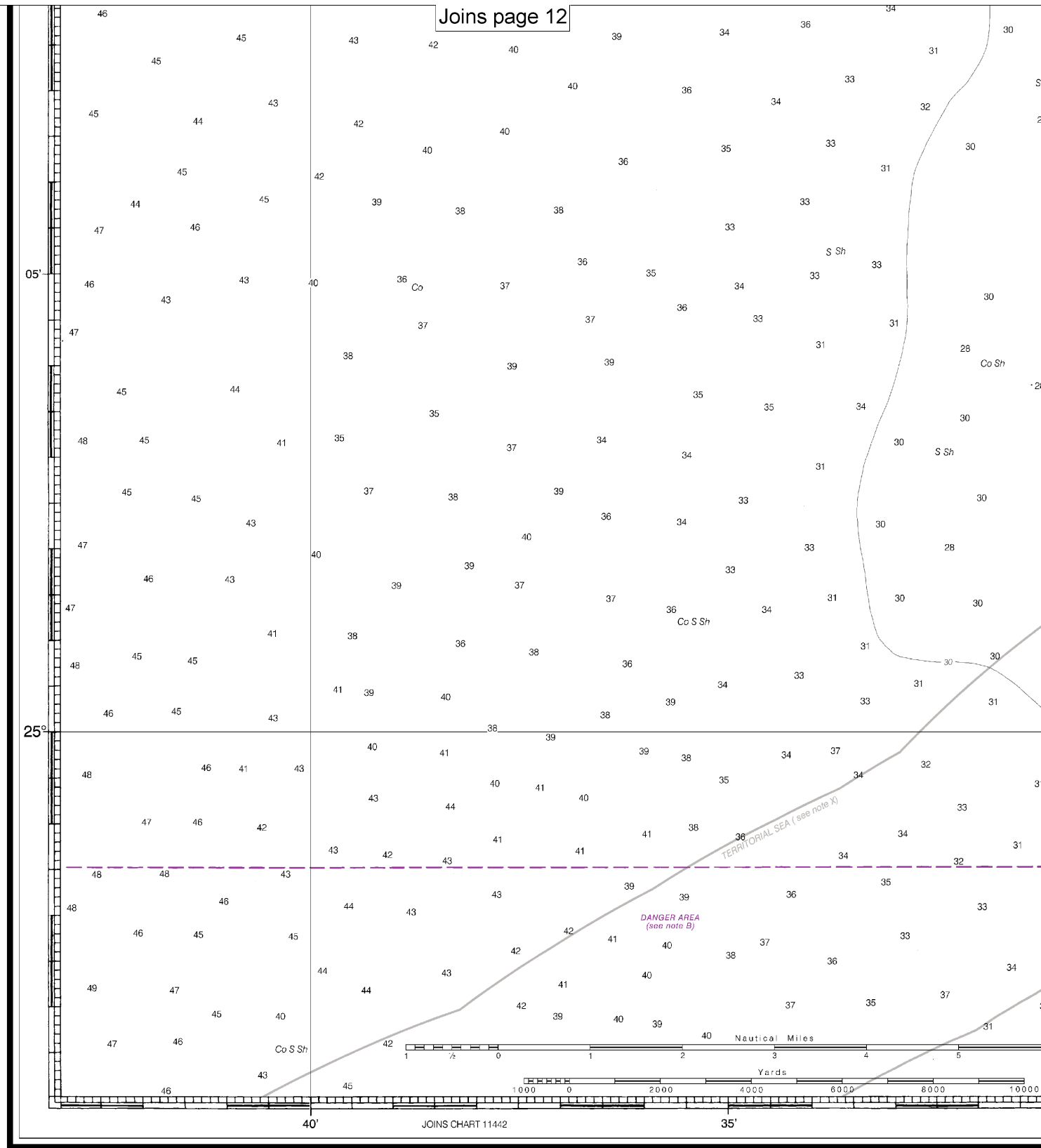
See Note on page 5.











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.

NOAA encourages
about this chart at <http://www.noaa.gov>

11431

Use NOAA electronic navigational charts for the most up-to-date information.

