

# BookletChart™



## Intracoastal Waterway – Charlotte Harbor to Tampa Bay

NOAA Chart 11425

*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

**Approximate Page Index**

4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
22	23	24	25	26	27

**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.

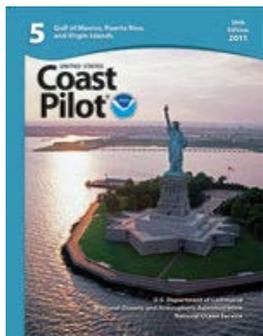
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11425>.



**(Selected Excerpts from Coast Pilot)**  
**Charlotte Harbor**, about 60 miles SSE from Tampa Bay, is the approach to Port Boca Grande, Boca Grande, Punta Gorda, and several smaller settlements. On the S side Charlotte Harbor opens into Pine Island Sound and on the N side into Gasparilla Sound, which are described in chapter 12 in connection with the Intracoastal Waterway. Matlacha Pass, on the S side, has been described earlier in this chapter.  
**Port Boca Grande** on the inner side of the S

end of Gasparilla Island is an important petroleum receiving port. The town of **Boca Grande** is about 2 miles to the N.

**Prominent features.**—In the approach to the entrance from the S or SW,

the first object sighted in daytime should be **Gasparilla Island Light** (26°44'31"N., 82°15'48"W.), 1.5 miles from the S end of Gasparilla Island. The light, 105 feet above the water, is shown from a white hexagonal pyramidal skeleton tower, enclosing a stair cylinder. A red sector in the light from 001° to 045° covers the shoals W of Cayo Costa of the entrance.

Upon closer approach, the loading transporter and sampling tower at the abandoned phosphate terminal, the large storage sheds at the marina at Port Boca Grande, and four storage tanks about 0.4 mile N of the end of the island will be seen. A water tank and a microwave tower at the town of Boca Grande also are prominent. **Port Boca Grande Light** (26°43'02"N., 82°15'39"W.), 41 feet above the water, is shown from a white frame dwelling on the S end of the island. Close SW of the light, the tower and attached dwelling of the former lighthouse are prominent.

**Anchorage.**—**Vessels should anchor in the Charlotte Anchorage, SW of the Safety Fairway.** (See 166.100 through 166.200, chapter 2.) In addition, good anchorage in Charlotte Harbor for large vessels is in depths of 20 to 40 feet at the inner end of the entrance channel; the holding bottom is good. This is the anchorage used by vessels waiting for loading berths at Port Boca Grande. The anchorage affords excellent shelter from all winds, and is used as a harbor of refuge by coasting vessels and others. Small vessels can anchor almost anywhere in Charlotte Harbor. Good depths for small craft can be found close inshore between Port Boca Grande and Boca Grande. Small craft also can use the lagoon at Boca Grande. In 1996, a submerged wreck was reported 0.7 mile E of the anchorage in position 26°38.2'N., 82°17.7'W. Another good anchorage for small craft has been reported between **Johnson Shoals** and the NW side of Cayo Costa. Depths in the anchorage are 7 to 11 feet, but only craft drawing less than 5 feet can enter through the unmarked swash channel along the NW side of Cayo Costa.

**Dangers.**—Numerous floating piles have been reported in Charlotte Harbor and adjacent waterways, and in Boca Grande Channel and its approaches.

**Currents.**—The tidal currents in the entrance channel average 2.2 knots at strength. The ebb current, which is said to attain occasionally an extreme velocity of 3 to 4 knots, depending also upon the force and direction of the wind. In the harbor channel between Cape Haze and the N end of Pine Island, the average velocity of the current is 0.5 knot. In Matlacha Pass at Little Pine Island bridge the current floods to the SE with an average velocity of 0.6 knot; the ebb current is weak and variable. To the N at the Myakka River bridges the current floods to the NW with an average velocity of 0.5 knot; the ebb current is weak and variable. In Peace River the current floods to the NE and ebbs to the SW with an average velocity of about 0.4 knot at strength.

The coast between Charlotte Harbor and Tampa Bay trends about NW by N, and has a nearly straight sand beach that is broken in places by small inlets. Back of the barrier islands are shallow bays and lagoons which can be entered from the Gulf of Mexico through Gasparilla Pass, Stump Pass, Venice Inlet, Big Sarasota Pass, New Pass, and Longboat Pass. Most of these passes, though marked, are subject to change, and the aids are frequently shifted in position. The low shore is wooded nearly to the water's edge and has few prominent features except in the vicinity of Boca Grande, Venice, and Sarasota, and for the 720-foot Venice Fishing Pier, about 2.5 miles S of the entrance to Venice Inlet. The pier is reported marked at its end by two fixed red lights.

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

RCC New Orleans

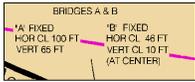
Commander

8th CG District

New Orleans, LA

(504) 589-6225

# Table of Selected Chart Notes



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

**NOTE E**  
 Hydrography and shorelines in this area are subject to continual changes.

**NOTE E**  
 Hydrography and shorelines in this area are subject to continual changes.

**MANATEE RIVER**  
 The controlling depths through dredged channels were:  
 8 feet from entrance to McNeil Pt (MID-50 FT)  
 4 feet to Rocky Bluff (MID-50 FT)  
 ½ foot to Rye (Centerline)  
 Dec 1994

**NOTE B**  
 The channels at the entrances to many of the inlets on this chart are subject to changes. Buoys are not charted.

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

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
 For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**INTRACOASTAL WATERWAY**  
**Project Depths**  
 9 feet Caloosahatchee River, Fla to Anclote River, FL.  
 The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.  
**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, Fla., and are indicated thus: —●—  
 Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.  
 Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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

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

**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.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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

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

**GASPARILLA MARINA CHANNEL**  
 The daybeacons are private and positions are approximate. Not all daybeacons have been charted.

**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.

**BUTTONWOOD HARBOR**  
 Private daybeacons in Buttonwood Harbor are not charted, due to congestion.

**BOCA GRANDE CHANNEL**  
 (entering from seaward)  
 Surveyed Apr. 2010

Left quarter	9.0 ft
Middle half	9.0 ft
Right quarter	9.6 ft
Widener	21.4 ft

**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.

**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.

**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.

**NEW PASS CHANNEL**  
 The entrance channel is subject to continual change. Buoys are not charted because they are frequently shifted in position.  
 The controlling depth was 7 feet for a width of 100 feet from Lt "7" to the S R Bridge; thence 5 feet for a width of 100 feet to the IWW and 8 feet to the basin; 7 feet in the basin except for shoaling to 4½ feet in the southeast section of the basin.  
 Jan. 2010

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

**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.

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

**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.

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

**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 1.161" northward and 0.657" eastward to agree with this chart.

**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)

**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

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

**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.

**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.

**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.

**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.

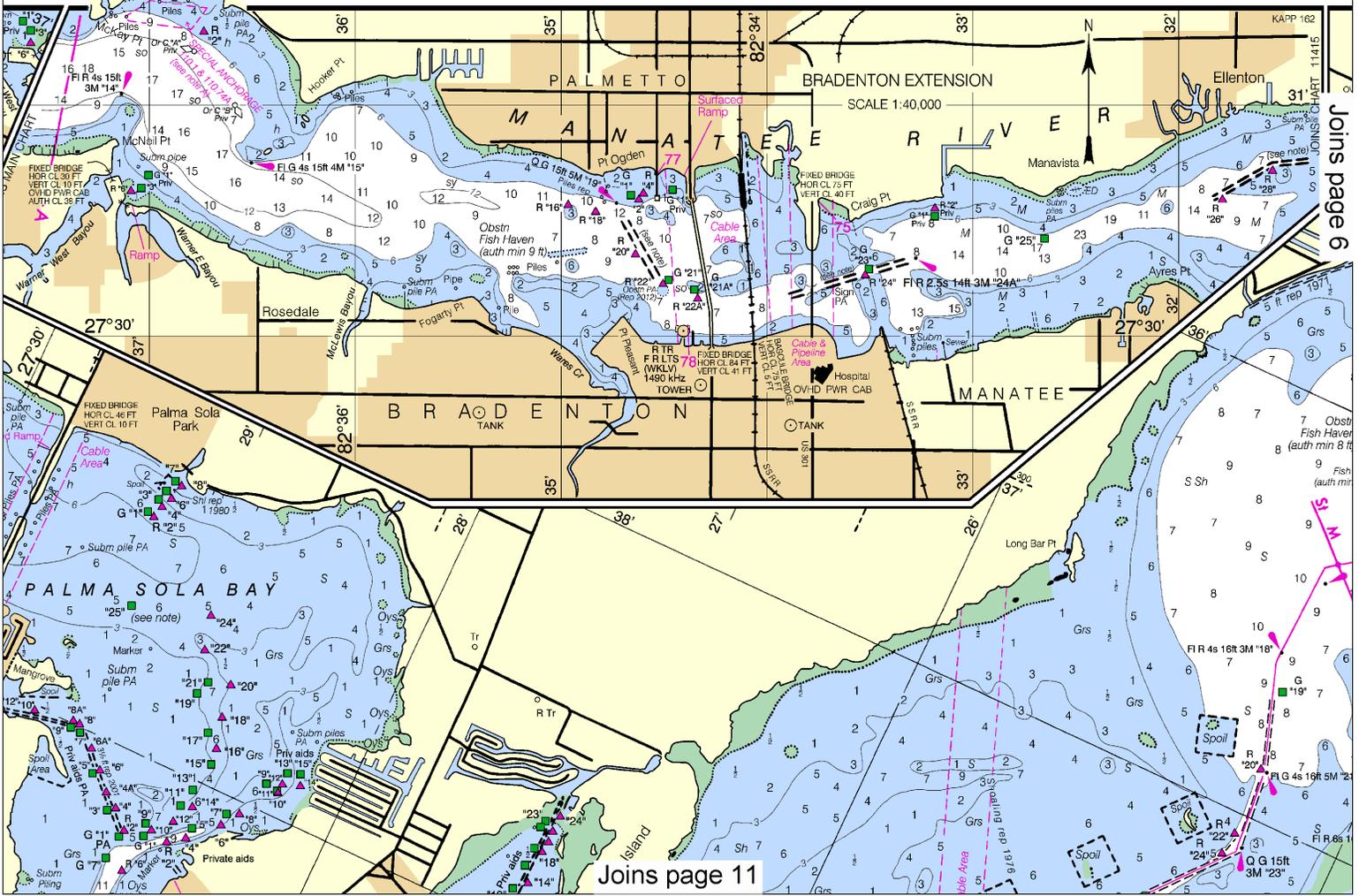
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
 Demarcation lines are shown thus: — — — —

**FACILITIES**  
 Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.



C	WI	GH	BT	DG	
C	WI		BT	G	
C	WI	G		BT	DG
C	WI				DG
C	WI		B		DG
C	WI				DG
C	WI	H	BT	DG	
C	WI	H	BT	DG	
C	WI	H	B		DG
C	WI	G			DG
C	WI	GH	T		DG
C	WI	H			
C	WI	H	B		DG
	WI	G	BT	DG	
	WI				DG
C	WI	H	BT	DG	
C	WI				DG
C	WI	GH	B		DG
C	WI	G			DG

LEADERS  
NEL TO THE FACILITY  
ANKS.

