

BookletChart™

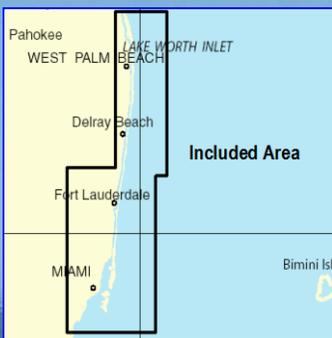


Jupiter Inlet to Fowey Rocks

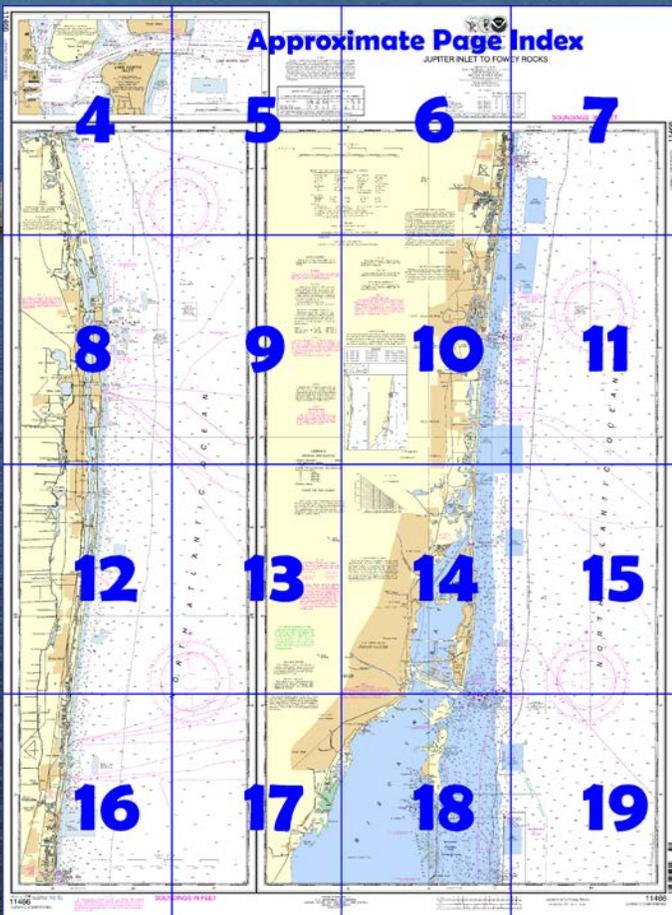
NOAA Chart 11466

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.

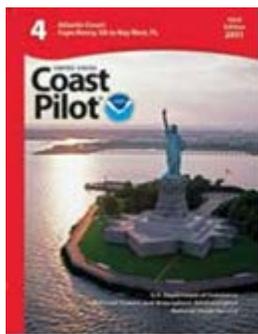
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11466>



(Selected Excerpts from Coast Pilot)

Lake Worth Inlet is a cut through the barrier beach. The entrance is protected by two jetties and the cut by revetments. Shoaling was reported through the entrance channel, especially in the N side of the channel. Transit through the extreme S side of the channel. Local knowledge and caution are advised.

Lake Worth Inlet Coast Guard Station is inside the entrance on the west side of the Intracoastal Waterway.

A Federal project provides a 35-foot entrance channel, thence a 33-foot inner channel to two turning basins with depths of 33 and 24 feet respectively, at the Port of Palm Beach. Markers include a **271°30'**

lighted entrance range, lights, and lighted and unlighted buoys. The north quarter of the entrance channel tends to shoal along the north jetty.

Anchorage for craft drawing up to 8 feet is available in the vicinity of **Palm Beach**.

A reef extends for 300 yards eastward of Peanut Island 25 feet north of the improved channel. The reef, with a least depth of 4 feet, is extremely dangerous. On the ebb, the current sets across the reef in a northeasterly direction.

A regulated speed zone for the protection of manatees is in the vicinity of the powerplant on the west side of the turning basin.

The currents in the inlet are strong and must be carefully guarded against. The current is 2.4 knots on the flood and 3.6 knots on the ebb.

