

# BookletChart™



## Intracoastal Waterway – Tampa Bay to Port Richey

NOAA Chart 11411

*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

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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.

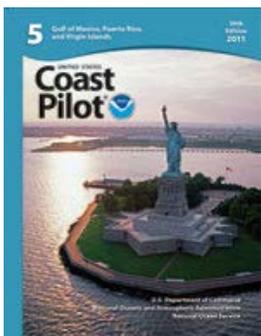
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11411>



**[Coast Pilot 5, Chapter 9 excerpts].**

**St. Joseph Sound** extends N from Clearwater Harbor nearly to Anclote Keys, and is separated from the Gulf for a part of the distance by narrow strips of beach known as **Caladesi Island** and **Honeymoon Island**.

**Dunedin Pass** is marked by private daybeacons. The pass was reported shoaled to 1 foot and closed to navigation.

**Hurricane Pass**; with local knowledge 3 to 5 feet could be carried. A light and

daybeacons mark the pass.

**Vessels should approach the harbor through the Tampa Safety Fairway.**

The entrance and all other navigable waters of Tampa Bay, Hillsborough Bay, Old Tampa Bay, and tributaries herein are within a **regulated navigation area**.

**Required Reports to the CVTS.**—Vessels should contact the CVTS prior to entering Tampa Bay, shifting or departing dock (see paragraphs 39-51 for details).

**Anchorage.**—Vessels with good ground tackle should anchor in the **Tampa Anchorages, N of the Tampa Safety Fairway leading to Egmont Channel**. An emergency anchorage is S of Mullet Key in depths of 30 to 35 feet; and SW of Gadsden Point in natural depths of 29 to 32 feet. Explosives and quarantine anchorages are E of Mullet Key, NE of Pappys Point, and S of Interbay Peninsula. (See **110.1** and **110.193**, chapter 2, for limits and regulations.)

**Dangers.**—Shoal areas extend seaward from Egmont Key as far as **Palantine Shoal**, which is 5 miles W of the key and on the S side of Egmont Channel entrance. Palantine Shoal consists of several small lumps with depths of 11 to 18 feet over them. Spoil areas, for the most part unmarked and with reported depths of 10 feet or less, border the dredged cuts of the main ship channel in Tampa Bay and the channels in Old Tampa Bay. Caution should be observed particularly at the entrances to the side channels leading to Port Manatee, Alafia River, and Port Sutton.

Local weather during the thunderstorm season is unpredictable, and intense winds can develop suddenly. Before entering or departing the port, mariners should obtain local weather forecasts, maintain a close watch on the weather, and ensure that light vessels are properly ballasted during the transit.

A **regulated navigation** area has been established to protect vessels from limited water depth in **Sparkman Channel** caused by an underwater pipeline.

**Currents.**—A strong offshore wind sometimes lowers the water surface at Tampa and in the dredged channels as much as 4 feet, and retards the time of high water by as much as 3 hours. A continued SW wind raises the water by nearly the same amount and advances the time of high water by as much as 1 hour.

There is a large daily inequality in the ebb, and velocities of 2 knots or more may be expected at the strength of the greater ebb of the day in Egmont Channel, Passage Key Inlet, and off Port Tampa. Flood velocities seldom exceed 2 knots. Winds have considerable effect in modifying the tidal current.

**Notice of Arrival Time.**—Vessels are requested to contact Pilot Dispatch 24 hours before arrival with the following information: international gross tonnage, LOA, beam, deep draft, and name of local agent. Call the pilot station on VHF-FM Channel 16 four hours prior to arrival and one hour prior to arrival at the sea buoy (Tampa Bay Lighted Buoy T). The pilot station stands by on VHF-FM Channels 16, 17, 13, 12, and 10. Additional instructions will be given upon radio contact. If instructed to anchor, please keep 24-hour watch on VHF-FM Channels 12 and 13. Vessels are normally not moved in dense fog, and during strong northwest winds, vessels are boarded inside Egmont Key.

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

RCC New Orleans      Commander  
8th CG District      (504) 589-6225  
New Orleans, LA

# Table of Selected Chart Notes

**EGMONT CHANNEL**  
For controlling depths see chart 11415.

**HEIGHTS**  
Heights in feet above Mean High Water.

**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.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
  
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**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.

**CAUTION**  
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

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

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

**INTRACOASTAL WATERWAY AIDS**  
The U.S. Aids to Navigation System is designed 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 distinguish them from aids marking other waterways.  
When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, 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 navigation as marking the Intracoastal Waterway.

**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**  
**Project Depths**  
9 feet Caloosahatchee River, Fla. to Anclote River, Fla.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

**ANCLOTE RIVER**  
The controlling depth was 7½ feet for a width of 100 feet from Light No. 1 to the turning basin of Tarpon Springs and 3½ feet within the turning basin.  
Nov. 2008

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

For Symbols and Abbreviations see Chart No. 1

**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.

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

**MINERAL DEVELOPMENT STRUCTURES**  
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction with the Okeechobee Waterway in San Carlos Bay, FL and are indicated thus:  
  
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

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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.

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Covered wells may be marked by lighted or unlighted buoys.

**CLEARWATER BEACH**  
The controlling depth from Light "3" to Light "6" was 4½ feet, then 7 feet to the turning basin at Clearwater Beach and 7 feet in the turning basin.  
Jul. 2009

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

**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)

**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.

**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)

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

**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.

**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.

**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 1.078" northward and 0.636" eastward to agree with this chart.

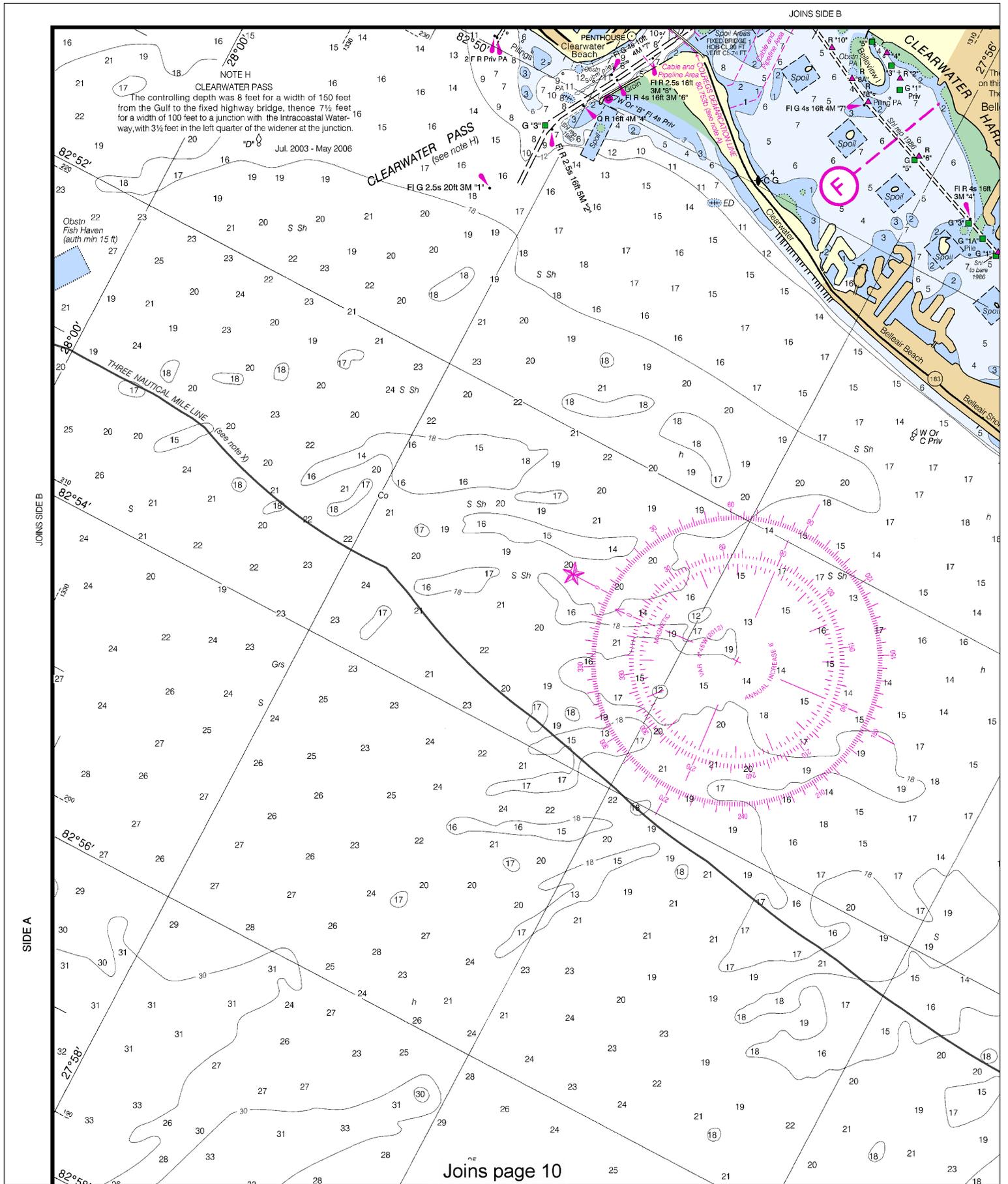
**MERCATOR PROJECTION AT SCALE 1:40,000**  
**SOUNDINGS IN FEET**  
**MEAN LOWER LOW WATER**  
**North American Datum of 1983**  
**(World Geodetic System of 1984)**