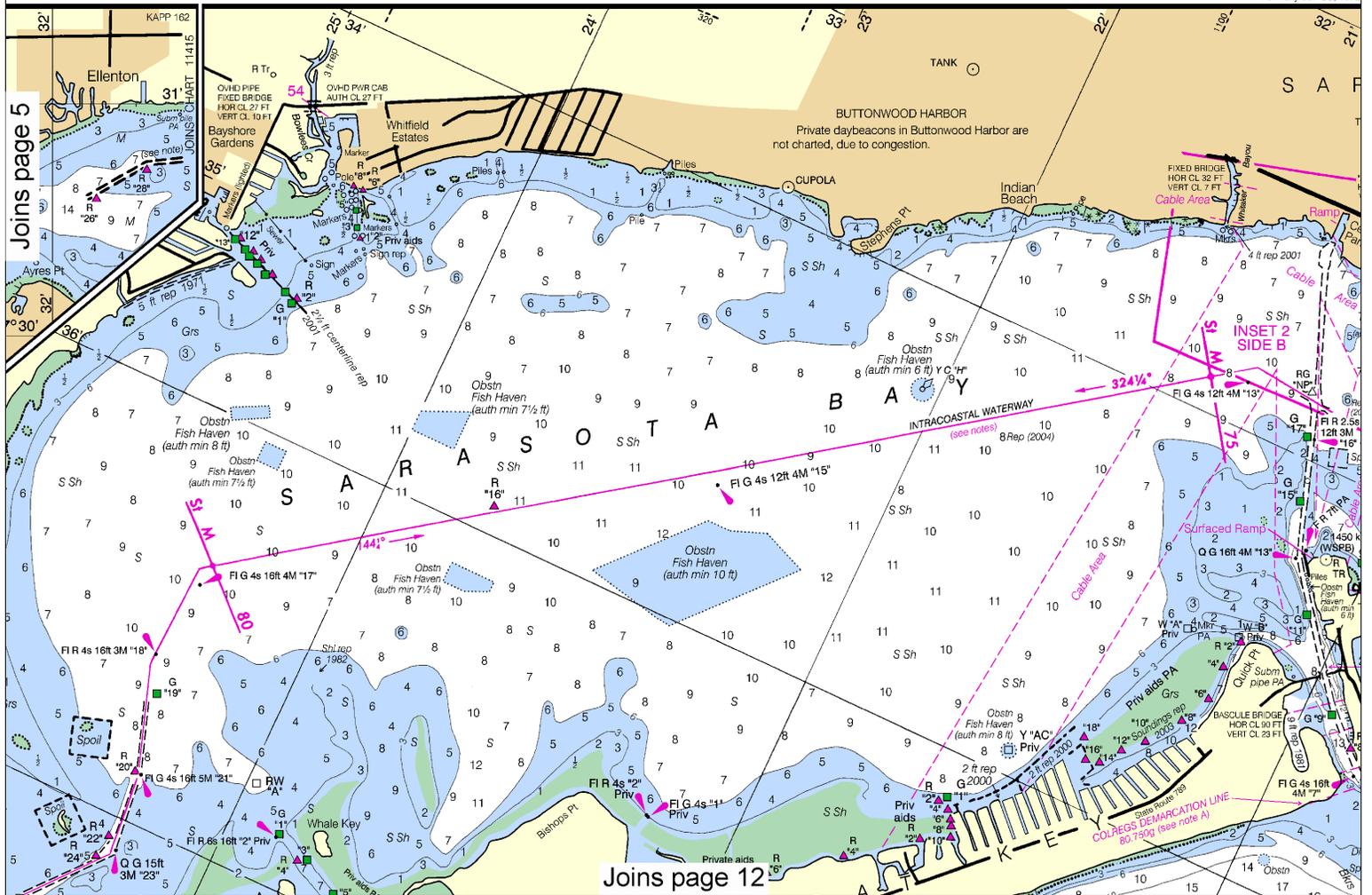
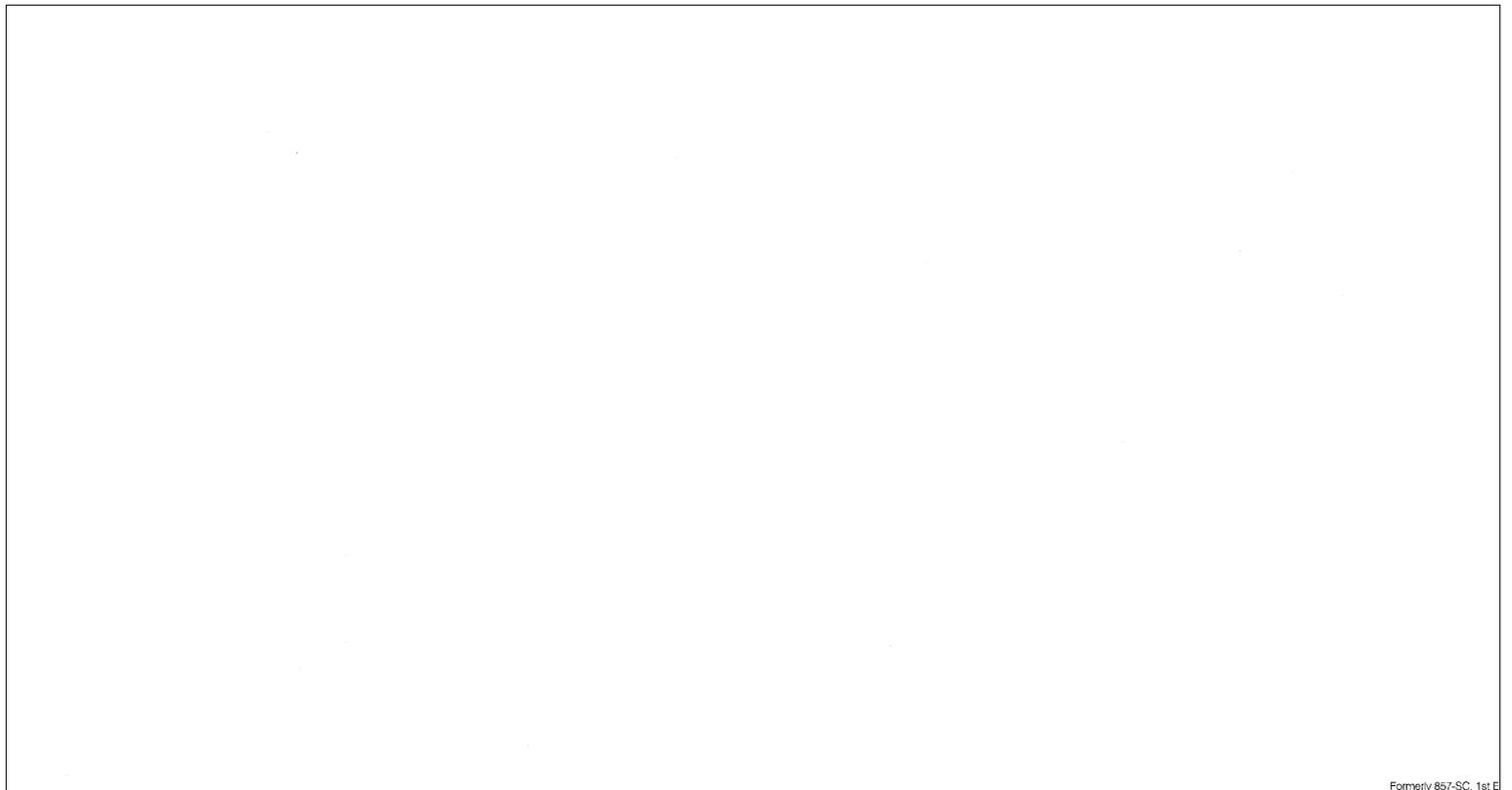


Joins page 6

Joins page 11

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.





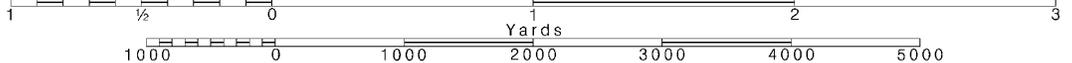
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



**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."

**TIDAL INFORMATION**

Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

**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)

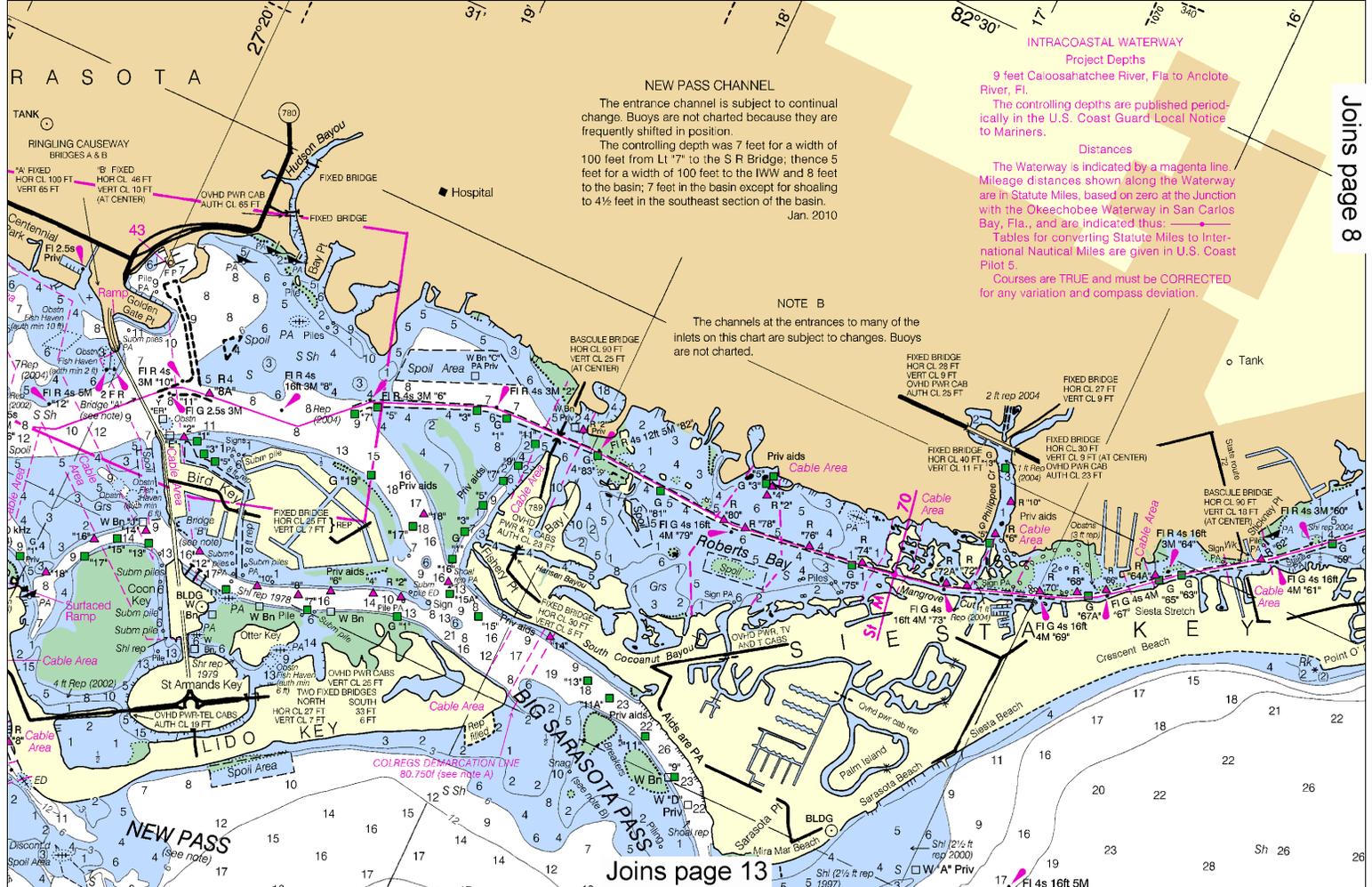
**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**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.

