

BookletChart™

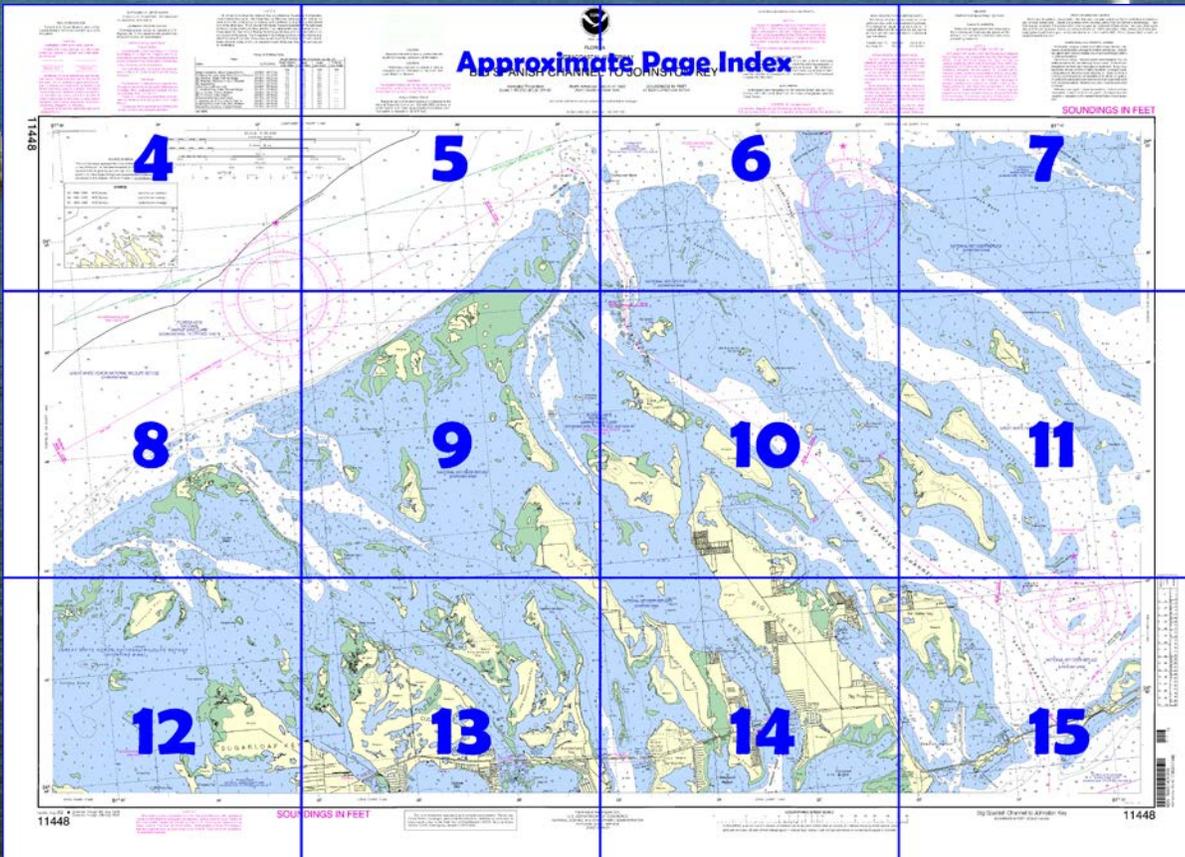


Intracoastal Waterway – Big Spanish Channel to Johnston Key NOAA Chart 11448

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.

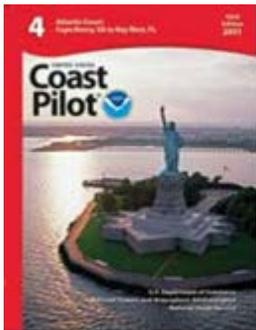
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11448>.



(Selected Excerpts from Coast Pilot)

Niles Channel, 18 miles westward of Sombbrero Key Light, is the best channel from the Straits of Florida to the Gulf of Mexico between Bahia Honda Channel and Key West. The reported controlling depth, in April 1983, was 4 feet from Hawk Channel through Niles Channel and **Cudjoe Channel** to the Gulf. The south entrance to Niles Channel is marked by daybeacons, and the narrowest parts of the two channels are marked by private stakes. The

fixed highway bridge crossing Niles Channel has a clearance of 40 feet. The approach spans of the former highway bridge immediately southward are used as fishing piers; the piers extend 10 feet into either

side of the navigation channel and are marked on the channelward ends by lights. Caution should be exercised to avoid pilings on the north side of the bridge. A rocky shoal extends northward from about 350 yards from the bridge. A daybeacon marks the shoal at the north and south ends.

Big Spanish Channel to Key West, north of Florida Keys.—The northern alternate route of the Intracoastal Waterway leads northwestward from Bahia Honda through **Big Spanish Channel**, to Harbor Key Bank, thence along the north side of the Florida Keys to Northwest Channel, thence to Key West. In April 1983, it was reported that the controlling depth for this route was 2 feet. Numerous submerged pilings are also in this channel. Local knowledge is advised.

At **Mile 1214.2A**, the waterway passes through a crooked channel marked by daybeacons southwest of **Big Spanish Key**. Caution should be exercised in this shoal area. Northward of the key the color of the water is a good indication of the channel location.

At **Harbor Key Bank Light 45**, Mile 1218.3A, the waterway enters the Gulf of Mexico, turns westward and follows a course of 246° for about 28 miles to the lighted bell buoy at the entrance to **Northwest Channel**, **Mile 1251.1A**. A course closer to the Florida Keys should not be attempted because the landmarks are difficult to identify and the bottom inside the 18-foot contour rises abruptly.

Use charts **11442** and **11441** westward of Johnston Key to Northwest Channel, thence to **Key West, Mile 1260.3A**. Northwest Channel and Key West are described in chapter 11.

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

RCC Miami Commander
7th CG District (305) 415-6800
Miami, FL

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

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

PARTICULARLY SENSITIVE SEA AREA
The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

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 southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

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

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

Teatable Key, FL	WWG-60	162.45 MHz
Key West, FL	WXJ-95	162.40 MHz

CHANNEL MARKERS
Reflectors on daybeacons and buoys along the Intracoastal Waterway are green on the left-hand and red on the right-hand side when proceeding westward.

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

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.

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

For Symbols and Abbreviations see Chart No. 1

NOTE B
RESTRICTED AREA
No anchoring by sailboats or other masted vessels due to the presence of high tension power lines.

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.

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).

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.
Refer to charted regulation section numbers.

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 1.511" northward and 0.703" eastward to agree with this chart.

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.

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

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					
Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Bahia Honda Key, Bahia Honda Channel	(24°39' N / 81°17' W)	1.5	1.3	0.1	---
No Name Key (east side) Bahia Honda Channel	(24°42' N / 81°19' W)	1.2	0.9	0.2	---
Big Pine Key, Bogle Channel Bridge	(24°42' N / 81°21' W)	1.2	1.0	0.2	---
Big Pine Key, Newfound Harbor Channel	(24°39' N / 81°23' W)	1.5	1.3	0.1	---
Big Spanish Key	(24°47' N / 81°25' W)	3.3	3.0	0.4	---
Hove Key (northwest end)	(24°46' N / 81°26' W)	2.8	2.6	0.3	---
Summerland Key, Niles Channel Bridge	(24°40' N / 81°26' W)	1.3	1.0	0.1	---
Big Torch Key, Harbor Channel	(24°44' N / 81°27' W)	2.8	2.5	0.3	---
Big Torch Key, Niles Channel	(24°42' N / 81°26' W)	1.2	0.9	0.2	---
Knockemdown Key (north end)	(24°43' N / 81°29' W)	2.4	2.1	0.3	---
Cudjoe Key (north end), Kemp Channel	(24°42' N / 81°30' W)	2.7	2.5	0.3	---
Sugarloaf Key (north end), Bow Channel	(24°42' N / 81°33' W)	2.3	2.0	0.2	---
Sawyer Key (outside), Cudjoe Channel	(24°46' N / 81°34' W)	2.6	2.4	0.1	---

(June 2006)

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

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

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.