**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.

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

**FACILITIES**  
Locations of public marine facilities are shown by large magenta numbers.

⊙ TV TR  
○ STROBELT



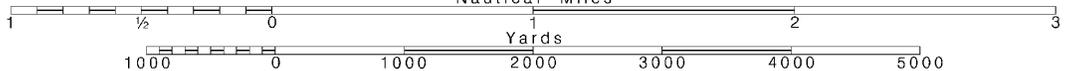
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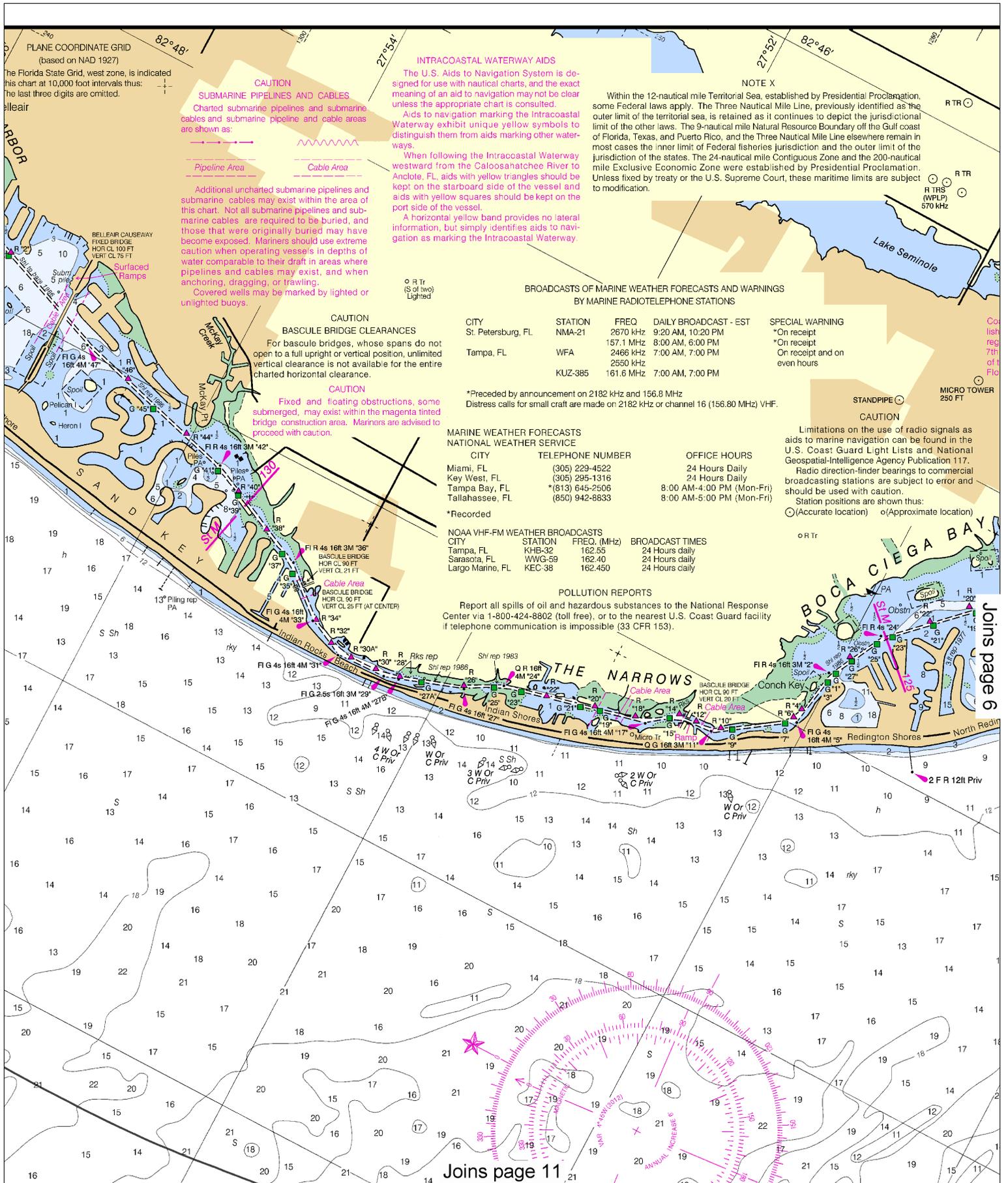
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





PLANE COORDINATE GRID  
(based on NAD 1927)  
The Florida State Grid, west zone, is indicated  
this chart at 10,000 foot intervals thus:  
the last three digits are omitted.

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cables and submarine pipeline and cable areas  
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Aids to navigation marking the Intracoastal  
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westward from the Caloosahatchee River to  
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port side of the vessel.

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

**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.

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

CITY	STATION	FREQ.	DAILY BROADCAST - EST	SPECIAL WARNING
St. Petersburg, FL	NMA-21	2670 kHz	9:20 AM, 10:20 PM	*On receipt
Tampa, FL	WFA	2466 kHz	7:00 AM, 7:00 PM	*On receipt and on even hours
	KUZ-385	161.6 MHz	7:00 AM, 7:00 PM	

\*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.

**MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE**

CITY	TELEPHONE NUMBER	OFFICE HOURS
Miami, FL	(305) 229-4522	24 Hours Daily
Key West, FL	(305) 295-1316	24 Hours Daily
Tampa Bay, FL	*(813) 645-2506	8:00 AM-4:00 PM (Mon-Fri)
Tallahassee, FL	(850) 942-8833	8:00 AM-5:00 PM (Mon-Fri)

\*Recorded

**NOAA VHF-FM WEATHER BROADCASTS**

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Tampa, FL	KHB-32	162.55	24 Hours daily
Sarasota, FL	WWG-59	162.40	24 Hours daily
Largo Marine, FL	KEC-38	162.450	24 Hours daily

**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**  
**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.

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

**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:



Joins page 11

Joins page 6

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.



**NOTE X**  
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, the Federal laws apply. The Three Nautical Mile Line, previously identified as the limit of the territorial sea, is retained as it continues to depict the jurisdictional of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in effect. 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. As fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

**WEATHER FORECASTS AND WARNINGS  
 AND RADIOTELEPHONE STATIONS**

FREQ	DAILY BROADCAST - EST	SPECIAL WARNING
2670 kHz	9:20 AM, 10:20 PM	*On receipt
57.1 MHz	8:00 AM, 6:00 PM	*On receipt
2466 kHz	7:00 AM, 7:00 PM	On receipt and on even hours
2550 kHz		
61.6 MHz	7:00 AM, 7:00 PM	

kHz and 156.8 MHz  
 on 2182 kHz or channel 16 (156.80 MHz) VHF.

**OFFICE HOURS**

24 Hours Daily
24 Hours Daily
8:00 AM-4:00 PM (Mon-Fri)
8:00 AM-5:00 PM (Mon-Fri)

**BROADCAST TIMES**

24 Hours daily
24 Hours daily
24 Hours daily

**REPORTS**  
 Transmissions to the National Response Center nearest U.S. Coast Guard facility (CFR 153).

**Join page 5**  
 Table Area

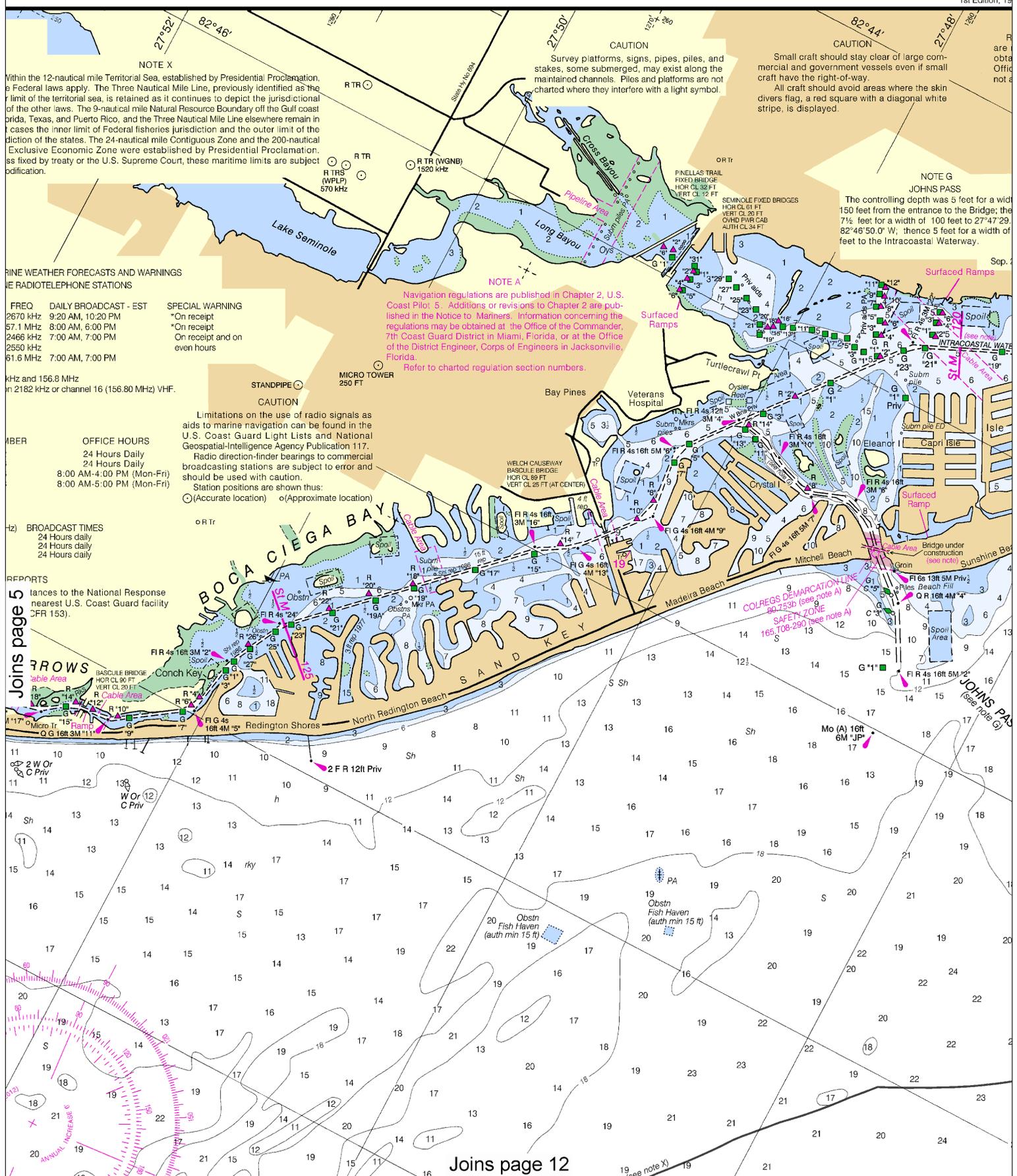
**NOTE A**  
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.  
 Refer to charted regulation section numbers.

**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)

**CAUTION**  
 Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

**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.

**NOTE G**  
**JOHNS PASS**  
 The controlling depth was 5 feet for a width of 150 feet from the entrance to the Bridge; the 7 1/2 feet for a width of 100 feet to 27°47'29" 82°46'50.0" W; thence 5 feet for a width of feet to the Intracoastal Waterway.



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 all listed in the U.S. Coast Guard Light List.

NOTE E  
PINELLAS BAYWAY BRIDGES

(A) FIXED BRIDGE  
HOR CL 40 FT  
VERT CL 18 FT  
OVHD PWR CAB  
AUTH CL 40 FT

(B) FIXED BRIDGE  
HOR CL 47 FT  
VERT CL 11 FT  
OVHD PWR CAB  
AUTH CL 40 FT

(C) Bridge under construction  
(see note)

(D) Bridge under construction  
(see note)

(E) BASCULE BRIDGE  
HOR CL 89 FT  
VERT CL 25 FT (AT CENTER)

(F) FIXED BRIDGE  
HOR CL 60 FT  
VERT CL 20 FT

ST PETERSBURG

NOTE D  
CAUTION

Submerged piling of the former private day-beacons may exist in Big McPherson Bayou and Mud Key Channels.