Ed., 1961



Joins page 8

Joins page 13

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0613 2/5/2013, NGA Weekly Notice to Mariners: 0713 2/16/2013, Canadian Coast Guard Notice to Mariners: n/a.



es.  
in  
fe  
hat  
  
uld  
  
or  
pst  
ten  
ext  
on

**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.

**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.

**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.

**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).

**SUPPLEMENTAL INFORMATION**

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

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/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**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.

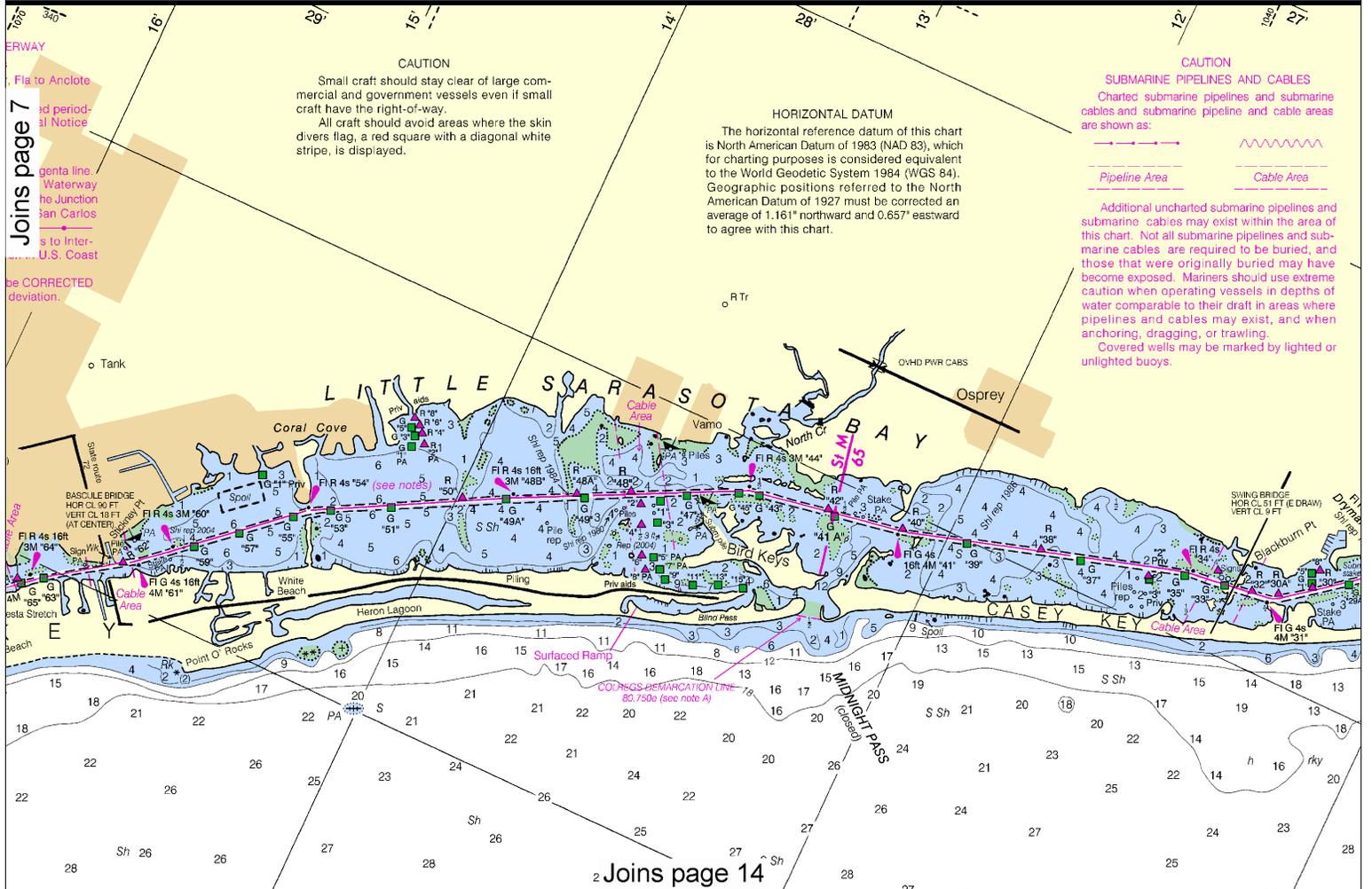
**PLANE COORDINATE GRID**  
(based on NAD 1927)

Florida State Grid, west zone, is indicated by dashed ticks at 10,000 foot intervals, thus: +--+  
The last three digits are omitted.

**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.



Joins page 7

Joins page 14

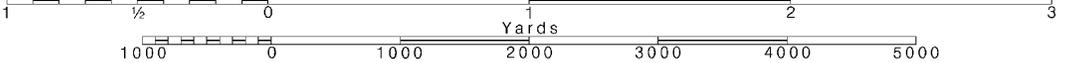


Note: Chart grid lines are aligned with true north.

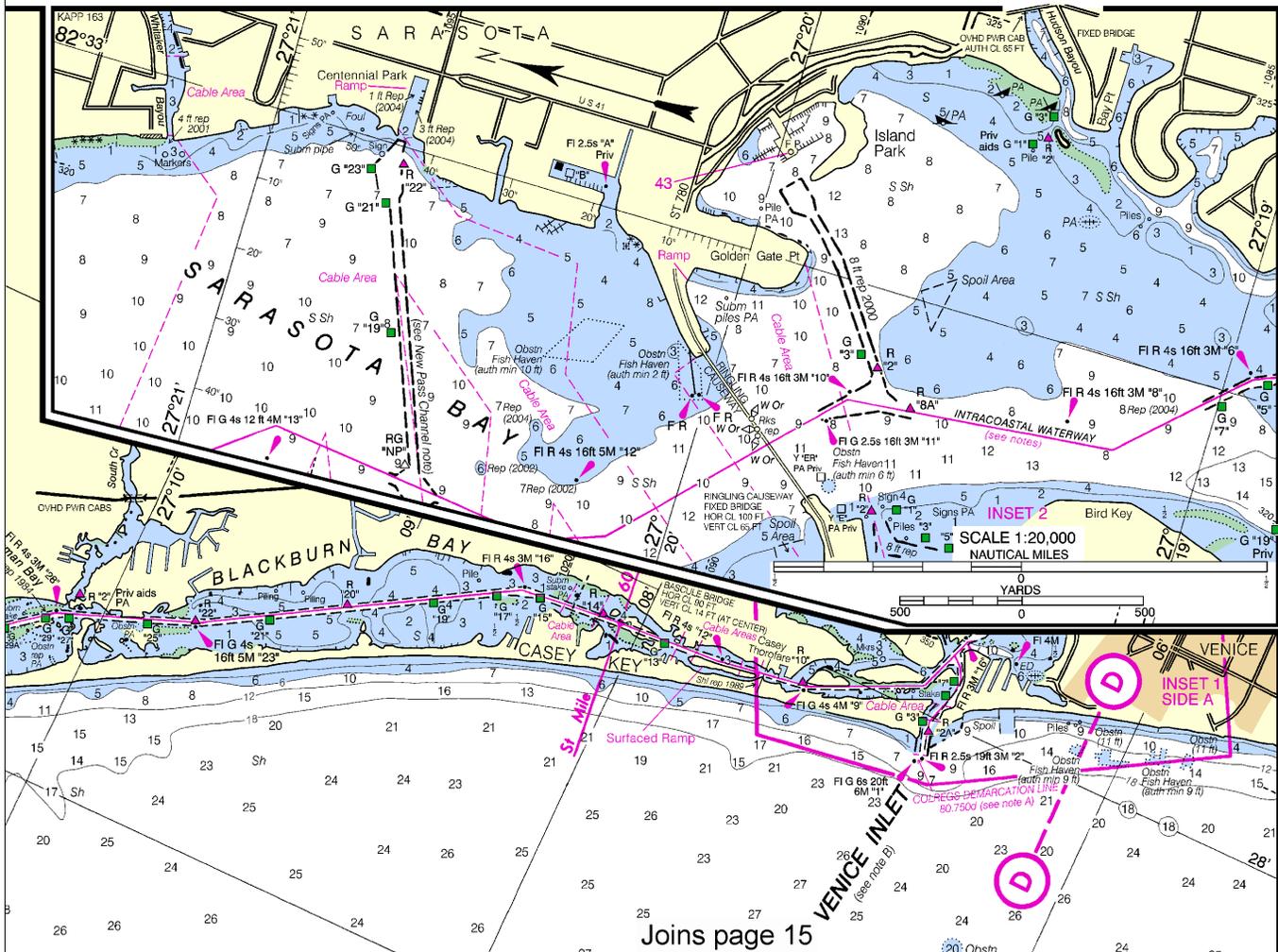
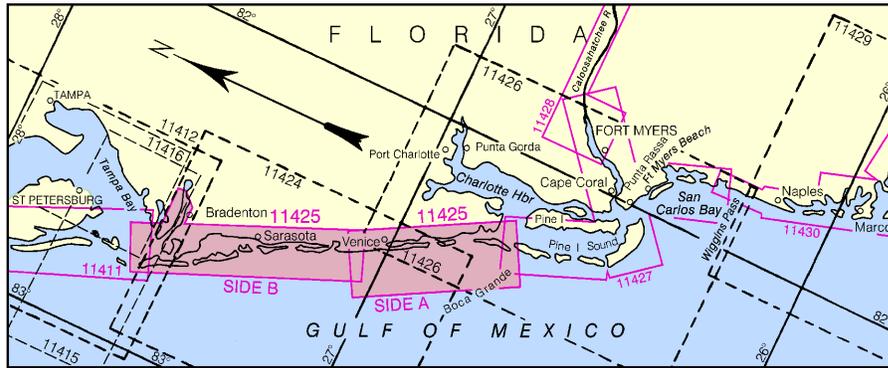
Printed at reduced scale.