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

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.

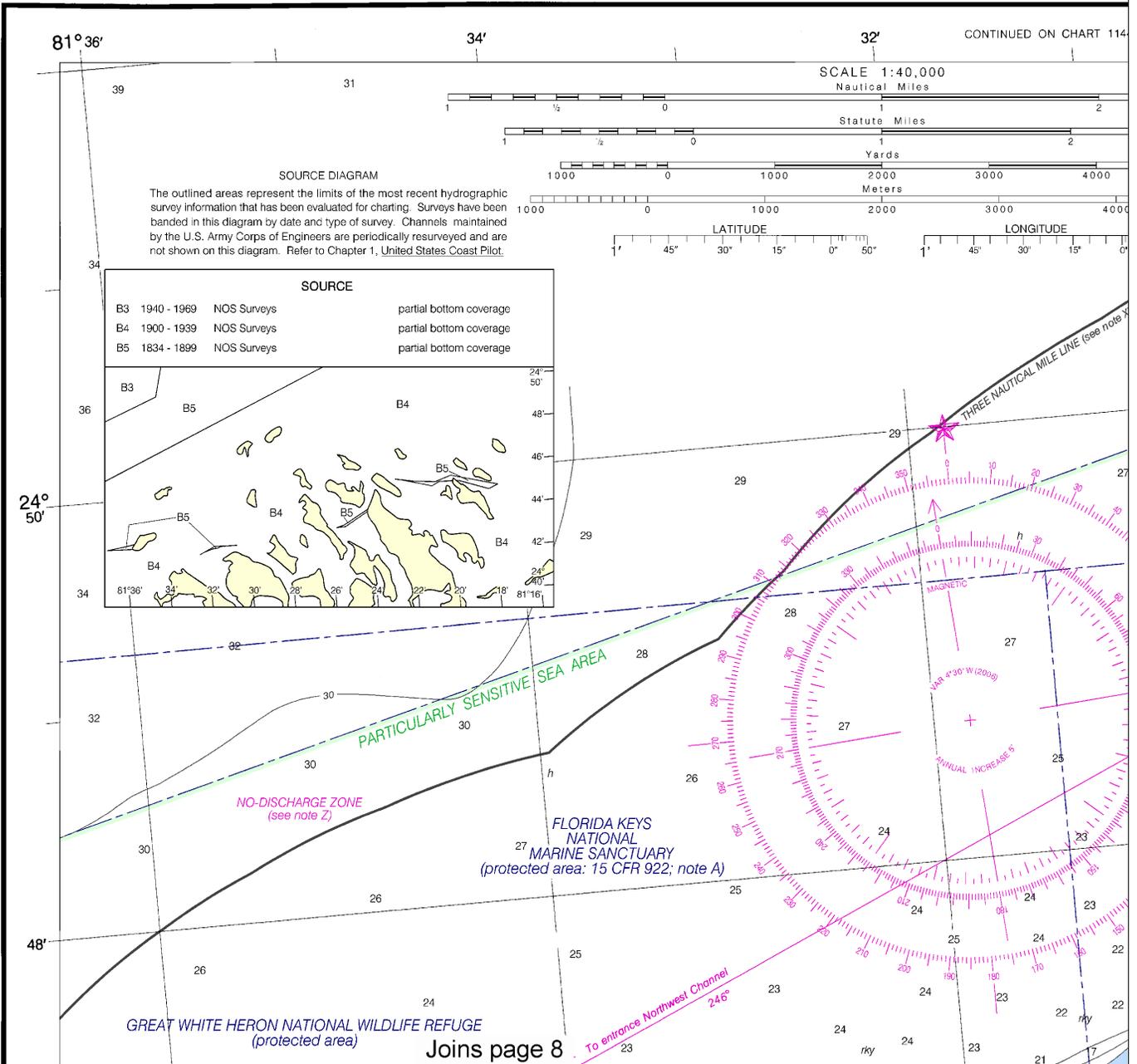
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical 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.

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings		
		Mean Higher High Water	Mean High Water	Mean Low Water
Bahia Honda Key, Bahia Honda Channel	(24°39'N / 81°17'W)	feet 1.5	feet 1.3	feet 0.1
No Name Key (east side) Bahia Honda Channel	(24°42'N / 81°19'W)	1.2	0.9	0.2
Big Pine Key, Bogie Channel Bridge	(24°39'N / 81°21'W)	1.2	1.0	0.2
Big Pine Key, Newfoundland Harbor Channel	(24°39'N / 81°23'W)	1.5	1.3	0.1
Big Spanish Key	(24°47'N / 81°25'W)	3.3	3.0	0.4
Howe Key (northwest end)	(24°46'N / 81°26'W)	2.8	2.6	0.3
Summerland Key, Niles Channel Bridge	(24°40'N / 81°26'W)	1.3	1.0	0.1
Big Torch Key, Harbor Channel	(24°44'N / 81°27'W)	2.8	2.5	0.3
Big Torch Key, Niles Channel	(24°42'N / 81°26'W)	1.2	0.9	0.2
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Sawyer Key (outside), Cudjoe Channel	(24°46'N / 81°34'W)	2.6	2.4	0.1

(Jun 2006)

11448



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.



PARTICULARLY SENSITIVE SEA AREA
 The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

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

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.

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).

Soundings (MLLW)	
Mean Water	Extreme Low Water
1	feet
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FLORIDA
 INTRACOASTAL WATERWAY

