

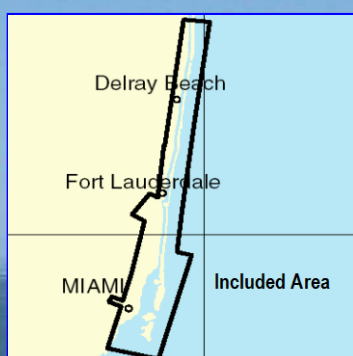
# BookletChart™

## ***Intracoastal Waterway – West Palm Beach to Miami***

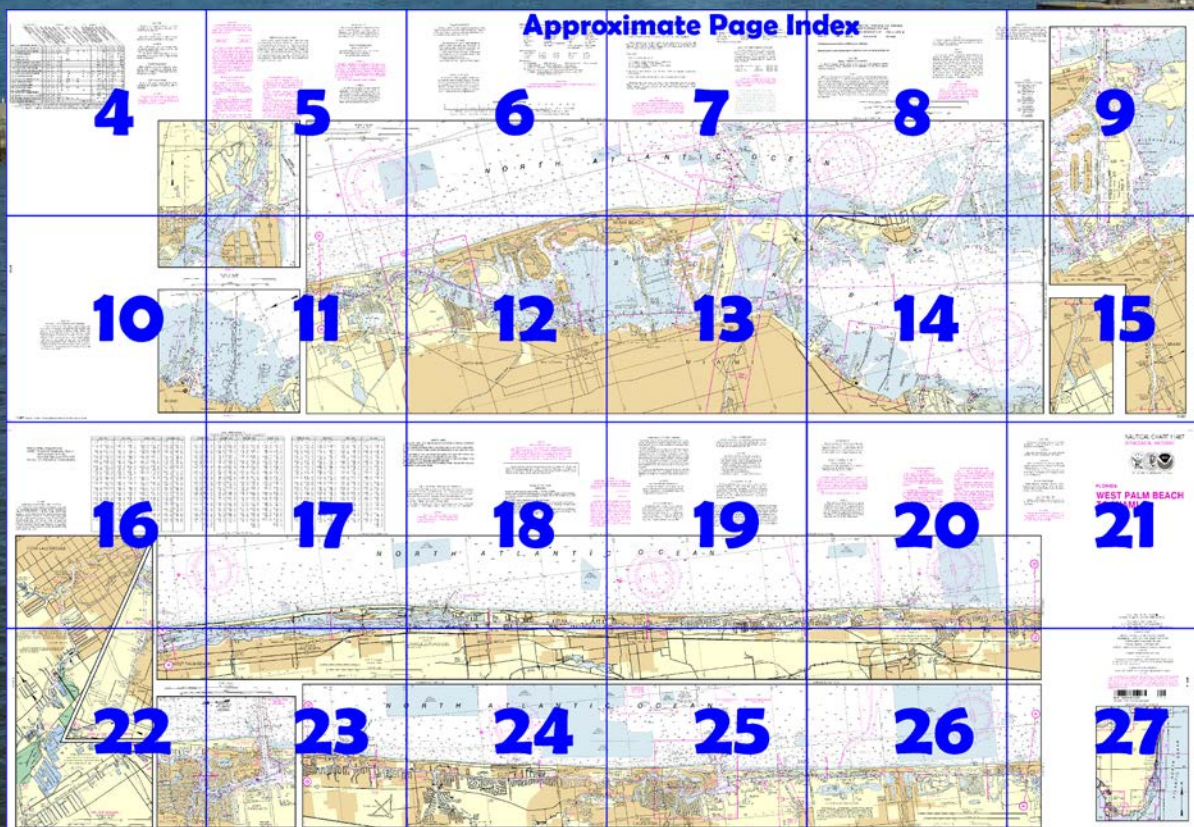
**NOAA Chart 11467**

***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](http://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=11467>.



### (Selected Excerpts from Coast Pilot)

The Florida Department of Natural Resources has established a **slow-no wake speed zone** in the Intracoastal Waterway where the channels converge in the vicinity of Bakers Haulover Inlet.

**Miami River** trends westward then northwestward through the heart of the city of Miami for about 2.8 miles to the confluence of **South Fork Miami River** and **North Fork Miami River**. North Fork leads northwest for another 0.6 mile to the

junction with **Miami Canal**, thence Miami Canal continues northwest for about 1.8 miles to a dam below the NW 36th Street bridge. Miami Canal is navigable for small boats for about 10 miles above the dam, however,

the head of navigation from seaward is at the dam. Tamiami Canal leads westward from Miami Canal to **Sweetwater** in the Everglades. A dam is about 1.2 miles above its junction with Miami Canal.

Miami River and Tamiami Canal are **Regulated Navigation Areas**. (See **165.1 through 165.13, and 165.726**, chapter 2, for limits/regulations.) The Coast Guard reports that ships may encounter current anomalies at the mouth of Miami River which have caused occasional groundings. Currents in the river are strong on the ebb and cause swirls at the bends. From West Palm Beach, the waterway continues southward to the south end of Lake Worth at **Mile 1034.3**, thence through a cut to Lake Wyman at **Mile 1045.7**.

Southern Boulevard Bridge (State Route 80), **Mile 1024.7**, has a bascule span with clearance of 14 feet at the center. The bridgetender monitors VHF-FM channel 16, call sign WHW-777. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

**West Palm Beach Canal** enters the waterway at **Mile 1026.8**. A fixed highway bridge with a clearance of 12 feet is about 0.3 mile above the mouth. In 1983, the reported controlling depth in the canal was 7 feet. At **Lake Worth, Mile 1028.8**, State Route 802 highway bridge (locally known as Lake Worth Avenue bridge) crossing the waterway has a span with a clearance of 38 feet at the center and 35 feet elsewhere. The bridgetender monitors VHF-FM channel 16 and works channel 13.

A repair yard in the yacht basin on the west side of the lake at **Mile 1030.5** has berths with electricity, gasoline, water, a pump-out station, ice, marine supplies and dry storage. Hull, engine and electronic repairs can be made. In 2007, an approach depth of 7 feet was reported.

At **Lantana, Mile 1031.0**, Lantana Avenue bridge crossing the waterway has a bascule span with a clearance of 13 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM 16 and works channel 13. There are small-craft facilities at **Miles 1032.6 and 1033.1**. Berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, wet and dry storage are available. A lift to 85 tons is available for hull and engine repairs.

The waterway enters a cut at **Mile 1034.3**. East Ocean Avenue/State Route 804 highway bridge crossing the waterway at **Boynton Beach, Mile 1035.0**, has a span with a clearance of 21 feet. The bridgetender monitors VHF-FM channel 16 and works channel 13; call sign WHW-773. Just north of the bridge on the western shore of the lake there are two small-craft facilities where berths with electricity, gasoline, diesel fuel, a pump-out facility, water and ice are available. In 2007, the reported approach depth was 10 feet with 8 feet alongside.

At **Mile 1035.8**, Woolbright Road highway bridge with a bascule span and clearance of 25 feet crosses the waterway. The bridgetender monitors VHF-FM channel 16 and works channel 13.

The Eighth Street highway bridge over the waterway at **Mile 1038.7** has a bascule span with a clearance of 9 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 16 and works channel 13. A boatyard is on the north shore of Little River, about 0.6 mile above the mouth. The yard has a 20-ton marine lift, and a marine railway that can handle craft up to 50 feet. Gasoline, water, ice, electricity, and marine supplies are available. There is berthage for about 15 boats with 7 to 10 feet reported alongside in 1983. There is a machine shop on the premises; hull and engine repairs can be made.

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

RCC New Orleans

Commander

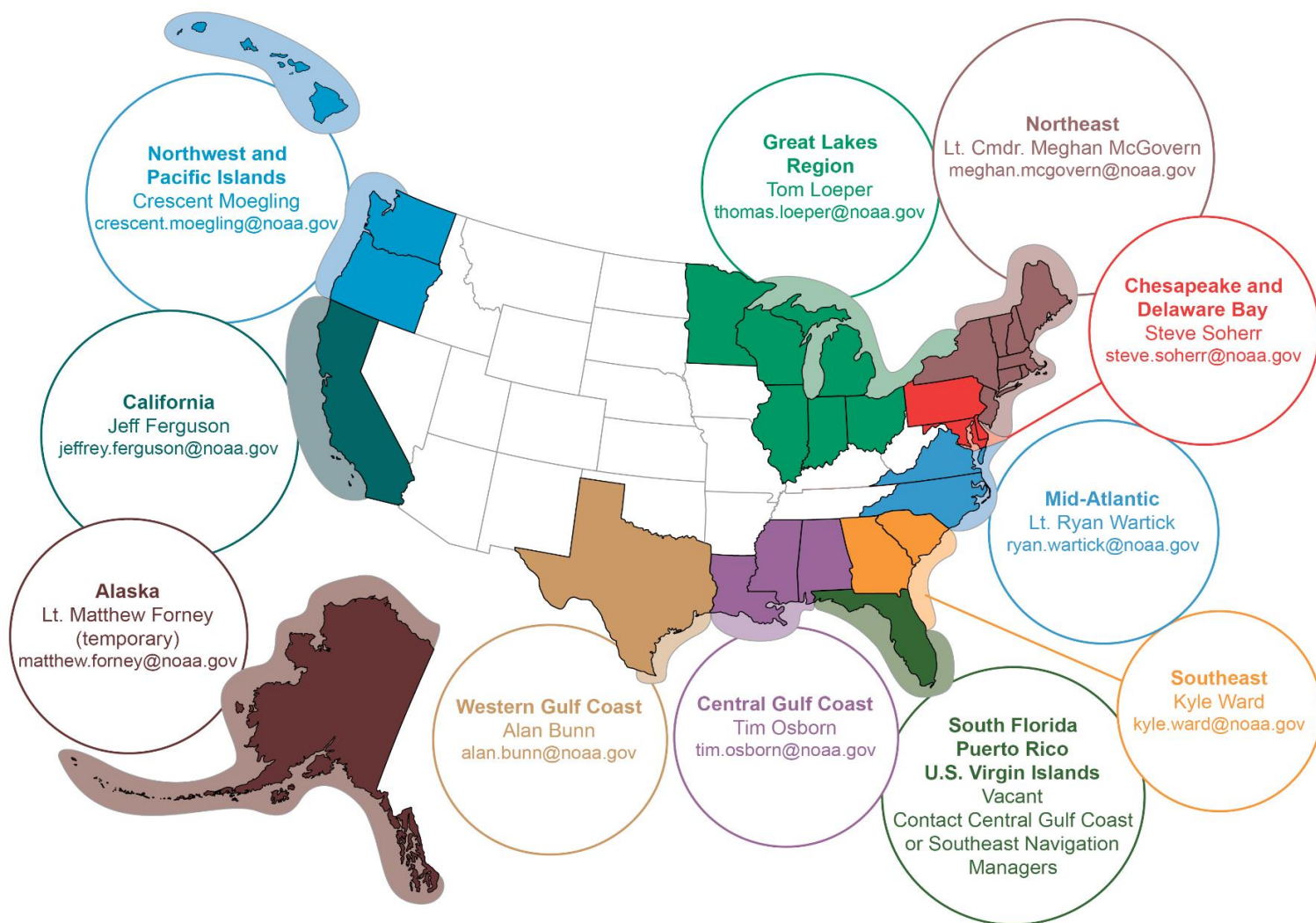
8th CG District

New Orleans, LA

(504) 589-6225



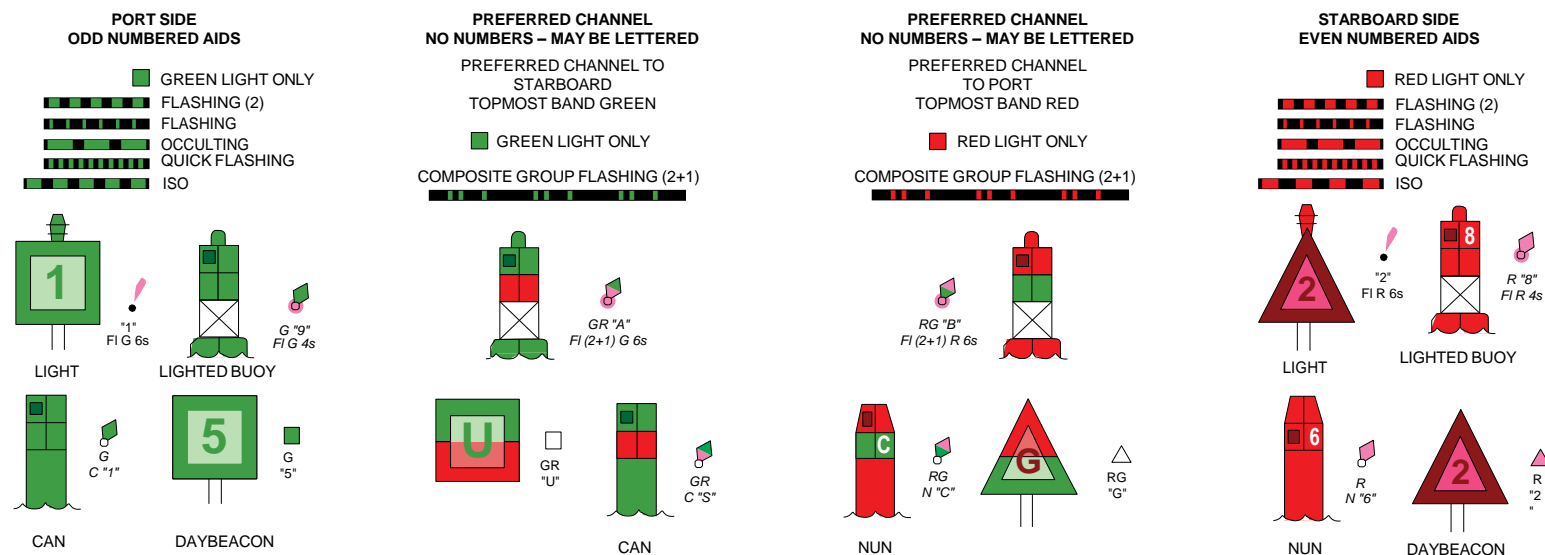
# Navigation Managers Area of Responsibility



To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://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>

**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.

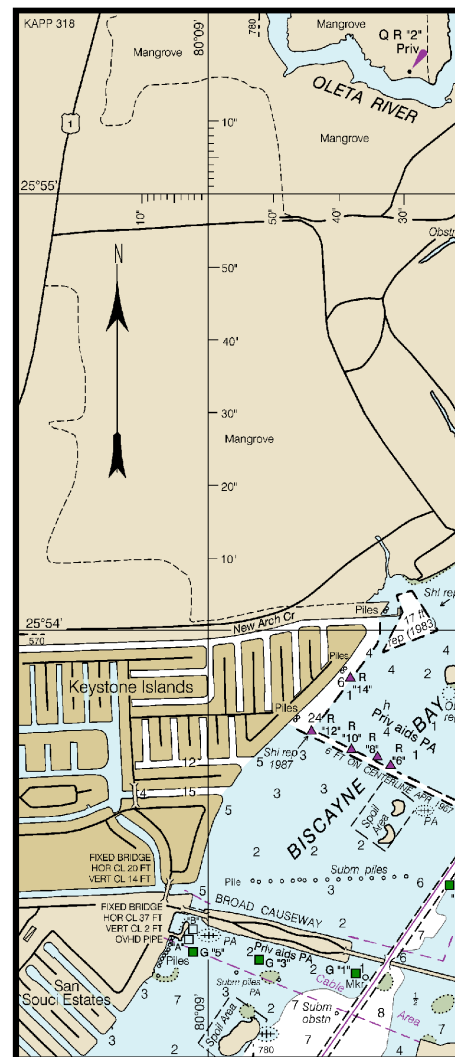
**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**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.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**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.

