

BookletChart™

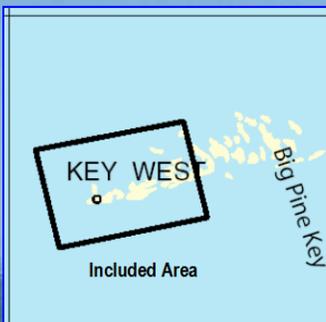


Intracoastal Waterway – Sugarloaf Key to Key West

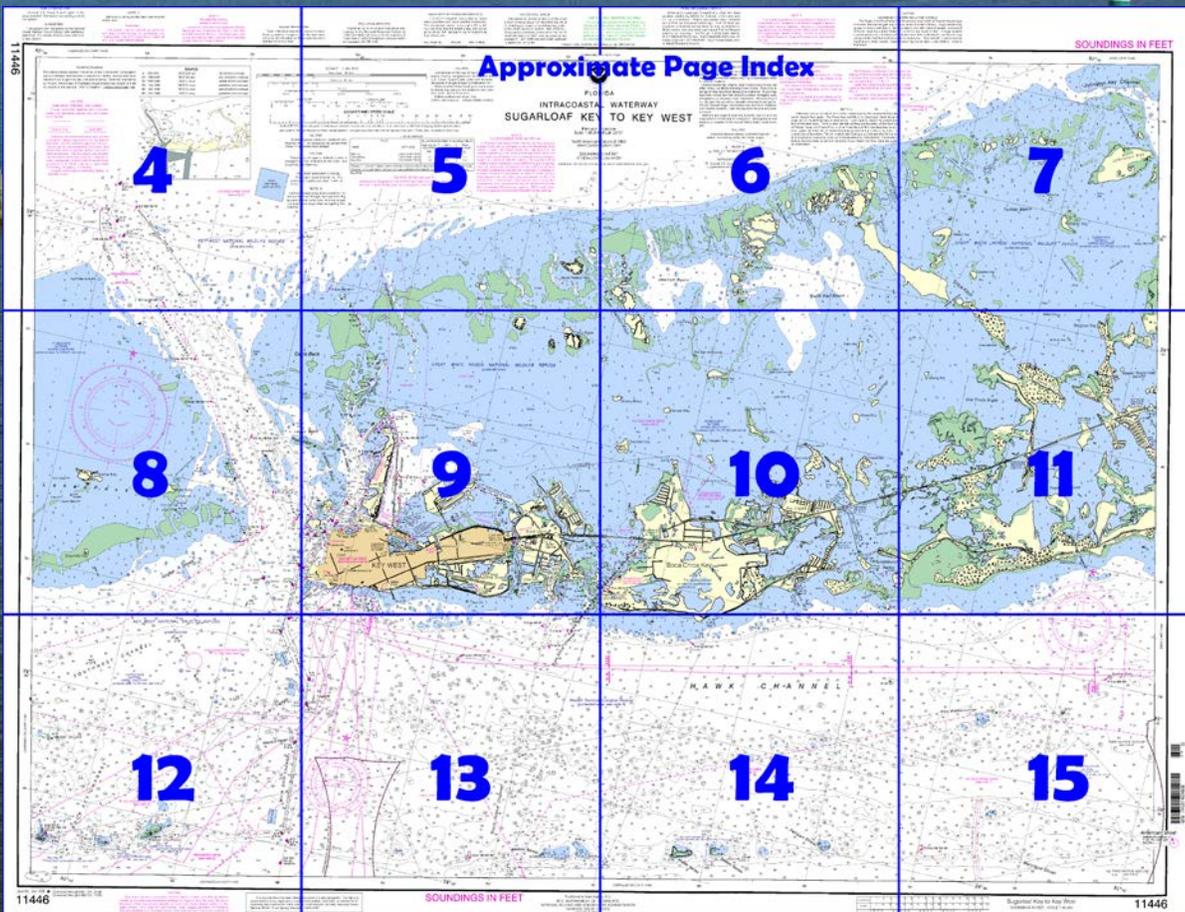
NOAA Chart 11446

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

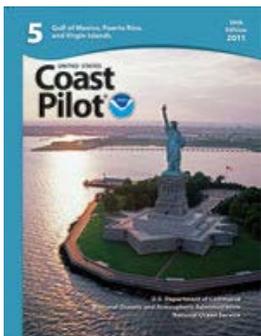
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11446>.



(Selected Excerpts from Coast Pilot)

Sombbrero Key Light (24°37'40"N., 81°06'39"W.), 142 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation, enclosing a square dwelling and stair cylinder; a racon is at the light.

Moser Channel is northwestward of Sombbrero Key Light and 95 miles southwestward of Miami. It affords a passage for vessels of 7 to 8 feet in draft between the Florida Keys from the Straits

of Florida to Florida Bay. The swing span of Seven Mile Bridge across Moser Channel has been removed; but the bridge piers remain. The fixed highway bridge south of the swing span has a clearance of 65 feet.

The tidal current at the bridge has a velocity of about 1.4 to 1.8 knots. Wind effects modify the current velocity considerably at times; easterly winds tend to increase the northward flow and westerly winds the southward flow. Overfalls that may swamp a small boat are said to occur near the bridge at times of large tides. (For predictions, see the Tidal Current Tables.)

Route.—A route with a reported controlling depth of 8 feet, in July 1975, from the Straits of Florida via the Moser Channel to the Gulf of Mexico is as follows: From a point 0.5 mile 336° from the center of the bridge, pass 200 yards west of the light on Red Bay Bank, thence 0.4 mile east of the light on Bullard Bank, thence to a position 3 miles west of Northwest Cape of Cape Sable (chart 11431), thence to destination.

Bahia Honda Channel (Bahia Honda), 10 miles northwestward of Sombbrero Key and between Bahia Honda Key on the east and **Scout Key** on the west, is the deepest channel between the Straits of Florida and Florida Bay. In 1983, the reported controlling depth was 8 feet from Hawk Channel to Little Pine Key. The passage is crossed by three fixed highway bridges. The southernmost has a clearance of 20 feet over the channel and unlimited vertical clearances at an opening at each end. Mariners are advised to navigate with extreme caution as falling and hanging debris exists in the area. The twin bridges to northward have a clearance of 23 feet over the channel. The direction of the current should be carefully watched when turning northwestward after passing under the bridges in order to avoid being grounded on the banks on either side of the channel. These banks are usually visible. Currents through the passage average 2 knots or more at strength. (For predictions at the southernmost bridge, see the Tidal Current Tables.) A marina with two boat basins is at the Bahia Honda State Park, on the bayside and near the western end of **Bahia Honda Key**. In 1981, depths of 4 feet were reported in the unmarked entrance channel, with 7 to 15 feet in the basins.

A marina on the northwest side of **Ohio Key**, northeast of Bahia Honda Key, provides berths, gasoline, diesel fuel, water, electricity, ice, limited marine supplies, and a launching ramp; a forklift can handle craft to 23 feet. In 1981, the reported controlling depth was 6 feet in the privately marked entrance channel with 5 to 6 feet reported alongside the berths. **Newfound Harbor Keys Anchorage**, 16 miles westward of Sombbrero Key Light, is in depths of 19 to 22 feet in the channel northeastward of the light at the west end of the keys. **Newfound Harbor Channel** to the northward is clearly defined by the appearance of the water, and is marked by a light and daybeacons. A strong current sets fair with the channel. In 1983, the reported controlling depth was 4 feet to the western of two bridges at the head, 3.4 miles above the entrance. Clearances at the bridges are 15 feet under the westerly span and 9 feet under the easterly span.