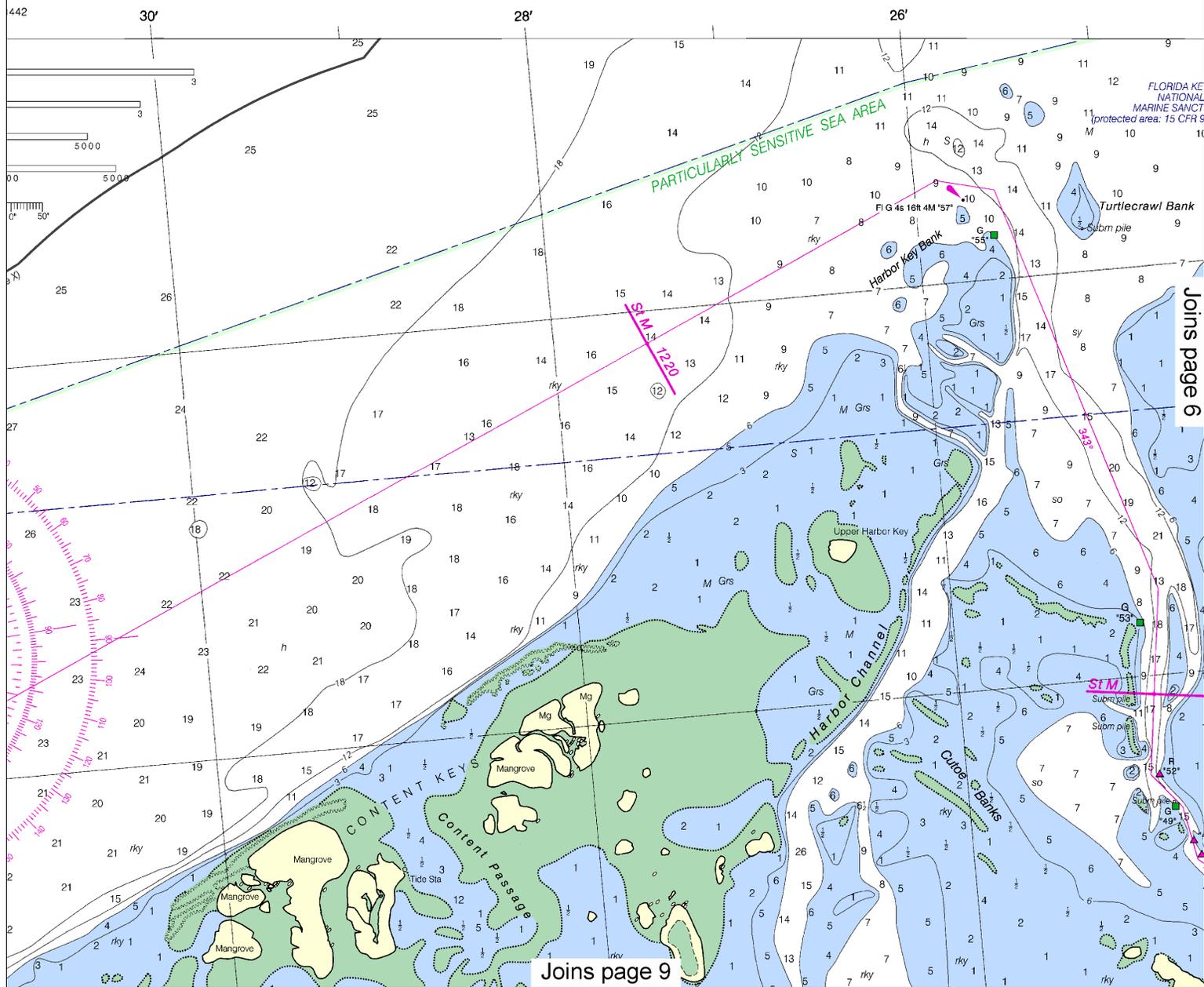
BIG SPANISH CHANNEL TO JO

Mercator Projection
 Scale 1:40,000 at Lat. 24°45'

North American Datum of 1983
 (World Geodetic System 1984)

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

Formerly C&Gs 859, 1st Ed., Apr. 1959 KAPP 326



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.





For Symbols and Abbreviations see Chart No. 1

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FLORIDA

INTRACOASTAL WATERWAY

CHANNEL TO JOHNSTON KEY

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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 1.511" northward and 0.703" eastward to agree with this chart.

AUTHORITIES

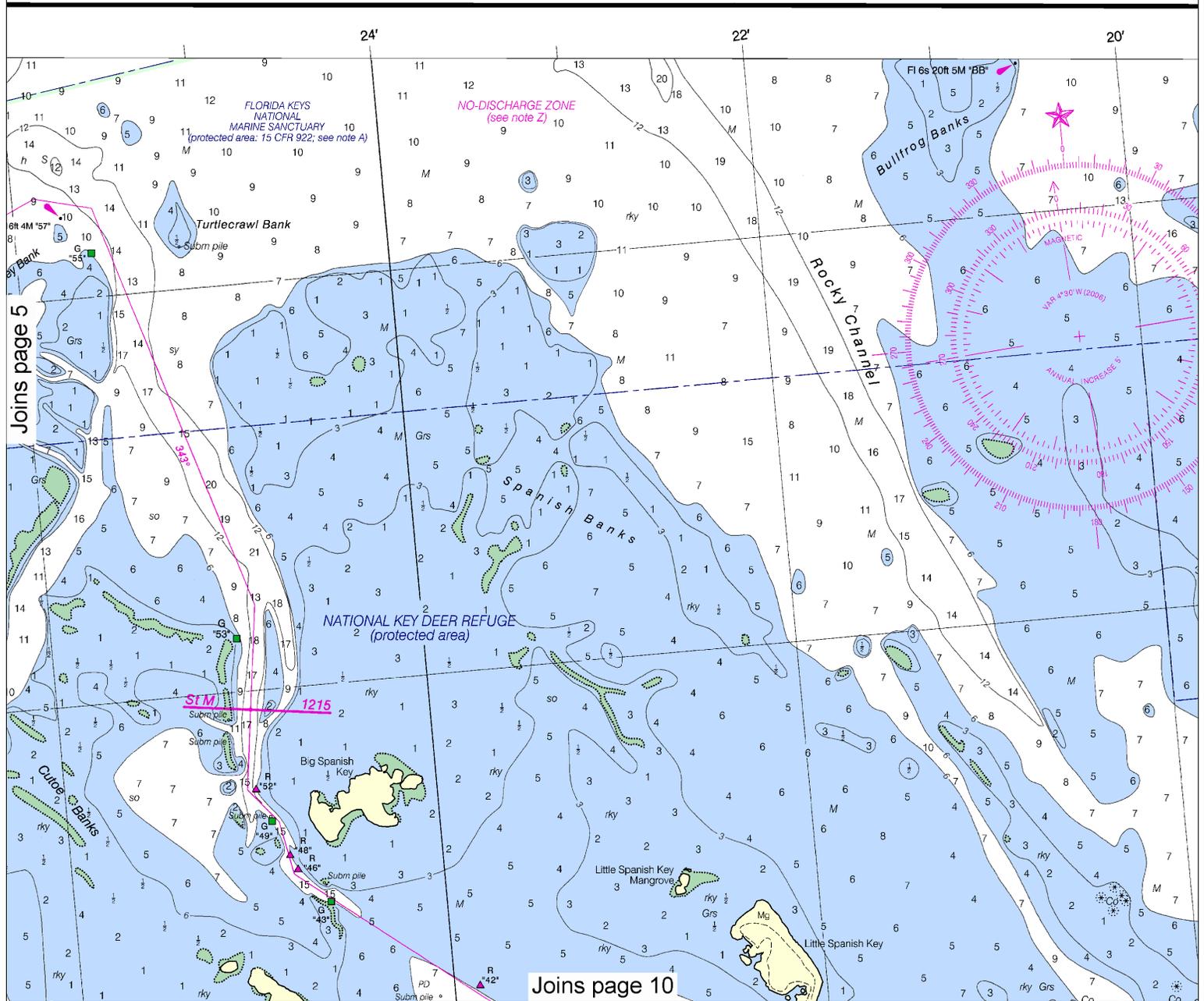
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

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.

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Formerly C&Gs 859, 1st Ed., Apr. 1959 KAPP 326



Joins page 5

Joins page 10

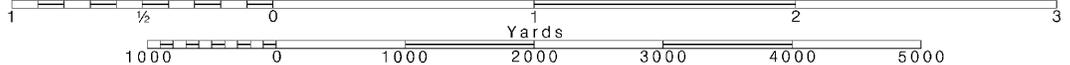
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



WEATHER RADIO BROADCASTS
 NOAA Weather Radio stations listed provide continuous weather broadcasts. Operating range is typically 20 to 40 miles from the antenna site, but can be as low as 100 nautical miles for stations at sea.

Key, FL WWG-60 162.45 MHz
 , FL WXJ-95 162.40 MHz

INTRACOASTAL WATERWAY AIDS
 The Aids to Navigation System is designed to assist navigation, and the exact location of an aid to navigation may not be clear. Consult the appropriate chart. The Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

Following the Intracoastal Waterway from Norfolk, VA to Cross Bank in Florida, 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.

Port side yellow band provides no lateral marking, but simply identifies aids to navigation marking the Intracoastal Waterway.

HEIGHTS
 Heights in feet above Mean High Water.