**SUBM**  
Charted cables and are shown  
Pipeline  
Additional submarine  
this chart.  
marine ca  
those tha  
become e  
caution w  
water com  
pipelines  
anchoring  
Covered  
unlighted  
**INT**  
The U.S.  
signed for  
meaning d  
unless the  
Aids to  
Waterway  
distinguish  
ways.  
When f  
southward  
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be kept o  
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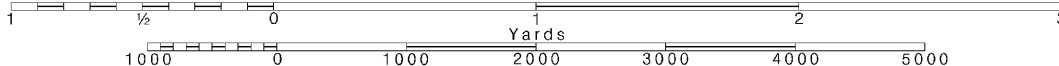
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





**CAUTION**  
MARINE PIPELINES AND CABLES  
Submarine pipelines and submarine  
cables may exist within the area of  
this chart. Not all submarine pipelines and  
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  
less than 10 fathoms, as pipelines and  
cables may exist, and when  
digging, dragging, or trawling.  
Red buoys may be marked by lighted or  
red buoys.

**INTRACOASTAL WATERWAY AIDS**  
U.S. Aids to Navigation System is de-  
scribed in this chart, and the exact  
location of an aid to navigation may not be clear  
from this chart. Consult the  
appropriate chart for details.  
Aids to navigation marking the Intracoastal  
Waterway exhibit unique yellow symbols to  
distinguish them from aids marking other water-  
ways.

Following the Intracoastal Waterway  
from Norfolk, VA to Cross Bank in  
Florida, aids with yellow triangles should  
be 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 marking the Intracoastal Waterway.

**INTRACOASTAL WATERWAY**  
Project Depths  
12 feet Norfolk, VA to Fort Pierce, FL; 10 feet  
Fort Pierce, FL to Miami, FL; 7 feet 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.  
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.  
Mileage distances shown along the Waterway  
are in Statute Miles, southward from Norfolk, VA,  
and are indicated thus: ————  
One Statute Mile equals 0.87 Nautical Miles.  
Courses are TRUE and must be CORRECTED  
for any variation and compass deviation.

Ⓟ Pump-out facilities

#### RACING BUOYS

Racing buoys within the limits of this chart  
are not shown hereon. Information may be  
obtained from the U.S. Coast Guard District  
Offices as racing and other private buoys are  
not all listed in the U.S. Coast Guard Light List.

#### PLANE COORDINATE GRID

(based on NAD 1927)  
Florida State Grid, East Zone, is indicated by  
dashed ticks at 10,000 foot intervals.  
The last three digits are omitted.

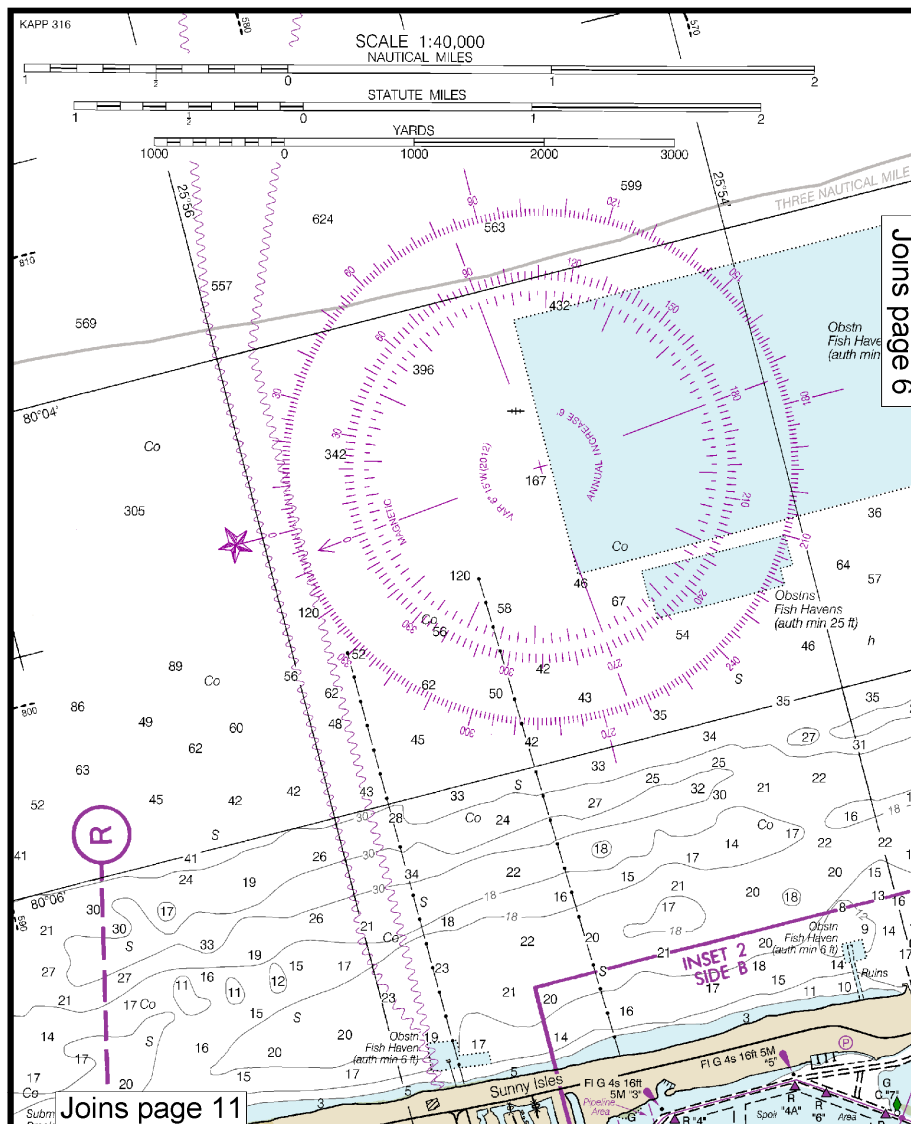
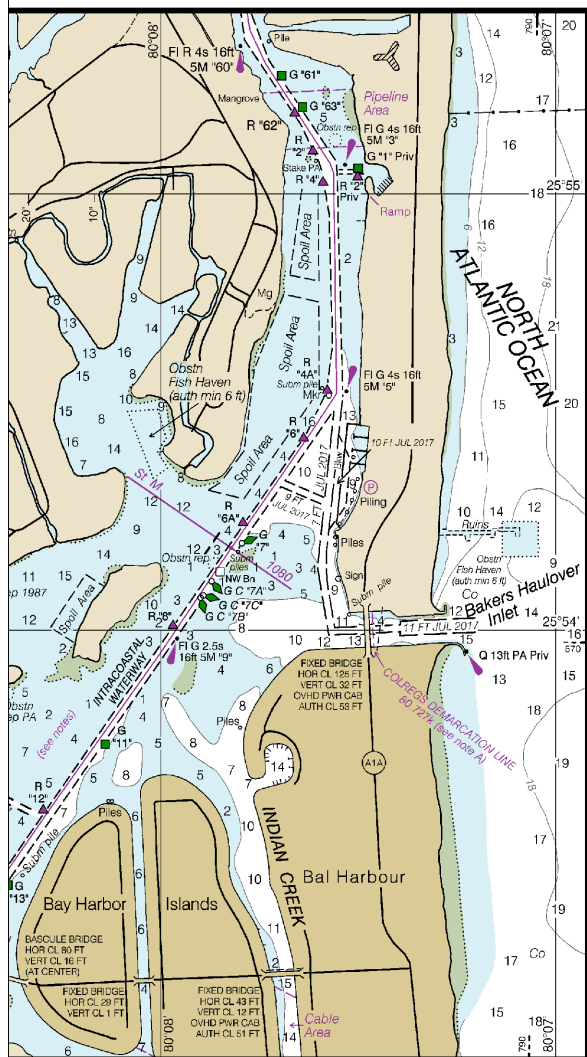
#### NOTE A

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

Refer to charted regulation section numbers.

#### NOTE S

Regulations for Ocean Dumping Sites are  
contained in 40 CFR, Parts 220-229. Additional  
information concerning the regulations and re-  
quirements for use of the sites may be obtained  
from the Environmental Protection Agency (EPA).  
See U.S. Coast Pilot's appendix for addresses of  
EPA offices. Dumping subsequent to the survey  
dates may have reduced the depths shown.



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.

# 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).

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
 (O) (Accurate location)    (o) (Approximate location)

## ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled 'Arr'.

## CORAL PROPAGATION

Uncharted submerged manmade structures, designed for the purpose of coral propagation, may exist within the limits of this chart, principally in shallow water areas.

# ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

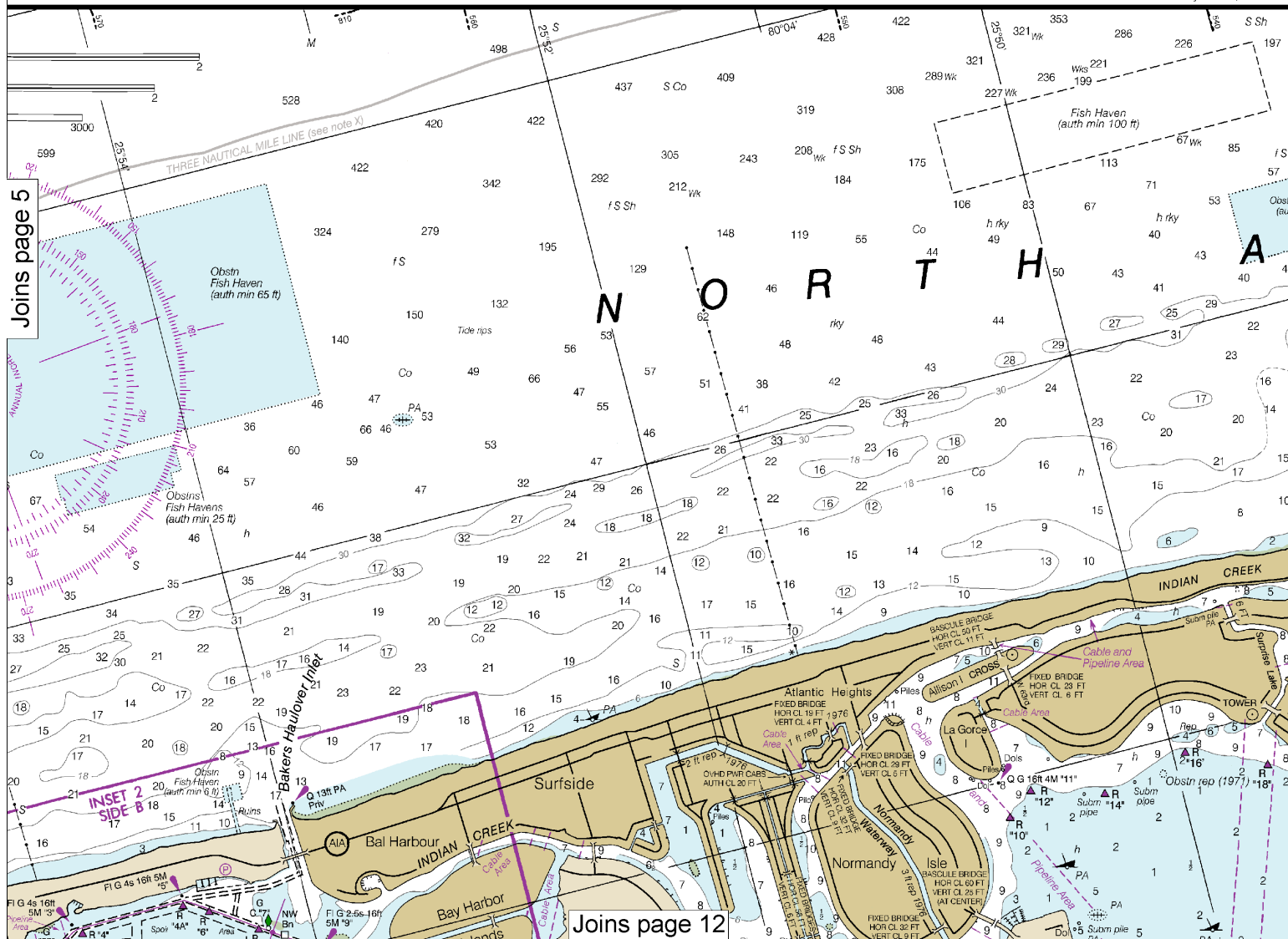
AUTH authorized	Obstr obstruction	PD position doubtful	Suom submerged
ED existence doubtful	PA position approximate	Reo reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: — — — — —			

## PROJECT DEPTHS

Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at <http://navigation.usace.army.mil/Survey/Hydro>.

CONTINUED ON CHART 11466

Formerly 847-SC, 1st Edition



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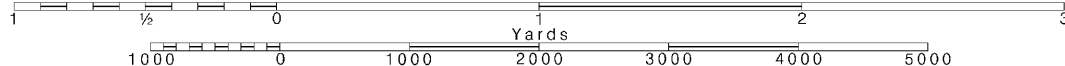
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



# WEATHER RULES FOR SAFE BOATING

Before setting out:

1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea. Be cautious when you see warning displays at U.S. Coast Guard stations, yacht clubs, marinas, and at other coastal points.

While afloat:

1. Keep a weather eye out for:
  - A. A sudden vertical cumulus cloud development
  - B. A sudden change in wind direction
  - C. A sudden noticeable increase in wind velocity
  - D. A drop in temperature
2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms.
3. Check radio weather broadcasts for latest forecasts and warnings.

Thundersqualls often occur on warm, moist afternoons and are a great hazard to the mariner. They can have wind gusts up to 80 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blown to leeward into danger.

## MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Melbourne, FL	*(321) 255-0212	8:00 AM-4:00 PM (Mon.-Fri.)
Miami, FL	(305) 229-4522	24 hours
Tampa Bay, FL	*(813) 645-2506	8:00 AM-4:00 PM (Mon.-Fri.)
Key West, FL	(305) 295-1316	24 hours

\*Recording (24 hours daily)

## 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.

West Palm Beach, FL	KEC-50	162.475 MHz
Miami, FL	KHB-34	162.550 MHz
Princeton, FL	WNG-663	162.425 MHz

## CAUTION

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

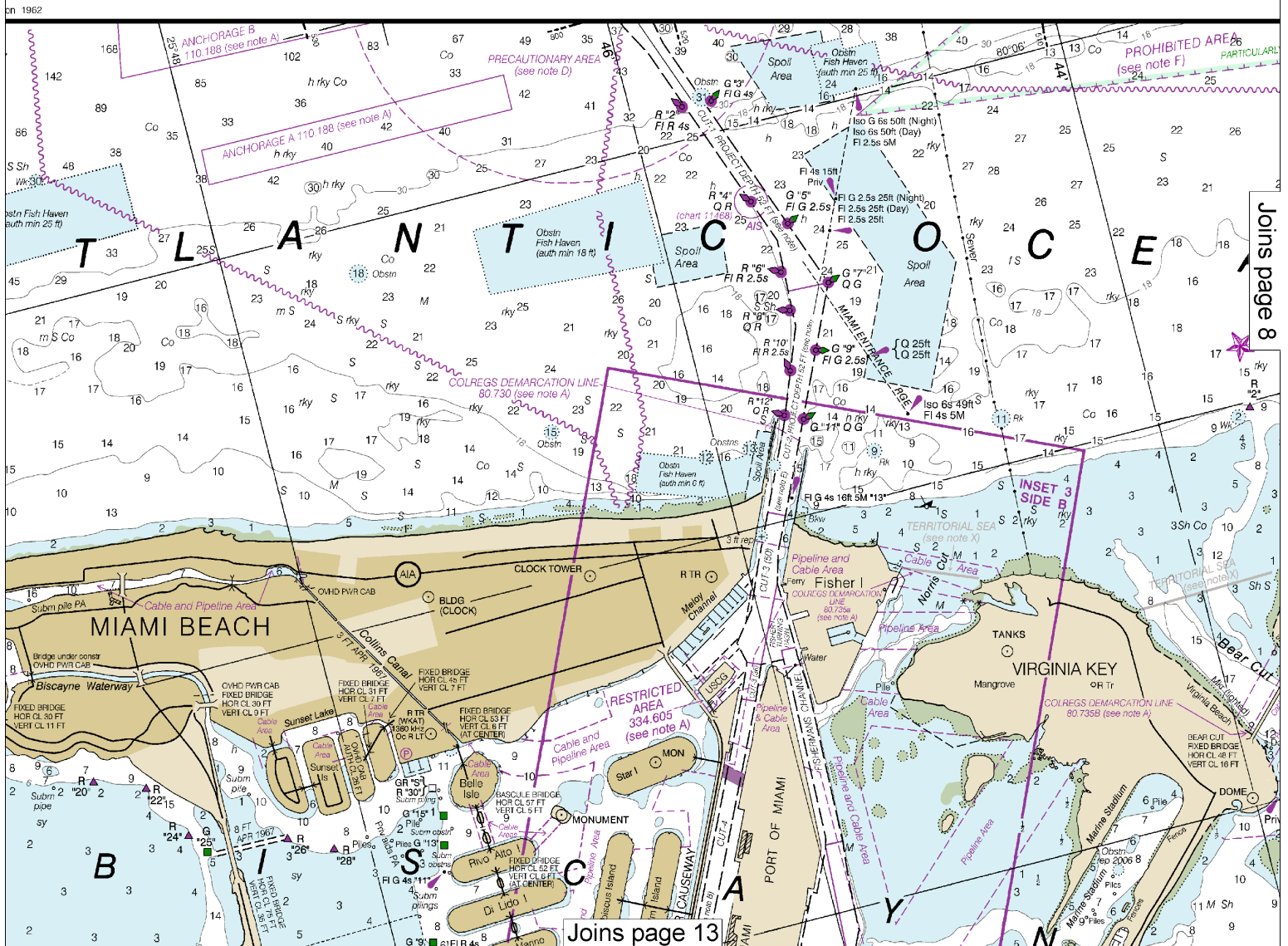
## PARTICULARLY SENSITIVE SEA AREA

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

## NOTE D

### PRECAUTIONARY AREA

A Precautionary Area exists around Miami Lighted Buoy "M", at (25° 46' 08" N, 80° 04' 59" W). Large commercial ships inbound and outbound of the port will board and disembark pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.