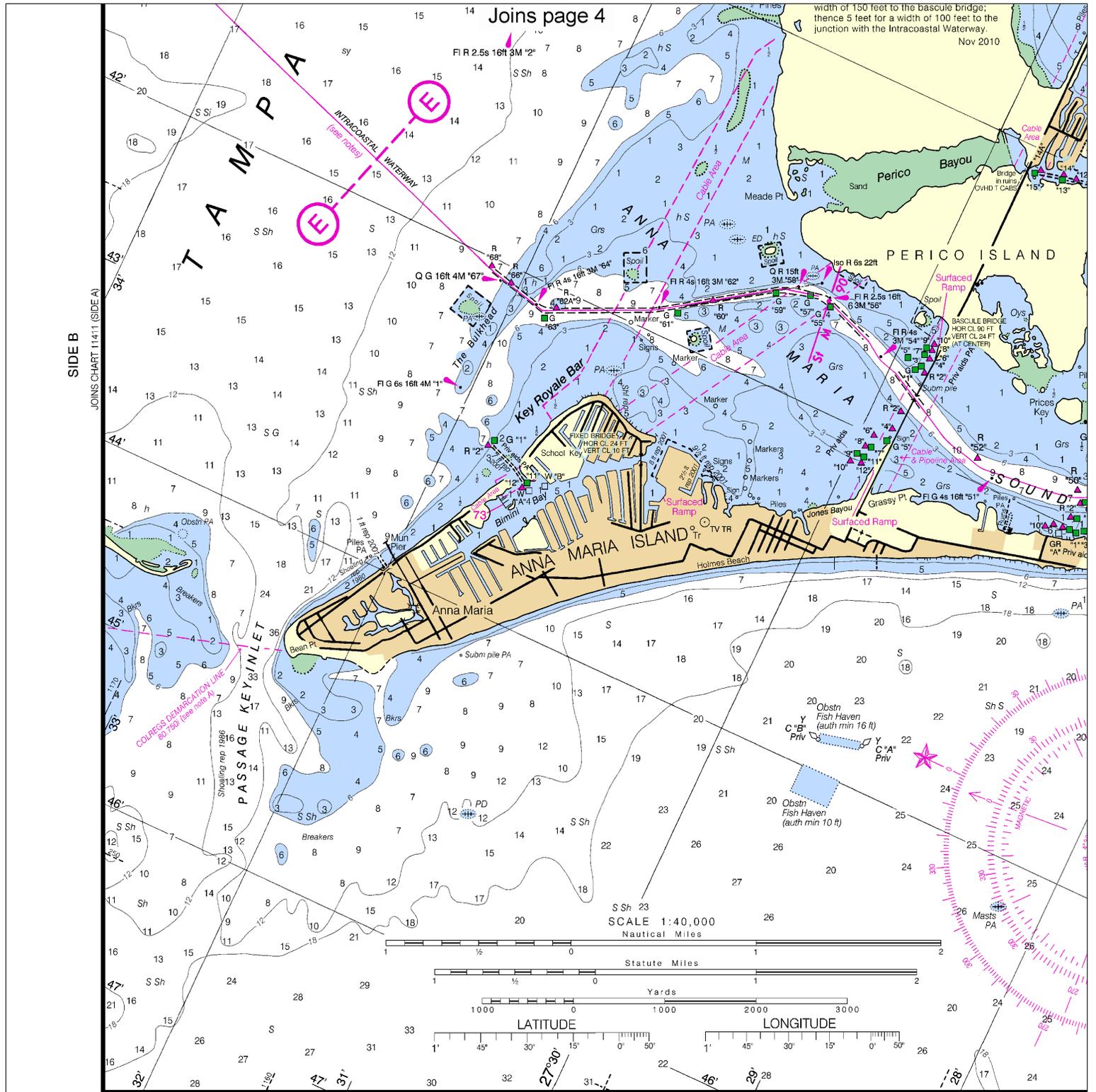
SCALE 1:40,000  
Nautical Miles

See Note on page 5.



NAUTICAL CHART DIAGRAM





11425 38th Ed., Jul. /10 Corrected through NM Jul. 31/10, LNM Jul. 27/10

CONTINUED ON CHART 11412

INTRACOASTAL WATERWAY  
Project Depths  
9 feet Caloosahatchee River, Fla. to Anclote River, Fla.  
The controlling depths are published periodically in Joins page 16 Notice to Mariners

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, Fla and are indicated thus: —●—

NOI and crit Editions about P Ocean

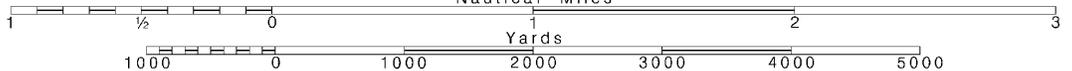
10

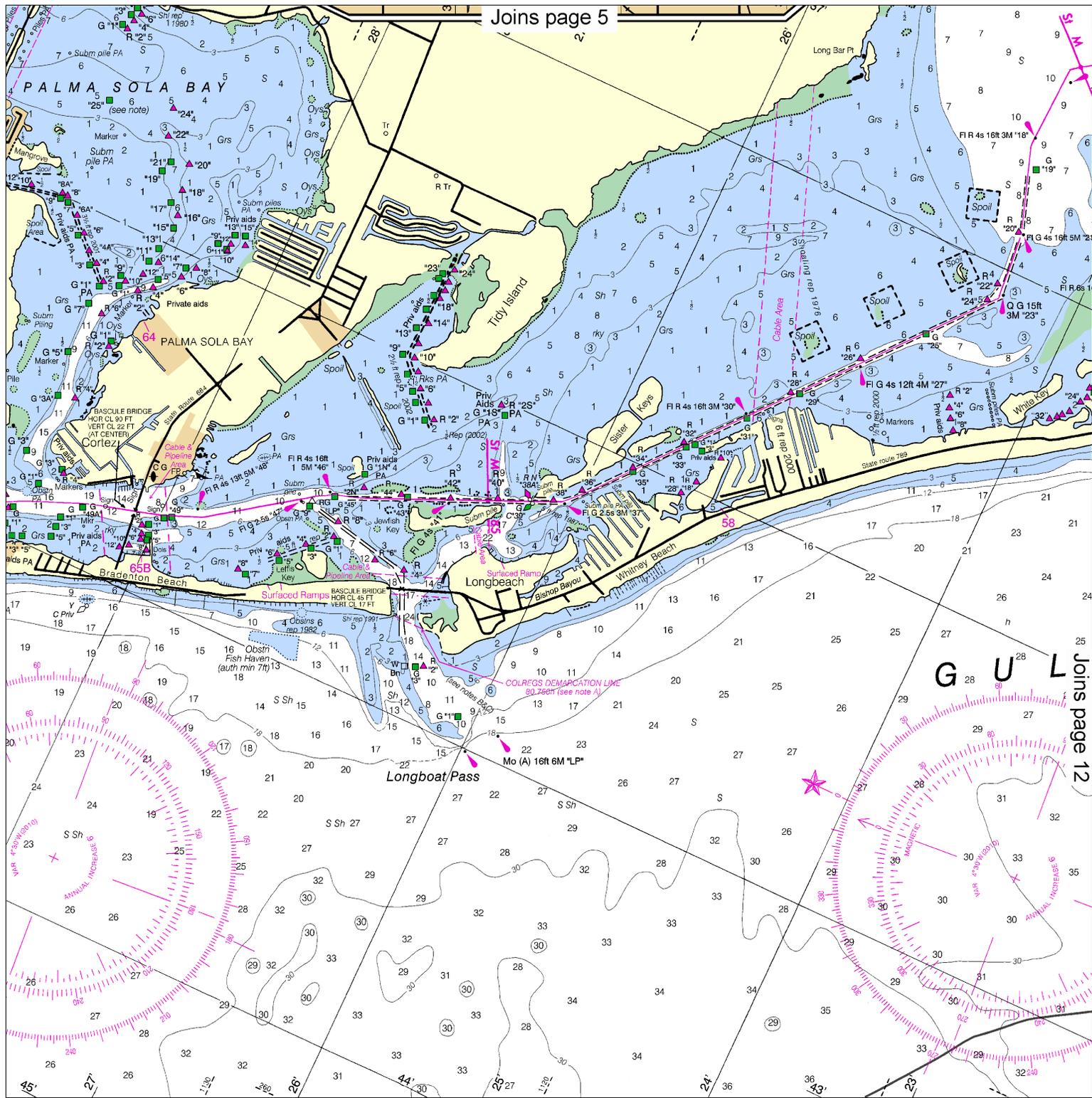
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.





G U L Joins page 12

CONTINUED ON CHART 11424

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners critical corrections. Charts are printed when ordered using Print-on-Demand technology. New charts are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent for Print-on-Demand charts or contact NOAA at <http://ocsddata.nce.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

POLLUTION REPORTS

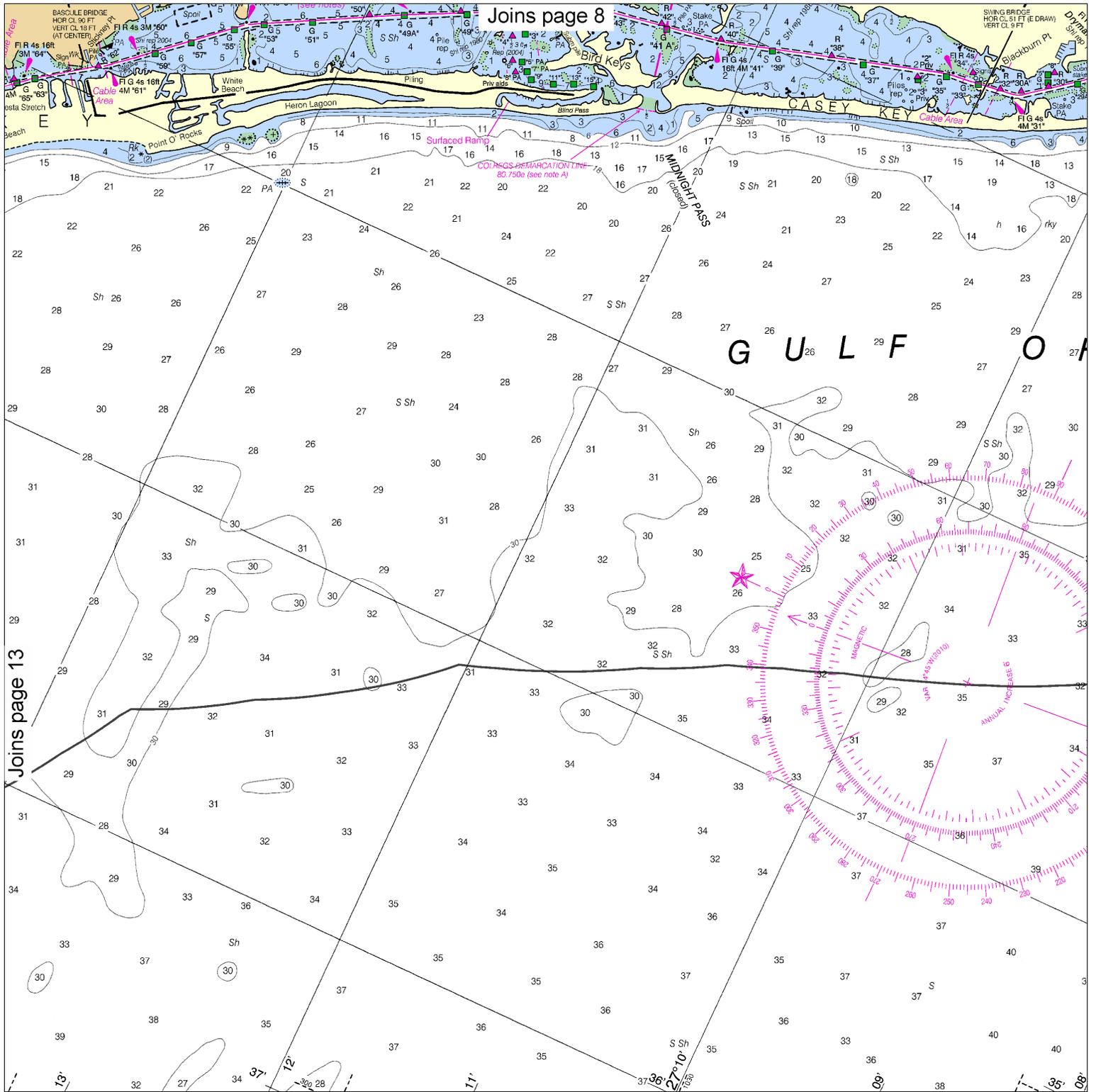
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is not available.