Boynton Inlet. The entrance is protected by jetties. The depth over the bar and to the Intracoastal Waterway was 5 feet. The inlet is crossed by Route A1A bridge which has a clearance of 18 feet. Boynton Inlet is dangerous and particularly hazardous to small boats not designed for open seas. Persons using this inlet should be experienced and have local knowledge. The channel is unmarked.

Tidal currents through the inlet reach 8 knots, and with an easterly wind it is impassable because of breakers at the entrance. There is a strong undertow when the tide is ebbing. Eddies and extreme turbulence accompany flood and ebb tides.

Except during a flat calm, breaking and confused seas exist in the channel from the bridge to the mouth of the inlet. Conditions worsen as seas and winds increase, particularly when the current is running.

Information on local conditions can be obtained by contacting the **Lake Worth Inlet Coast Guard Station** (telephone: 561-840-8503), and asking for the telephone number of the Coast Guard Auxiliary.

Boca Raton Inlet is used by party fishermen. The inlet is protected by short jetties marked by private lights. The inlet had a depth of 5 feet in the lower south part of the entrance; shoaling to much lesser depths was across the rest of the entrance.

Boca Raton Inlet is dangerous and particularly hazardous to all boats not designed for open seas. Persons using this inlet should be experienced and extremely knowledgeable of the area. The channel is unmarked.

Dangers.—A reef in the form of a ridge with scattered boulders extends for about 300 yards eastward of Peanut Island about 25 feet north of the improved channel. The reef, with a least depth of about 4 feet over it, is extremely dangerous. On the ebb, the current sets across the reef in a northeasterly direction. Two fish havens are 0.7 and 1.5 miles off the north side of the entrance and another is 1.5 miles off the south entrance.

Currents.—The currents in the inlet are strong and must be carefully guarded against. The current velocity is 2.4 knots on the flood and 3.6 knots on the ebb. Current predictions may be obtained from the Tidal Current Tables.

Pilotage, Port of Palm Beach - Pilotage is compulsory for foreign vessels and for U.S. vessels under register in the foreign trade and drawing more than 7 feet of water. Pilotage is optional for U.S. coastwise vessels which have a pilot aboard licensed by the Federal Government.

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

PORT EVERGLADES
The project depth is 42 feet. For controlling depths see chart 11470.

Mercator Projection
Scale 1:10,000 at Lat. 26°45'

MIAMI HARBOR CHANNEL
The project depths are 42 to 44 feet. Use chart 11488 for controlling depths.

HEIGHTS
Heights in feet above Mean High Water.

NOTE B
CAUTION
Passage through inlet is not recommended without complete local knowledge of all hazardous conditions affecting this area.

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

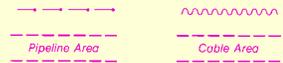
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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.

INTRACOASTAL WATERWAY
The project depths are 12 feet from Norfolk, Va. to Fort Pierce, Fla. thence 10 feet to Miami. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

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.

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)

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.

INTRACOASTAL WATERWAY
Use charts 11472, 11467, 11465 and 11451. The depths and channel markers are not shown on this chart.

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.

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.

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

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 1.314" northward and 0.826" eastward to agree with 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.

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.

Mercator Projection
Scale 1:80,000 at Lat. 26°36' for Left Panel
At 25°56' for Right Panel
North American Datum of 1983
(World Geodetic System 1984)
Additional information can be obtained at nauticalcharts.noaa.gov
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

PORT EVERGLADES RANGE REAR LIGHT
RWG (Directional) Lt, Fl R 268.250 to 268.675; F R from 268.675 to 269.325; AL R W from 269.325 to 269.925, W phase increasing with bearing; F W from 269.925 to 270.075, G phase increasing with bearing; AL G W from 270.075 to 270.675; F G from 270.675 to 271.325; Fl G form 271.325 to 271.750; Obscured from 271.750 to 268.250