Use NOAA electronic navigational charts for the most up-to-date information.  
45th Ed., Dec. 2019. Last Correction: 7/29/2020. Cleared through:  
LNM: 3020 (7/28/2020), NM: 3020 (7/25/2020)



# BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROCASTS-EST	SPECIAL WARNING
Miami, FL	NCF	2670 kHz	10:50 AM & PM	†On receipt

†Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF

## 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.

## 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.

## NOTE B

The area in Miami Harbor from the turning basin to the northwest corner of Dodge Island is utilized intermittently as a seaplane operating area.

## NOTE E CAUTION

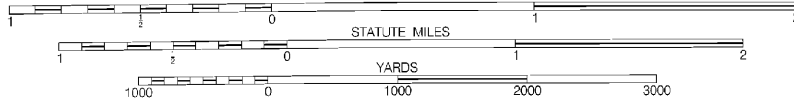
Cross-channel current variations in parts of the Cut-2 and Cut-3 (50) are particularly difficult to negotiate because of variations between predicted and actual currents. Caution should be exercised when entering from the sea during flood tide with northeasterly a strong turning torque occurs when just inside the port during abutment. Horizontal current gradients occur in the turning basin at the northwest corner of Dodge Island, which may make maneuvering difficult and may encounter current anomalies at the mouth of the Miami

## NOTE F

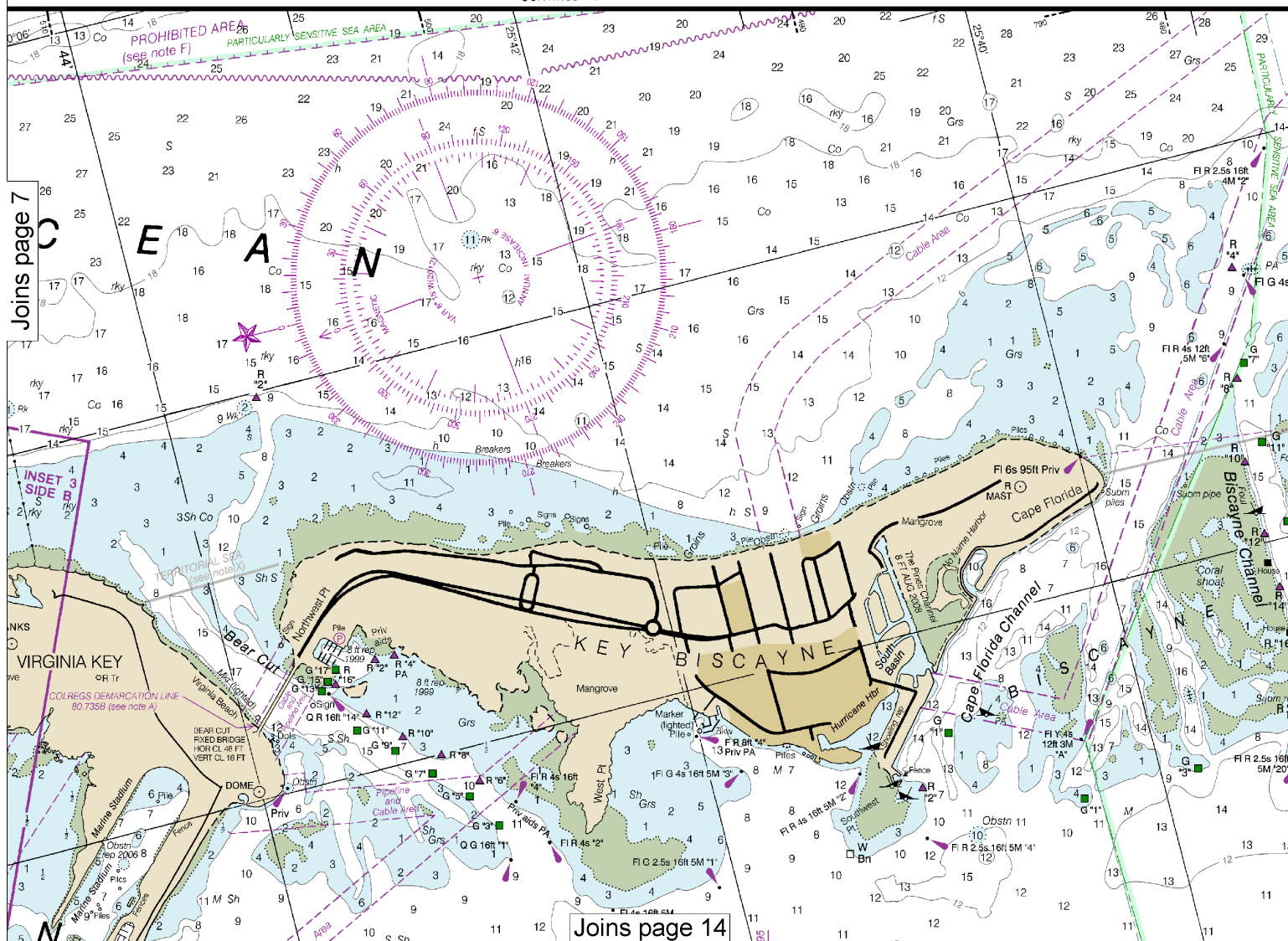
### PROHIBITED AREAS (Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

SCALE 1:40,000  
NAUTICAL MILES



CONTINUED ON CHART 11466



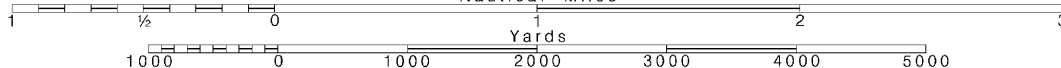
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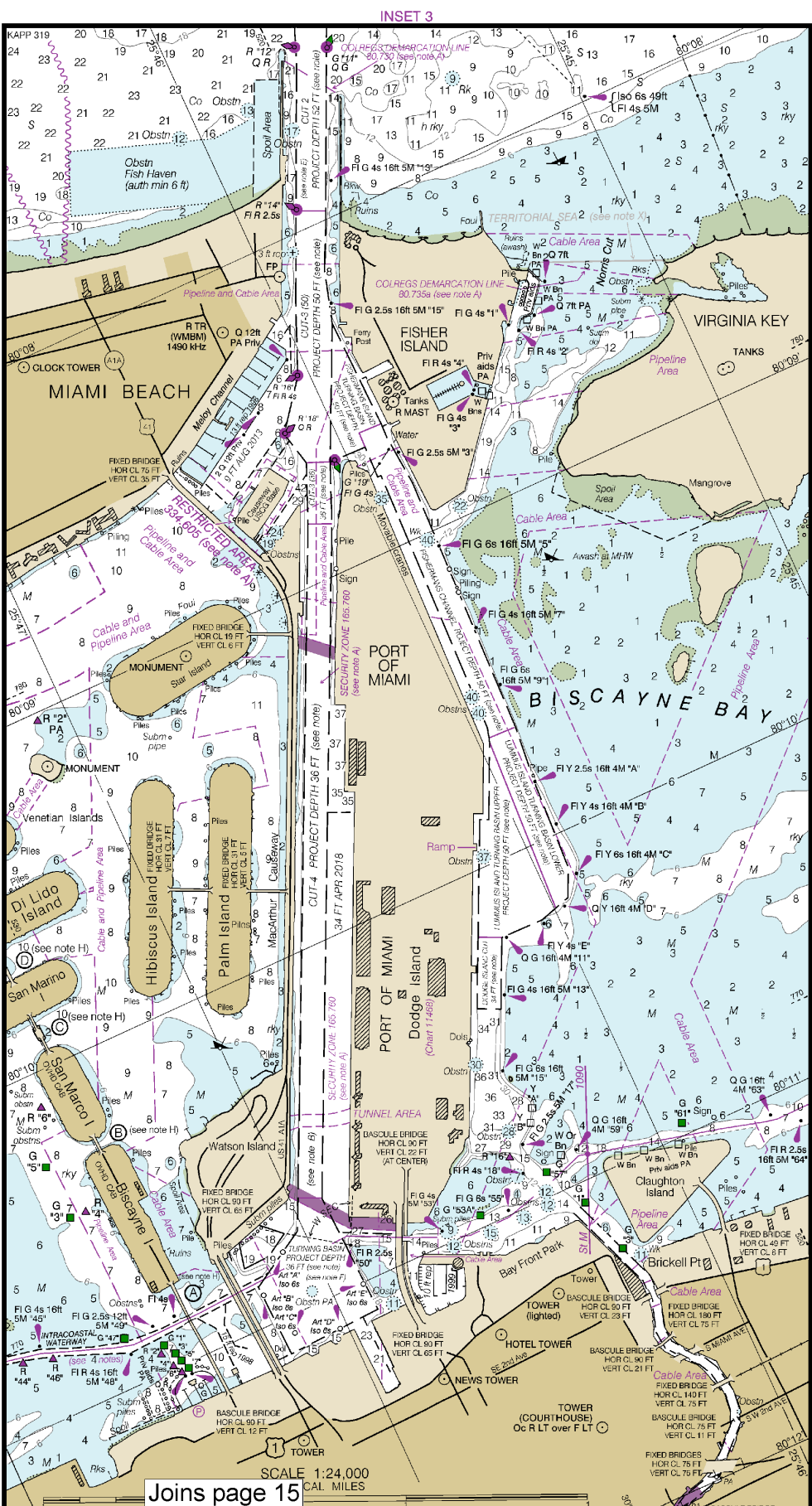
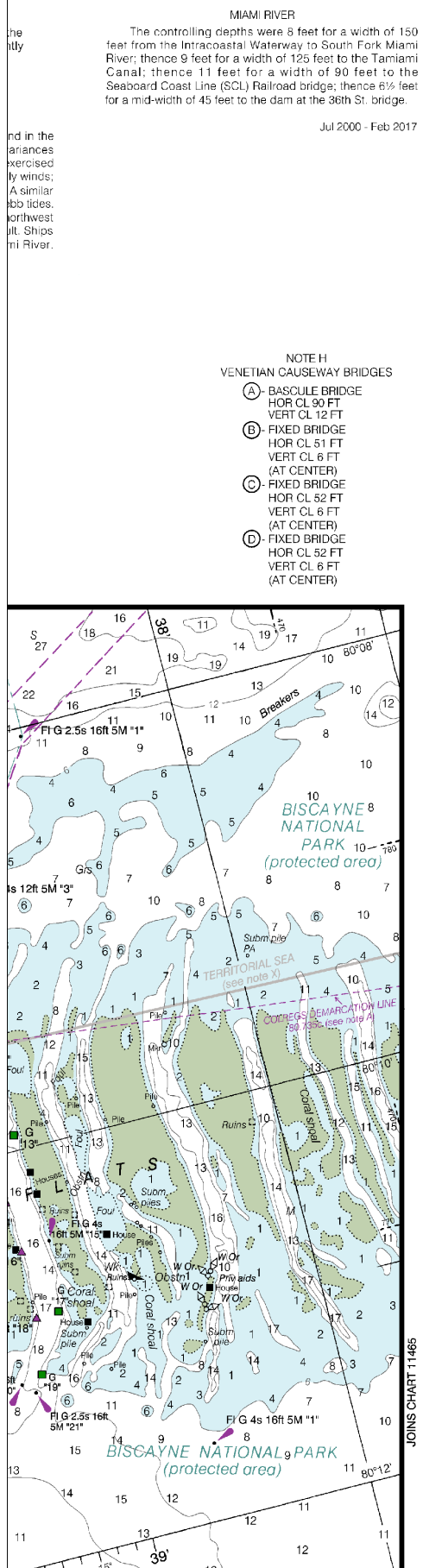
SCALE 1:40,000  
Nautical Miles

See Note on page 5.

8

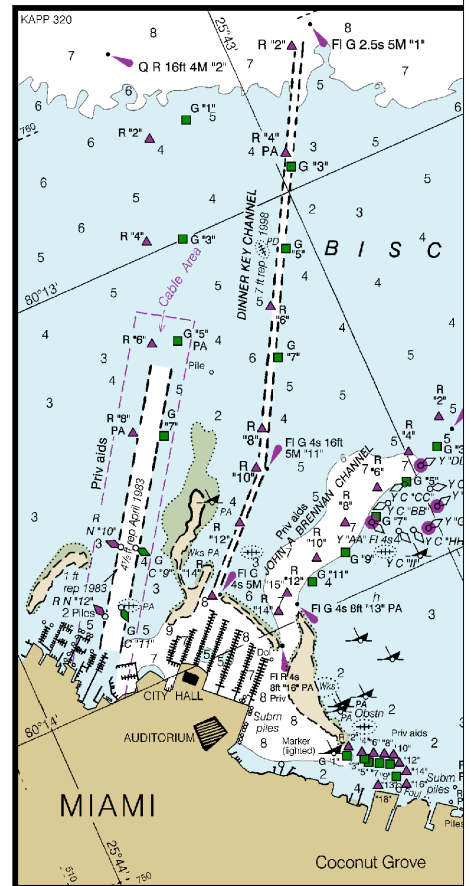
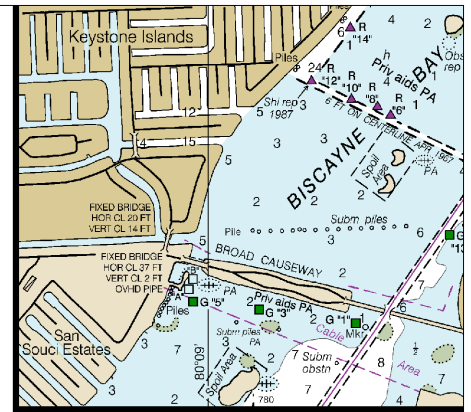
Note: Chart grid lines are aligned with true north.





## WARNINGS CONCERNING LARGE VESSELS

The 'Rules of the Road' state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

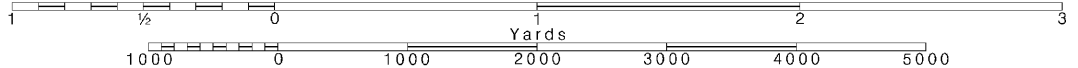


Note: Chart grid lines are aligned with true north.