A marina is on the west side of **Big Pine Key** about 0.25 mile south of the easterly span. Gasoline, diesel fuel, water, ice, marine supplies, a 2½-ton forklift, and minor hull and engine repairs are available. In 1981, a depth of 3 feet was reported available to the marina.

A marina on the east side of **Little Torch Key**, just south of the westerly span, provides berths with electricity, gasoline, diesel fuel, water, ice, and a launching ramp are available. In 1991, depths of 4 feet were reported in the approach with 10 feet alongside the berths.

A **restricted area** is between Big Pine Key and Little Torch Key due to the presence of high tension power lines. (See Notice to Mariners and latest edition of charts for limits and note.)

**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

NOTE E
The daybeacons are private and positions are approximate.

KEY WEST MAIN SHIP CHANNEL
The project depth is 34-30 feet. For controlling depths see chart 11441 or 11447.

19 HEIGHTS
Heights in feet above Mean High Water.

NOTE B
Extensive shoaling has been reported in the marked channel through the Keys from Big Spanish Channel to Key West. Mariners should use local knowledge when navigating this waterway.

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

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 C
Numerous submerged piles have been reported in this area.

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

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

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

PARTICULARLY SENSITIVE SEA AREA
This chart falls entirely within the limits of a Particularly Sensitive Sea Area (PSSA). A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

CAUTION
Overhead power cables run parallel to U.S. Highway No. 1. All clearances are greater than those of the charted fixed bridges.

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 1.521" northward and 0.685" 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)

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.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Key West, FL WXJ-95 162.40 MHz

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.

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.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

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 raft close to their bows.

COLREGS. 80.740 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION					
PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
	Bird Key	(24°35'N/081°38'W)	1.1	0.9	0.1
	Channel Key	(24°36'N/081°44'W)	1.4	1.1	0.2
	Key West	(24°33'N/081°49'W)	1.8	1.5	0.2

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>. (Sep 2006)

INTRACOASTAL WATERWAY
Project Depths
12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.
The authorized Federal project extension from Cross Bank (Florida Bay) to Key West has not been improved.
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, southward from Norfolk, VA, and are indicated thus: 
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

AIDS TO NAVIGATION

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

AUTHORITIES

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

NOTE C

Numerous submerged piles have been reported in this area.

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 D PROHIBITED AREAS (Areas to be avoided)

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

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.

11446

81° 56'

CONTINUED ON CHART 11439

54'

52'

SOURCE DIAGRAM

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SOURCE

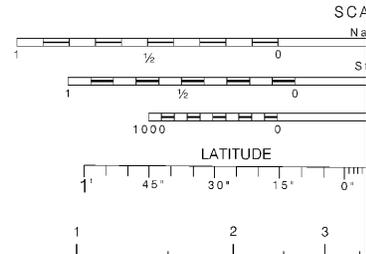
A 1990-2001	NOS Surveys	full bottom coverage
B1 1990-2000	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 1834-1899	NOS Surveys	partial bottom coverage

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.



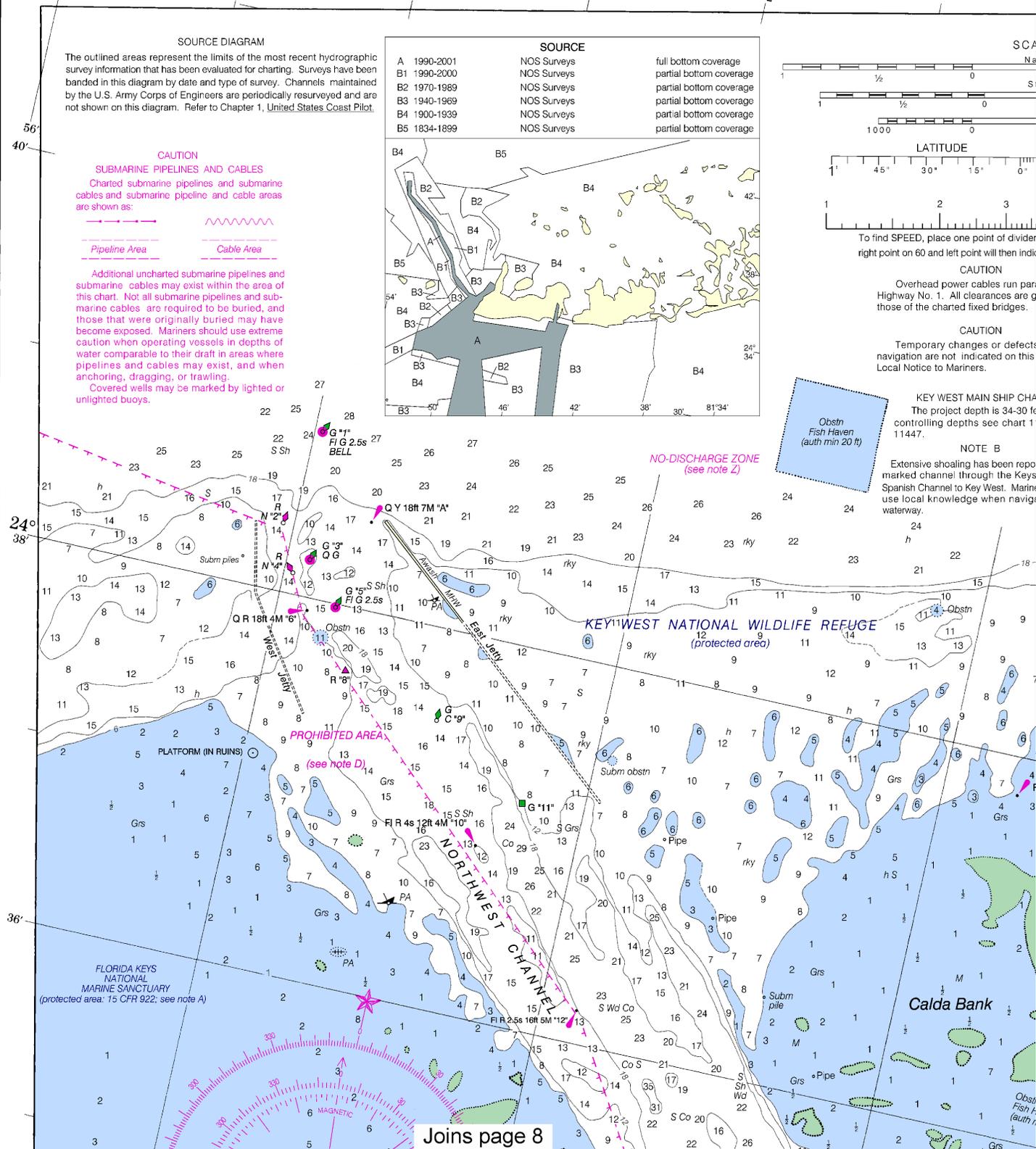
To find SPEED, place one point of divider right point on 60 and left point will then indicate

CAUTION Overhead power cables run parallel to Highway No. 1. All clearances are greater than those of the charted fixed bridges.

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

KEY WEST MAIN SHIP CHANNEL The project depth is 34-30 feet controlling depths see chart 11447.

NOTE B Extensive shoaling has been reported marked channel through the Keys Spanish Channel to Key West. Marine use local knowledge when navigating waterway.



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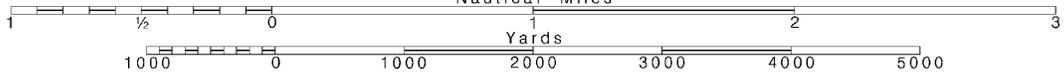
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

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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 1.521" northward and 0.685" eastward to agree with this chart.

