# BookletChart<sup>™</sup>



# Intracoastal Waterway – Sands Key to Blackwater Sound NOAA Chart 11463

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<sup>™</sup>?

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=114 <u>63</u>.



(Selected Excerpts from Coast Pilot) Bowles Bank Anchorage, 6.5 miles southsouthwestward of Fowey Rocks Light (25°35'26"N., 80°05'48"W.), is fair in all but southerly winds. It has depths of 14 to 16 feet and soft bottom in places, and lies about 0.5 mile north of the light of Bache Shoal and eastward of the north end of Elliott Key.

Legare Anchorage, 7 miles southward of Fowey Rocks Light, lies between the reefs westward of Triumph Reef. The bottom is

mostly hard, but there are some soft spots on which vessels may anchor. The entrances are not marked, and the anchorage is not generally used.

Caesar Creek Bank Anchorage, 12 miles south-southwestward of Fowey Rocks Light, is fair in all but southerly winds. It lies on the west side of Hawk Channel between Margot Fish Shoal and Caesar Creek Bank, with depths of 10 to 12 feet, soft bottom.

Excellent anchorage for small craft will be found in Caesar Creek, just north of Caesar Creek Bank. The entrance is marked by a light, and private daybeacons mark the channel. There was a reported depth of 6 feet through the entrance channel in 1983.

There is also a secure anchorage between Adams Key, Meigs Key, and Elliott Key. In 1983, it was reported that with local knowledge a draft of 4 feet could be carried into Biscayne Bay through a privately marked channel which leads north along the west side of Adams Key. Pacific Reef, 13.4 miles southward of Fowey Rocks Light, is marked by Pacific Reef Light(25°22'16"N., 80°08'31"W.), 44 feet above the water and shown from a black skeleton tower on piles. A channel, marked by daybeacons, leads from the ocean 0.6 mile southward of Pacific Reef Light to Caesar Creek; the reported controlling depth was 8 feet in 1983.

In 1984, a sunken wreck was reported in Hawk Channel about 0.3 mile northwest of Turtle Harbor West Shoal Daybeacon 2 in about 25°19.5'N., 80°13.0'W.

Angelfish Creek, 17.5 miles southwestward of Fowey Rocks Light, is used by vessels proceeding to Card Sound and the Intracoastal Waterway. The reported controlling depth through the creek was 5 feet in 1983. The channel is marked by lights and daybeacons. The outer end of the creek offers good protection, but the bottom is rock ledge and the anchor should be buoyed.

Ocean Reef Harbor is on the east side of Key Largo, 19.5 miles southwestward of Fowey Rocks Light. A privately dredged channel leads to the harbor. In 1979, the centerline controlling depth in the channel was 7 feet. The entrance channel is marked by a light and private daybeacons. The harbor has good anchorage. A private yacht club is on the north side of the harbor.

In 1992, an obstruction was reported 0.6 mile east-southeastward of the entrance channel in about 25°18'19.4"N., 80°15'35.2"W.

A dredged channel, about 0.4 mile northward of the entrance to Ocean Reef Harbor, leads to a residential area. The channel, marked by private daybeacons, had a centerline controlling depth of 7 feet in 1979. Key Largo Anchorage, 20 miles southwestward of Fowey Rocks Light, is

fair in all but southerly winds. It has a depth of 14 feet, soft bottom, 4.5 miles northwestward of Carysfort Reef Light.

Turtle Harbor, a well-sheltered anchorage between the reefs lying northwestward of Carysfort Reef Light, is one of the better offshore anchorages between Key West and Miami, and is protected from all but northeast winds. It is entered from the Straits of Florida by a marked passage 5 miles northeastward of the light. Vessels of 15-foot draft can use this passage in smooth water. Depths in the approach range from 27 to 38 feet, and at the anchorage from 25 to 28 feet. In 1980, a submerged pile was reported in the north end of the anchorage about 0.2 mile southwest of Turtle Harbor Daybeacon 6. Vessels can enter Hawk Channel from this harbor by proceeding about 1.3 miles southsouthwestward of Daybeacon 6 and then taking a westerly course. Carysfort Reef Light (25°13'19"N., 80°12'41"W.), 100 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation, enclosing a conical dwelling and stair cylinder.