CHANNEL MARKERS
 Reflectors on daybeacons and buoys along the Intracoastal Waterway are green on the left-hand and red on the right-hand side when proceeding westward.

**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/.

PRINT-ON-DEMAND CHARTS

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 1-800-584-4663, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or help@OceanGrafix.com.

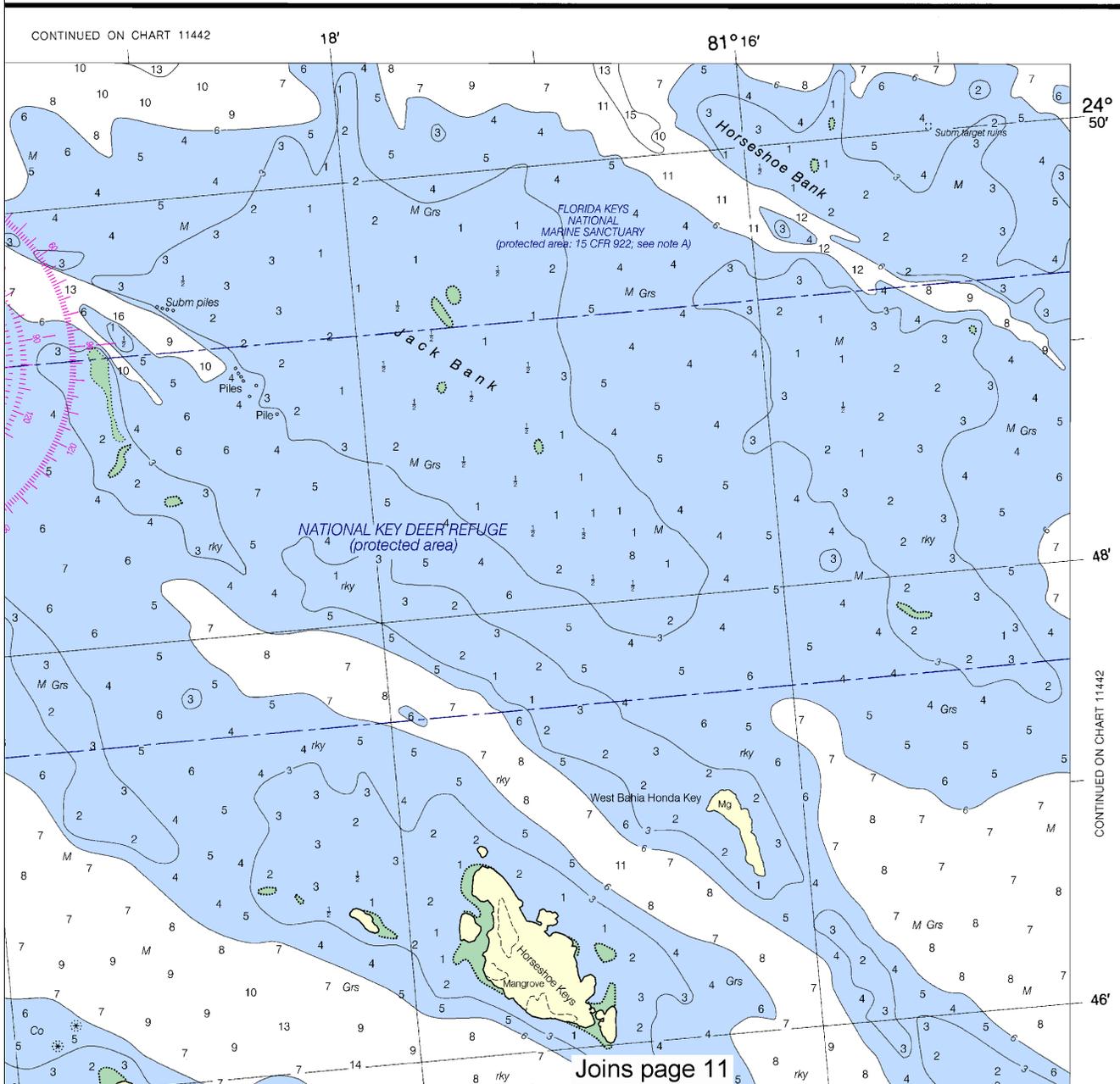
HURRICANES AND TROPICAL STORMS

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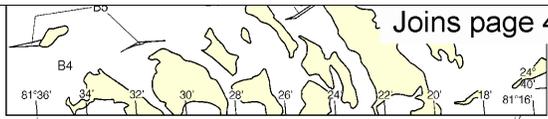
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOUNDINGS IN FEET

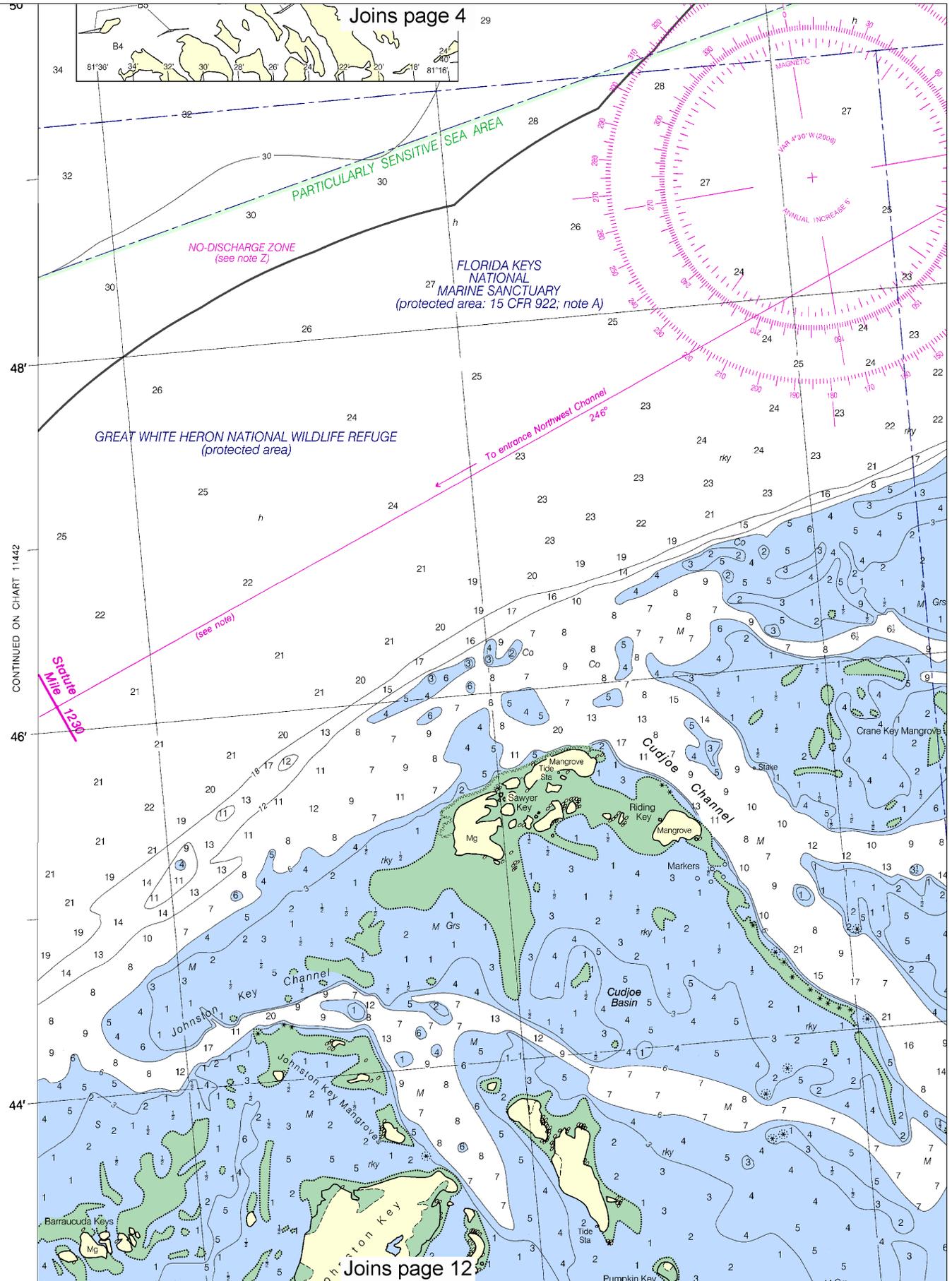


This Booklet Chart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
 NGA Weekly Notice to Mariners: 4712 11/24/2012,
 Canadian Coast Guard Notice to Mariners: n/a.