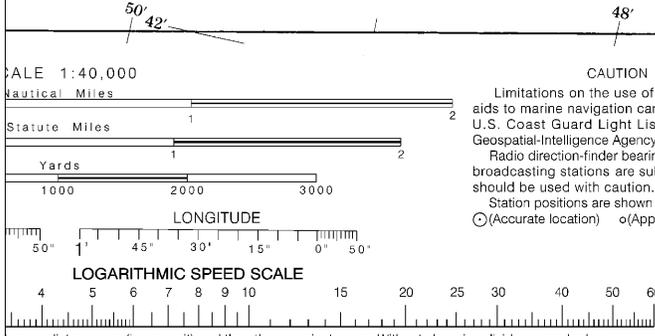
PARTICULARLY SENSITIVE SEA AREA

This chart falls entirely within the limits of a Particularly Sensitive Sea Area (PSSA). A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

Formerly 11445B, C&GS 854, 1st Combined Ed., Apr. 1959 KAPP 330

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



CAUTION

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



FLORIDA

**INTRACOASTAL WATERWAY
SUGARLOAF KEY TO KEY**

Mercator Projection
Scale 1:40,000 at Lat. 24°31'

North American Datum of 1983
(World Geodetic System, 1984)

**SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER**

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

parallel to U.S. greater than

dots in aids to this chart. See

CHANNEL feet. For 11441 or

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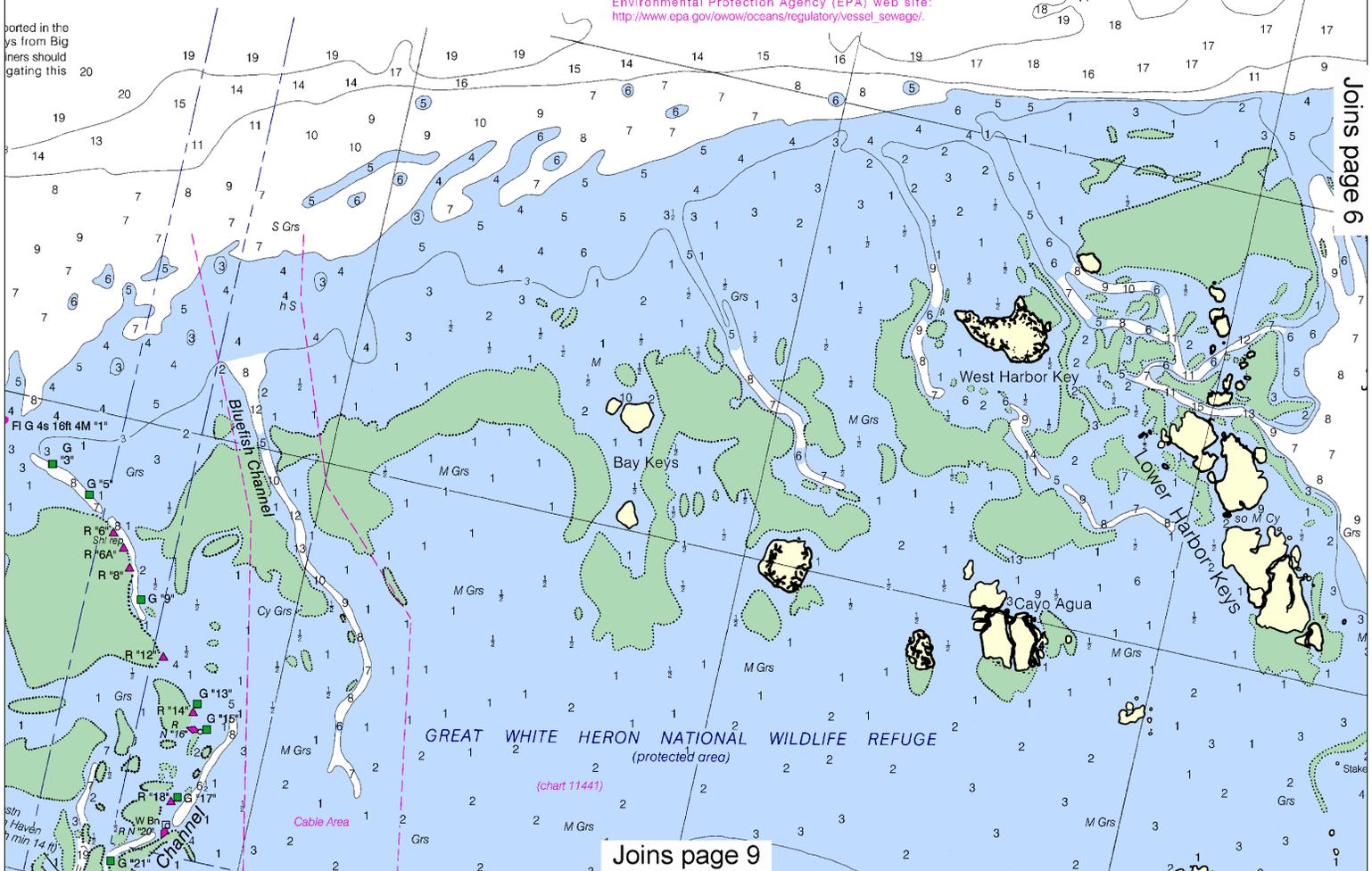
NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Bird Key	(24°35'N/081°38'W)	1.1	0.9	0.1
Channel Key	(24°36'N/081°44'W)	1.4	1.1	0.2
Key West	(24°33'N/081°49'W)	1.8	1.5	0.2

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>. (Sep 2006)

**NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140**

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

COLREGS, 80.740 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



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.



DATUM
datum of this chart
1983 (NAD 83), which
is considered equivalent
to datum 1984 (WGS 84).
The datum referred to the North
is corrected and
0.685' eastward

PARTICULARLY SENSITIVE SEA AREA
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NOAA and its partner, OceanGrafix, offer this chart
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 5-8 weeks before their release as traditional
NOAA charts. Ask your chart agent about Print-on-Demand
charts or contact NOAA at 1-800-564-4683,
http://NauticalCharts.gov, help@NauticalCharts.gov, or
OceanGrafix at 1-877-56CHART, http://OceanGrafix.com,
or help@OceanGrafix.com.

NOTE A

Navigation regulations are published in Chapter 2, U.S.
Coast Pilots 4 & 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.

The "Rule
of a vessel that
appear to move
12 knots, red
superstructure
unexpectedly
hazardous to
their bows.

Formerly 11445B, C&GS 854, 1st Combined Ed., Apr. 1959 KAPP 330

CONTINUED ON CHART 11442

46'

44'

42'



FLORIDA

INTRACOASTAL WATERWAY GULF OF MEXICO FROM GULF BIGHT TO KEY WEST

Mercator Projection
Scale 1:40,000 at Lat. 24°31'

North American Datum of 1983
(World Geodetic System, 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

U.S. National
Large Zone
in 312, all
(NDZ) are
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ding tank.
in the U.S.
from the
web site:
sewage/.

Joins page 5

REFUGE

Joins page 10

HURRICANES AND TROPICAL STORMS

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Mariners are urged to exercise extreme caution and are
requested to report aids to navigation discrepancies and
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CAUTION

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

HEIGHTS
19 Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION
18 Consult U.S. Coast Pilots 4 and 5 for important
supplemental information.