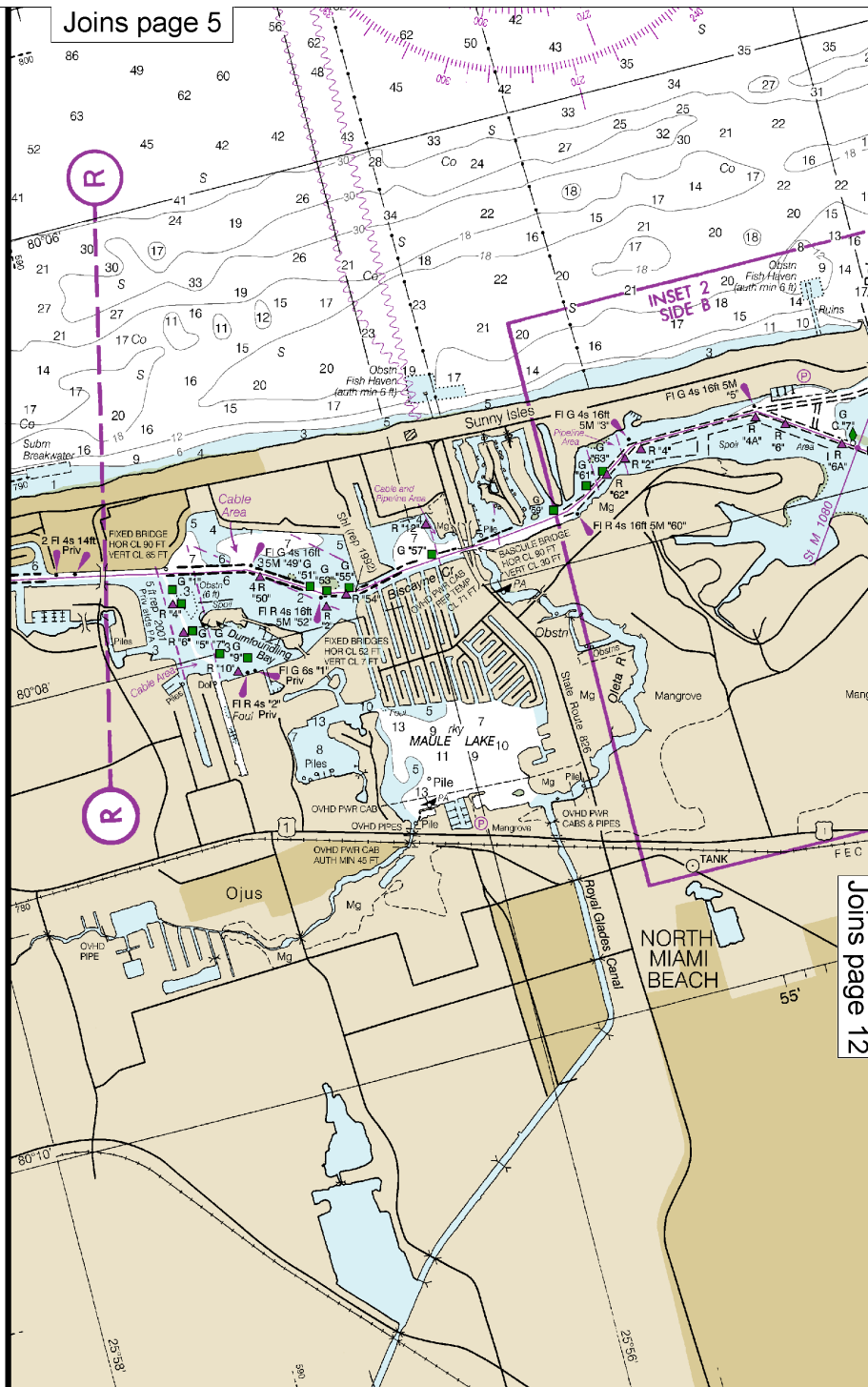
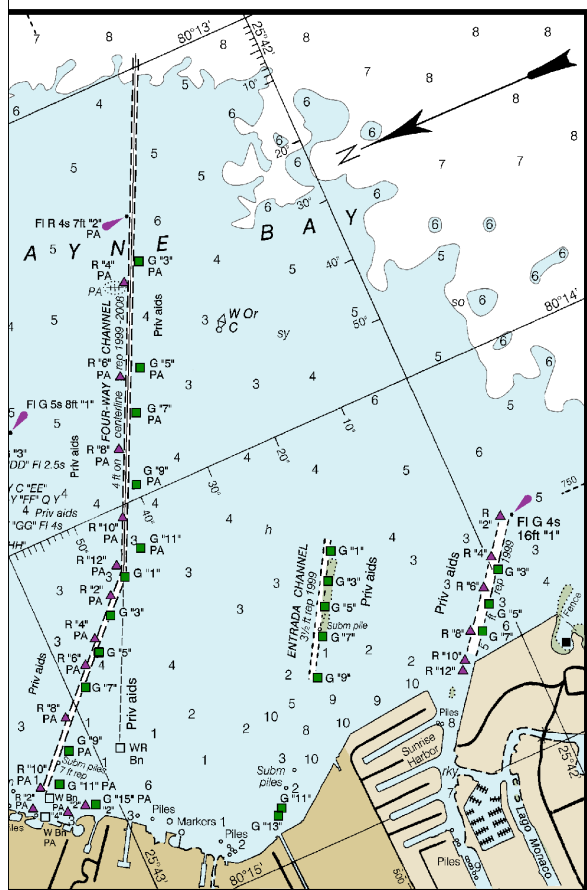
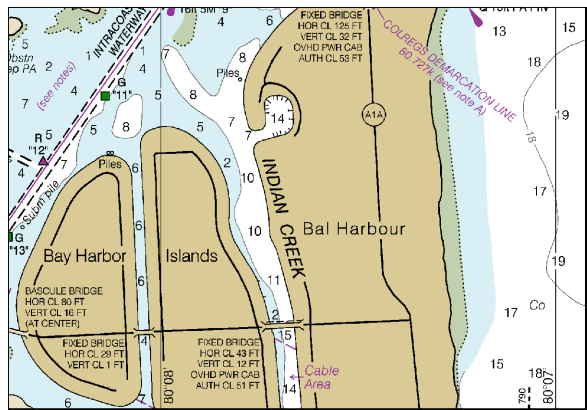
Printed at reduced scale.

~~SCALE 1:40,000~~  
Nautical Miles

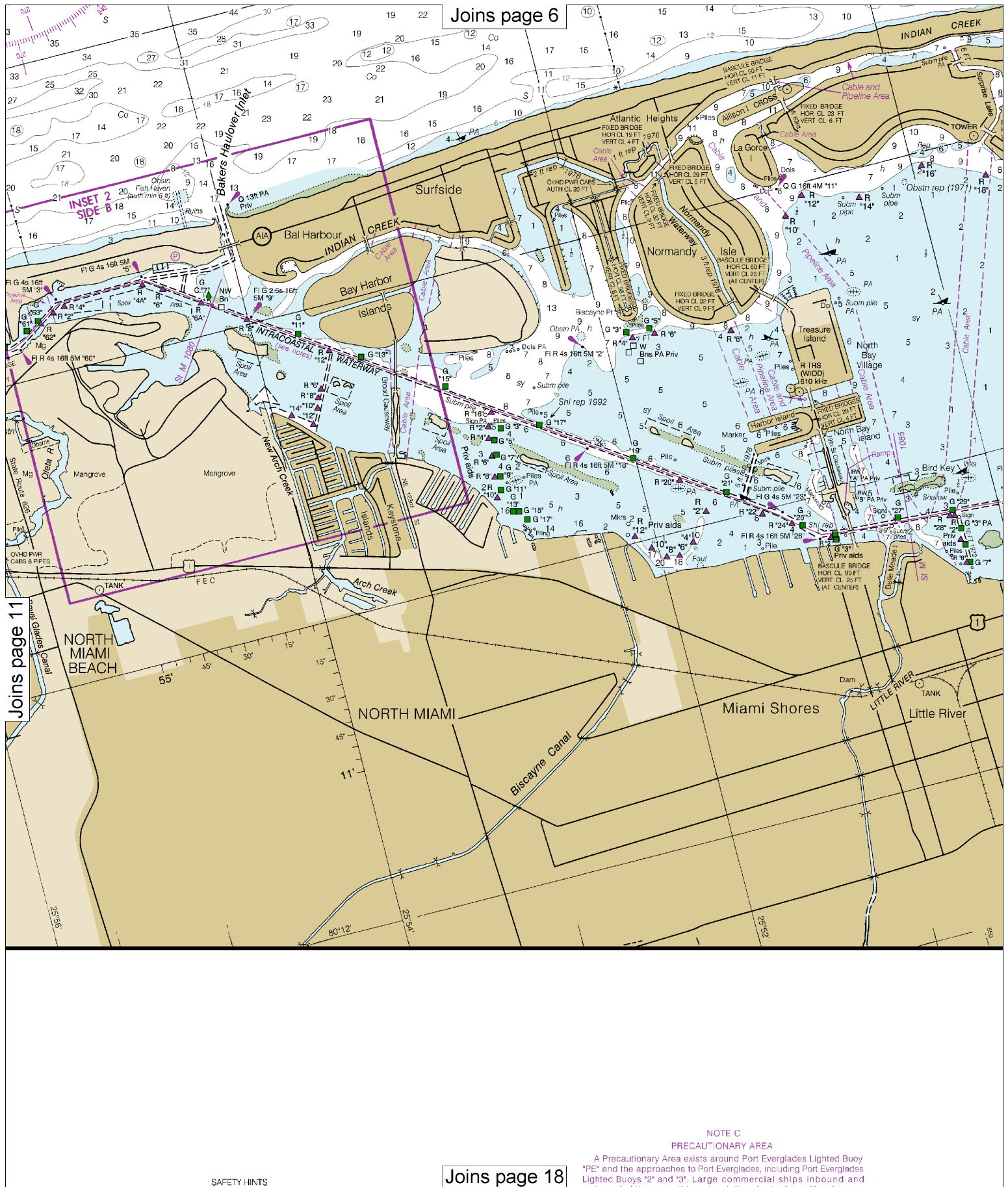
See Note on page 5.

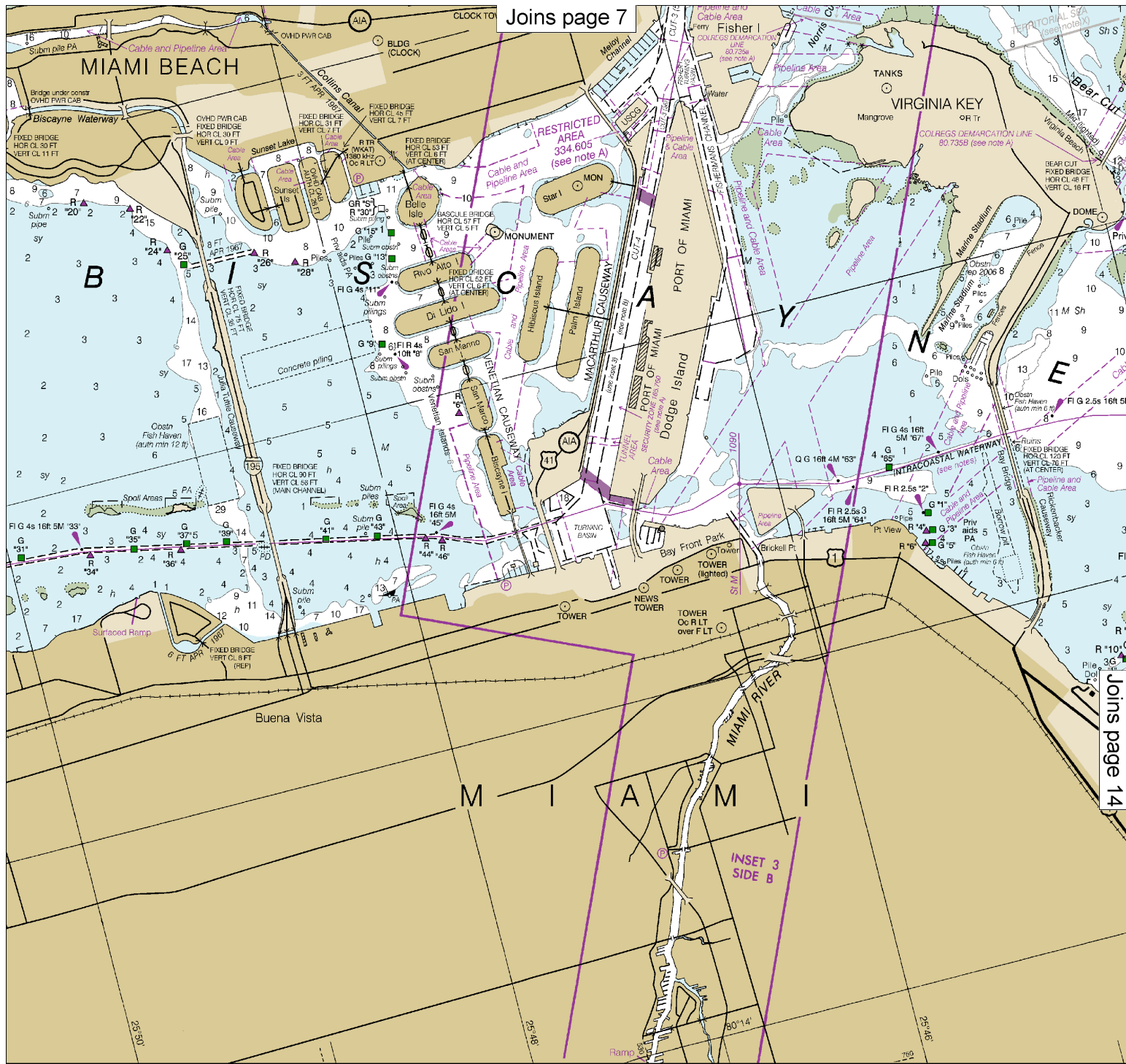






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Joins page 7

Joins page 14

#### 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

Joins page 19

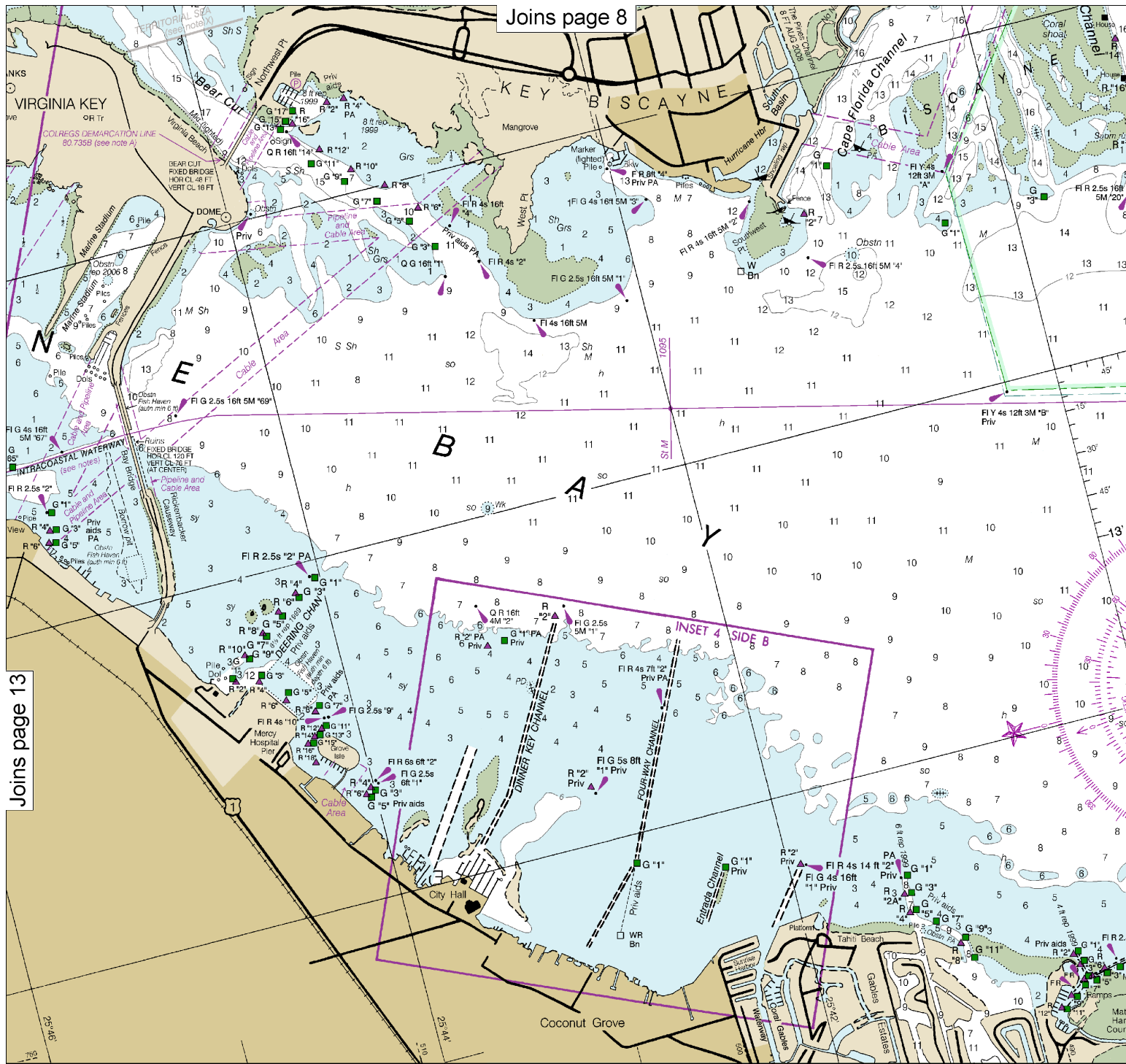
#### POLLUTION REPORTS

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).