CUPOLA (LIGHTED)

depth of hence 9.7' N of 100

2008

TREASURE ISLAND CAUSEWAY WEST FIXED BRIDGE  
HOR CL 50 FT  
VERT CL 18 FT (AT CENTER)  
BASCULE BRIDGE  
HOR CL 100 FT  
VERT CL 21 FT  
EAST FIXED BRIDGE  
HOR CL 30 FT  
VERT CL 4 FT (CENTER)

TERWAY 3M \*16'

of Palms

beach

10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25

10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25

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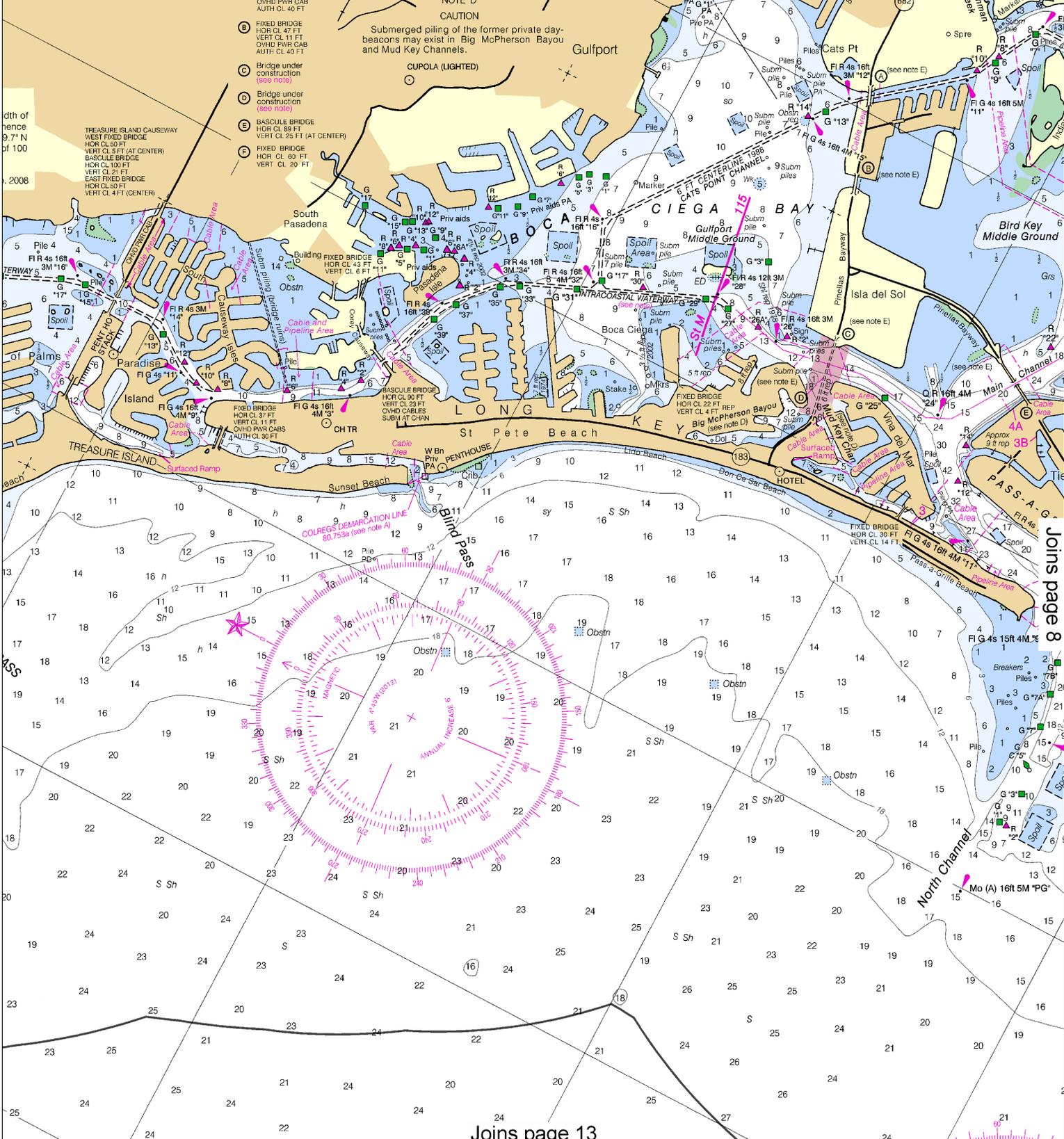
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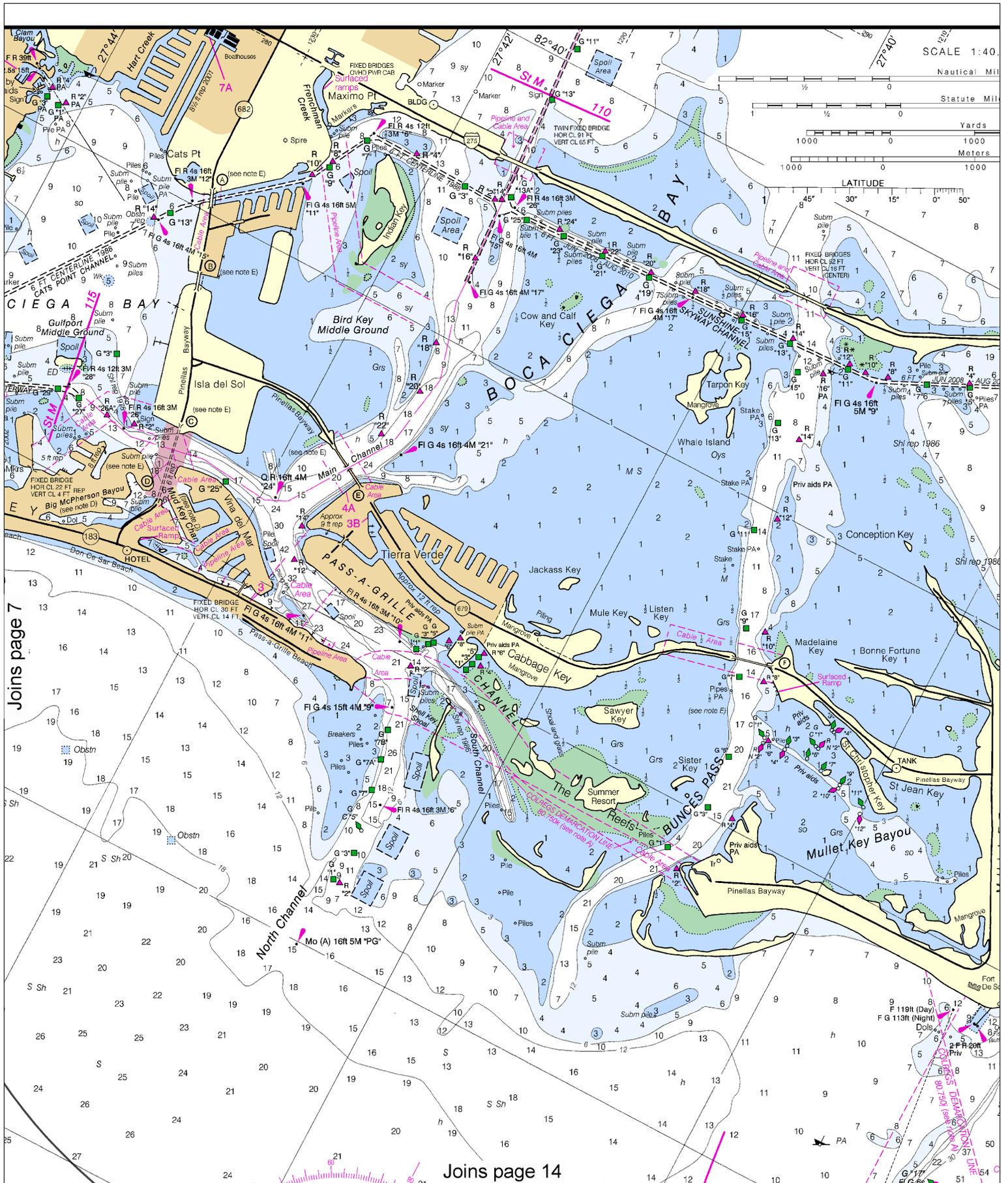


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Joins page 8

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0113 2/5/2013, NGA Weekly Notice to Mariners: 0713 2/16/2013, Canadian Coast Guard Notice to Mariners: n/a.



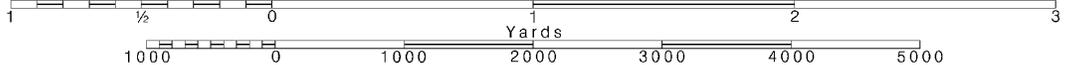


Note: Chart grid lines are aligned with true north.

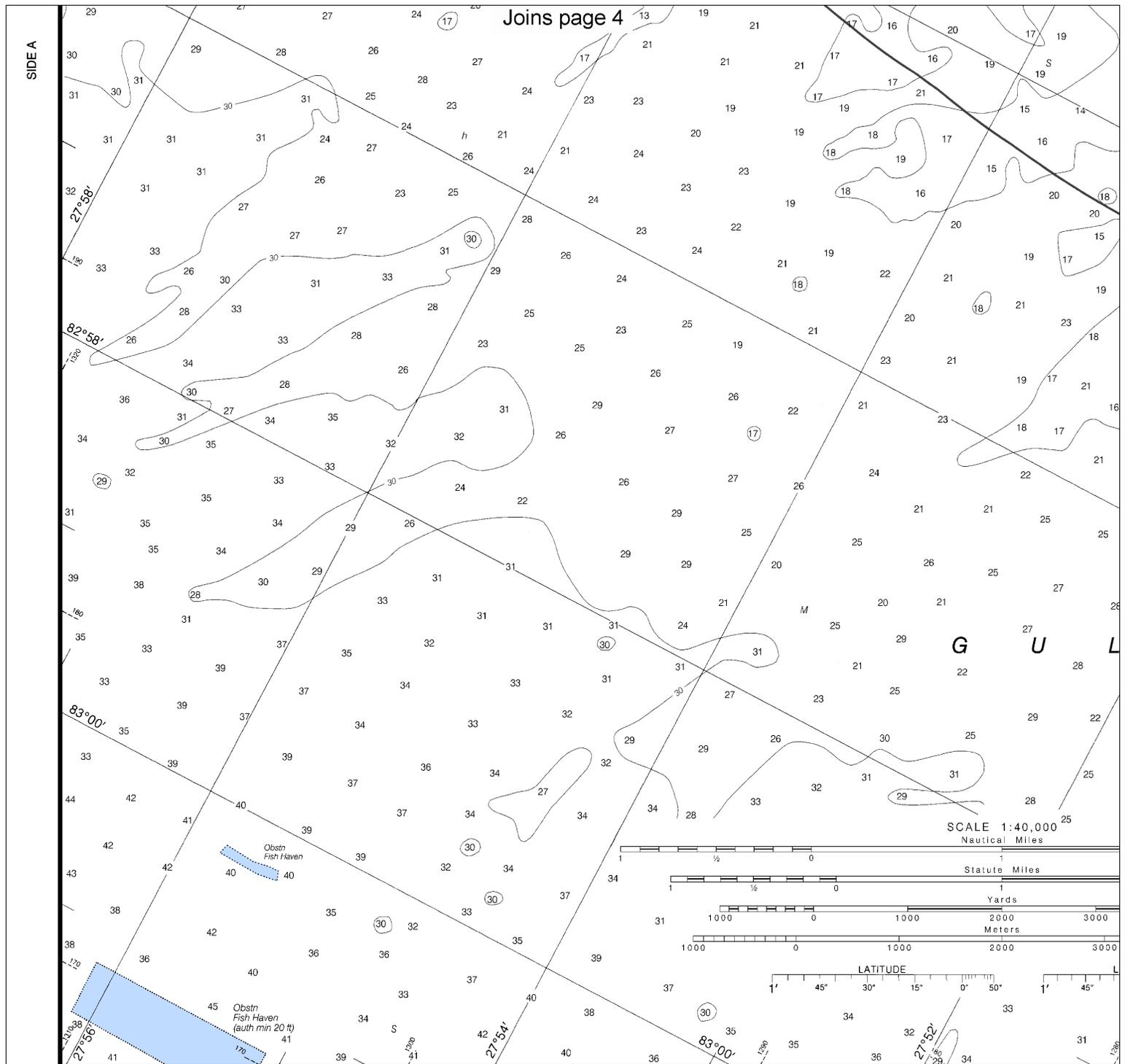
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