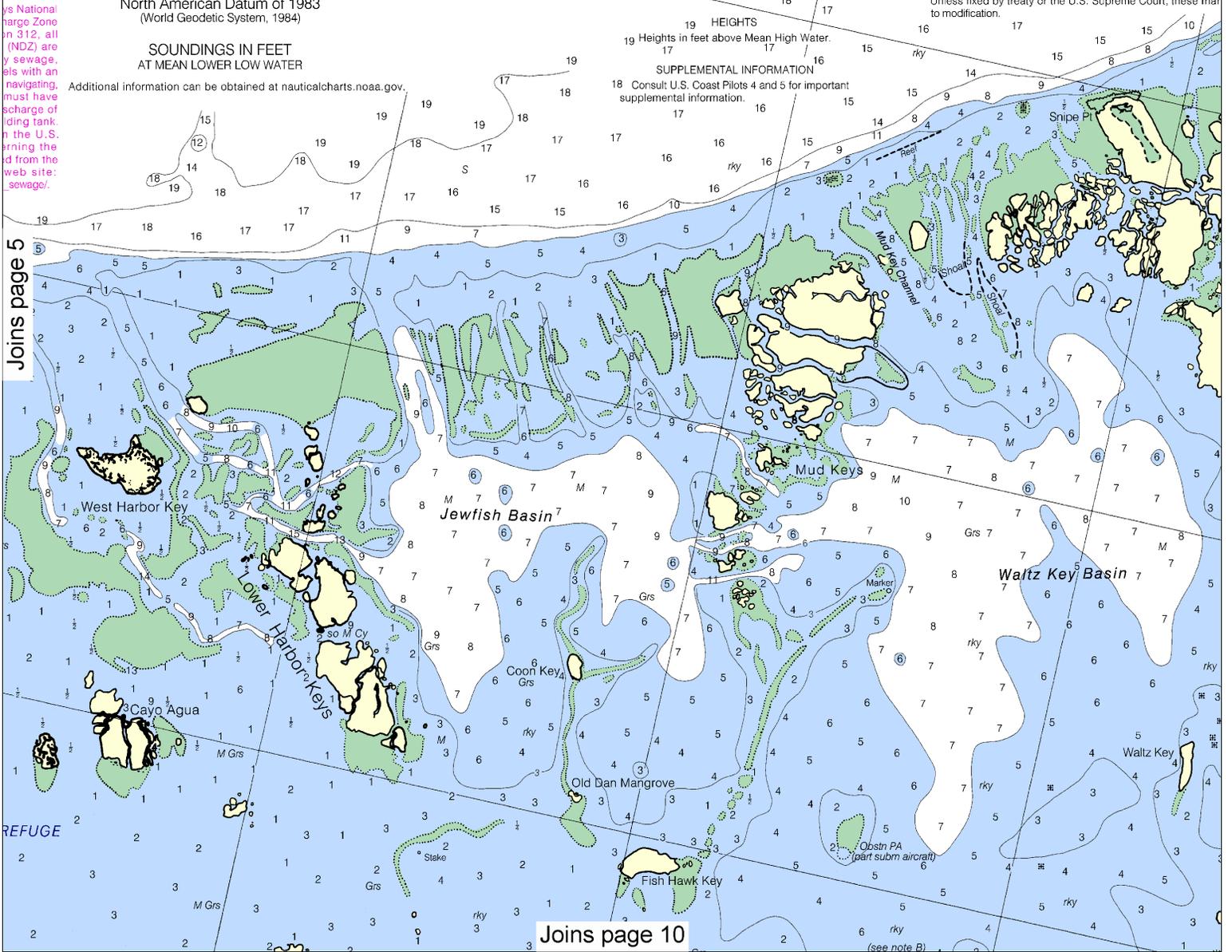
INTRACOASTAL WATERWAY

Project Depths
12 feet Norfolk, VA to Fort Pierce FL; 10 feet
Fort Pierce, FL to Miami FL; 7 feet Miami, FL to
Cross Bank, Florida Bay.
The authorized Federal project extension
from Cross Bank (Florida Bay) to Key West has
not been improved.
The controlling depths are published periodically
in the U.S. Coast Guard Local Notice to
Mariners.

The Waterway
Mileage distance
in Statute Miles,
are indicated by
Tables for
national Nautical
Pilot 4.
Courses are
for any variation

NOTE X

Within the 12-nautical mile Territorial Sea, established by
some Federal laws apply. The Three Nautical Mile Line, pre-
outer limit of the territorial sea, is retained as it continues to
limit of the other laws. The 9-nautical mile Natural Resource
of Florida, Texas, and Puerto Rico, and the Three Nautical Mile
most cases the inner limit of Federal fisheries jurisdiction and
jurisdiction of the states. The 24-nautical mile Contiguous Zo-
mile Exclusive Economic Zone were established by Pres-
Unless fixed by treaty or the U.S. Supreme Court, these mar-



Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

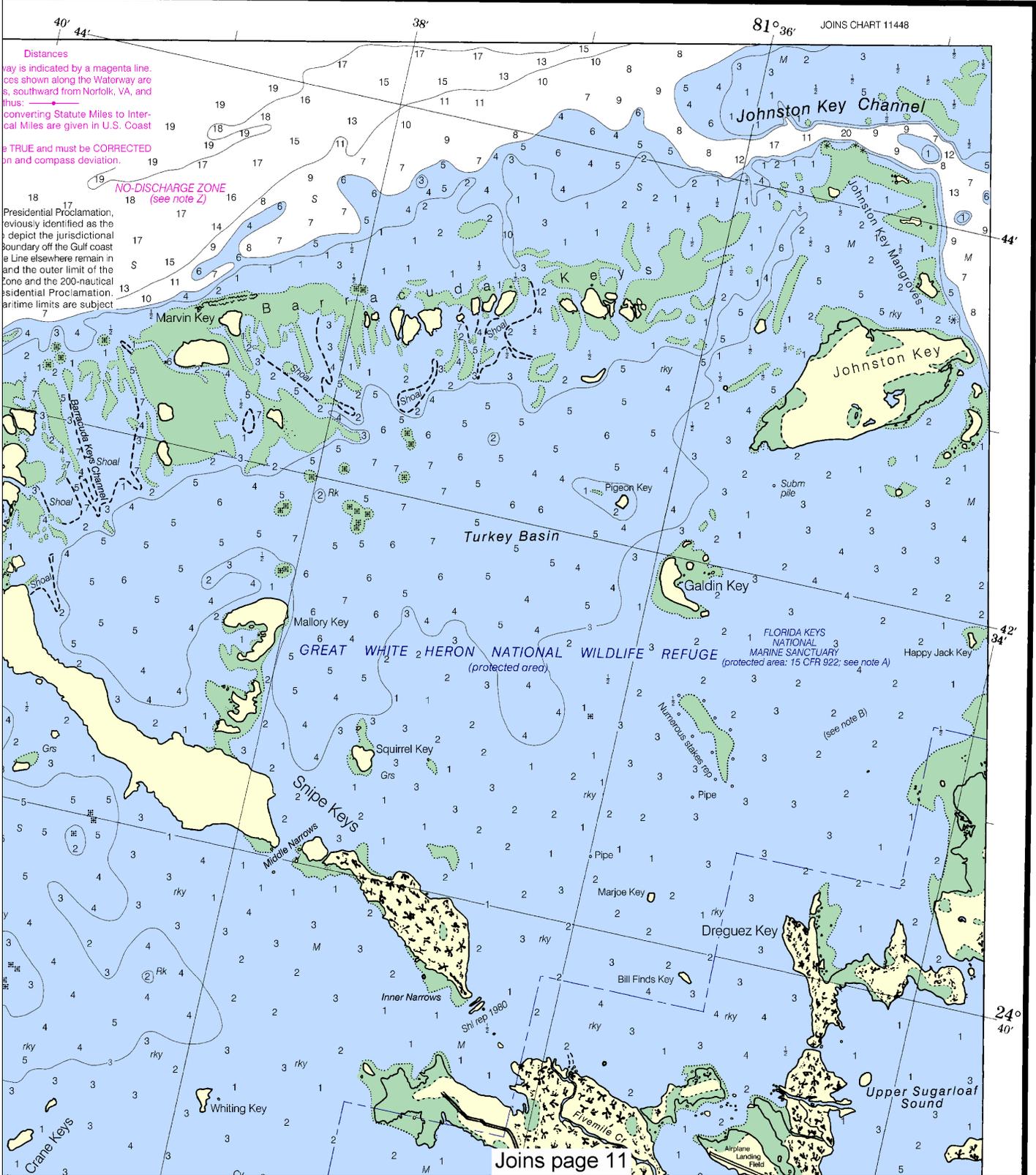


CAUTION

WARNINGS CONCERNING LARGE VESSELS

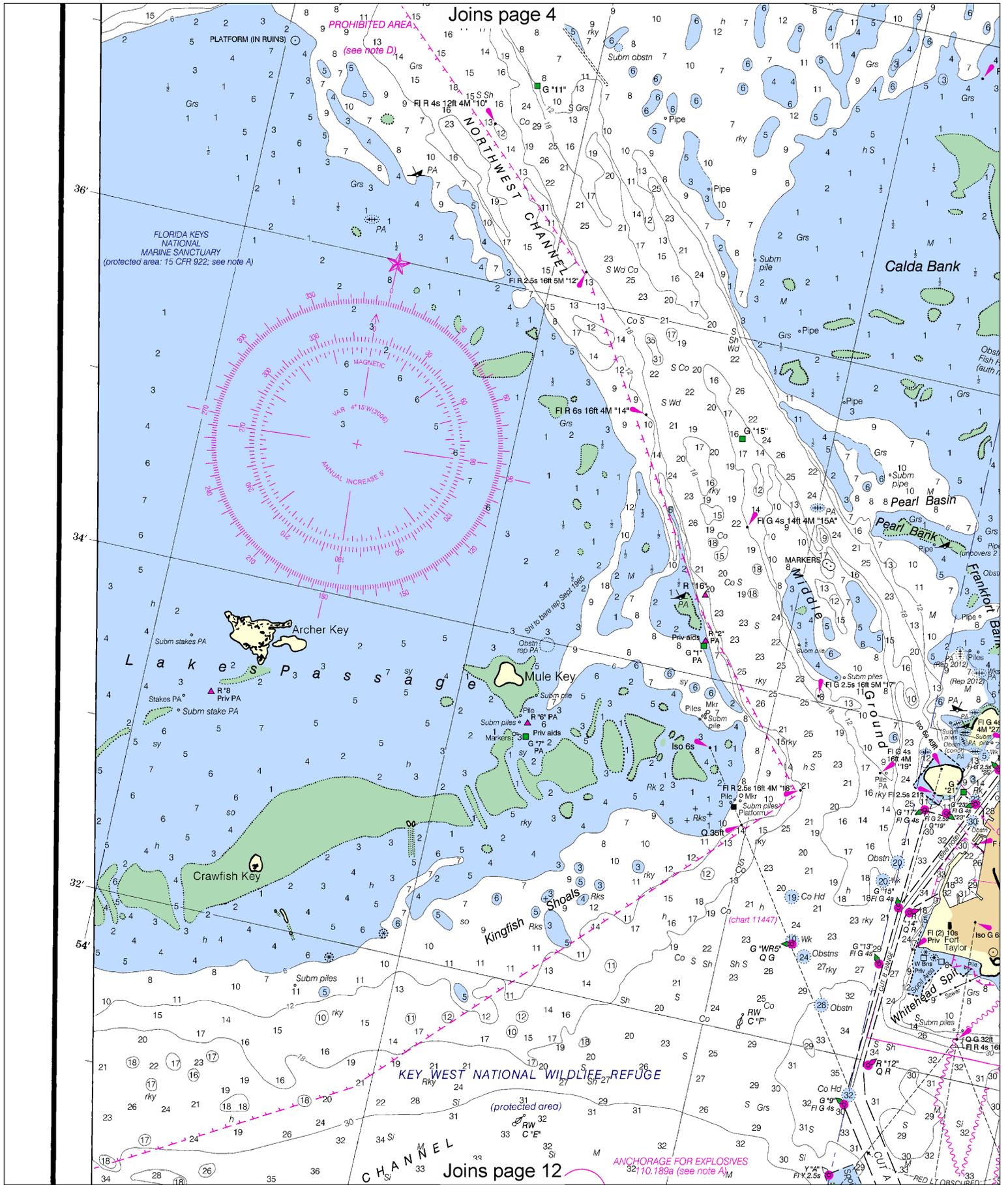
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SOUNDINGS IN FEET



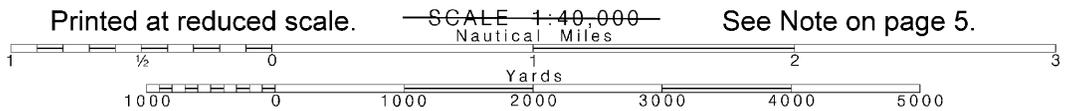
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013, NGA Weekly Notice to Mariners: 0413 1/26/2013, Canadian Coast Guard Notice to Mariners: n/a.