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial





Joins page 13

Joins page 8

Joins page 20

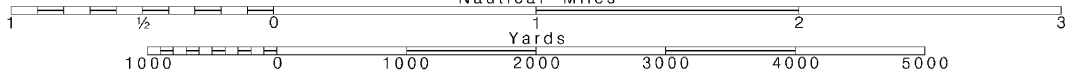
14

Note: Chart grid lines are aligned with true north.

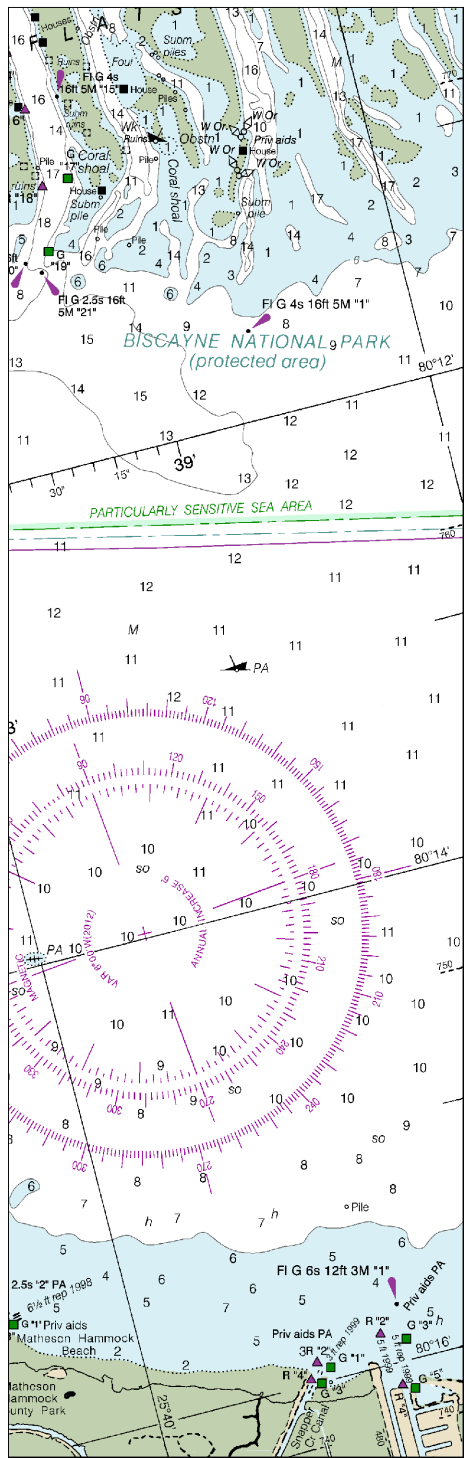
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

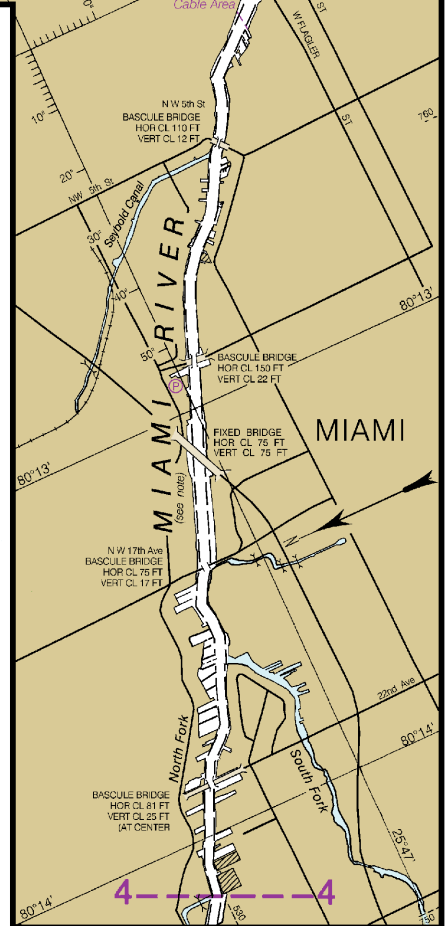
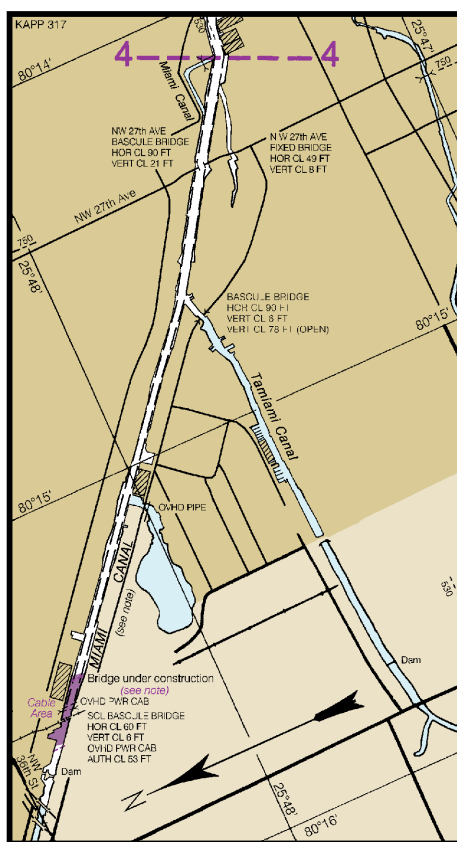
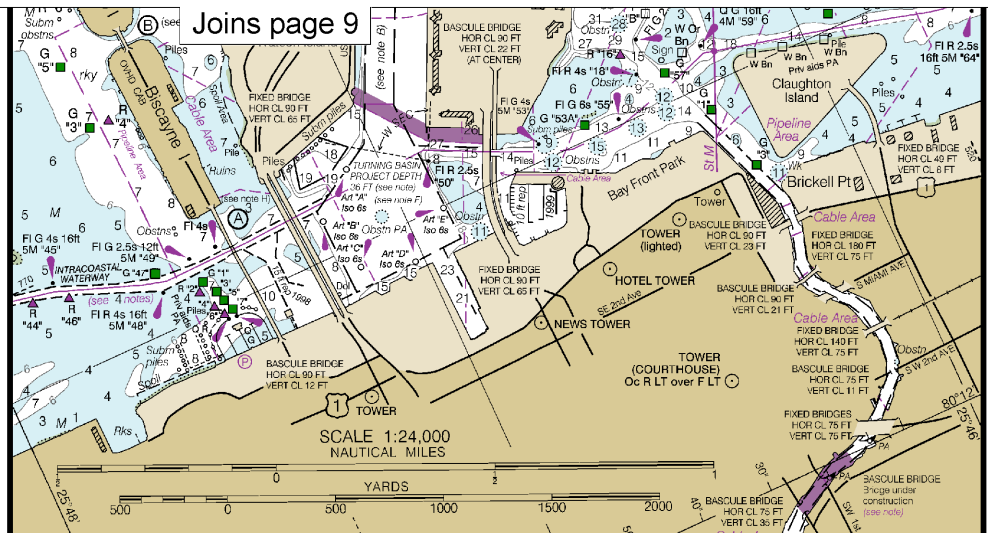


RACING BUOYS  
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.



JOINS CHART 11465

CONTINUED ON CHART 11451 (PAGE A)



11467

**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.



THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11467  
INTRACOASTAL WATERWAY

FLORIDA  
WEST PALM BEACH  
Joins page 21

15

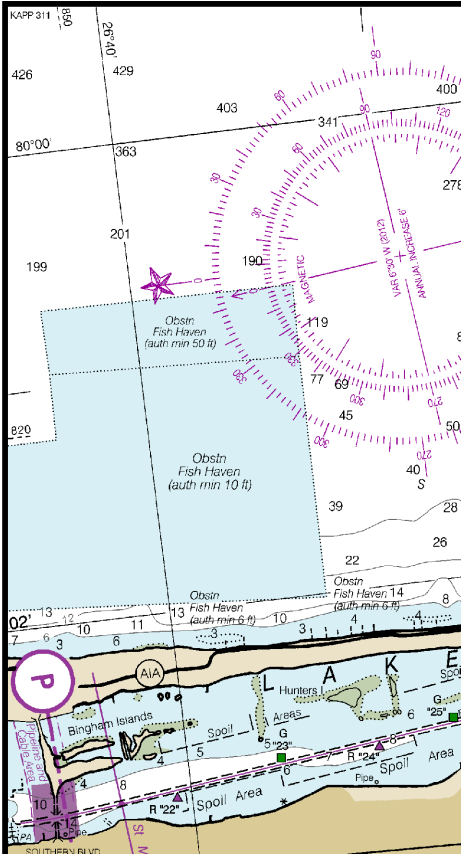
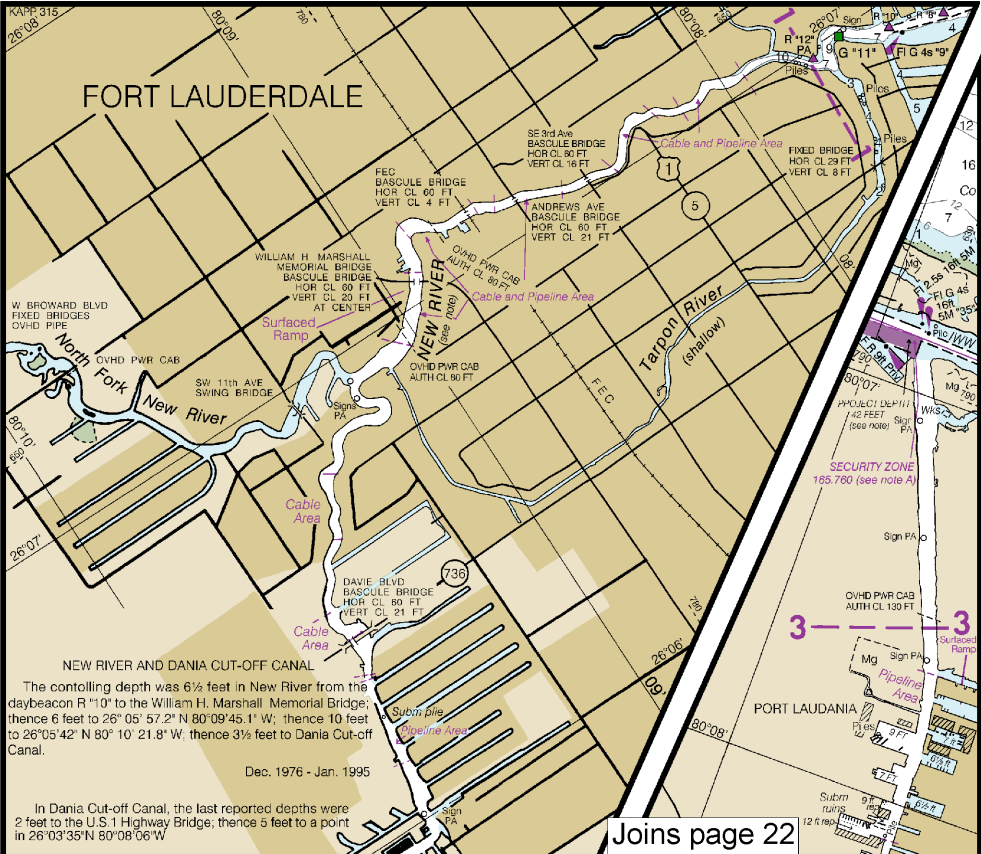


11467

**CAUTION**  
**WARNINGS CONCERNING LARGE VESSELS**  
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

TIDAL INFORMATION	
PLACE	
NAME	(LAT/LON)
Palm Beach, Lake Worth, FL	(26°44'N/078°05'W)
Palm Beach, Hwy. 704 bridge, FL	(26°42'N/078°05'W)
West Palm Beach, Canal, Lake Worth, FL	(26°39'N/078°05'W)
Lake Worth Pier, ocean, FL	(26°37'N/078°05'W)
Boynton Beach, Lake Worth, FL	(26°33'N/078°05'W)
Delray Beach, ICWW, FL	(26°28'N/078°05'W)
South Delray Beach, ICWW, FL	(26°27'N/078°05'W)
Yamato, ICWW, FL	(26°24'N/078°05'W)
Lake Wyman, ICWW, FL	(26°22'N/078°05'W)
Hillsboro Inlet (CG Station), FL	(26°16'N/078°05'W)
Port Everglades, Turning Basin, FL	(26°06'N/078°05'W)
Whiskey Creek, south entrance, FL	(26°03'N/078°05'W)
Dumfries Bay, FL	(25°57'N/078°05'W)
N. Miami Beach, Newport Fishing Pier, FL	(25°56'N/078°05'W)
Haulover Pier, N. Miami Beach, FL	(25°54'N/078°05'W)
Miami Miamarina, Biscayne Bay, FL	(25°47'N/078°05'W)
Miami Harbor Entrance, ocean pier, FL	(25°46'N/078°05'W)
Biscayne Creek, ICWW, FL	(25°53'N/078°05'W)
Lake Worth ICWW, Lake Worth, FL	(26°37'N/078°05'W)

Dashes (---) located in datum columns indicate unavailable tide predictions, and tidal current predictions are available (Dec 2011)



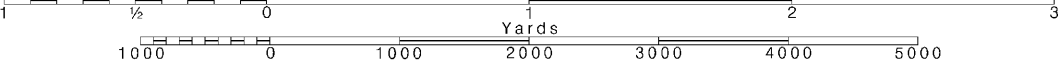
16

Note: Chart grid lines are aligned with true north.

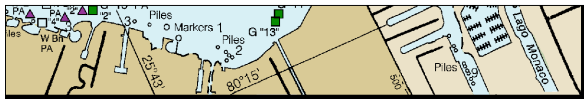
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







Joins page 11

INSET 4

INFORMATION

LONG	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
080°03'W	3.1	2.9	0.2
080°03'W	2.9	2.7	0.1
080°03'W	2.8	2.6	0.2
080°02'W	3.0	2.9	0.1
080°03'W	2.8	2.6	0.1
080°04'W	2.8	2.6	0.2
080°04'W	2.7	2.6	0.2
080°04'W	2.6	2.5	0.2
080°04'W	2.5	2.4	0.2
080°05'W	2.8	2.6	0.2
080°07'W	2.8	2.7	0.2
080°07'W	2.5	2.4	0.2
080°08'W	2.2	2.2	0.1
080°07'W	2.8	2.6	0.2
080°07'W	2.7	2.6	0.1
080°11'W	2.4	2.3	0.1
080°08'W	2.7	2.6	0.2
080°10'W	2.4	2.3	0.1
080°03'W	3.1	2.9	0.1

Table datum values for a tide station. Real-time water levels, obtainable on the Internet from <http://tidesandcurrents.noaa.gov>.

PROJECT DEPTHS

Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at <http://navigation.usace.army.mil/Survey/Hydro>.