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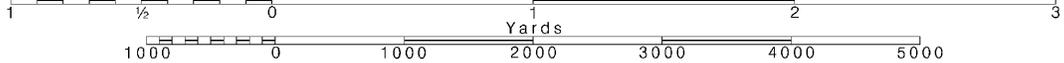


Note: Chart grid lines are aligned with true north.

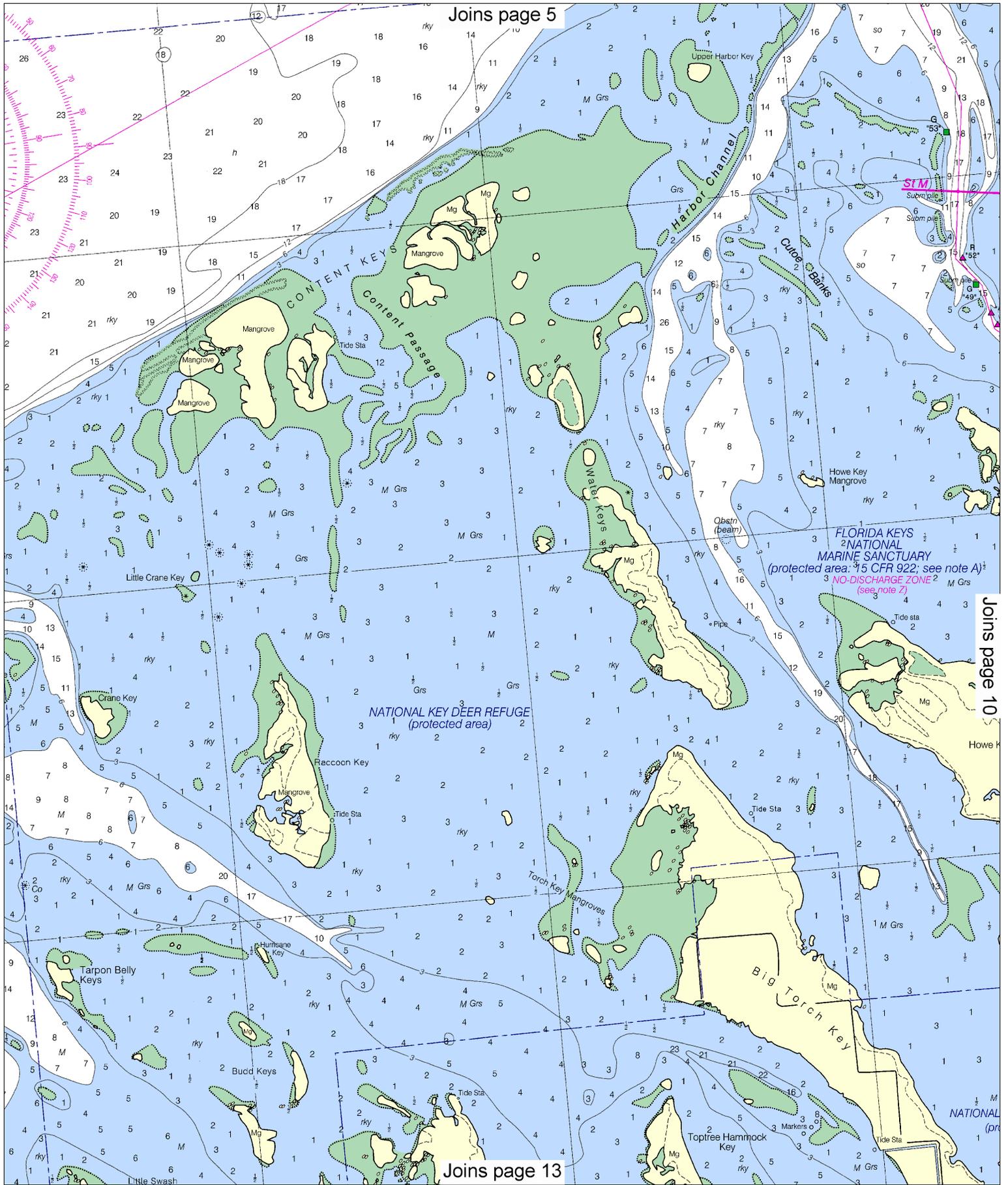
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SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 5