11411 18th Ed., Mar./12; Corrected through NM Mar. 03/12, LNM Feb. 21/12

CONTINUED ON CHART 11412



# NAUTICAL CHART 11411

## INTRACOASTAL WATERWAY

Joins page 16

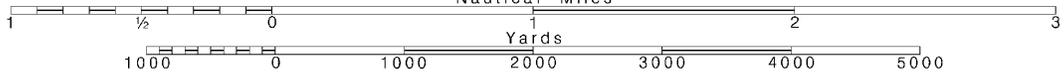
# 10

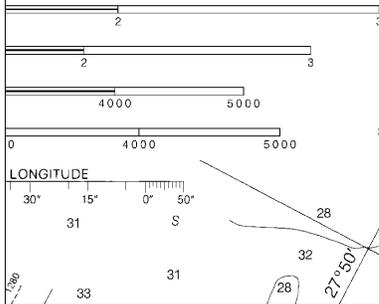
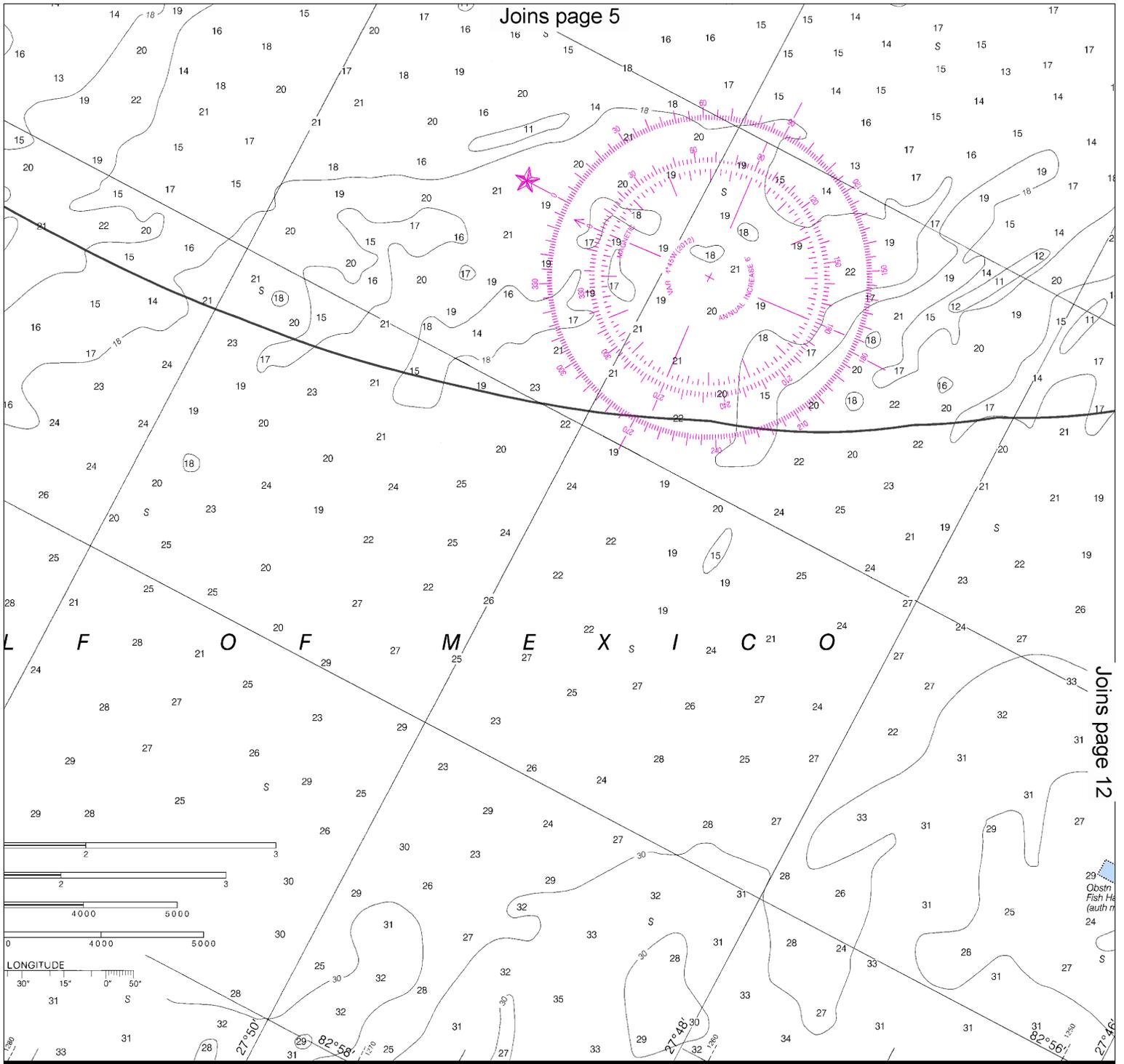
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



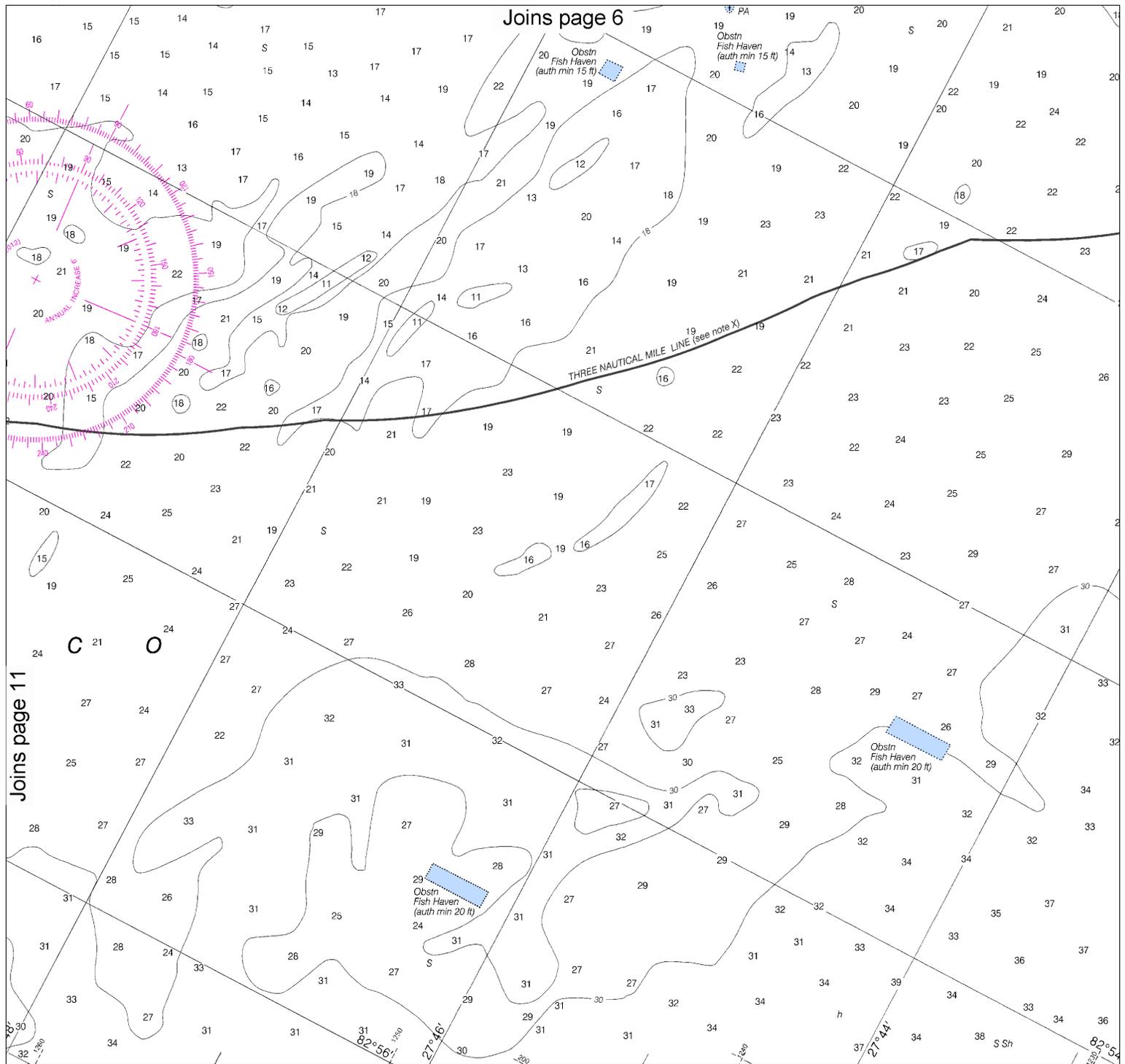


**CAUTION**  
**WARNINGS CONCERNING LARGE VESSELS**  
 The 'Rules of the Road' state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually

**RACING BUOYS**  
 Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Offices as racing and

**DEPTHS ALONG**  
 CHART APPROX BERTHS

Joins page 17



Joins page 11

1st Edition

28° 14'

27° 46'

27° 44'

82° 56'

82° 54'

DEPTHS	SERVICES	SUPPLIES	CAUTION
APPROACH	REPAIRS	WINTER	Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the
ALONGSIDE	MARINE	MAINTENANCE	
BERTHS		WATER	
RAMP		PROCESSES	
CHARTS		BUTT-TAG	
		DIESEL	

Joins page 18

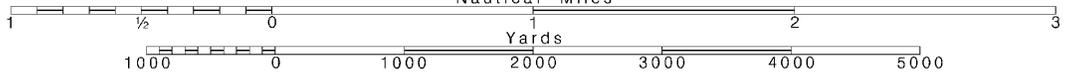
12

Note: Chart grid lines are aligned with true north.

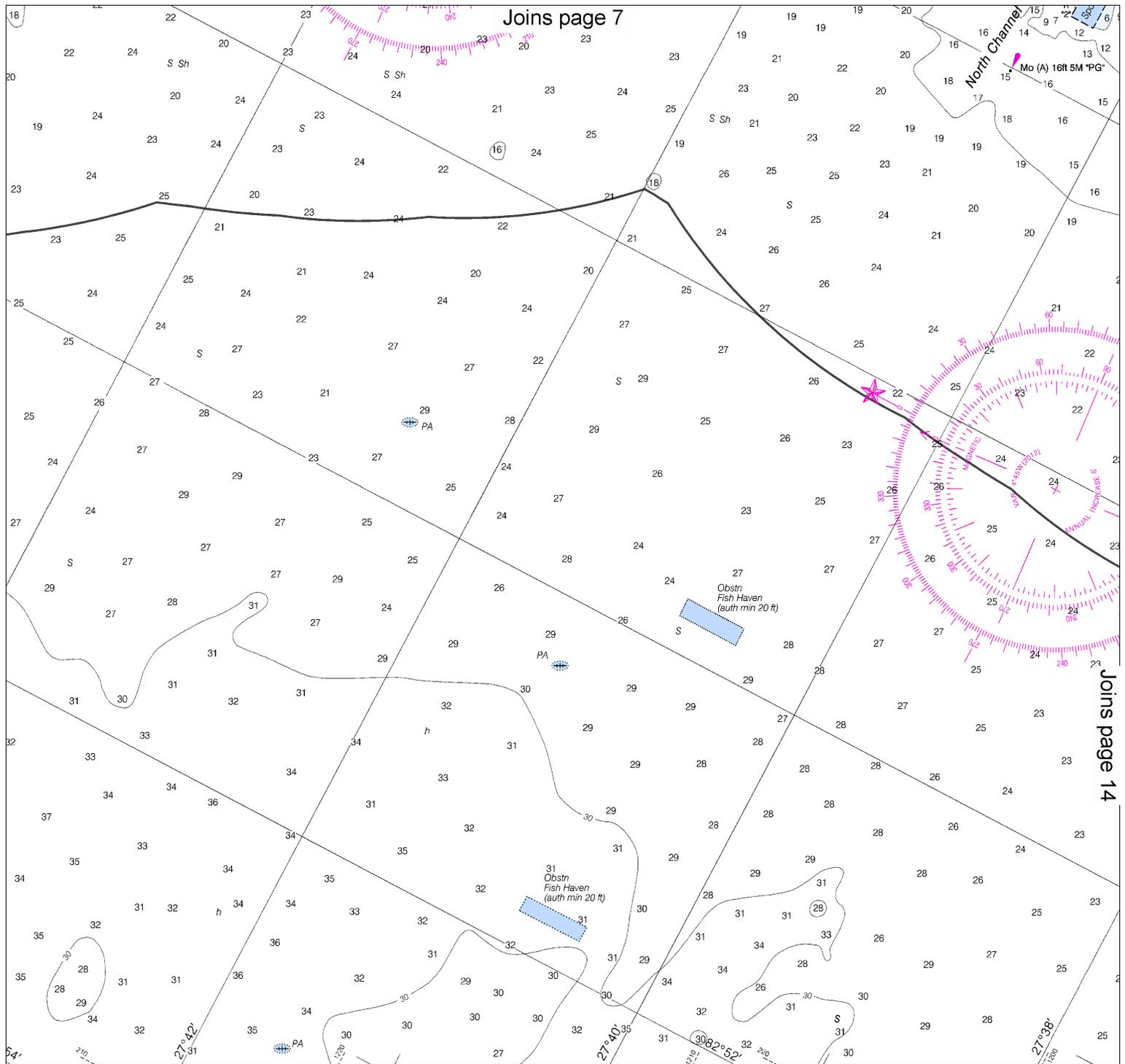
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