1. Keep your chart up to date by adding new information when you receive them.
2. Read carefully all notes printed on the chart.
3. Learn the meaning of each symbol and abbreviation.
4. The compass on your chart shows true bearing. You must also correct your bearing for the difference between true and magnetic bearing.
5. Constantly use your chart from the shore to determine the orientation of your boat with respect to the shore.
6. Maintain your position on the chart to identify in your surroundings.

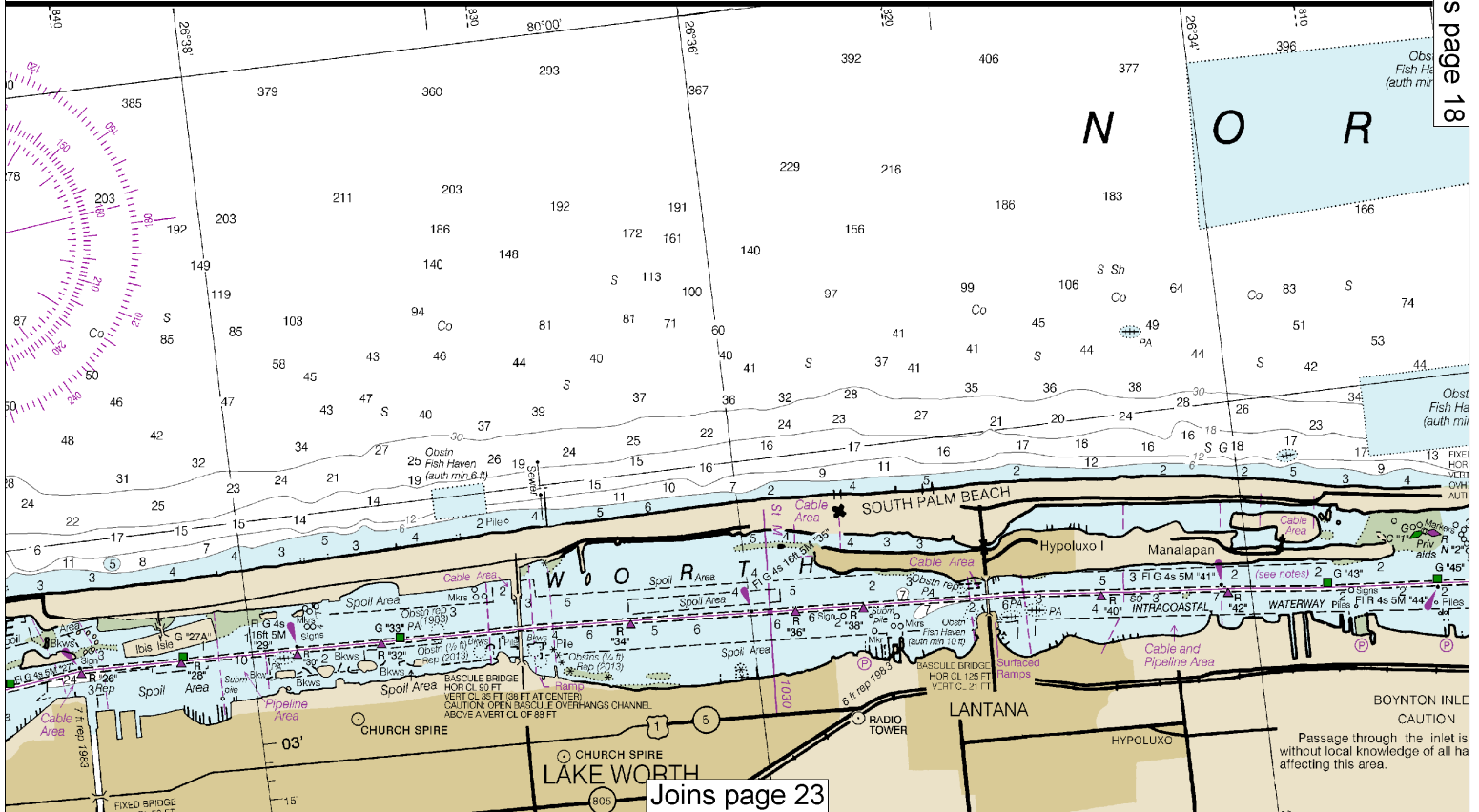
PUBLIC BOATING

The United States Power Squad (USCGAUX), national organizations, and local organizations in communities through which the project passes, are conducting educational courses.

USPS - Local Squadron Commanding Officer  
Box 30423, Raleigh, N.C. 27612  
USCGAUX - 7th Coast Guard District  
305-350-5697 or USCG Headquarters

Fixed and floating bridges, submerged, may exist in this area. Proceed with caution.

CONTINUED ON CHART 11466



Joins page 23

### SAFETY HINTS

1. Keep your chart up to date by applying all Notice to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

### PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281

USCGAUX - 7th Coast Guard District, 51 Southwest Ave., Miami, FL 33130 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

### CAUTION

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

### NOTE C

#### PRECAUTIONARY AREA

A Precautionary Area exists around Port Everglades Lighted Buoy "PE" and the approaches to Port Everglades, including Port Everglades Lighted Buoys "2" and "3". Large commercial ships inbound and outbound of the port will board and disembark pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.

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

### RULES OF THE ROAD

#### (ABRIDGED)

Motorless craft have the right-of-way in almost all cases.

Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

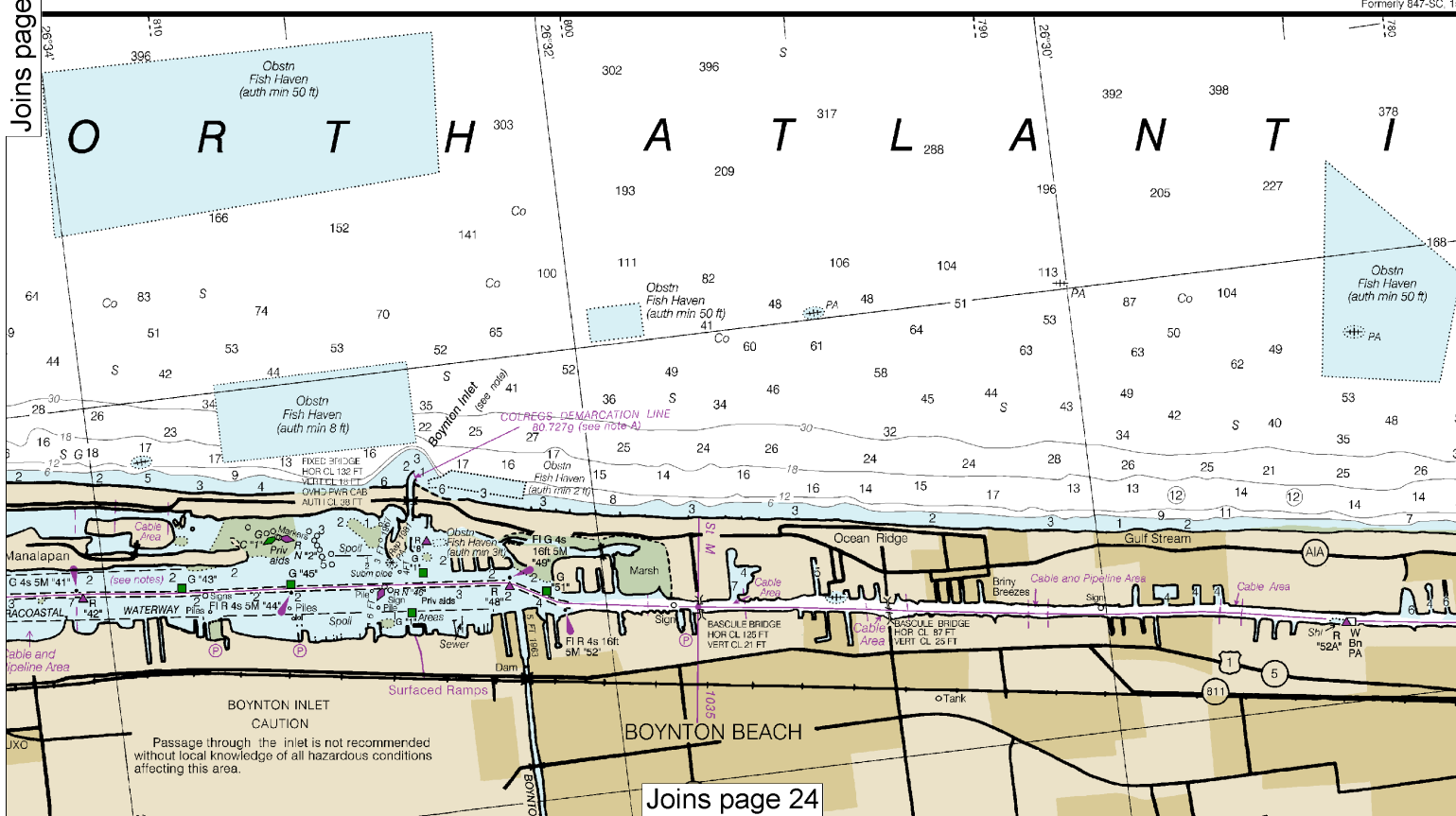
### SUBMAR

Charted submarines and wrecks are shown as follows:

### Pipeline

Additional submarine cables and pipelines are shown as follows: Marine cables that become exposed when water compartments are damaged and pipelines are shown as follows: Covered and unlighted buoys.

Joins page 17



Joins page 24

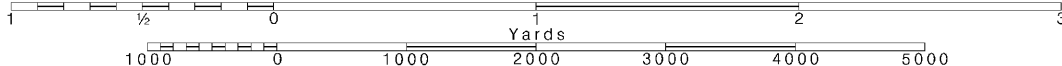
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



## 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).

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

## 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 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.315" northward and 0.827" eastward to agree with this chart.

## 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 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

## 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.

## ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labeled "Art".

## Pump-out facilities

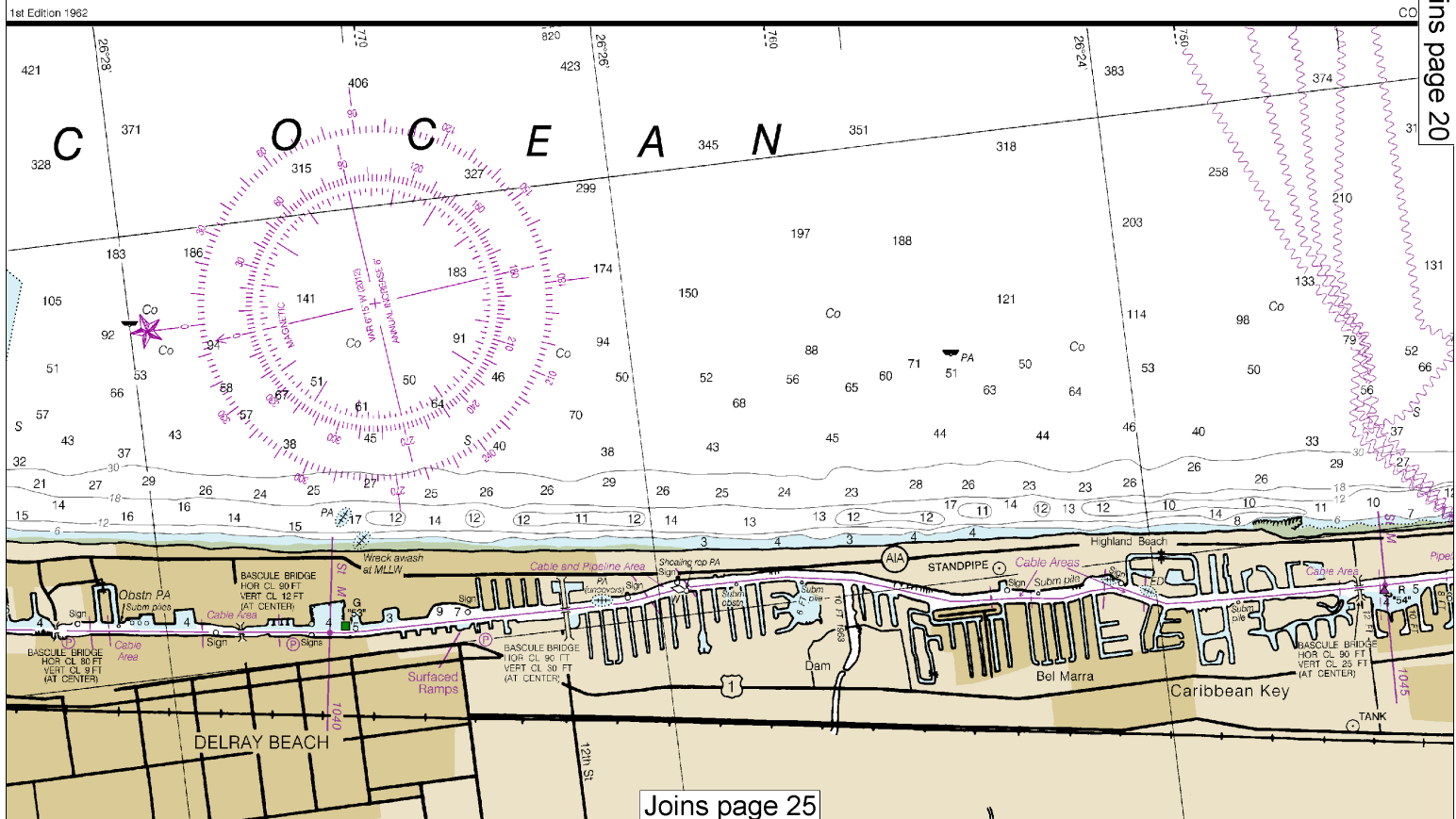
## CAUTION

**MARINE PIPELINES AND CABLES**  
submarine pipelines and submarine  
submarine pipeline and cable areas  
as:



Uncharted submarine pipelines and cables may exist within the area of Not all submarine pipelines and cables are required to be buried, and they were originally buried may have passed. Mariners should use extreme caution when operating vessels in depths of parable to their draft in areas where and cables may exist, and when dredging, or trawling, and wells may be marked by lighted or buoys.

1st Edition 1982





Coconut Grove

### RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

### PLANE COORDINATE GRID

(based on NAD 1927)

Florida State Grid, East Zone is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

### NOTE A

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

Refer to charted regulation section numbers.

### NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

### INTRACOASTAL WATERWAY

#### Project Depths

12 feet Norfolk, VA to Fort Pierce, FL; 10 feet Fort Pierce, FL to Miami, FL; 7 feet 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.

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.

Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus:

One 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 designed for the purpose of coral propagation may exist within the limits of this chart in shallow water areas.

### INTRACOASTAL WATERWAY

The U.S. Aids to Navigation System is designed for use with nautical charts, and the meaning of an aid to navigation may vary unless the appropriate chart is consulted.