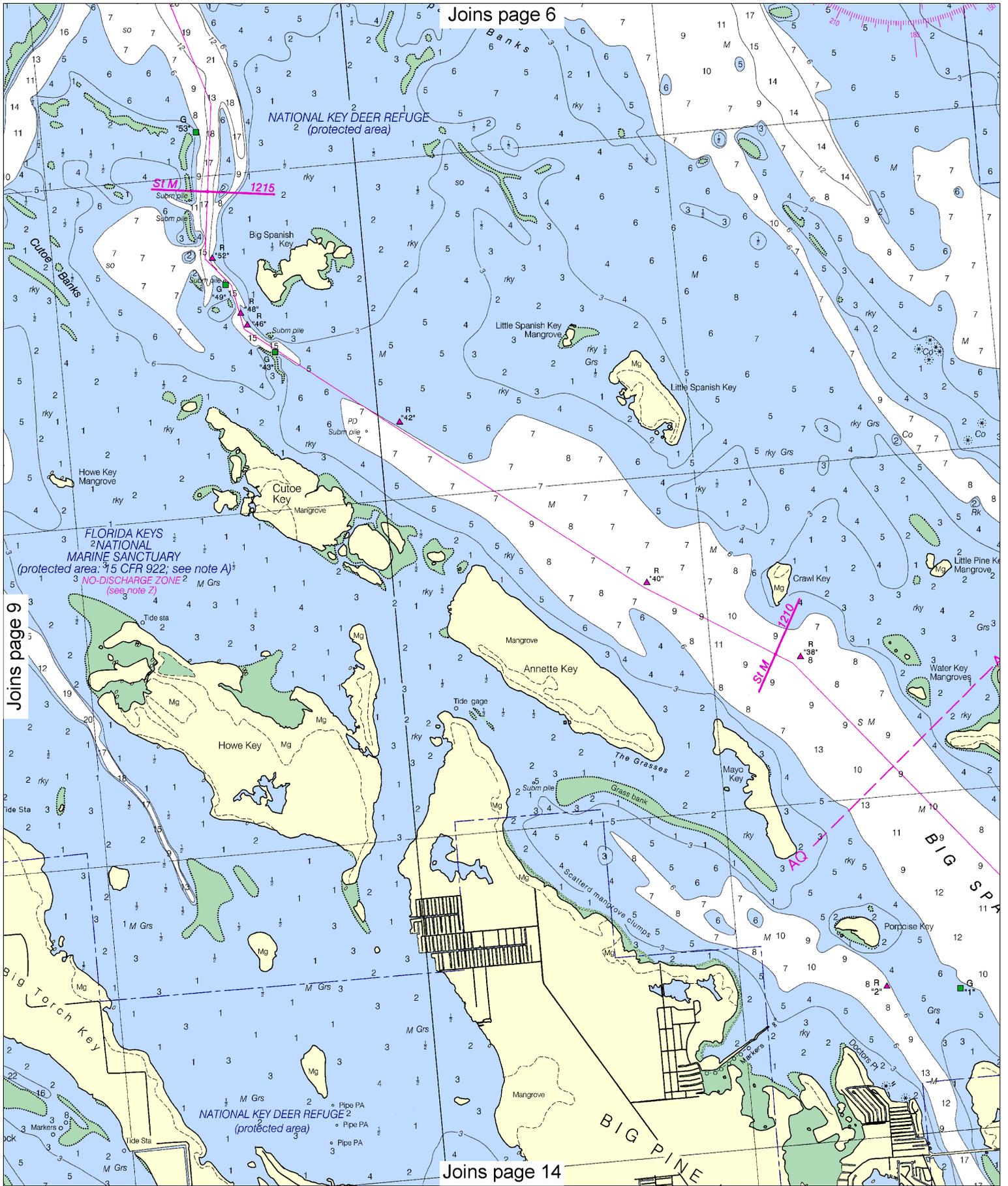


FLORIDA KEYS
 NATIONAL MARINE SANCTUARY
 (protected area: 15 CFR 922; see note A)
 NO-DISCHARGE ZONE (see note Z)

NATIONAL KEY DEER REFUGE
 (protected area)

Joins page 10

Joins page 13



Joins page 9

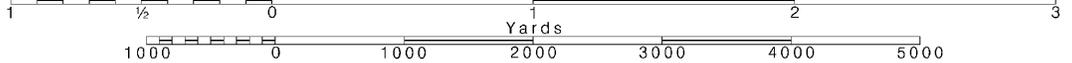
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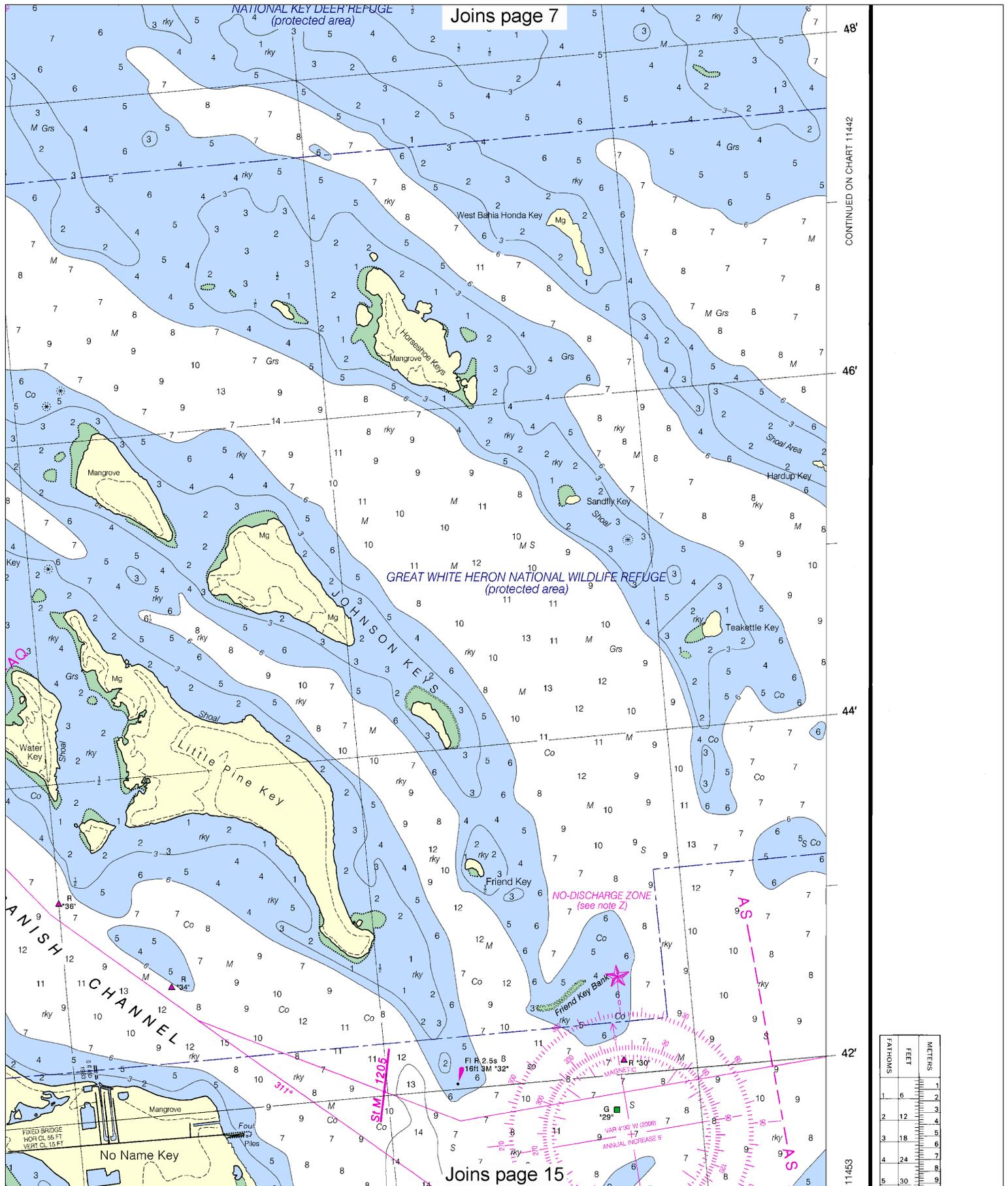
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