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

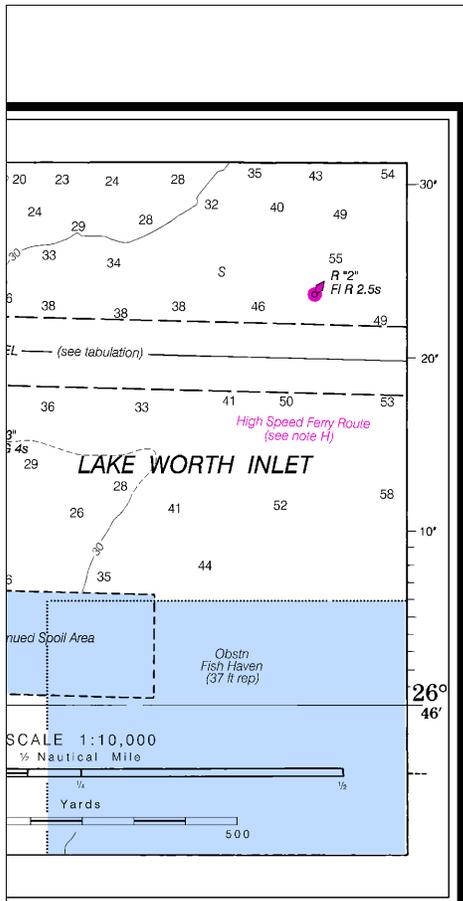
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and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

TIDAL INFORMATION				
PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Jupiter Inlet (south jetty)	(26°57'N/80°04'W)	2.6	2.7	0.2
Port Of Palm Beach	(26°46'N/80°03'W)	3.1	2.9	0.2
Lake Worth Pier (ocean)	(26°37'N/80°02'W)	3.0	2.9	0.1
Hillsboro Inlet (CG station)	(26°16'N/80°05'W)	2.6	2.6	0.2
Port Everglades, Turning Basin	(26°06'N/80°07'W)	2.8	2.7	0.2
Miami Harbor Entrance	(25°46'N/80°08'W)	2.7	2.6	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://tidsandcurrents.noaa.gov>. (Apr 2011)

LAKE WORTH INLET CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2012 AND SURVEYS TO APR 2012						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH (MLLW) (FEET)
ENTRANCE CHANNEL	36.9	437.6	36.1	4-12	400	1.00 35-37
LAKE WORTH INNER CHANNEL	33.4	36.2	33.9	4-12	300-480	.48 33

A. EXCEPT FOR A DANGEROUS WRECK AT APPROXIMATE POSITION 26°48'20.24"N, 80°02'12.64"W
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE 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/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