Joins page 17

Rat are n obtain Office







CONTINUED ON CHART 11424

CAUTION  
 WARNINGS CONCERNING LARGE VESSELS  
 The "Rules of the Road" state that recreational boats shall not impede the passage of large vessels within a narrow channel.

NOTE A  
 Navigation regulations are published in Chapter 2, U.S. Coast Guard Navigation Rules.

LOGARITHMIC

1 2 3 4 5 6 7

**14**

Note: Chart grid lines are aligned with true north.

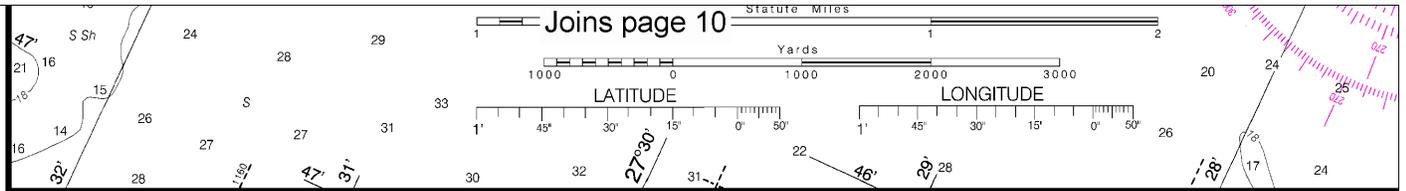
Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.







11425 38th Ed., Jul. /10 Corrected through NM Jul. 31/10, LNM Jul. 27/10

CONTINUED ON CHART 11412

**INTRACOASTAL WATERWAY**

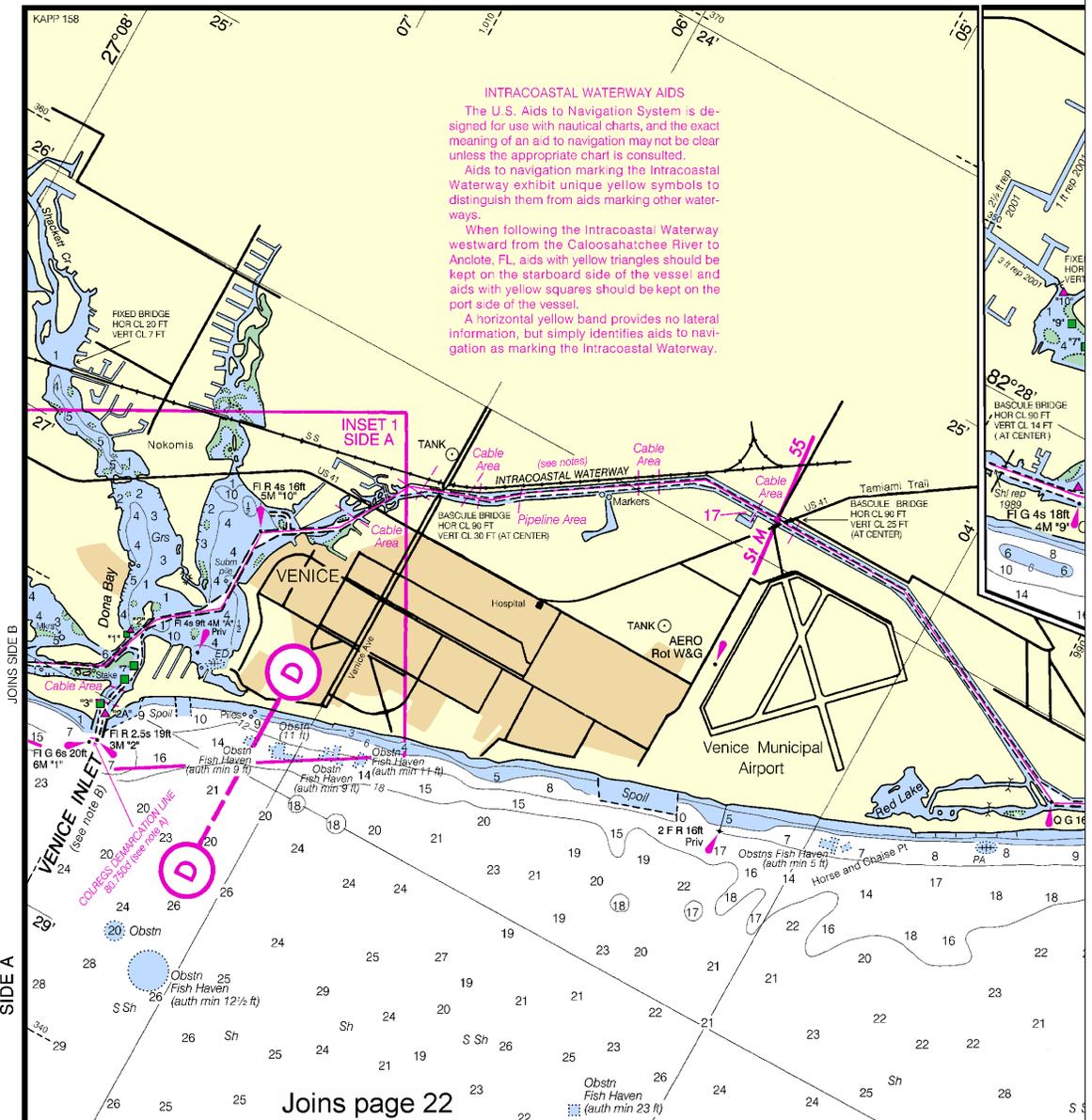
**Project Depths**  
 9 feet Caloosahatchee River, Fla. to Anclote River, Fla.  
 The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners

**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, Fla and are indicated thus: —●—

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.  
 Courses are TRUE and must be CORRECTED for any variation and compass deviation.

NO and crit Editions about P Ocean



**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.



CONTINUED ON CHART 11424

PRINT-ON-DEMAND CHARTS

OAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners critical corrections. Charts are printed when ordered using Print-on-Demand technology. New charts are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent for Print-on-Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

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).

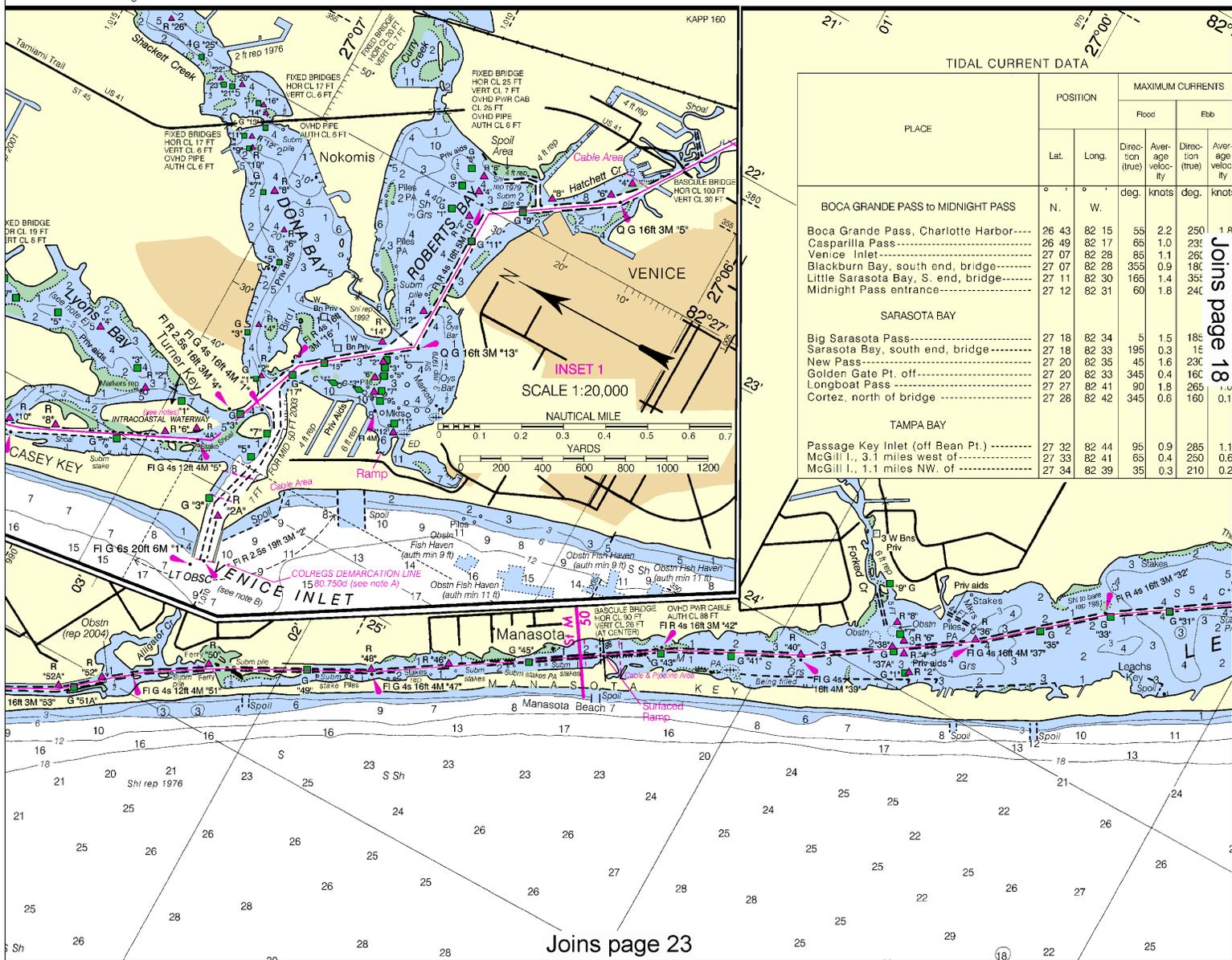
RADAR REFLECTORS

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

PLANE COORDINATE GRID

(based on NAD 1927)

Florida State Grid, west zone, is indicated by dashed ticks at 10,000 foot intervals thus:   
 The last three digits are omitted.



TIDAL CURRENT DATA

PLACE	POSITION		MAXIMUM CURRENTS			
	Lat.	Long.	Flood		Ebb	
	N.	W.	deg.	knots	deg.	knots
<b>BOCA GRANDE PASS to MIDNIGHT PASS</b>						
Boca Grande Pass, Charlotte Harbor	26 43	82 15	55	2.2	250	1.8
Casparilla Pass	26 49	82 17	65	1.0	230	1.8
Venice Inlet	27 07	82 28	85	1.1	260	1.8
Blackburn Bay, south end, bridge	27 07	82 28	355	0.9	180	1.8
Little Sarasota Bay, S. end, bridge	27 11	82 30	165	1.4	350	1.8
Midnight Pass entrance	27 12	82 31	60	1.8	240	1.8
<b>SARASOTA BAY</b>						
Big Sarasota Pass	27 18	82 34	5	1.5	180	1.8
Sarasota Bay, south end, bridge	27 18	82 33	195	0.3	15	1.8
New Pass	27 20	82 35	45	1.6	230	1.8
Golden Gate Pt. off	27 20	82 33	345	0.4	160	1.8
Longboat Pass	27 27	82 41	90	1.8	265	1.8
Cortez, north of bridge	27 28	82 42	345	0.6	160	0.1
<b>TAMPA BAY</b>						
Passage Key Inlet (off Bean Pt.)	27 32	82 44	95	0.9	285	1.1
McGill I., 3.1 miles west of	27 33	82 41	65	0.4	250	0.6
McGill I., 1.1 miles NW. of	27 34	82 39	35	0.3	210	0.2

**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.

**HURRICANES AND TROPICAL STORMS**

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

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

**CAUTION**

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

**CAUTION**

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

**FACILITIES**

Locations of public marine facilities are shown by large magenta number with leaders and refer to the facility tabulation.