North Channel  
Mo (A) 16ft 5M \*PG\*



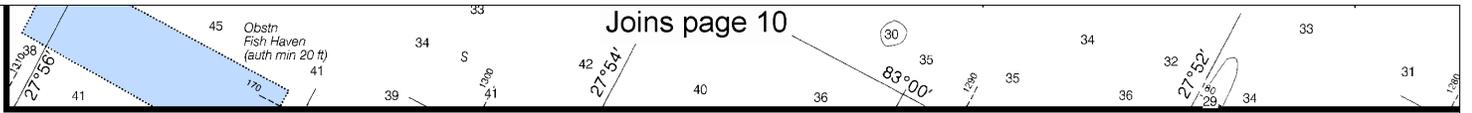
Joins page 14

1984 KAPP 192

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







11411 18th Ed., Mar./12; Corrected through NM Mar. 03/12, LNM Feb. 21/12

CONTINUED ON CHART 11412



**NAUTICAL CHART 11411**  
**INTRACOASTAL WATERWAY**

**FLORIDA**  
**TAMPA BAY TO**  
**PORT RICHEY**

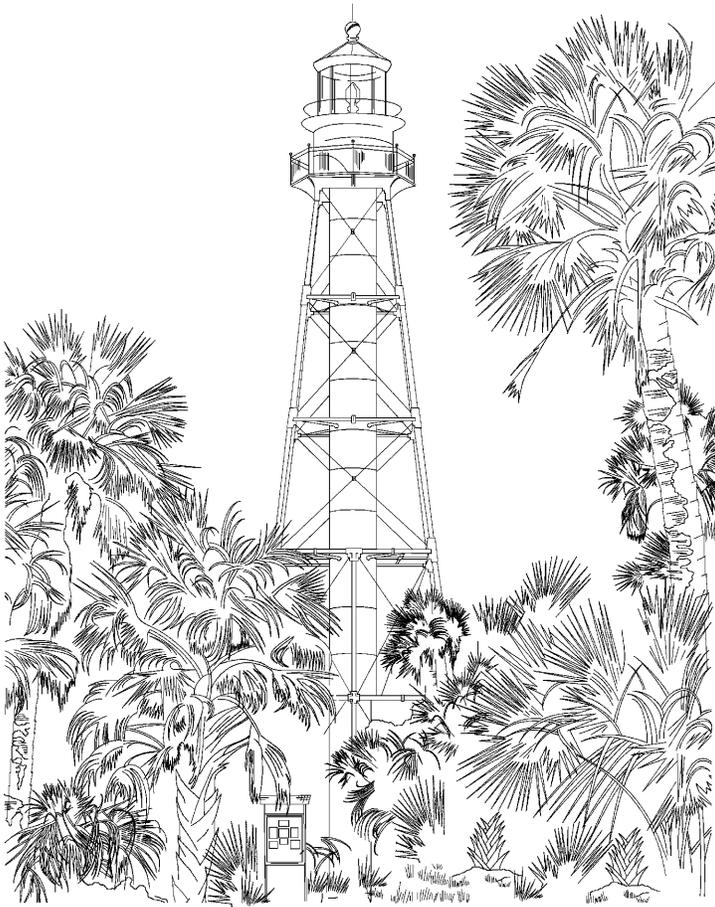


Chart 11411 18th Ed., Mar./12  
 Corrected through NM Mar. 03/12, LNM Feb. 21/12  
 Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

Joins page 22

CONTINUED ON CHART 11409

SIDE B

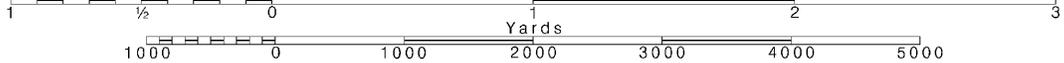
**16**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.



**CAUTION**  
WARNINGS CONCERNING LARGE VESSELS

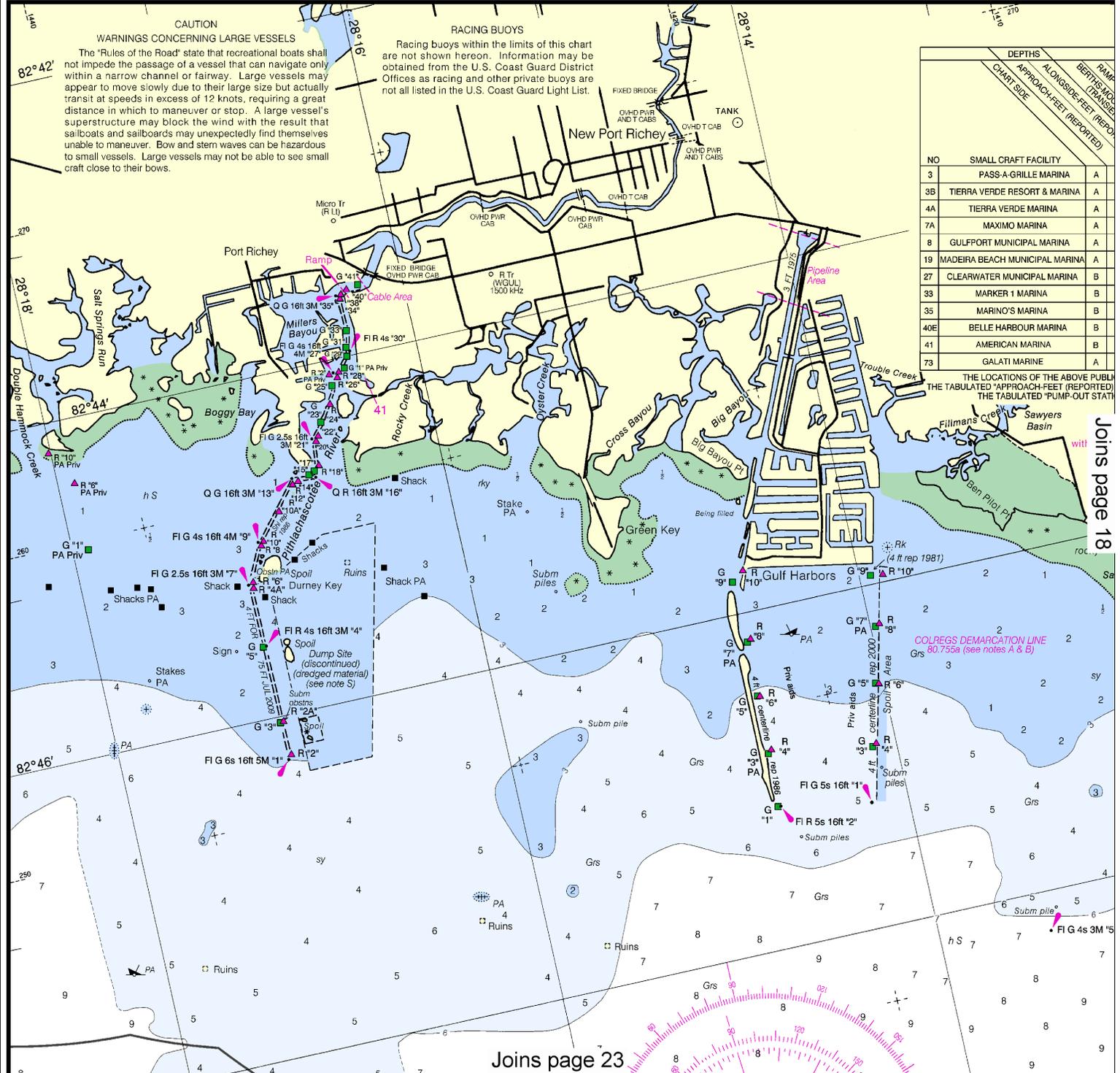
The 'Rules of the Road' state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in 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.

**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.

NO	SMALL CRAFT FACILITY	DEPTH	APPROACH-FEET (REPORTED)	
			CHART SIDE	ALONGSIDE-FEET (REPORTED)
3	PASS-A-GRILLE MARINA	A		
3B	TERRA VERDE RESORT & MARINA	A		
4A	TERRA VERDE MARINA	A		
7A	MAXIMO MARINA	A		
8	GULFPORT MUNICIPAL MARINA	A		
19	MADEIRA BEACH MUNICIPAL MARINA	A		
27	CLEARWATER MUNICIPAL MARINA	B		
33	MARKER 1 MARINA	B		
35	MARINO'S MARINA	B		
40E	BELLE HARBOUR MARINA	B		
41	AMERICAN MARINA	B		
73	GALATI MARINE	A		

THE LOCATIONS OF THE ABOVE PUBLIC AND PRIVATE MARINAS ARE INDICATED BY THE TABULATED 'APPROACH-FEET (REPORTED)' AND 'ALONGSIDE-FEET (REPORTED)' SYMBOLS.