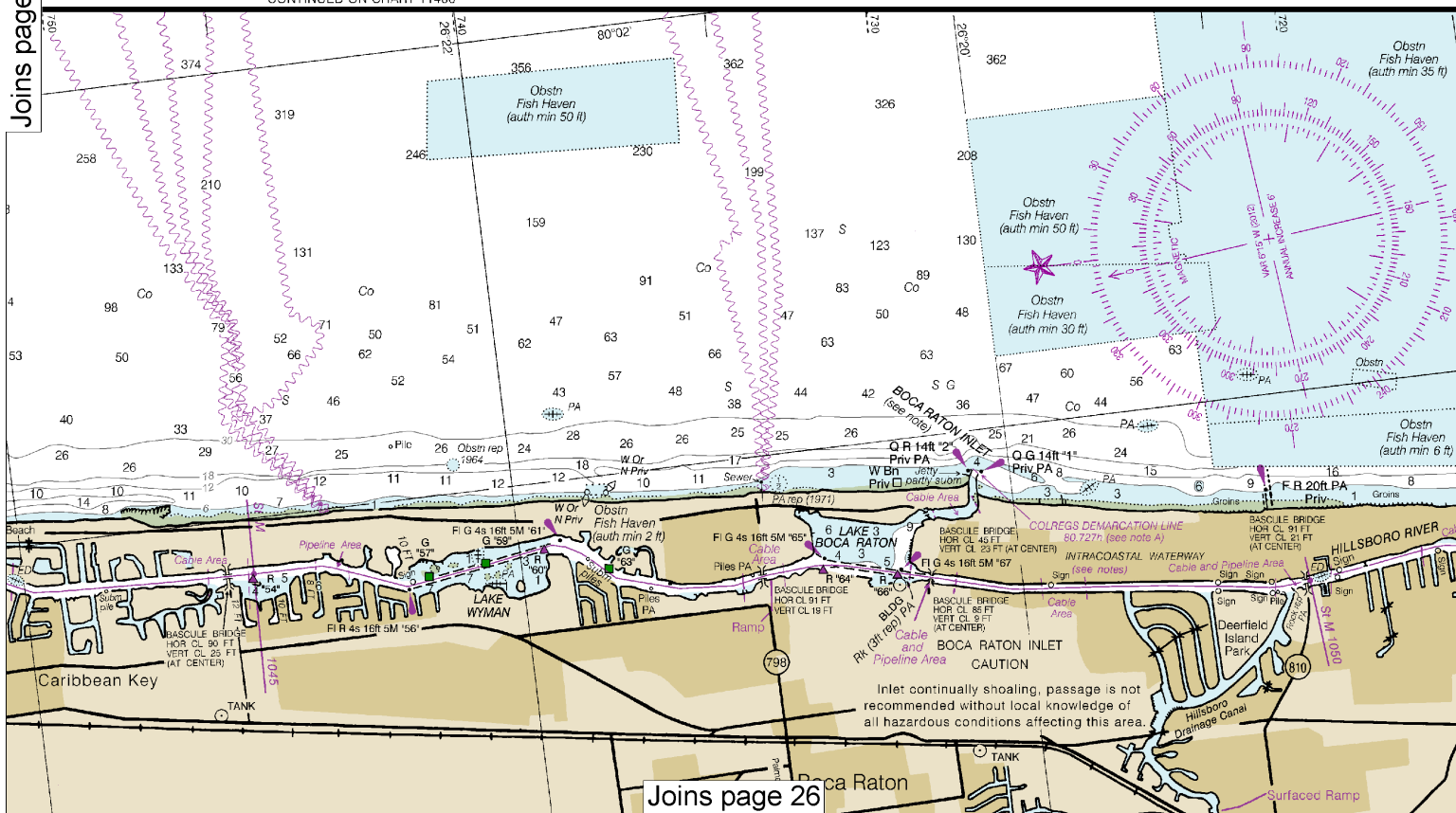
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles are kept on the starboard side of the aids with yellow squares should be kept on the port side of the vessel. A horizontal yellow band provides information, but simply identifies the aid as marking the Intracoastal Waterway.

clamation, if as the jurisdictional Gulf coast remain in limit of the 200-nautical claimation. are subject

Joins page 19

CONTINUED ON CHART 11466



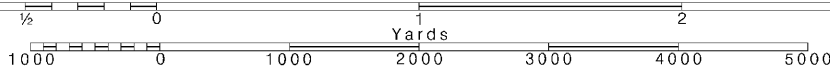
20

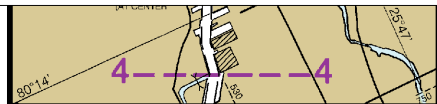
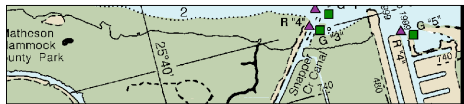
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





11467



# NAUTICAL CHART 11467 INTRACOASTAL WATERWAY

## FLORIDA WEST PALM BEACH TO MIAMI

### 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

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

### 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.

### AIDS TO NAVIGATION

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

### 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.

structures,  
propagation,  
art, principally

Y AIDS  
system is de-  
and the exact  
y not be clear  
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Intracoastal  
symbols to  
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e vessel and  
e kept on the

es no lateral  
aids to navi-  
al Waterway.

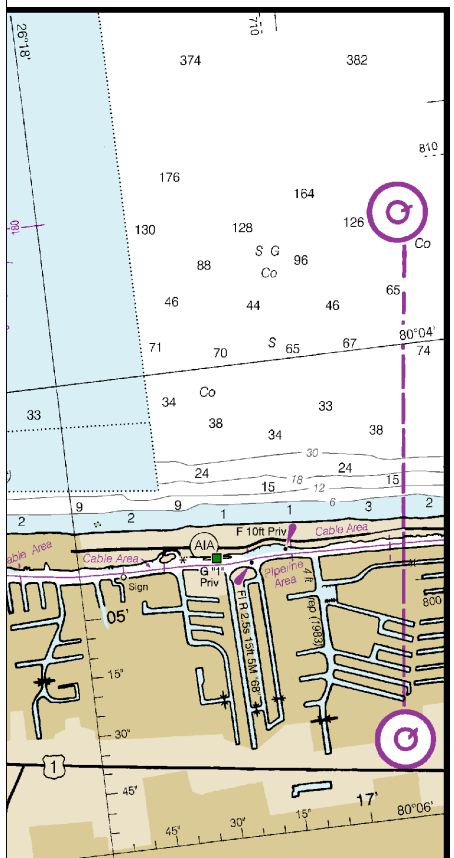


Chart 11467

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

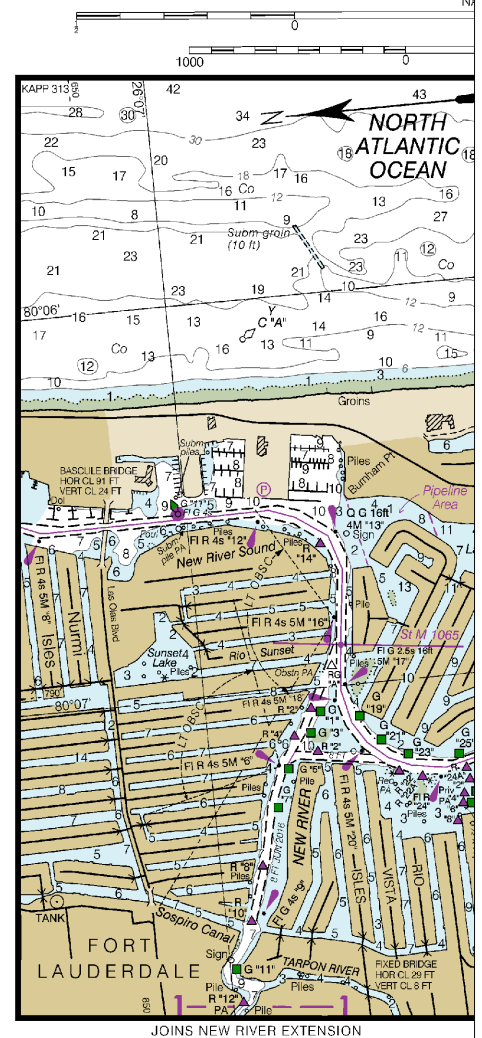
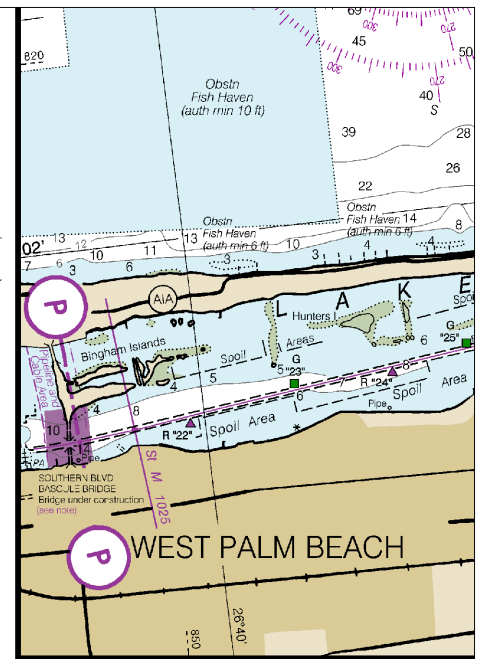
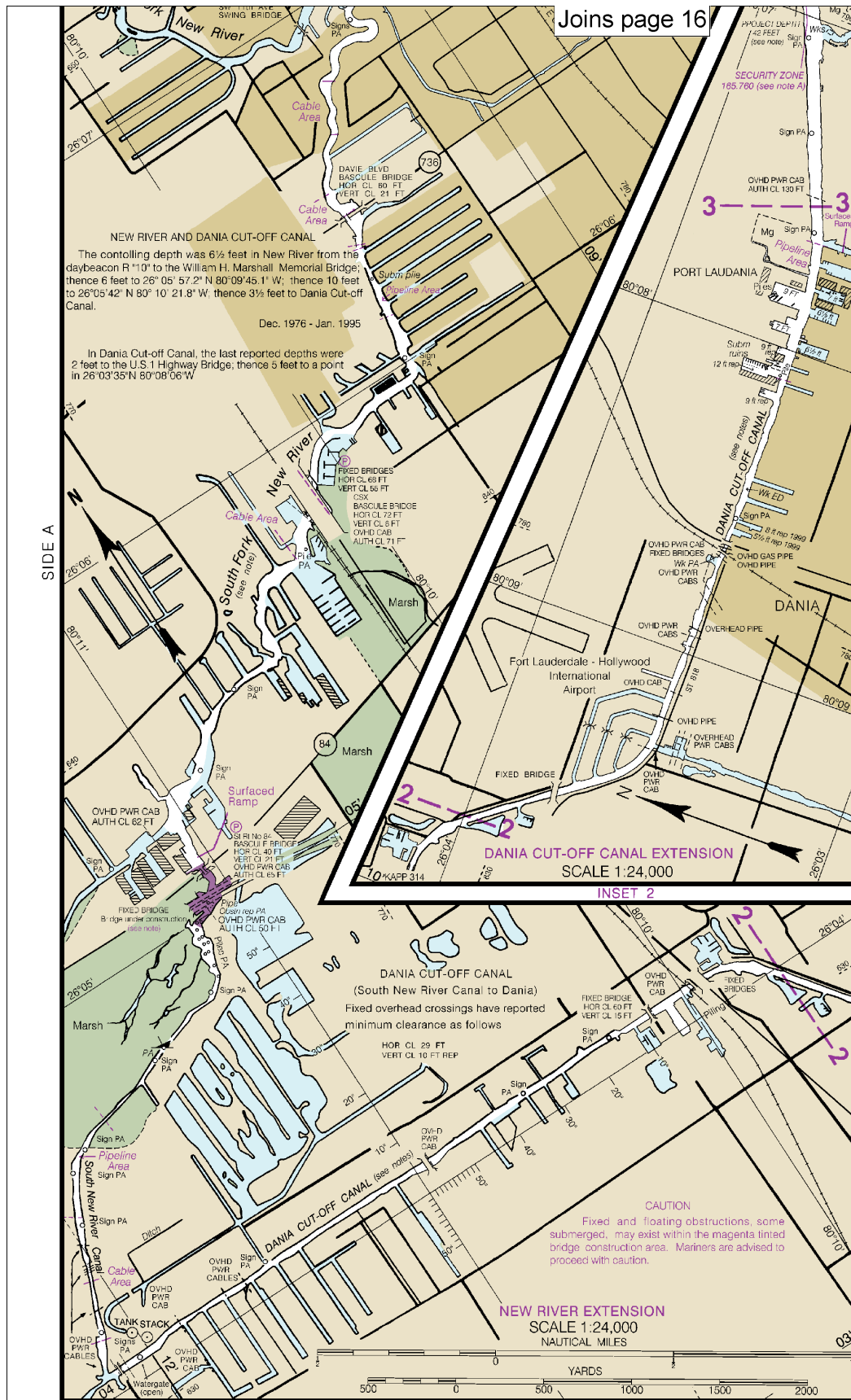
MERCATOR PROJECTION AT SCALE 1:40,000  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

HEIGHTS

Heights in feet above Mean High Water.

Joins page 27

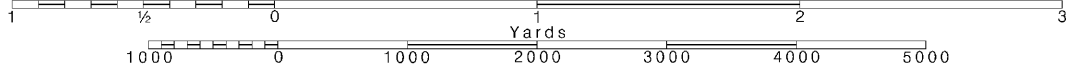


Note: Chart grid lines are aligned with true north.

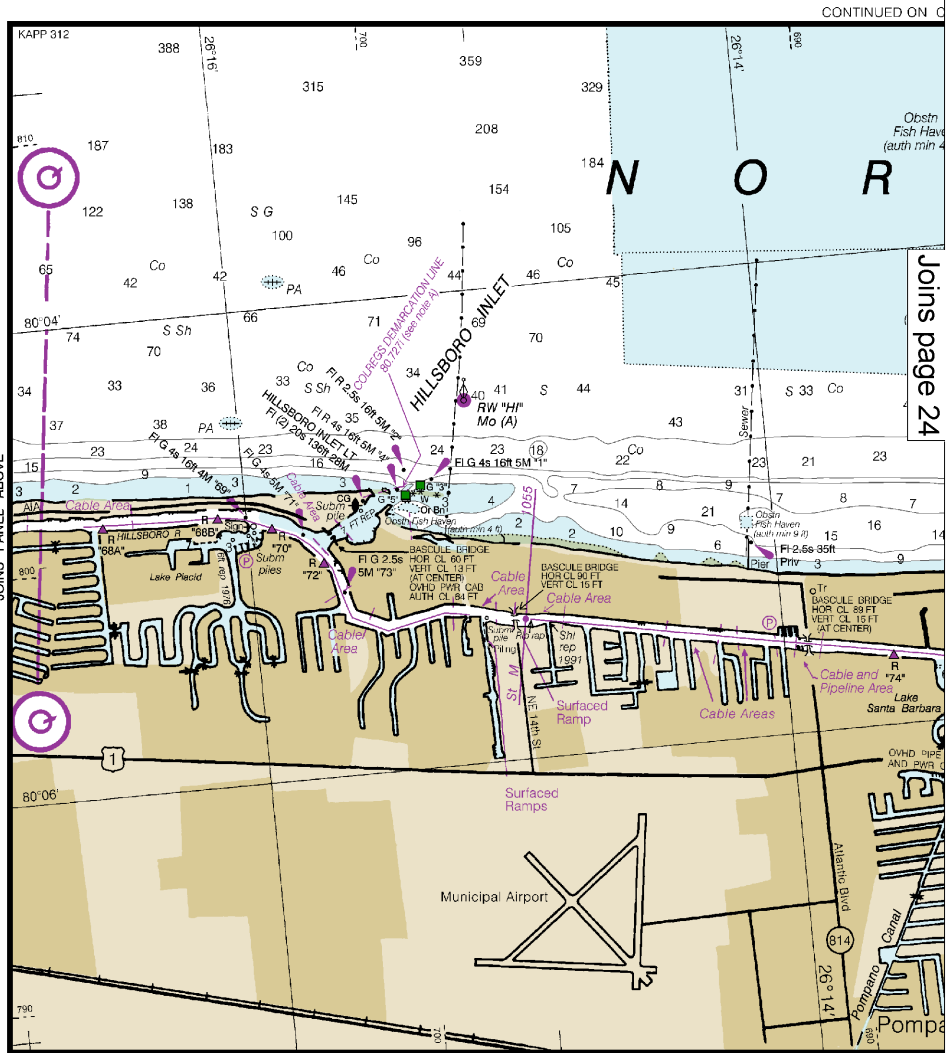
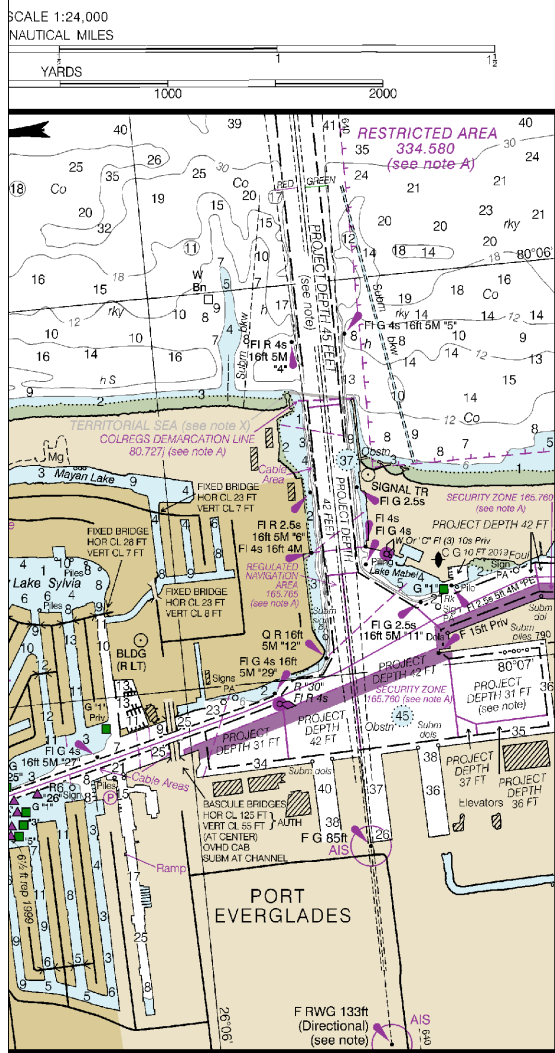
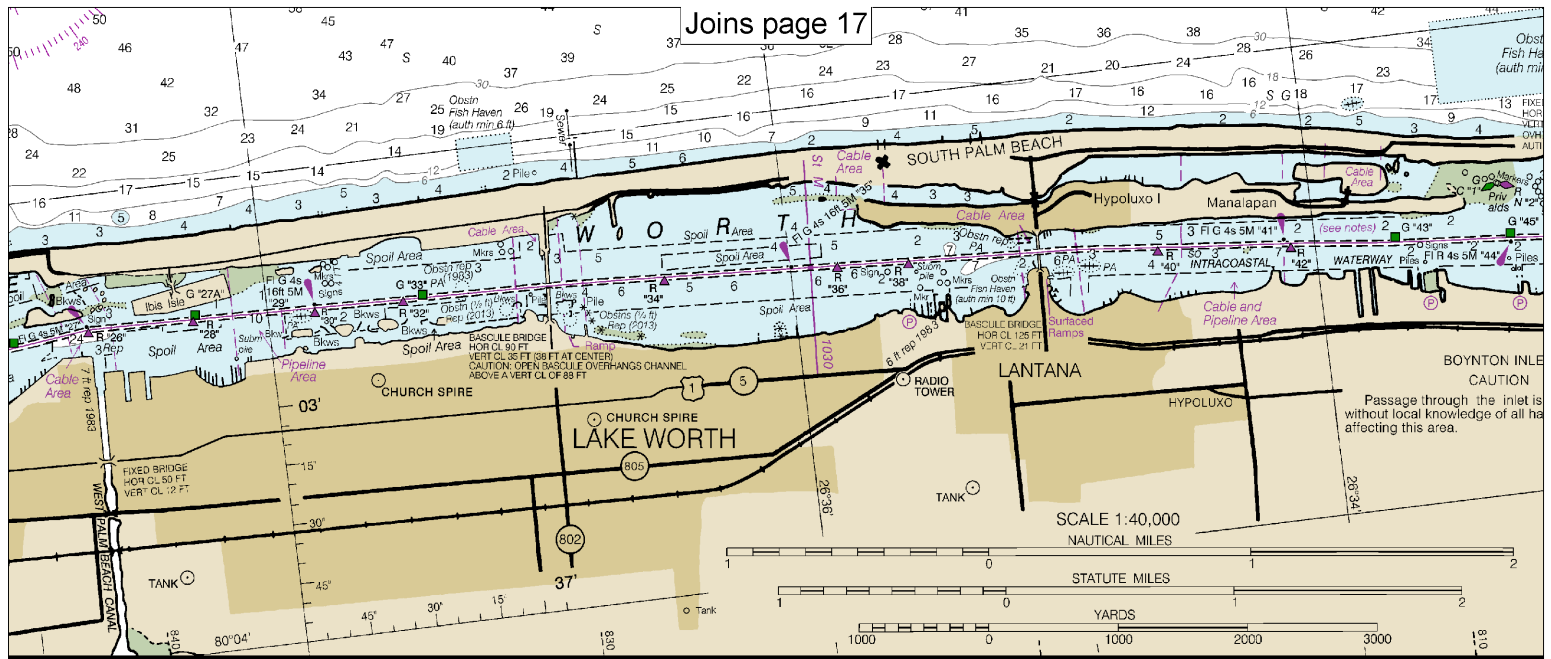
Printed at reduced scale.