NT DATA

POSITION		MAXIMUM CURRENTS			
		Flood		Ebb	
Lat.	Long.	Direction (true)	Average velocity (knots)	Direction (true)	Average velocity (knots)
N.	W.	deg.	knots	deg.	knots
27 43	82 15	55	2.2	250	1.8
19	82 17	65	1.0	235	1.1
17	82 28	85	1.1	260	0.9
17	82 28	355	0.9	180	0.7
11	82 30	165	1.4	355	0.7
12	82 31	60	1.8	240	1.4
18	82 34	5	1.5	185	1.0
18	82 33	195	0.3	15	0.3
30	82 35	45	1.6	230	1.0
30	82 33	345	0.4	160	0.3
27	82 41	30	1.8	265	1.6
27	82 42	345	0.6	160	0.1
27 32	82 44	95	0.9	285	1.1
27 33	82 41	65	0.4	250	0.6
27 34	82 39	35	0.3	210	0.2

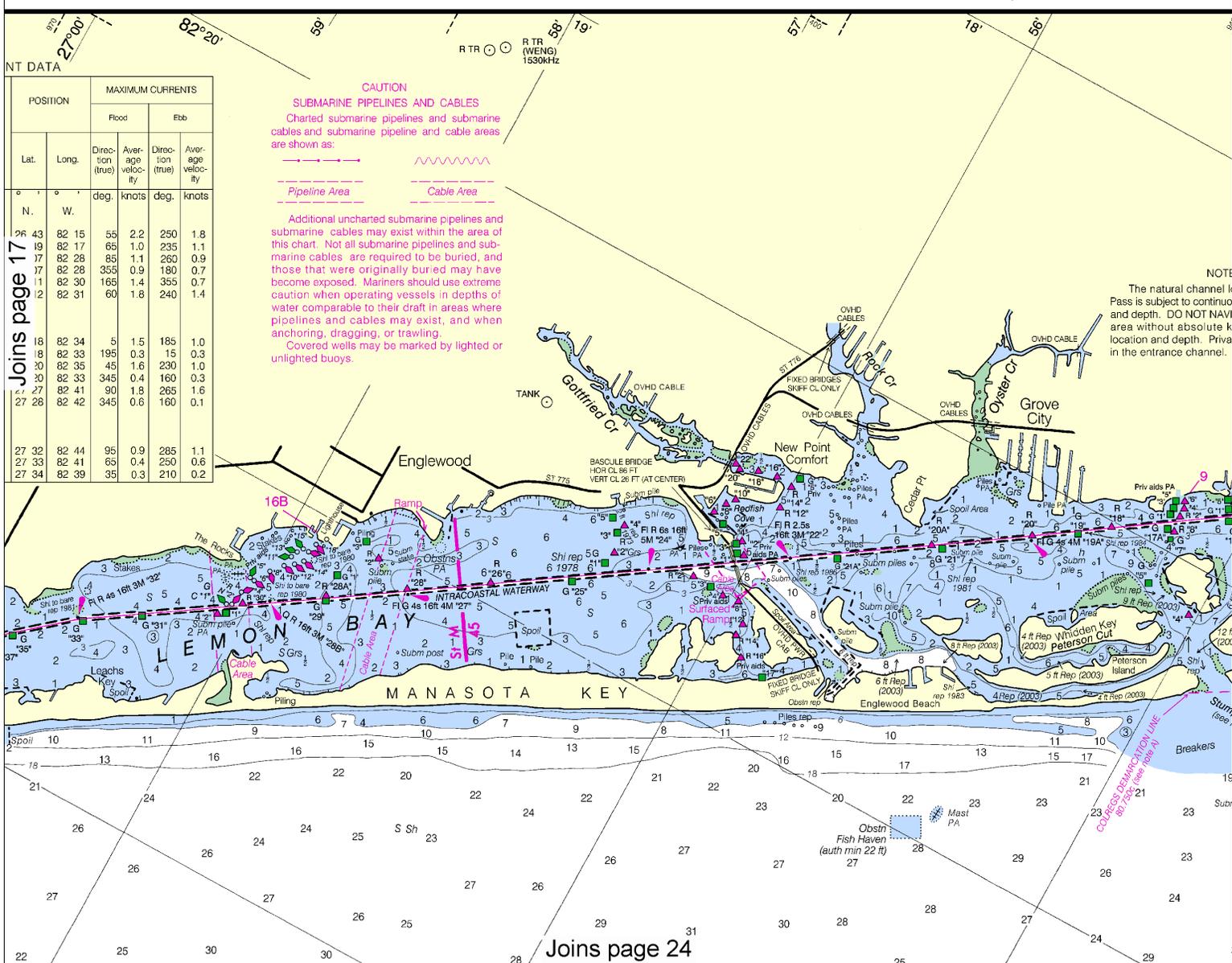
**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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.

Joins page 17

NOTE  
 The natural channel k Pass is subject to continuing and depth. DO NOT NAVI area without absolute k location and depth. Priva in the entrance channel.



**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.



CONTINUED ON CHART 11424

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.

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.

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.

Navigation regulations apply. See U.S. Coast Pilot 5. Additional regulations may be published in the Notice to Mariners. Refer to the District Engineer's Office for details.

Formerly 857-SC, 1st Ed., 1961 KAPP 158

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 1.161" northward and 0.657" eastward to agree with this chart.

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.

GASPARILLA MARINA CHANNEL

The daybeacons are private and positions are approximate. Not all daybeacons have been charted.

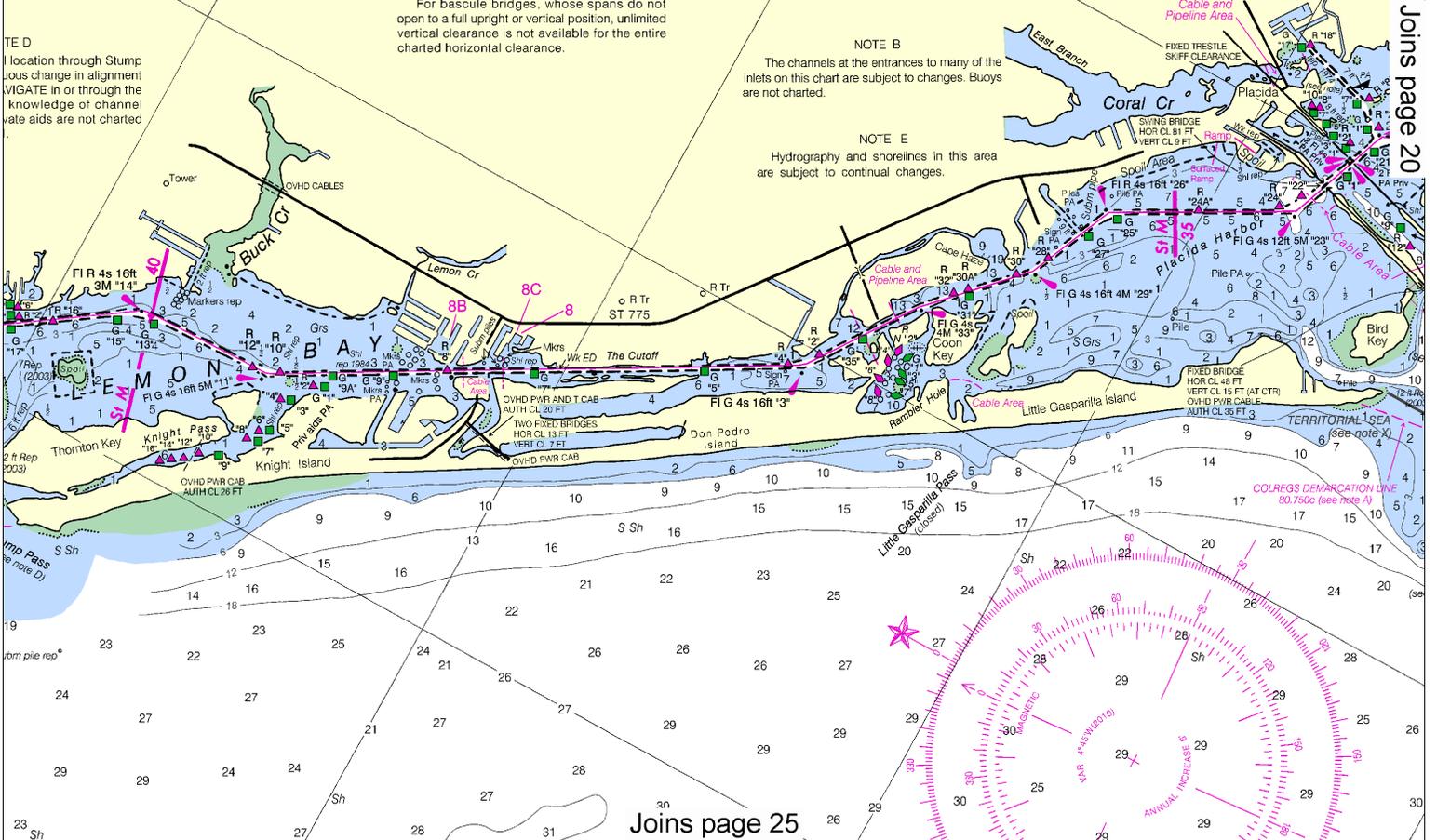
NOTE B

The channels at the entrances to many of the inlets on this chart are subject to changes. Buoys are not charted.

NOTE E

Hydrography and shorelines in this area are subject to continual changes.

Location through Stump Pass is in alignment with the alignment of the channel. Knowledge of channel conditions is not charted.



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.

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.