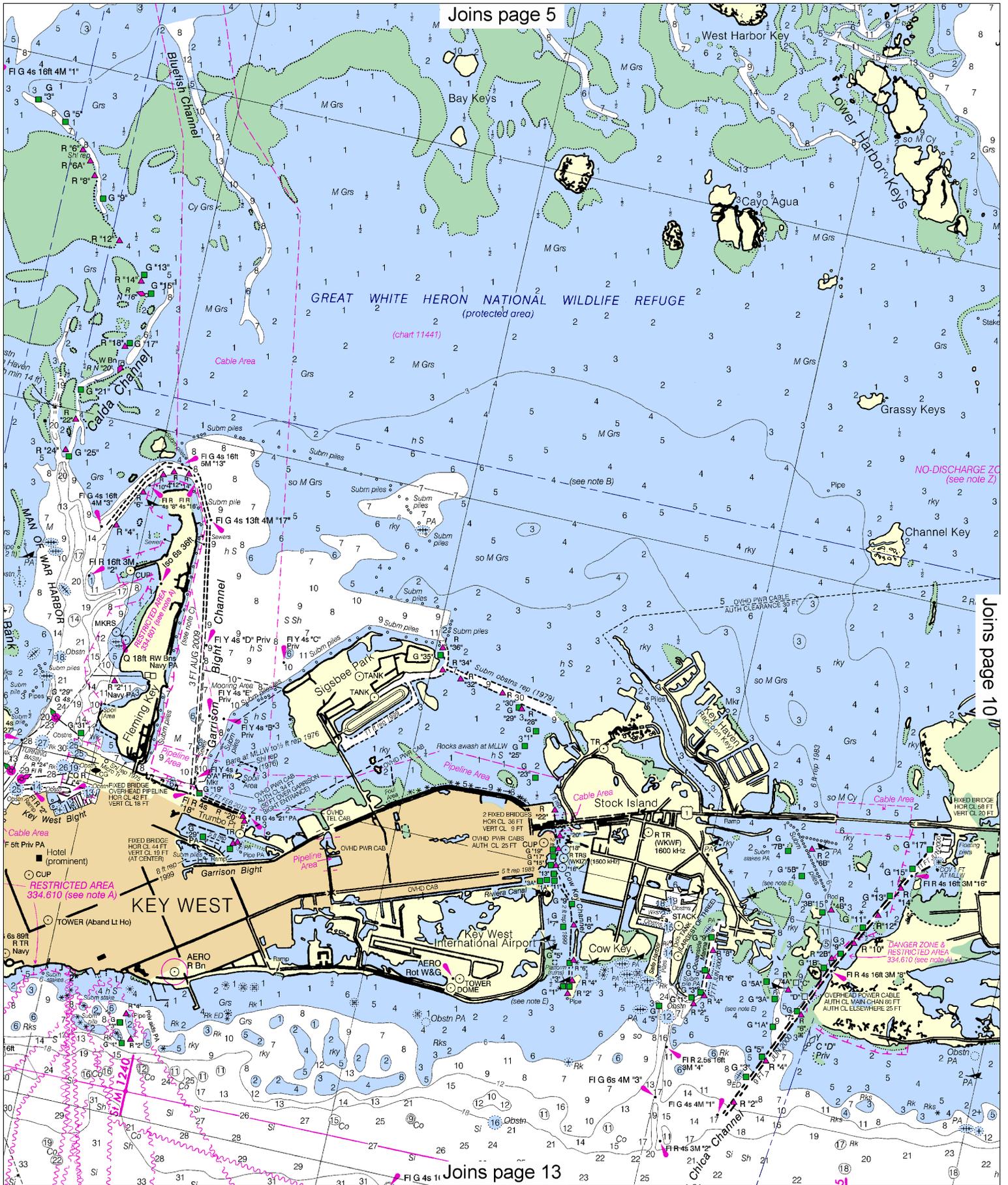


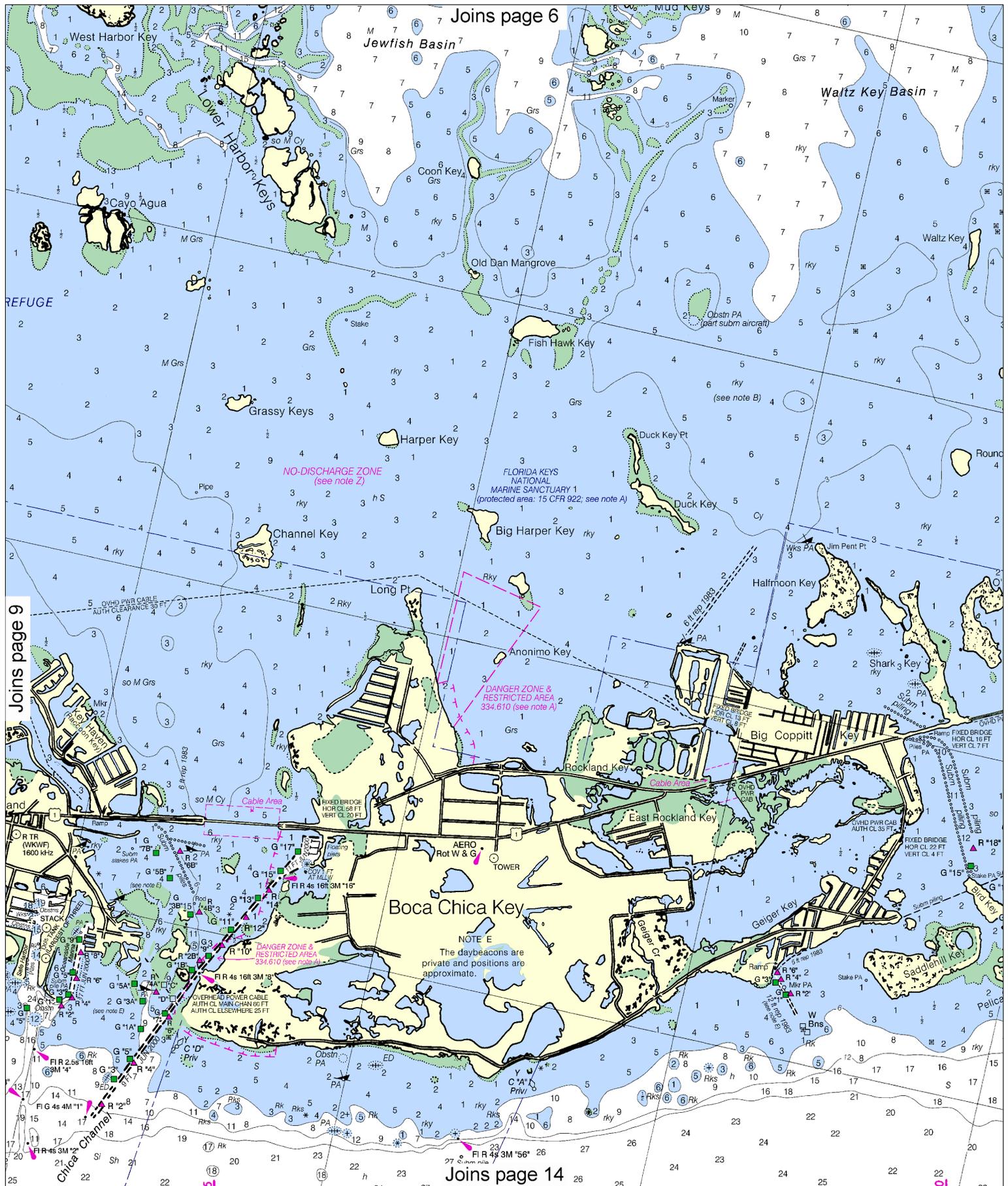


8

Note: Chart grid lines are aligned with true north.