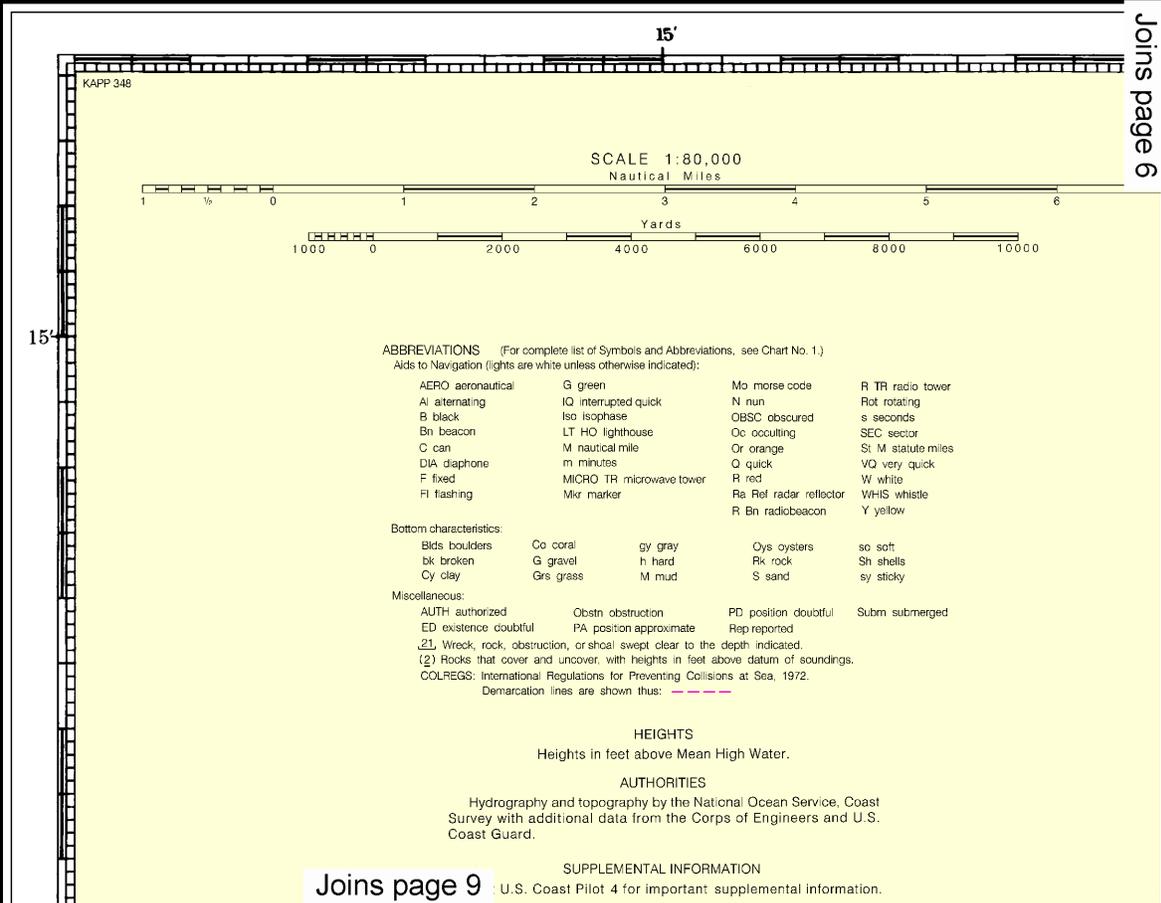
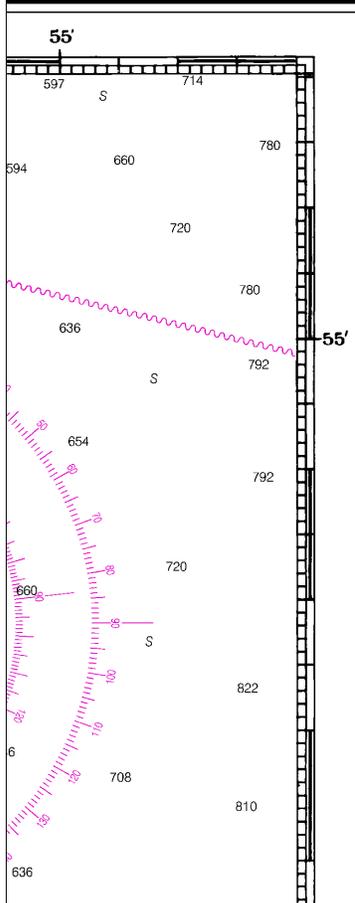
NOTE X

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.

LAKE WORTH INLET CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2012 AND SURVEYS TO APR 2012							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	36.9	437.6	36.1	4-12	400	1.00	35-37
LAKE WORTH INNER CHANNEL	33.4	36.2	33.9	4-12	300-400	.49	33

A. EXCEPT FOR A DANGEROUS WRECK AT APPROXIMATE POSITION 26°46'20.24"N, 80°02'12.64"W
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Formerly C&GS 1248, 1st Ed., May 1921 C-1931-357



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



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LAKE WORTH INLET CHANNEL DEPTHS						
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ENTRANCE CHANNEL	36.9	37.6	36.1	4-12	400	1.00 35-37
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NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