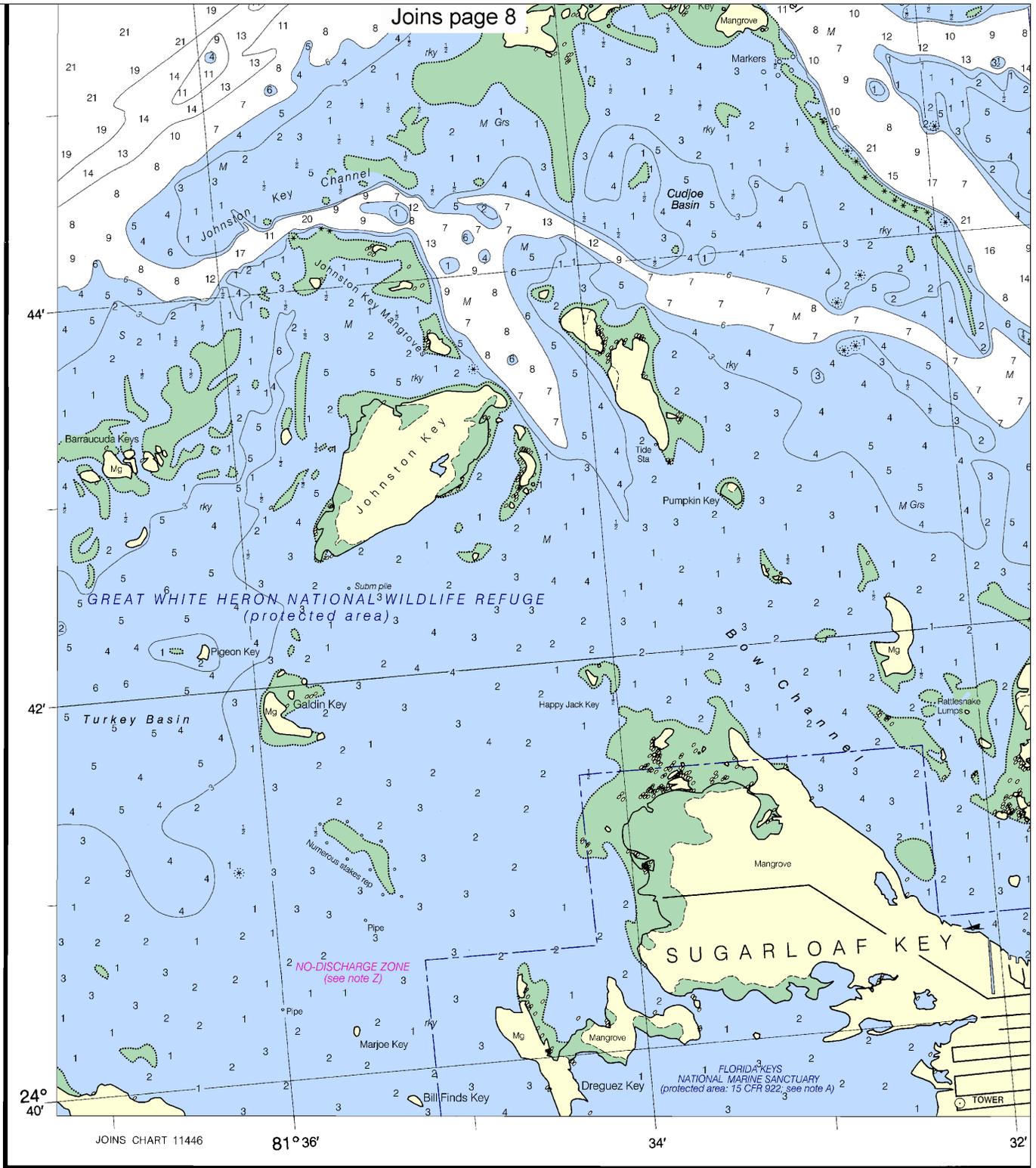
SCALE 1:40,000
Nautical Miles

See Note on page 5.





FATHOMS	FEET	METERS
1	6	1.1
2	12	2.2
3	18	3.3
4	24	4.4
5	30	5.5



15th Ed., Aug. /06 ■ Corrected through NM Aug. 12/06
 Corrected through LNM Aug. 08/06

11448

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.

SOUNDING

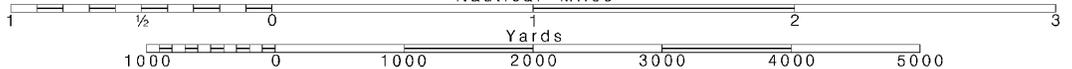
12

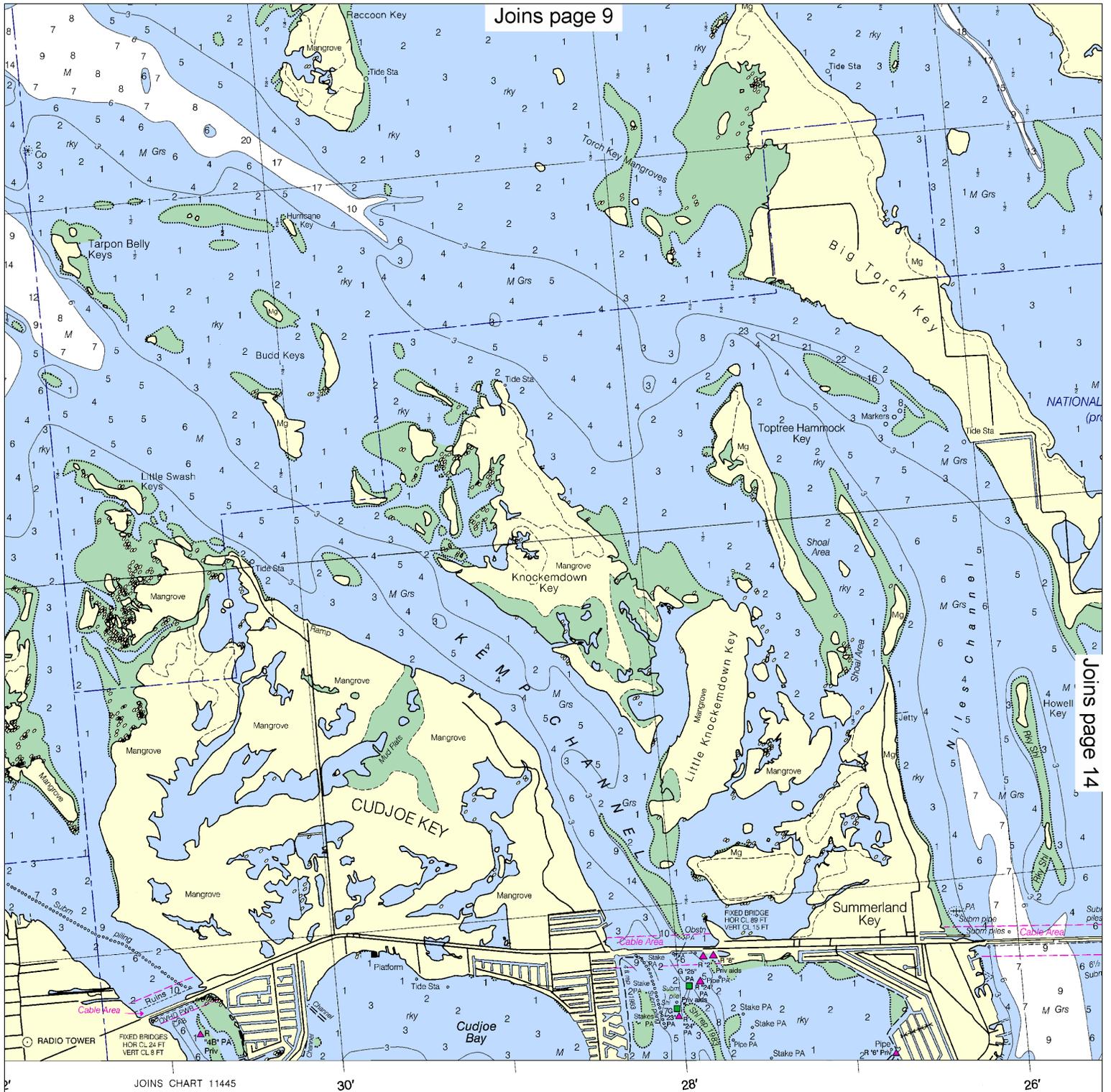
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