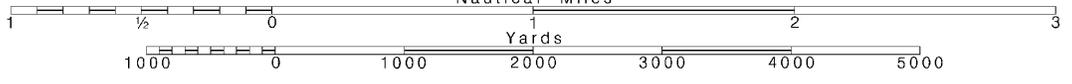
10

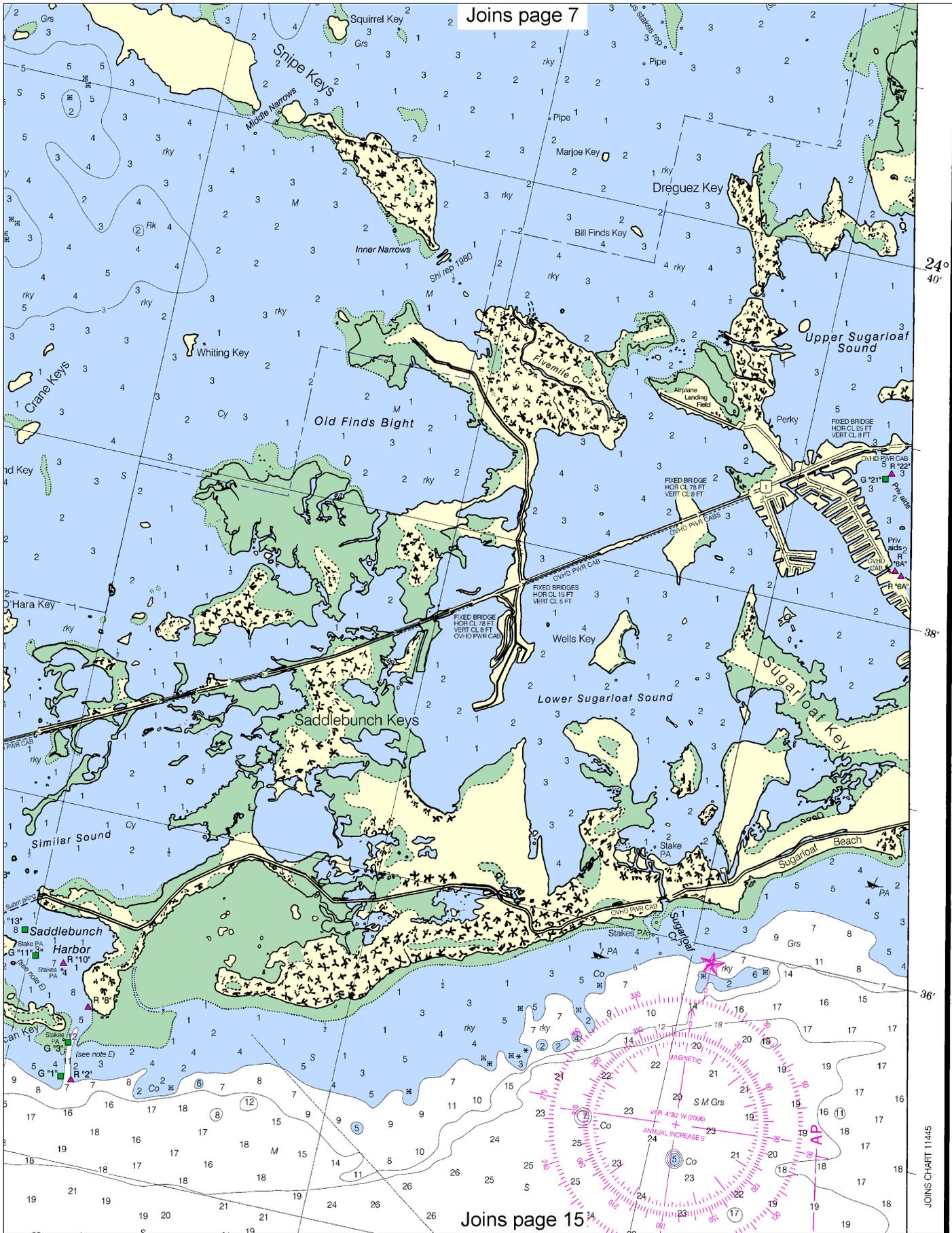
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



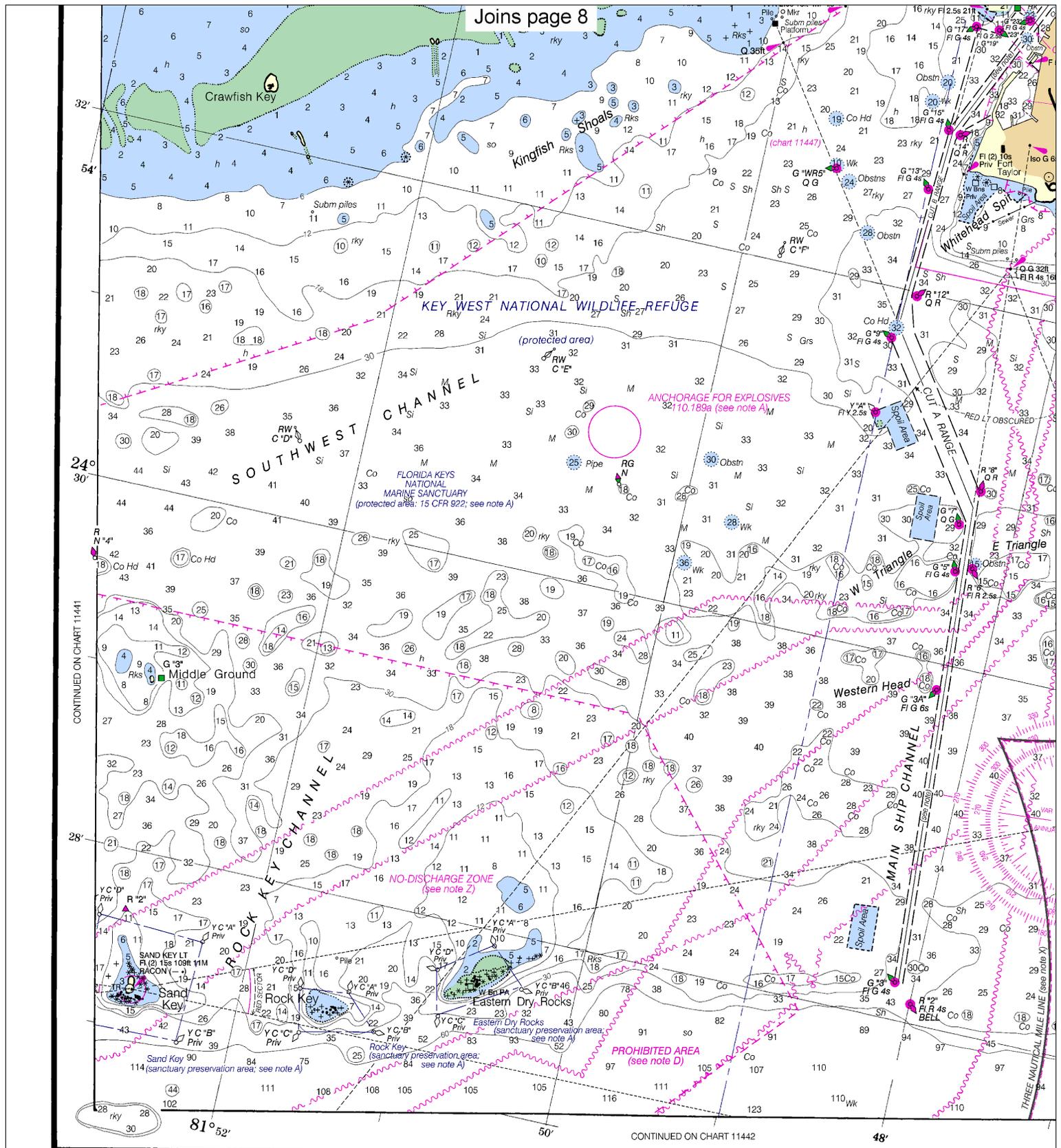


24° 40'

38'

36'

JOINS CHART 11445



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CONTINUED ON CHART 11441

CONTINUED ON CHART 11442

32nd Ed., Oct. /06 ■ Corrected through NM Oct. 21/06
 Corrected through LNM Oct. 17/06

11446

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.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additional improving this chart to the Chief, Marine Chart Division (N/CSD Service, NOAA, Silver Spring, Maryland 20910-3262.