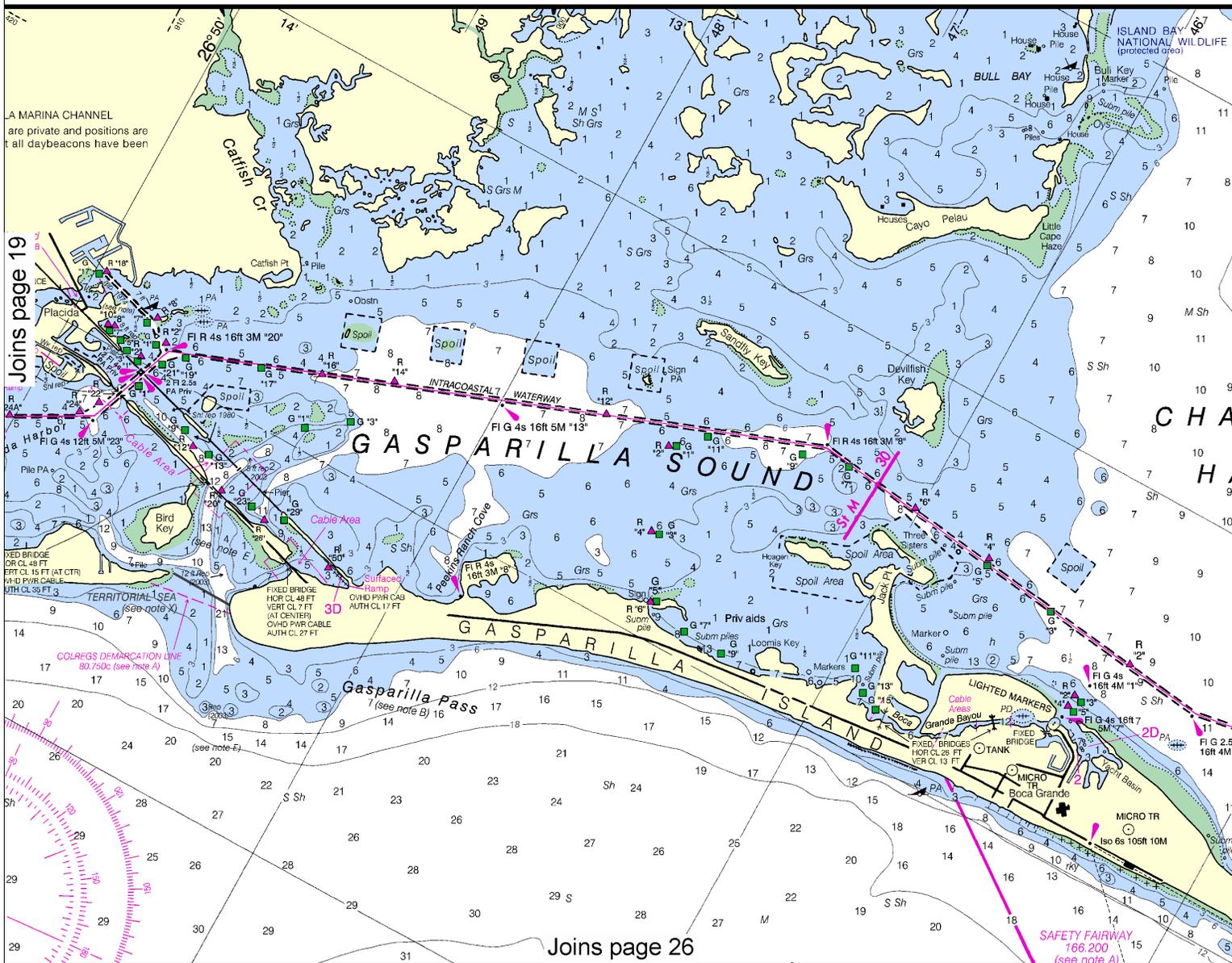
Refer to charted regulation section numbers.

LOGARITHMIC



To find SPEED, place one point of dividers on distance run (in any unit) right point on 60 and left point will then indicate speed in units per hour. Ex

ation,  
as the  
ditional  
coast  
tain in  
of the  
utical  
ation.  
bject



SAFETY FAIRWAY  
166.200  
(see note A)

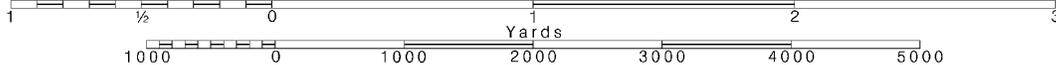


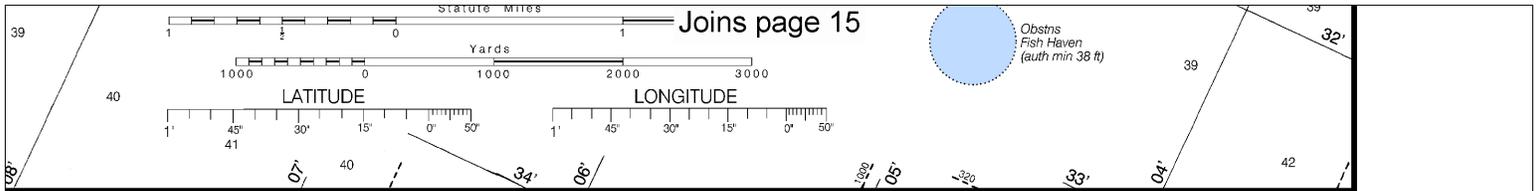
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

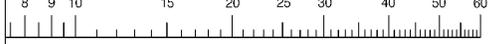




11425

# NAUTICAL CHART 11425 INTRACOASTAL WATERWAY

SPEED SCALE

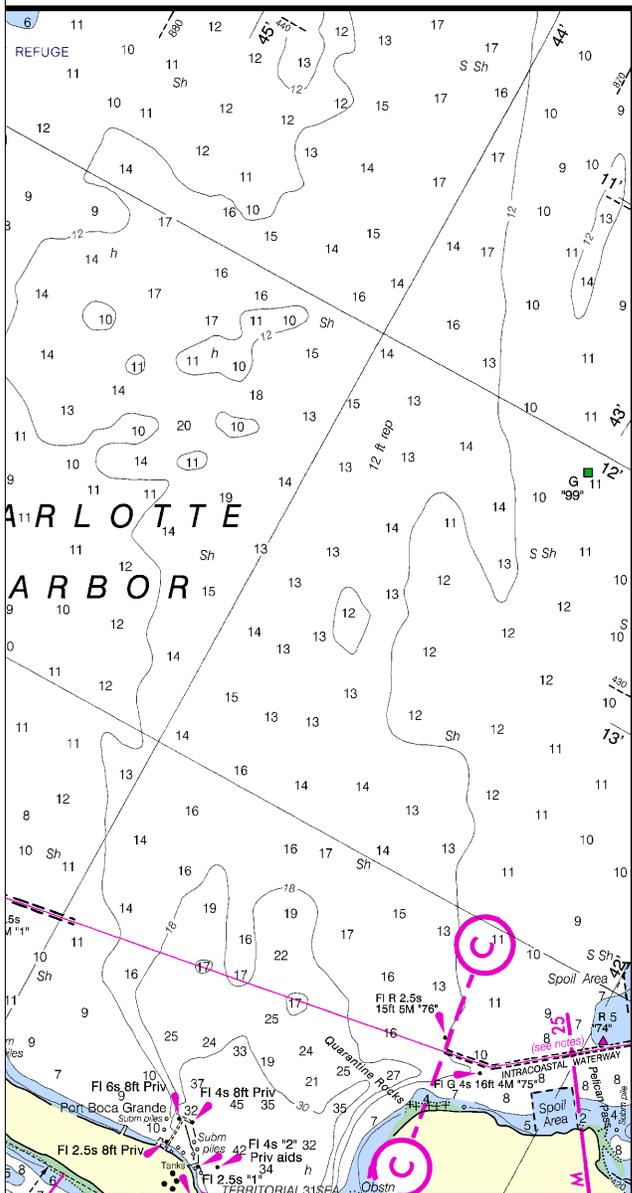


Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



THE NATION'S CHARTMAKER SINCE 1807

## FLORIDA CHARLOTTE HARBOR TO TAMPA BAY



JOINS CHART 11427 (SIDE B)