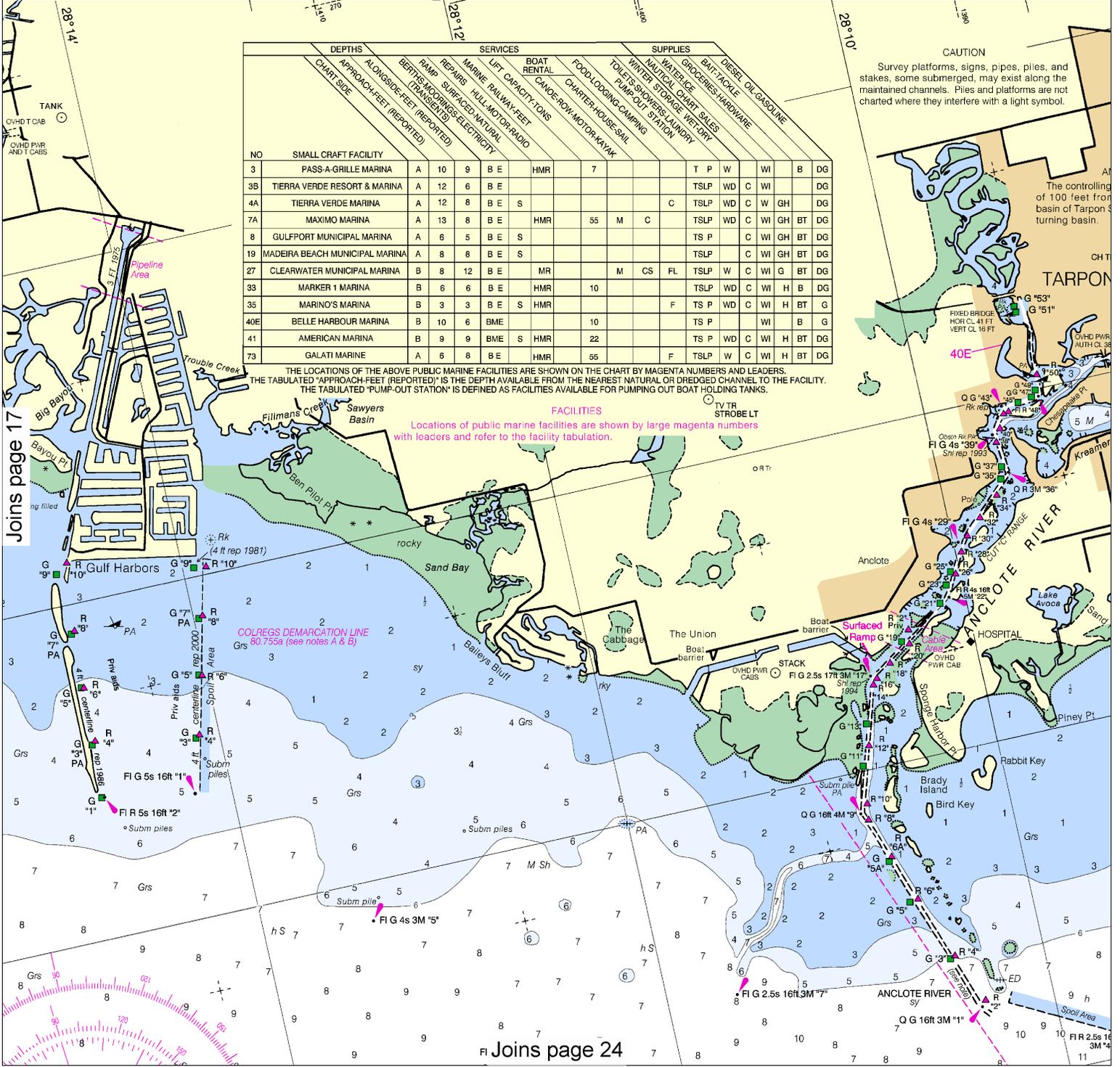


NO	SMALL CRAFT FACILITY	A	DEPTHS			SERVICES					SUPPLIES																
			APPROACH- FEET (REPORTED)	ALONGSIDE- FEET (REPORTED)	BERTHS/ MOORINGS (TRANSIGN 9)	RAMP SURFACED/ NATURAL (TRANSIGN 9)	REPAIRS	MARINE HULL/ MOTOR/ ELECTRICITY	LIFT RAILWAY- FEET	BOAT RENTAL	BOAT CAPACITY- TONS	FOOD- LODGING- CAMPING	TOILETS/ SHOWERS/ LAUNDRY	WINTER STORAGE- CAMPING	WATER/ ICE/ STORAGE	BAIT- TACKLE	DIESEL OIL- GASOLINE										
3	PASS-A-GRILLE MARINA	A	10	9	B E	HMR												T	P	W	WI	B	DG				
3B	TIERRA VERDE RESORT & MARINA	A	12	6	B E													TSLP	WD	C	WI		DG				
4A	TIERRA VERDE MARINA	A	12	8	B E	S												C	TSLP	WD	C	WI	GH	DG			
7A	MAXIMO MARINA	A	13	8	B E	HMR					55	M	C						TSLP	WD	C	WI	GH	BT	DG		
8	GULFPORT MUNICIPAL MARINA	A	6	5	B E	S													TS	P	C	WI	GH	BT	DG		
19	MADEIRA BEACH MUNICIPAL MARINA	A	8	8	B E	S													TSLP		C	WI	GH	BT	DG		
27	CLEARWATER MUNICIPAL MARINA	B	8	12	B E	MR						M	CS	FL					TSLP	W	C	WI	G	BT	DG		
33	MARKER 1 MARINA	B	6	6	B E	HMR													TSLP	WD	C	WI	H	B	DG		
35	MARINO'S MARINA	B	3	3	B E	S	HMR												F	TS	P	WD	C	WI	H	BT	G
40E	BELLE HARBOUR MARINA	B	10	6	BME														TS	P		WI		B	G		
41	AMERICAN MARINA	B	9	9	BME	S	HMR												TS	P	WD	C	WI	H	BT	DG	
73	GALATI MARINE	A	6	8	B E	HMR													F	TSLP	W	C	WI	H	BT	DG	

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS. THE TABULATED "APPROACH- FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY. THE TABULATED "PUMP- OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

LOCATIONS OF PUBLIC MARINE FACILITIES ARE SHOWN BY LARGE MAGENTA NUMBERS WITH LEADERS AND REFER TO THE FACILITY TABULATION.

CAUTION  
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.



Joins page 17

Joins page 24

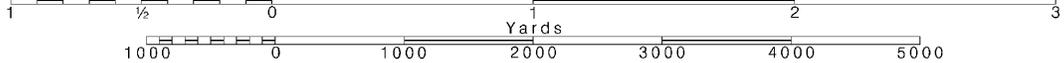
18

Note: Chart grid lines are aligned with true north.

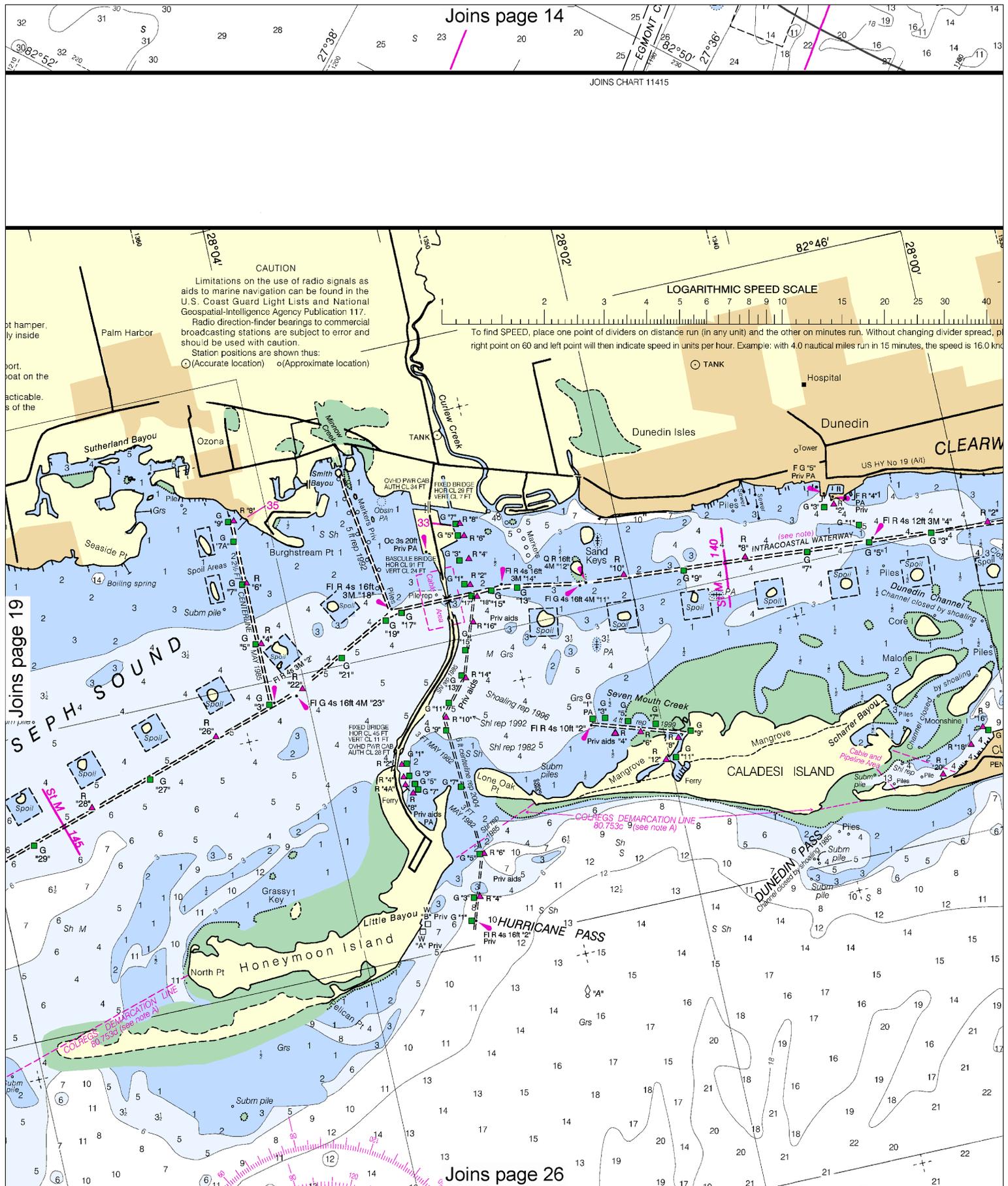
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







Joins page 14

JOINS CHART 11415

**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 are subject to error and should be used with caution. Station positions are shown thus: (Accurate location) (Approximate location)

**LOGARITHMIC SPEED SCALE**  
 To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Joins page 19  
**SEPH SOUND**

Joins page 26

**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.

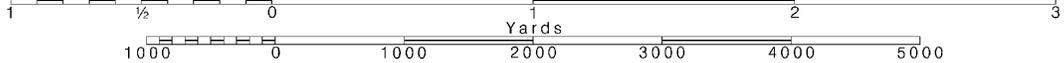






Chart 11411 18th Ed., Mar./12 ■  
 Corrected through NM Mar. 03/12, LNM Feb. 21/12  
 Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000  
 SOUNDINGS IN FEET  
 MEAN LOWER LOW WATER  
 North American Datum of 1983  
 (World Geodetic System of 1984)

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.

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 1.078" northward and 0.636" eastward to agree with this chart.