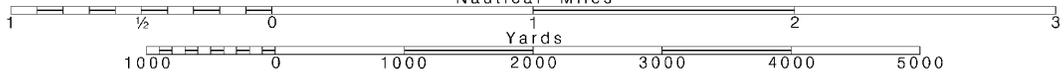
12

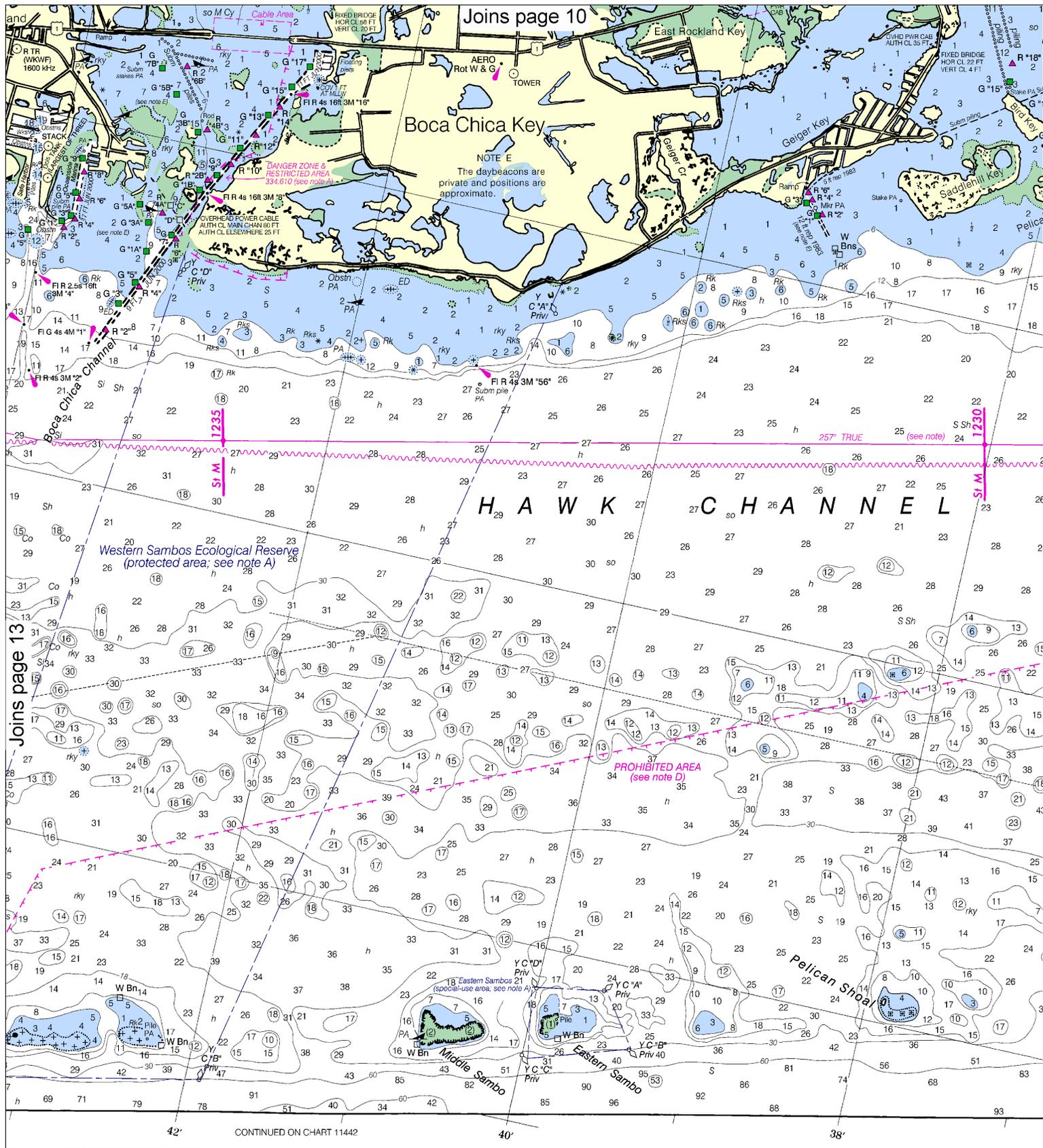
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





Joins page 13

Joins page 10

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
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METERS

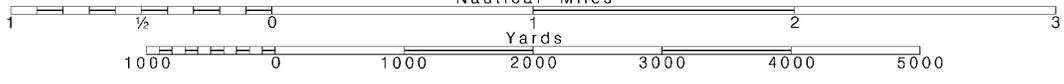
14

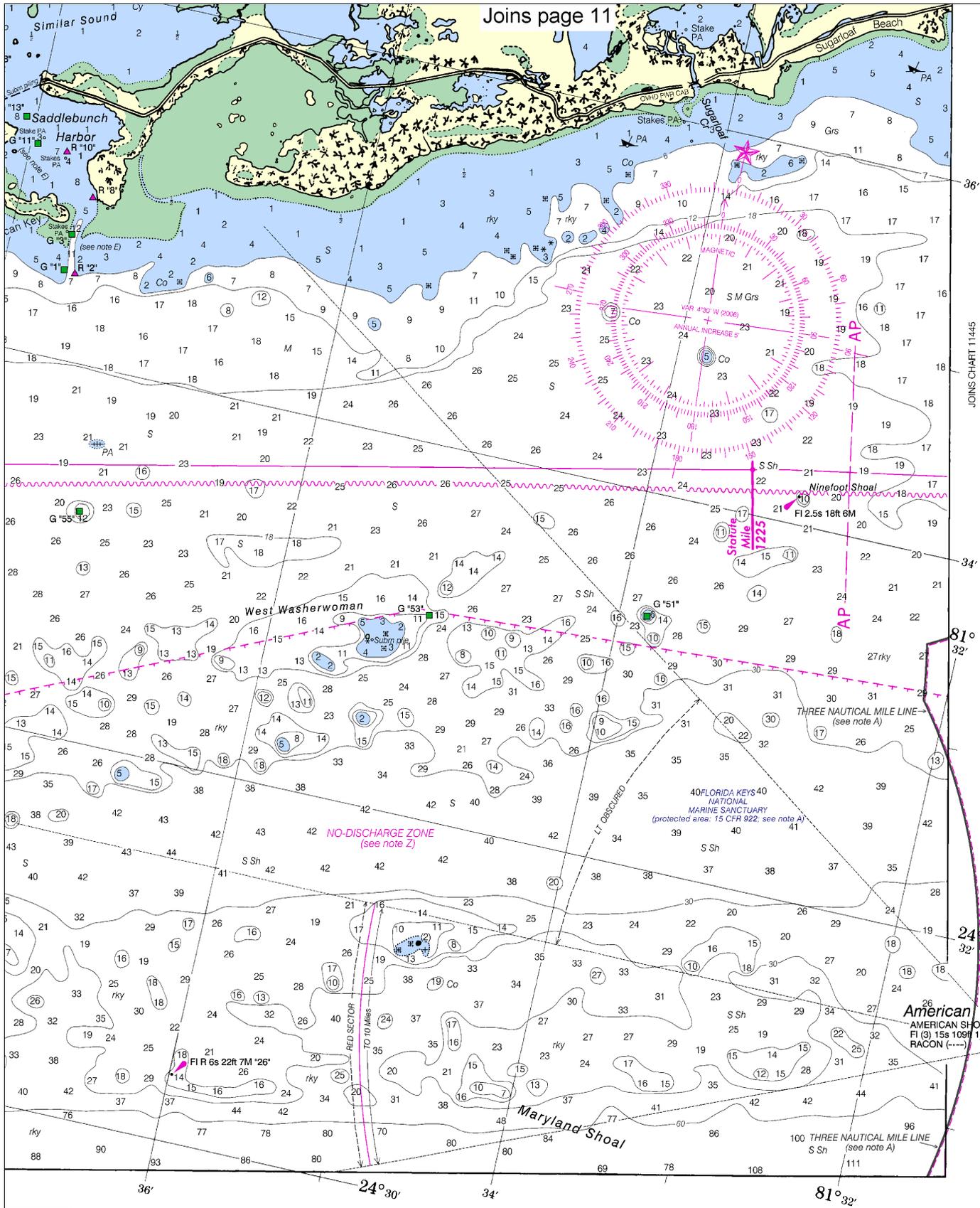
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





JOINS CHART 11445



Sugarloaf Key to Key West

SOUNDINGS IN FEET - SCALE 1:40,000

11446



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
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