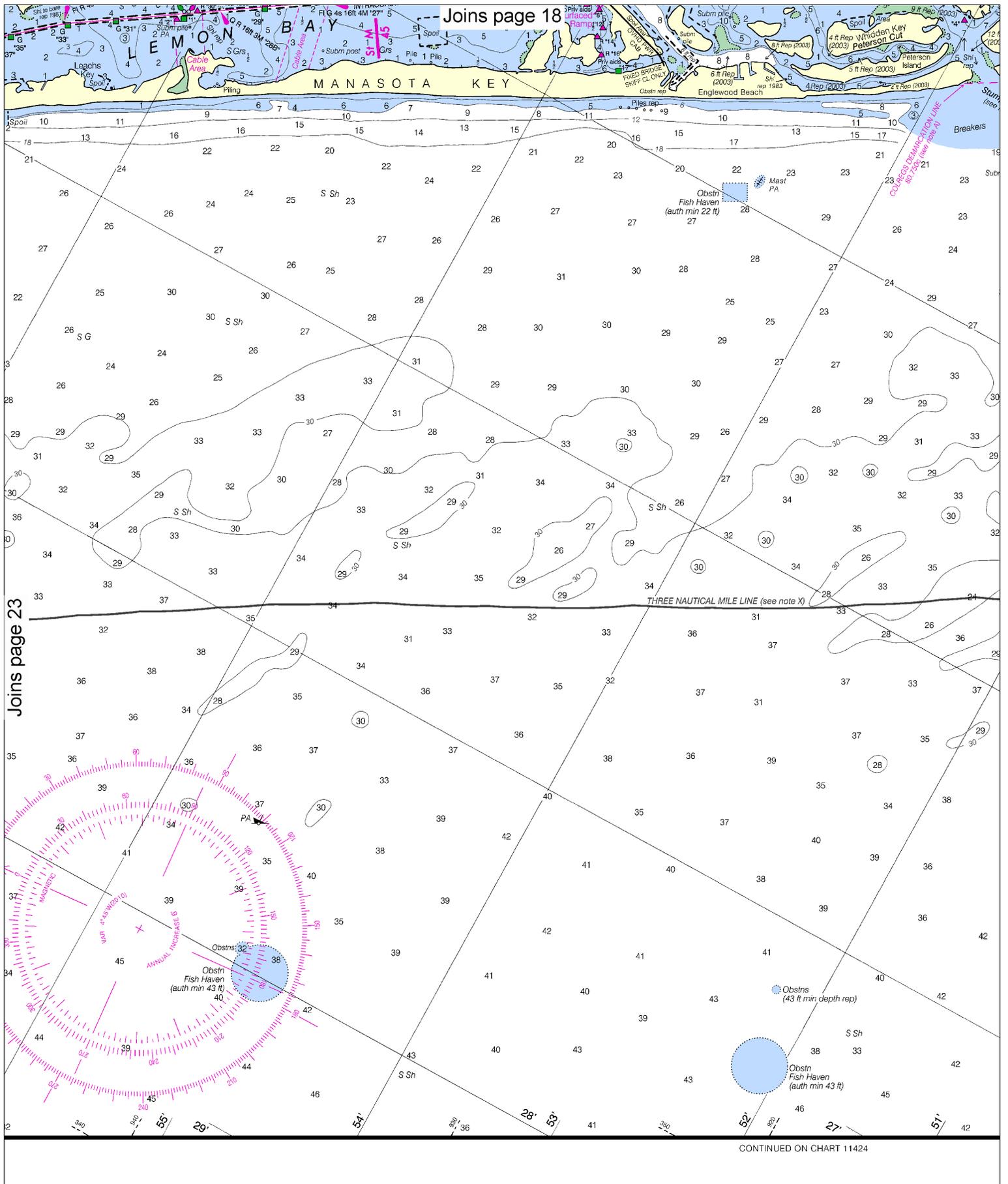
Joins page 27

Chart 11425 38th Ed., Jul. /10









Joins page 23

Joins page 18

CONTINUED ON CHART 11424

**24**

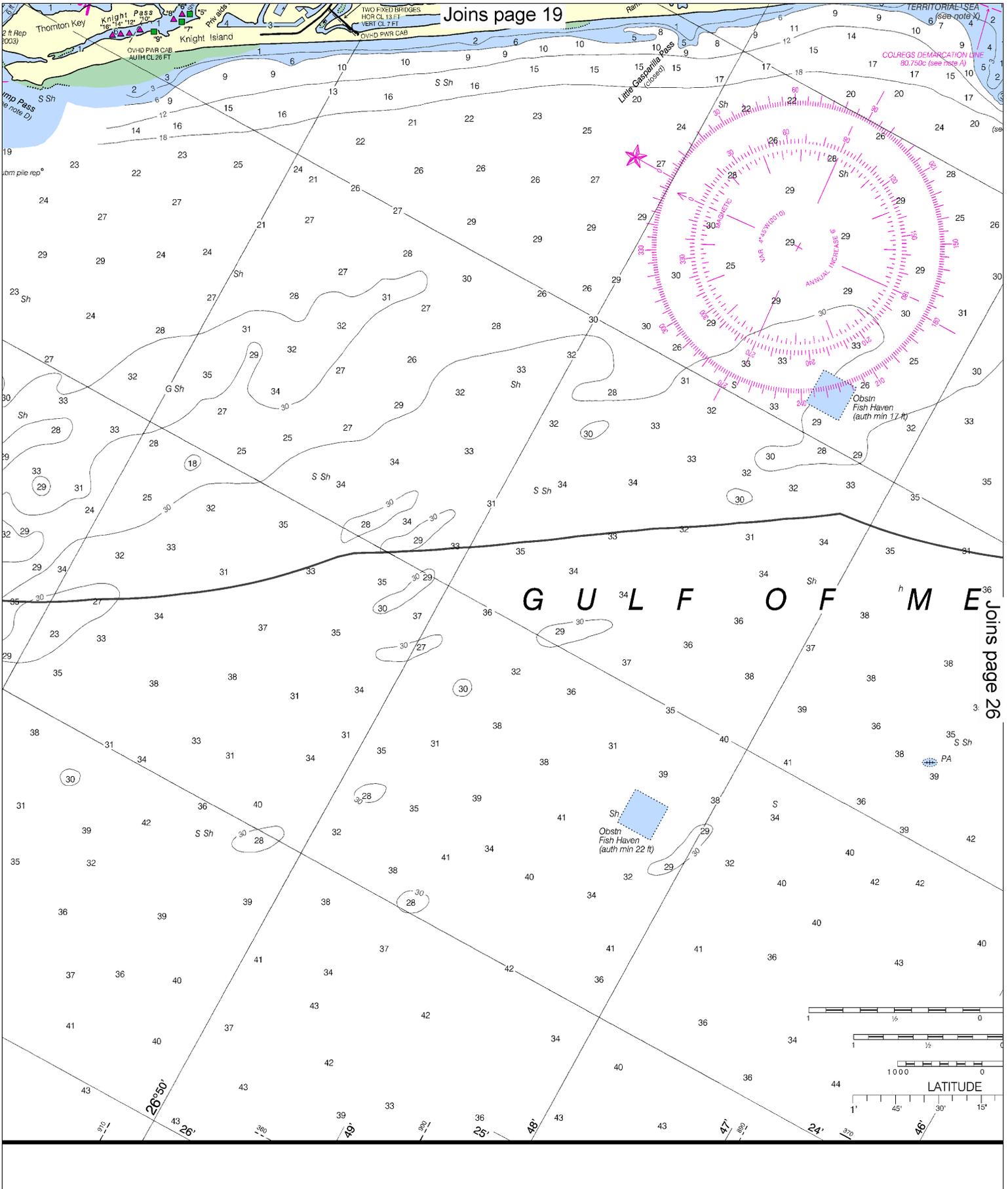
Note: Chart grid lines are aligned with true north.

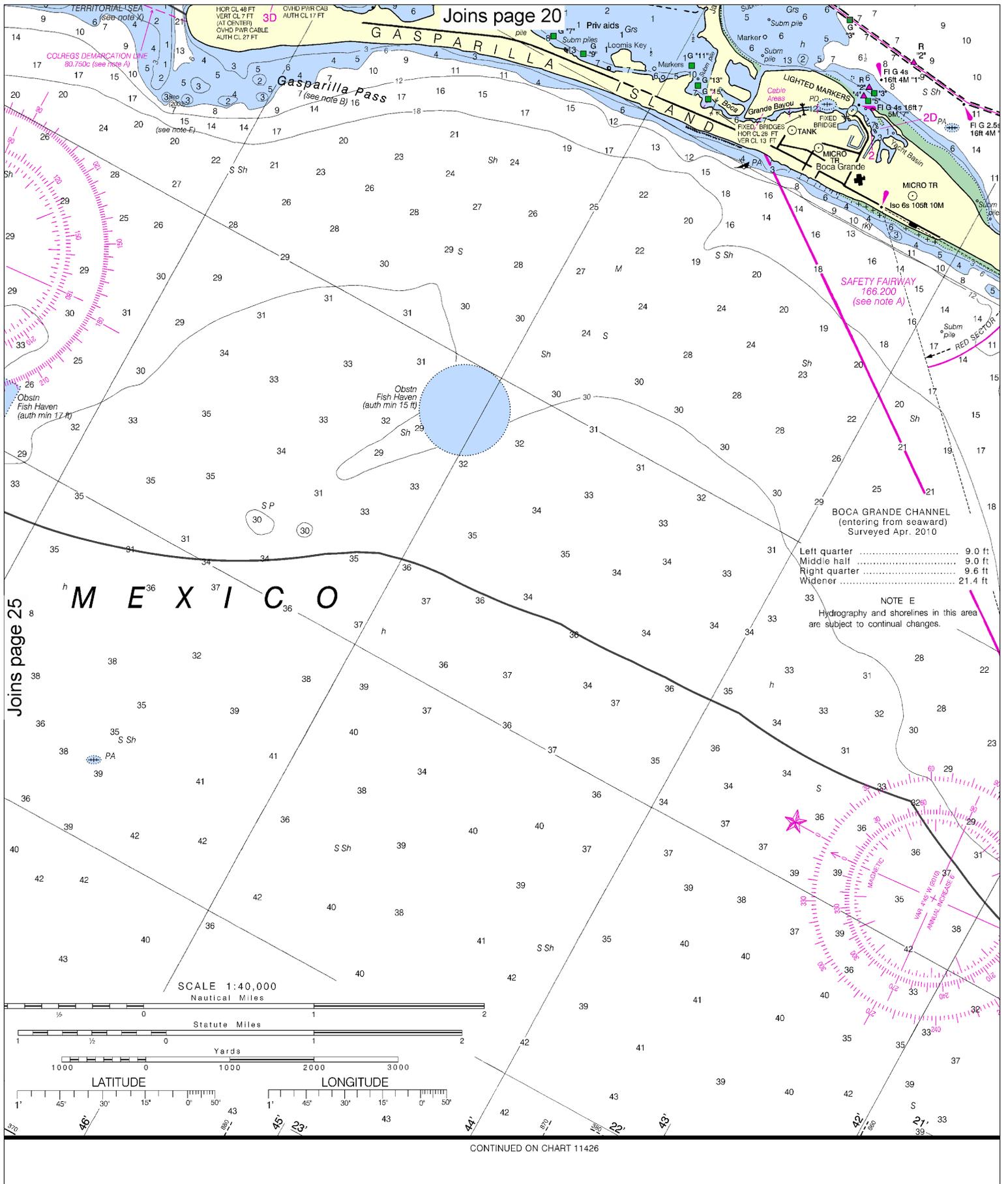
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







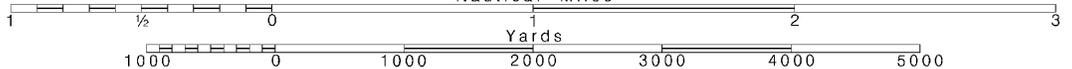
**26**

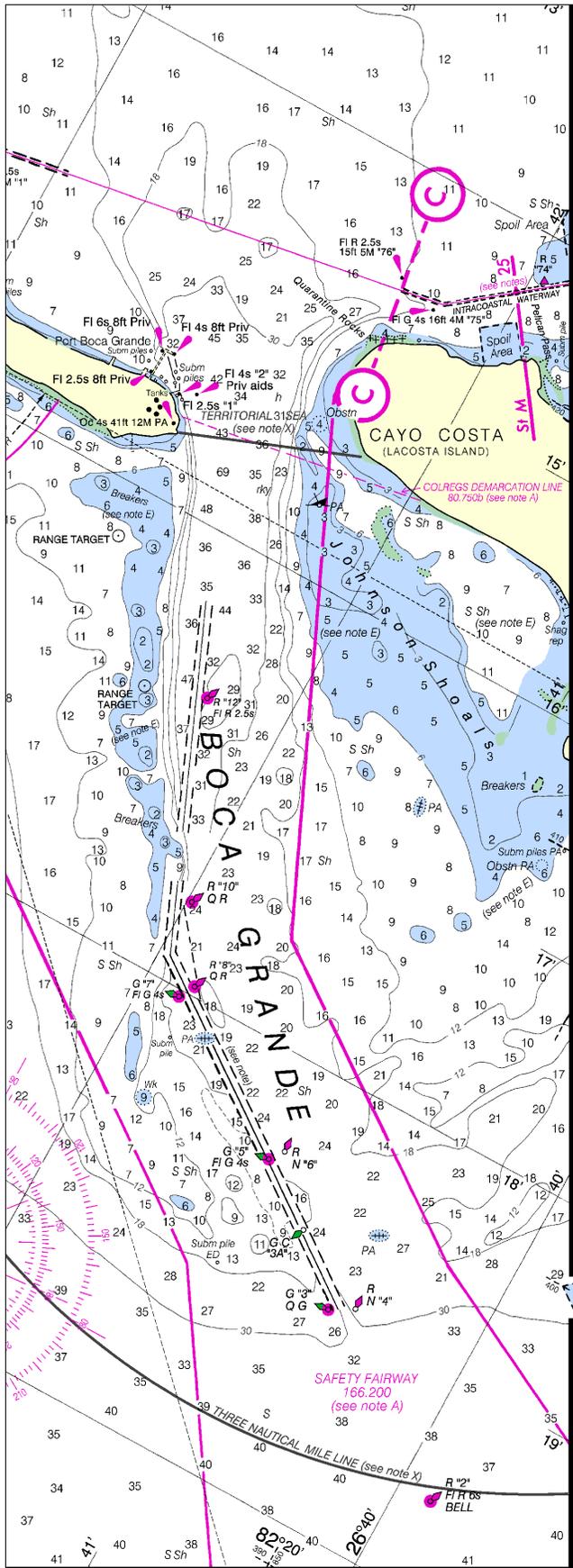
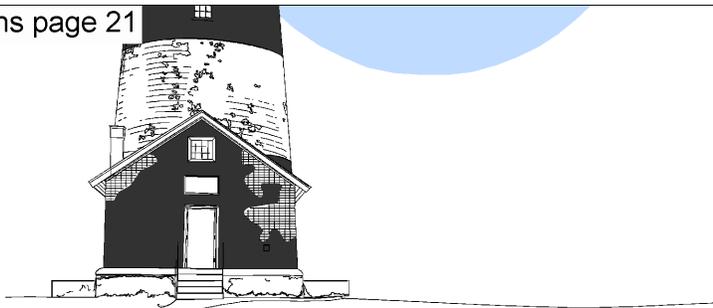
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





JOINS CHART 11427 (SIDE B)

Chart 11425 38th Ed., Jul. /10 ■  
Corrected through NM Jul. 31/10, LNM Jul. 27/10

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

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

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Manatee Power Squadrons, District 22, United States Power Squadrons, for continually providing essential information for revising this chart.

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

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 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).

For Symbols and Abbreviations see Chart No. 1

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

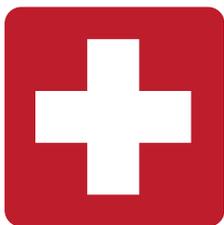


NSN 7642014010236  
NGA REFERENCE NO. 11XHA11425



ED NO. 38

SIDE A



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.

NOAA's Office of Coast Survey



The Nation's Chartmaker