~~SCALE 1:40,000~~  
Nautical Miles

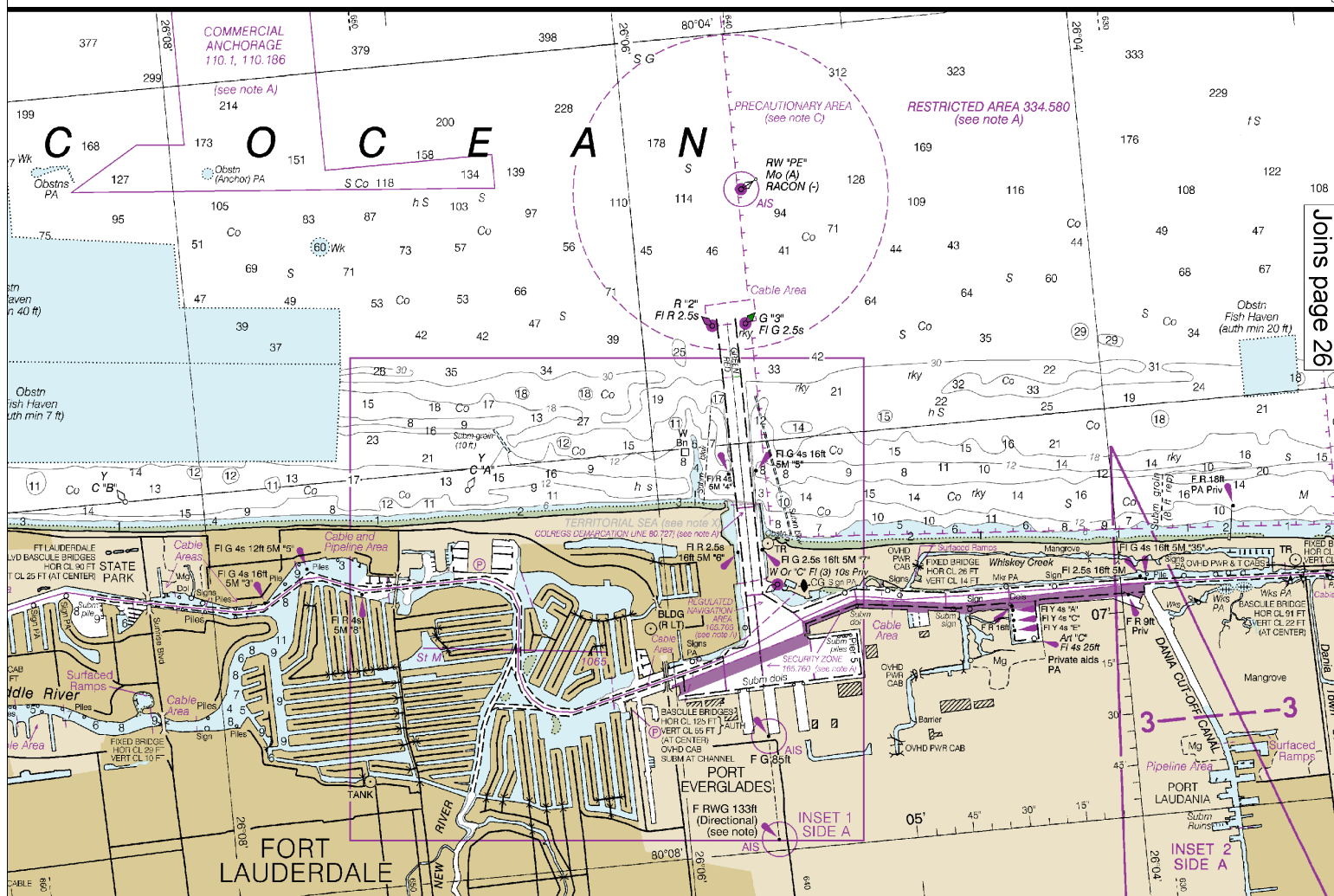
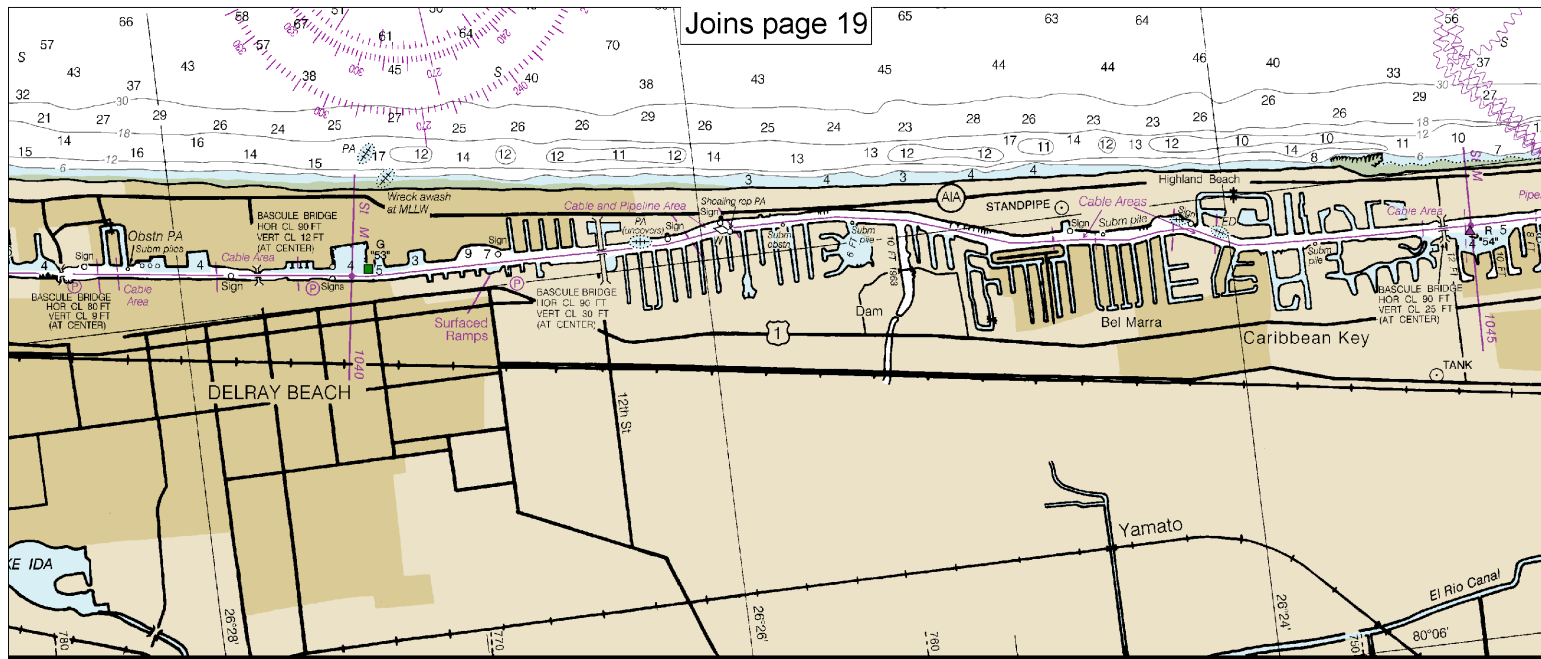
See Note on page 5.











CONTINUED ON NEW RIVER EXTENSION

CONTINUED ON DANIA CUT-OFF







Chart 11467

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

MERCATOR PROJECTION AT SCALE 1:40,000  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

#### HEIGHTS

Heights in feet above Mean High Water.

#### AUTHORITIES

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

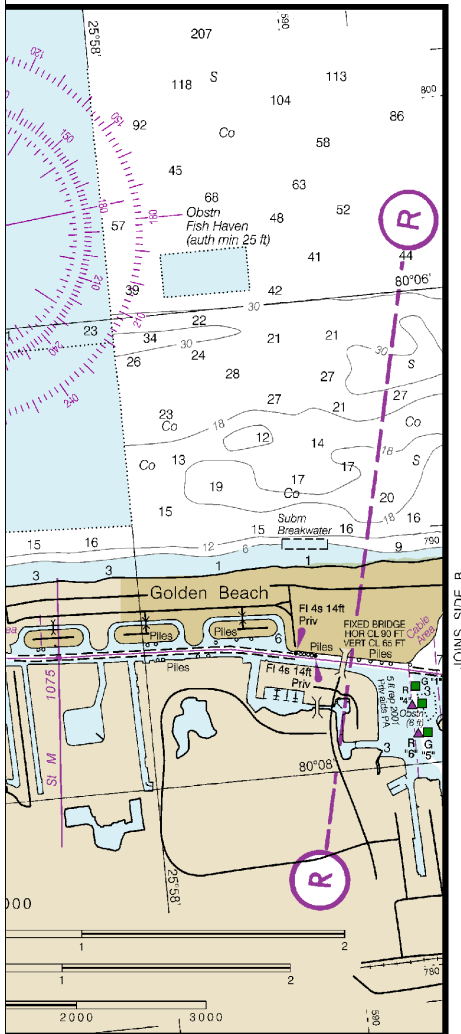
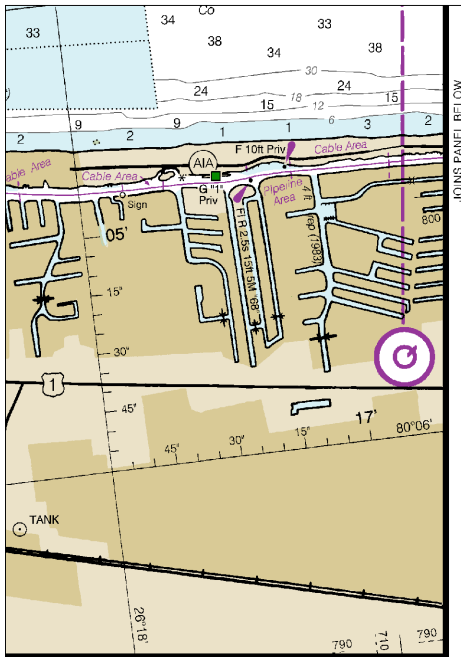
#### SUPPLEMENTAL INFORMATION

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

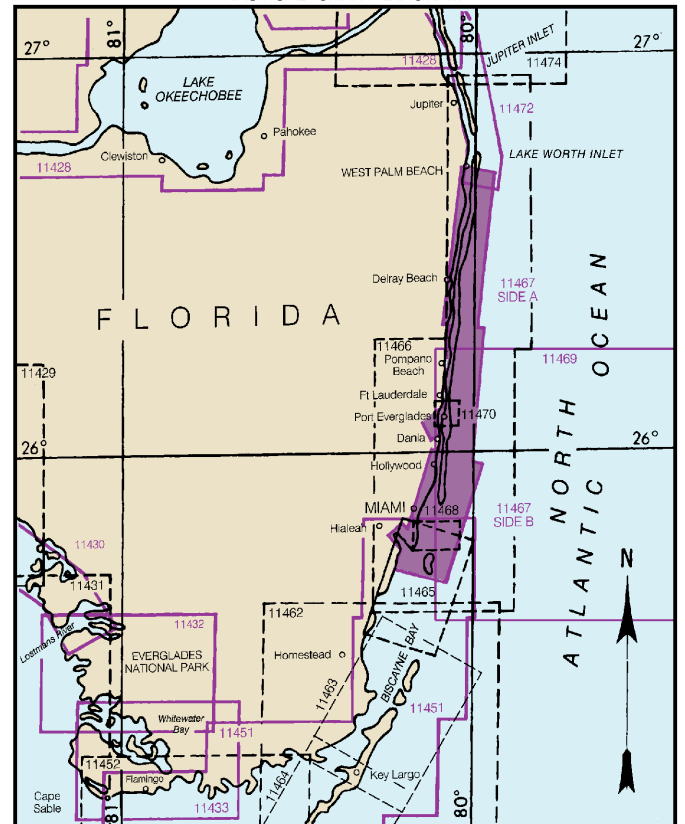
#### CAUTION

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](http://nauticalcharts.noaa.gov).

SIDE A



#### NAUTICAL CHART DIAGRAM



11467



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.



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



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