13th Ed., May 2006. Last Correction: 12/19/2016. Cleared through:
 NM: 2920 (7/21/2020), NM: 3020 (7/25/2020)

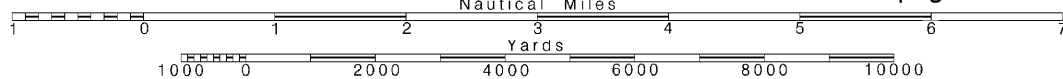
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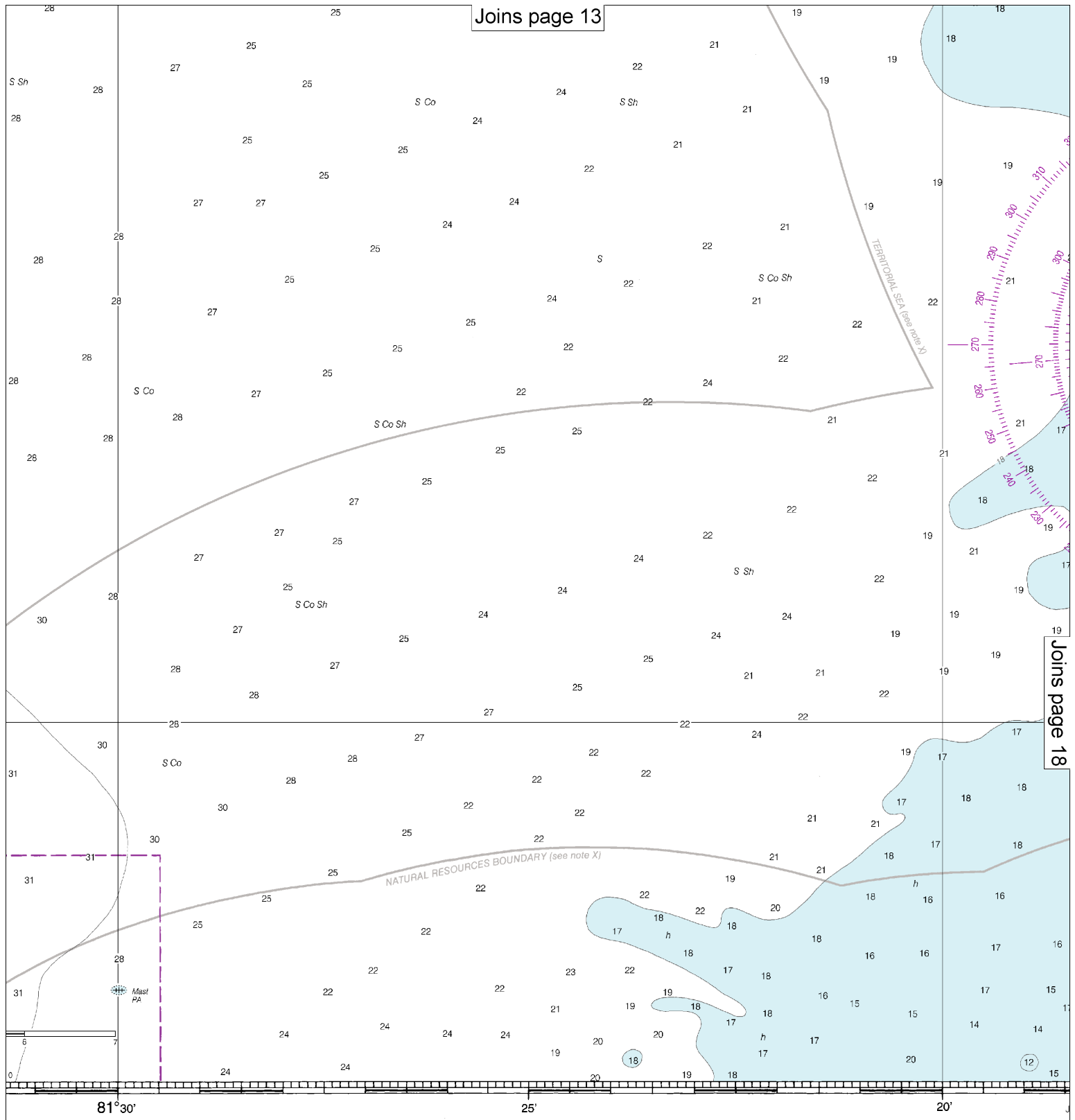
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Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