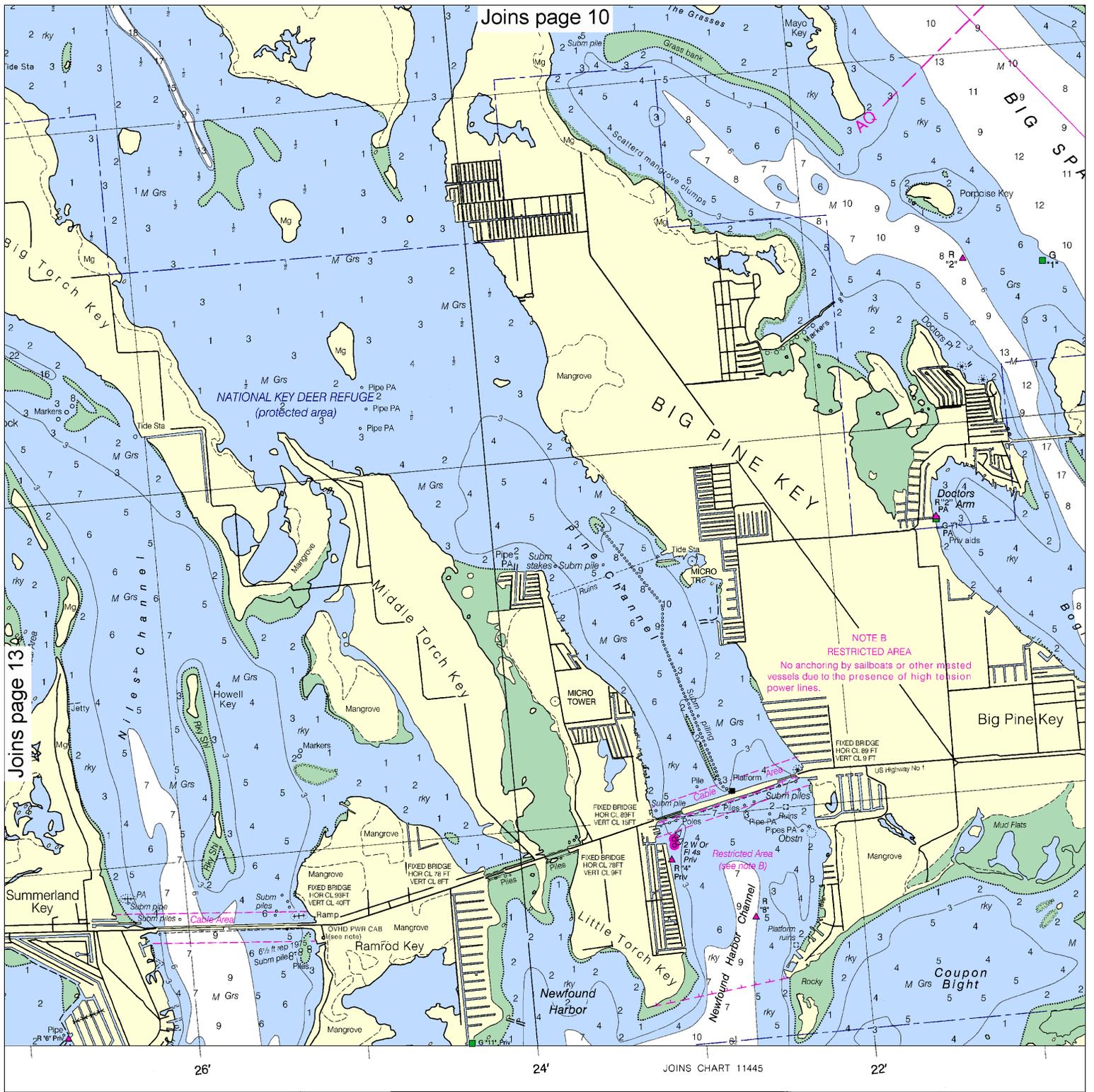
Joins page 9

Joins page 14

GS IN FEET

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.

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LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider 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

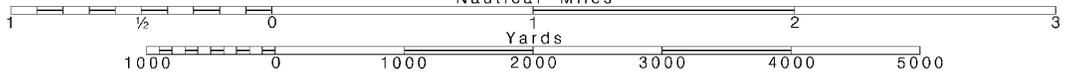
14

Note: Chart grid lines are aligned with true north.

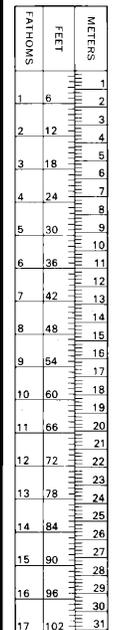
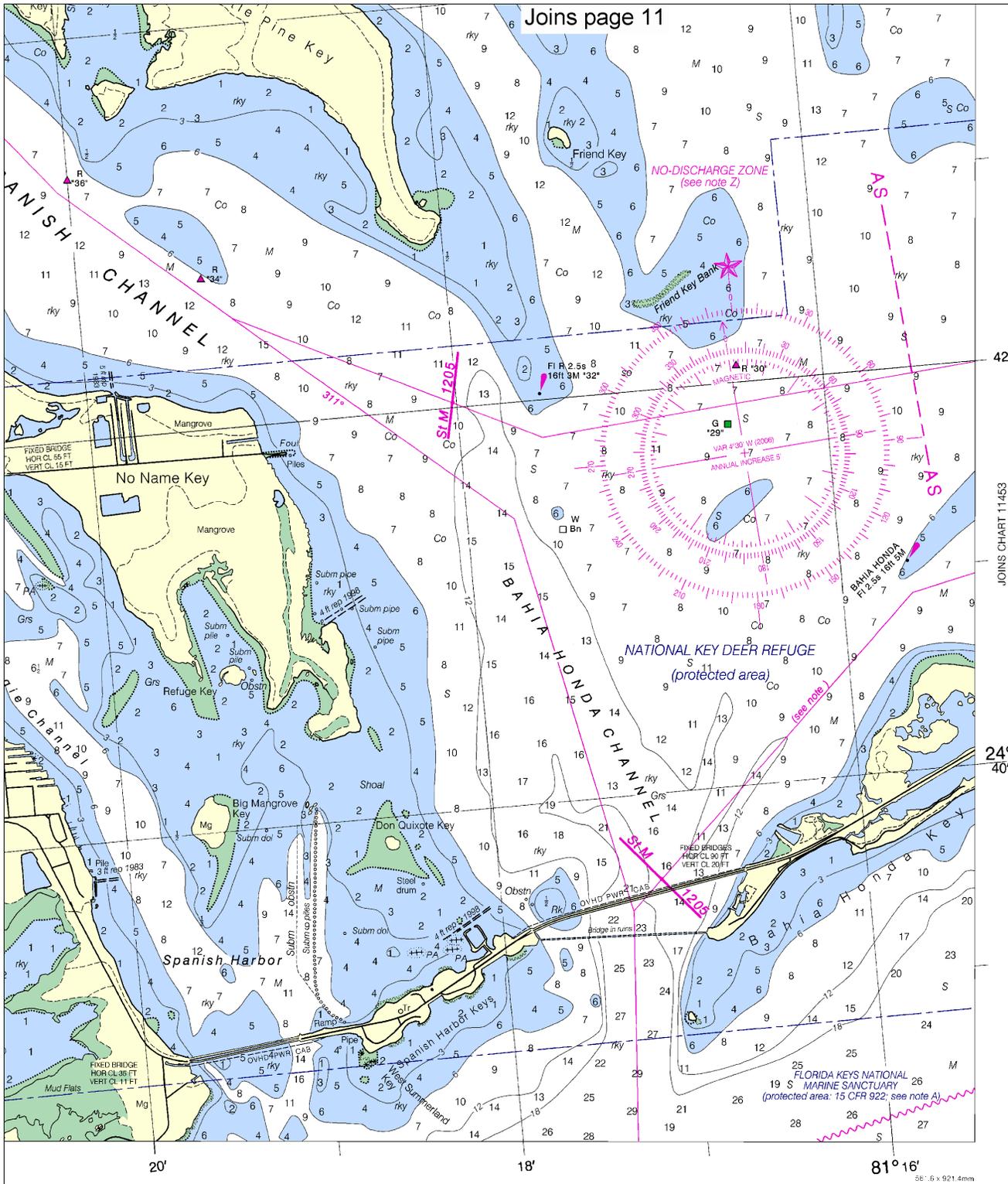
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 11



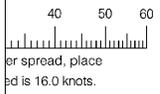
JOINS CHART 11453

ED. NO. 15

NSN 76420140 10249
 NGA REFERENCE NO. 11XHA11448

Big Spanish Channel to Johnston Key
 SOUNDINGS IN FEET - SCALE 1:40,000

11448





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.