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

Miami, FL

**RCC Miami** 

Commander 7th CG District (305) 415-6800

## 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



Note: Chart grid lines are aligned 1/2 0 2 Yards 1000 0 1000 4000 5000 3000 with true north.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.









Use NOAA electronic navigational charts for the most up-to-date information. 20th Ed., Jan. 2017. Last Correction: 10/11/2019. Cleared through: LNM: 2920 (7/21/2020), NM: 3020 (7/25/2020)



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with true north.







# SOUNDINGS IN F Joins page 8

Additional information can be obtained at nauticalcharts.noaa.gov

HEIGHTS

Heights in feet above Mean High Water

For Symbols and Abbreviations see Chart No. 1

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

#### 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 Geodelic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.461" northward and 0.785" eastward to agree with this chart.

#### POLLUTION REPORTS

Report all spills of oil and hazardous sub-stances 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 oplemental information concerning aids to navigation.

#### OVERHEAD POWER CABLES Overhead power cables run parallel to U.S.

Highway No. 1. All clearances are greater than those of the charted fixed bridges. 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
Teatable Key, FL	WWG-60	162.450 MHz
Princeton, FL	WNG-663	162.425 MHz

#### INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is de-signed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted. Aids to navigation marking the intracoastal Waterway exhibit unique yellow symbols to delianvible them from othe median extrustor.

distinguish them from aids marking other water

ways. When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navi-gation as marking the Intracoastal Waterway.

#### NOTE A

Navigation regulations are published in Chapter 2, U.S Coast Pilot 4. Additions or revisions to Chapter 2 are pub-lished 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 f the District Engineer, Corps of Engineers in Jacksonville

Refer to charted regulation section numbers

#### NOTE B

The aids are private; aids are not charted, use local knowledge.

#### NOTE C.

The controlling depth in Angelfish Creek was 5 feet from daybeacon 3 to daybeacon 12 April 1977

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

AUTHORITIES

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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

#### CAUTION

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

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

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

IN HACOSS IAL WATENWAY Project Depths 12 feet Norfolk, VA to Fort Pierce, FL; 10 feet Fort Pierce, FL to Miami, FL to Cross Bank in Florida Bay, Consult the U.S. Army Corps of Engineers for controlling depths and U.S. Coast Guard Local Notice to Mariners for other navigation hazards or restrictions

Notice to Mainter to vitro and a constructions. Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at: http://nauticalcharts.noaa.gov/staff/contact.htm

#### Distances

The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow the aids to navigation and avoid charted shoals and obstructions

and obstructions. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus. Che Statute Mile equals 0.87 Nautical Miles. Courses are TRUE and must be CORRECTED

for any variation and compass deviation

#### CORAL PROPAGATION Uncharted submerged manmade structures,

designed for the purpose of coral propagation, may exist within the limits of this chart, principally hallow water areas NOTE D

#### EVERGLADES NATIONAL PARK PROTECTED AREA: 36 CFR 7.45 The killing, collecting, or molesting of animals, the collecting of plants, and waterskiing are prohibited by Federal Regulations.



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#### HURRICANES AND TROPICAL STORMS

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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.

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 7 not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pinolines 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

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Use NDAA electronic navigational charts for the most up-to-date infor 20th Ed., Jan. 2017. Last Correction: 10/11/2019. Cleared through: LNM: 2920 (7/21/2020), NM: 3020 (7/25/2020)



Note: Chart grid	Printed at reduced scale.		See Note on page 5.	
lines are aligned		Yards	2	3
with true north.	1000 0	1000 2000 3000	4000 5000	











# 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://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

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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.