**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).

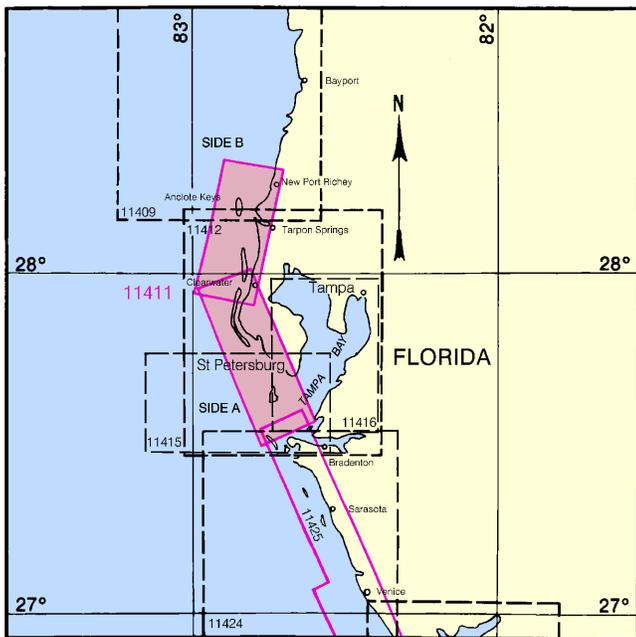
For Symbols and Abbreviations see Chart No. 1

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

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



NAUTICAL CHART DIAGRAM



11411 18th Ed., Mar./12; Corrected through NM Mar. 03/12, LNM Feb. 21/12

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Mullet Key Channel	(27°37'N/82°44'W)	2.1	1.8	0.3
Anna Maria Key	(27°32'N/82°44'W)	2.2	2.0	0.3
Egmont Key, Egmont Channel	(27°36'N/82°46'W)	2.2	1.9	0.4
Johns Pass, Boca Ciega Bay	(27°47'N/82°47'W)	2.3	1.9	0.4
Clearwater	(27°57'N/82°48'W)	2.6	2.2	0.4
Dunedin, St. Joseph Sound	(28°01'N/82°48'W)	2.8	2.4	0.5
Tarpon Springs, Anciate River	(28°10'N/82°46'W)	3.0	2.6	0.5
Anciate Key	(28°10'N/82°51'W)	3.0	2.6	0.4
Clearwater Beach	(27°58'N/82°50'W)	2.7	2.4	0.5
Madeira Beach Causeway	(27°49'N/82°48'W)	2.4	2.1	0.5
Anciate River	(28°10'N/82°47'W)	3.1	2.7	0.6

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb 2012)

SUPPLEMENTAL INFORMATION

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

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.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

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

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.

NOTE B

COLREGS demarcation lines follow the general trend at the seaward high water shoreline except where charted.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

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.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. 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.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.



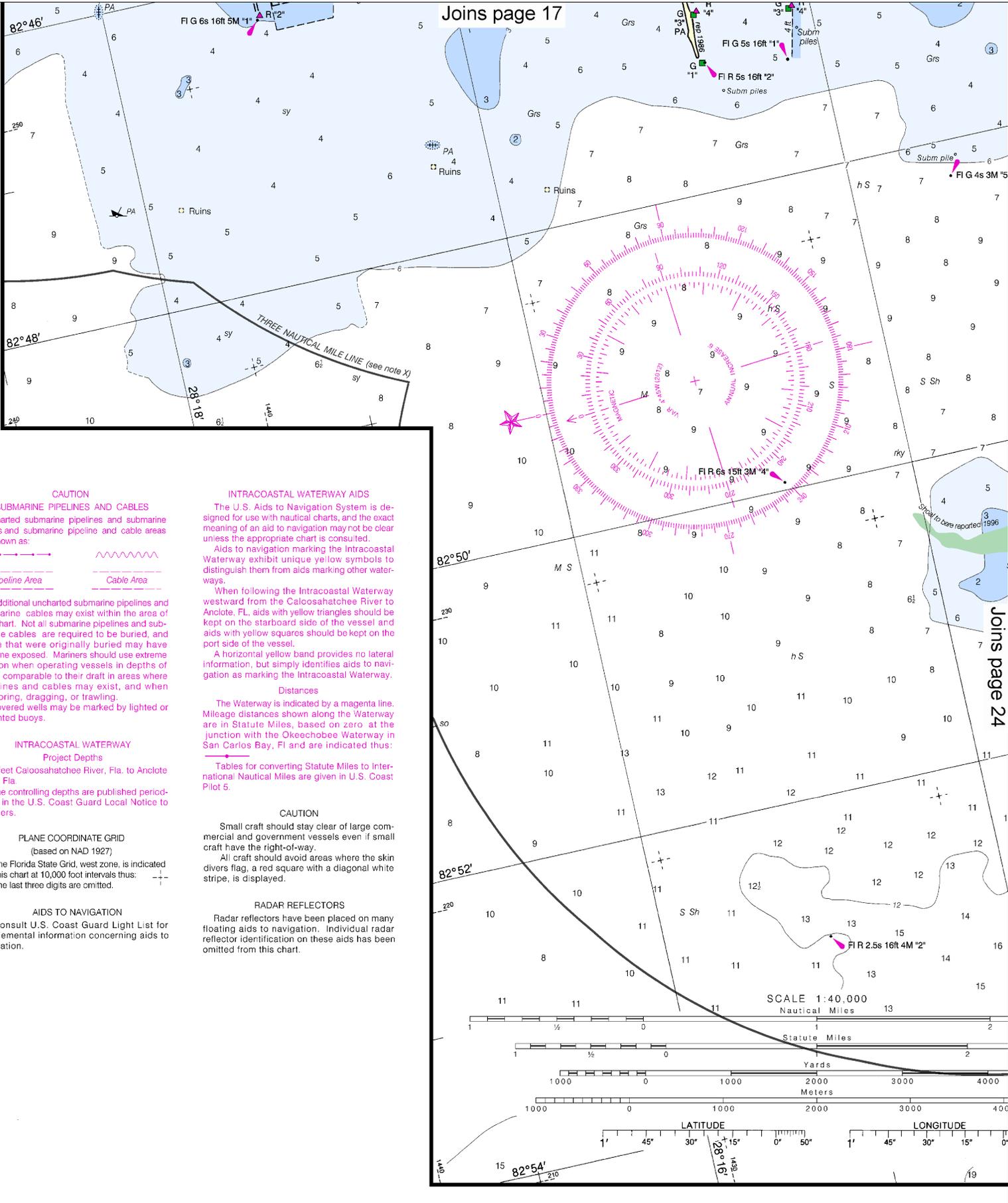
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**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Uncharted submarine pipelines and submarine cables and submarine pipeline and cable areas shown as:



Additional uncharted submarine pipelines and marine cables may exist within the area of chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of 100 feet or comparable to their draft in areas where pipelines and cables may exist, and when towing, dragging, or trawling. Uncovered wells may be marked by lighted or unlighted buoys.

**INTRACOASTAL WATERWAY**  
 Project Depths  
 Feet Caloosahatchee River, Fla. to Anclote River, Fla.  
 The controlling depths are published periodically in the U.S. Coast Guard Local Notices to Mariners.

**PLANE COORDINATE GRID**  
 (based on NAD 1927)  
 The Florida State Grid, west zone, is indicated on this chart at 10,000 foot intervals thus: . The last three digits are omitted.

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

**INTRACOASTAL WATERWAY AIDS**  
 The U.S. Aids to Navigation System is designed 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 distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, 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 navigation as marking the Intracoastal Waterway.

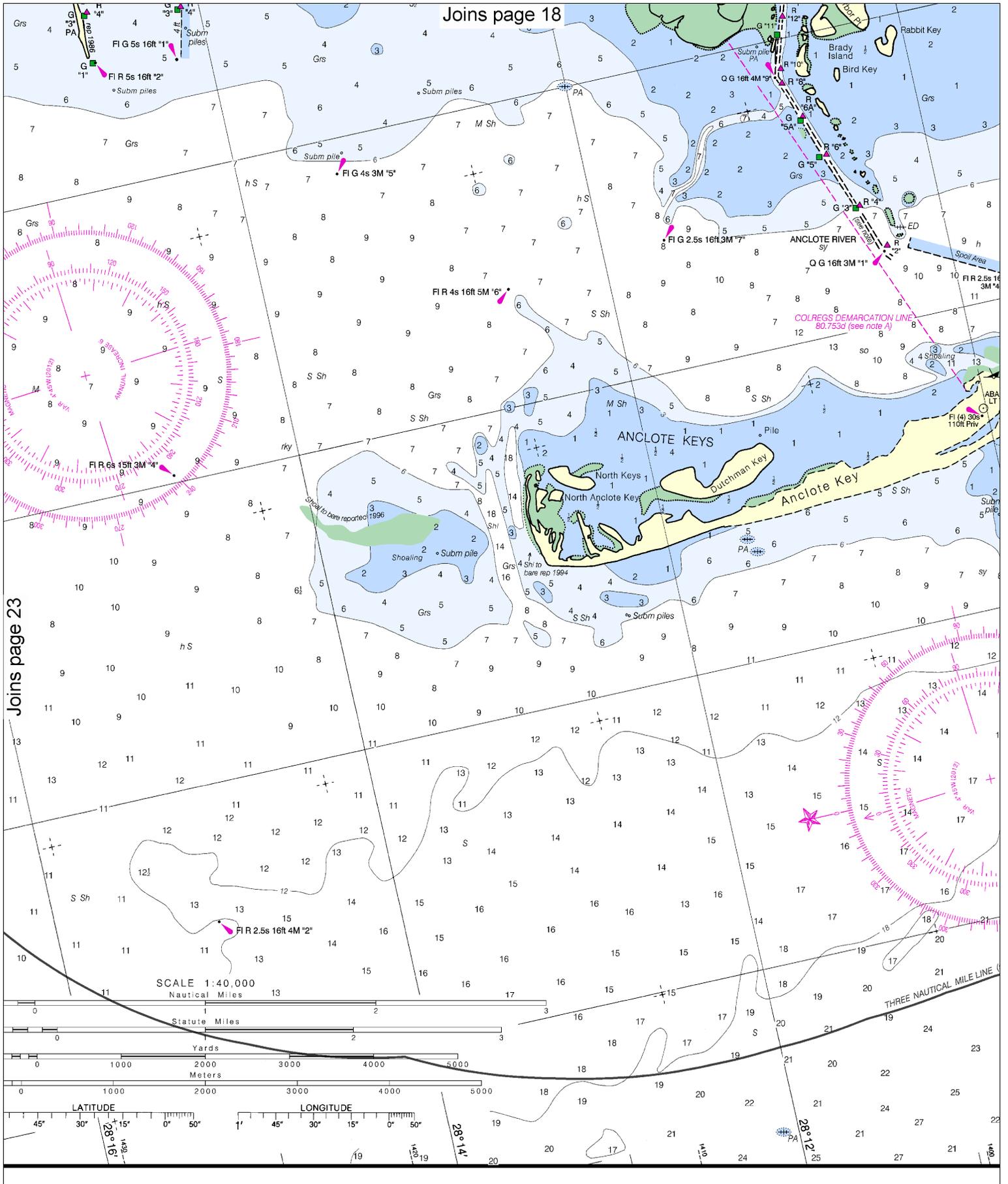
**Distances**  
 The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction with the Okeechobee Waterway in San Carlos Bay, FL and are indicated thus:

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

**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.



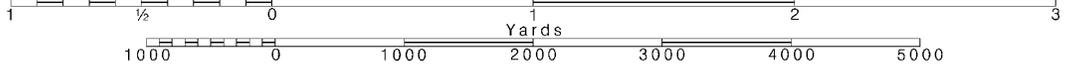
Joins page 23

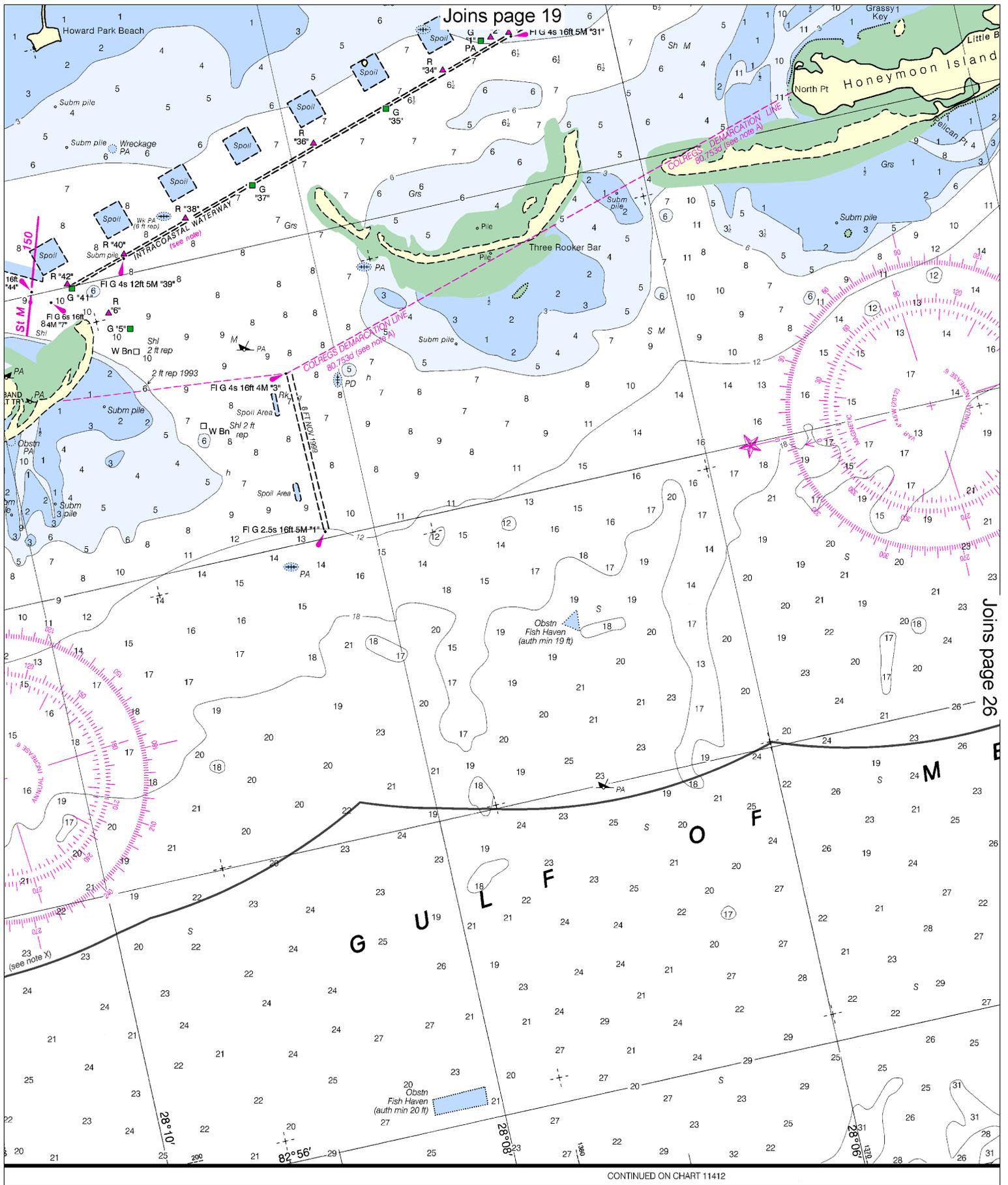
Note: Chart grid lines are aligned with true north.

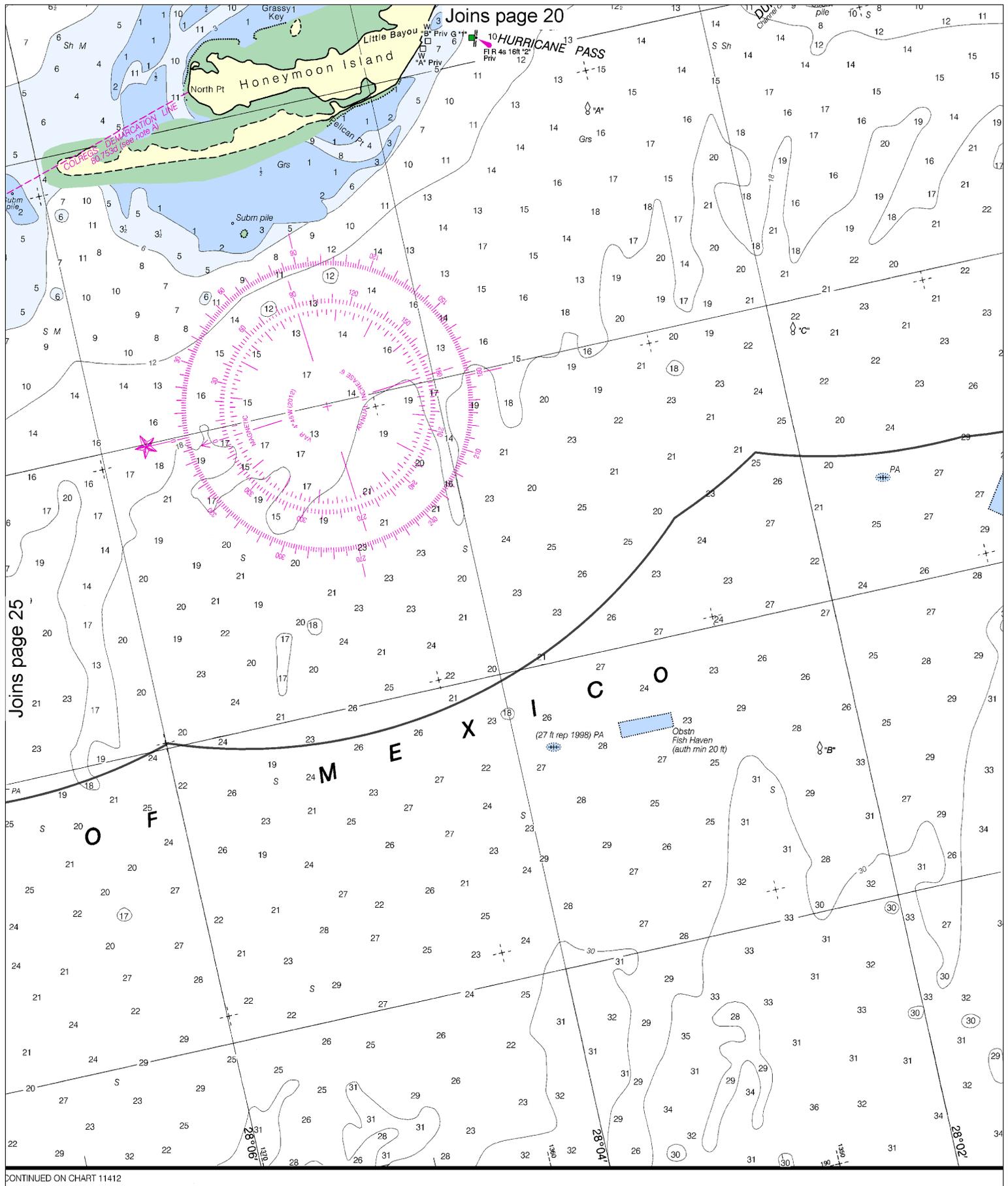
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

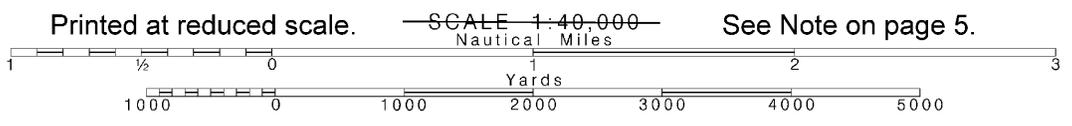


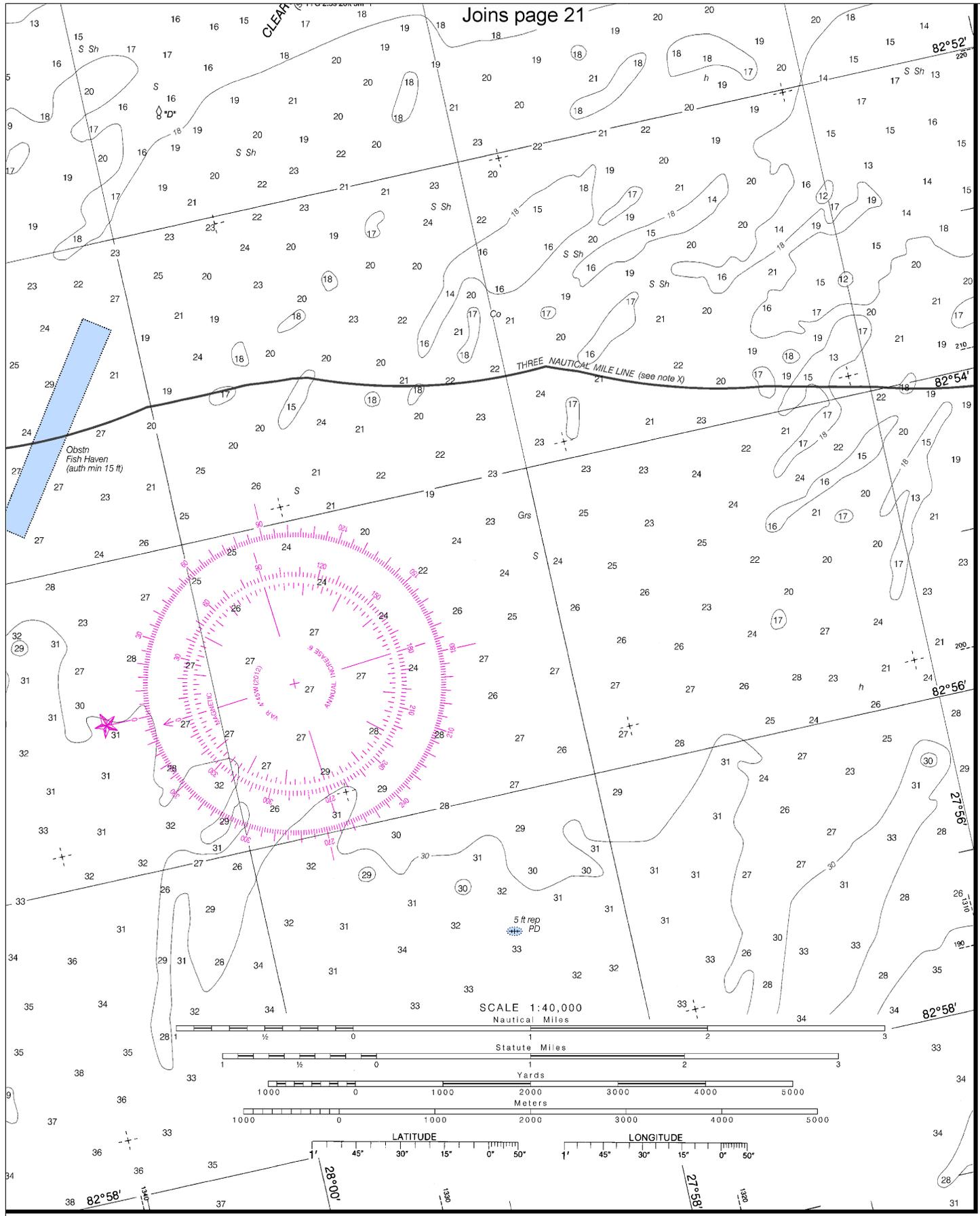




26

Note: Chart grid lines are aligned with true north.





SCALE 1:40,000  
Nautical Miles

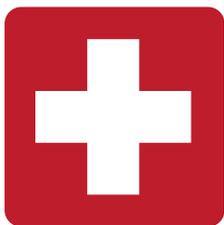
Statute Miles

Yards

Meters

LATITUDE

LONGITUDE



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.

### 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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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](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>



For the latest news from Coast Survey, follow @nauticalcharts



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.