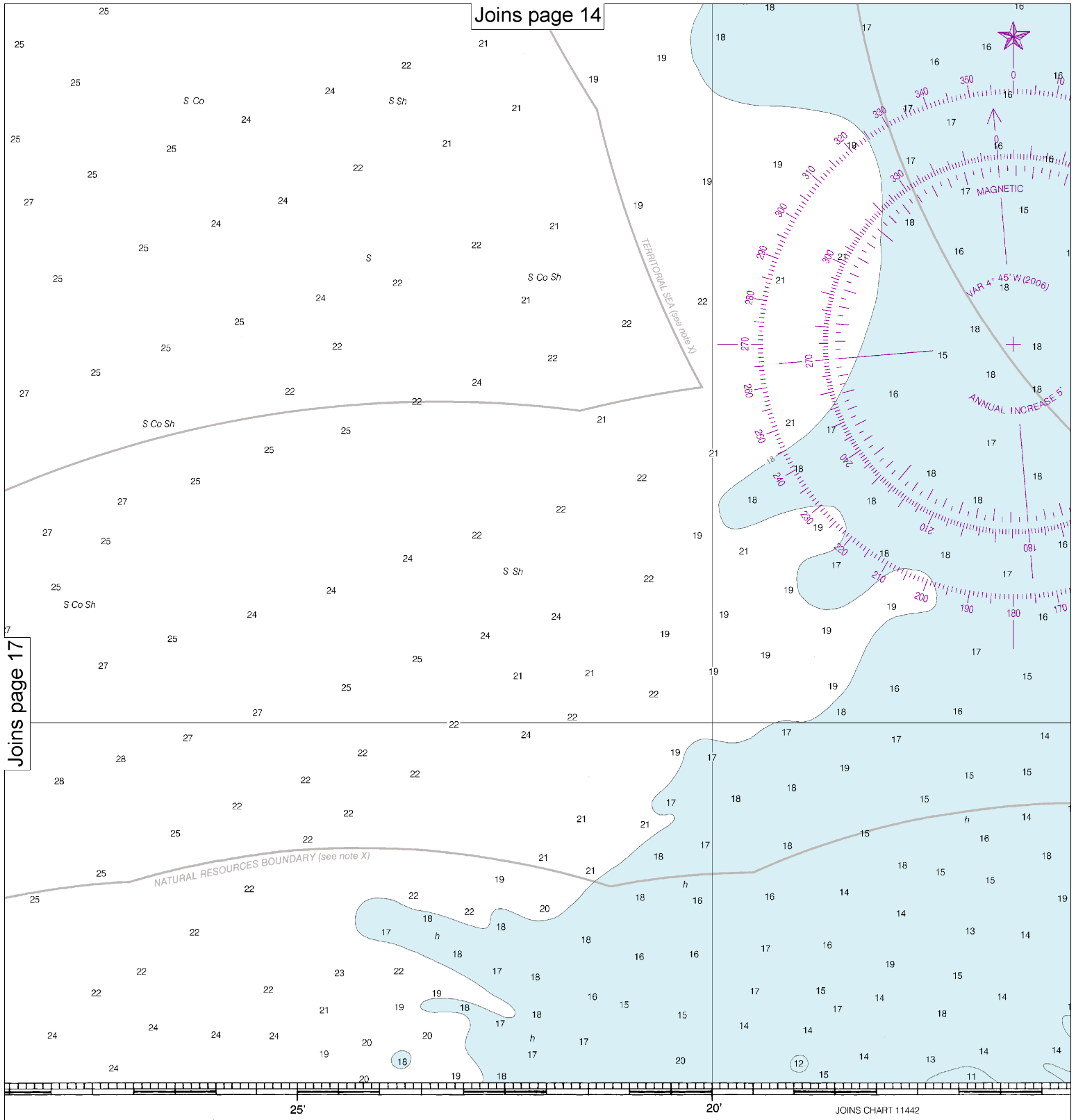




Users are encouraged to submit inquiries, discrepancies or comments
<http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

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

SOUND



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 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN FEET

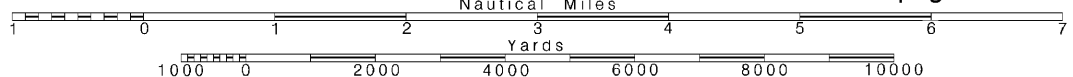
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.





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!



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://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.