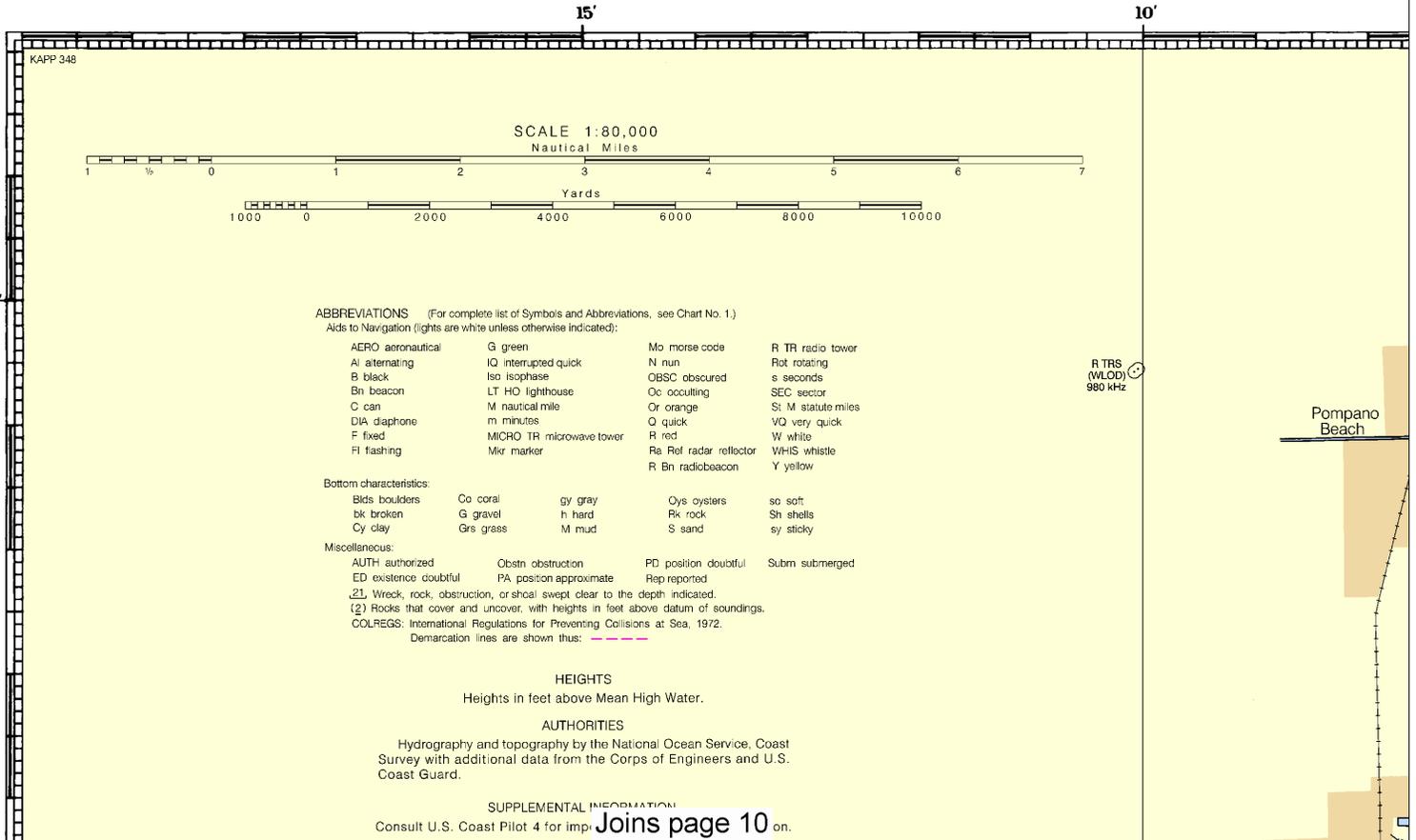
Formerly C&GS 1248, 1st Ed., May 1921 C-1931-357

JUPITER INLET

NAME
Jupiter Inlet (south jetty)
Port Of Palm Beach
Lake Worth Pier (ocean)
Hillsboro Inlet (CG station)
Port Everglades, Turning Basin
Miami Harbor Entrance

Dashes (- -) located in datum tide predictions, and tidal currents (Apr 2011)

Joins page 5

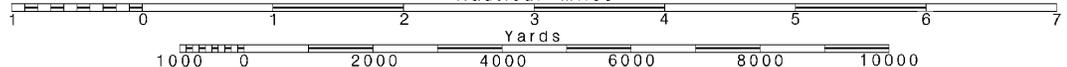


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

FLORIDA - EAST COAST

LET TO FOWEY ROCKS

Mercator Projection
 Scale 1:80,000 at Lat. 26°36' for Left Panel
 At 25°56' for Right Panel

North American Datum of 1983
 (World Geodetic System 1984)
 Additional information can be obtained at nauticalcharts.noaa.gov

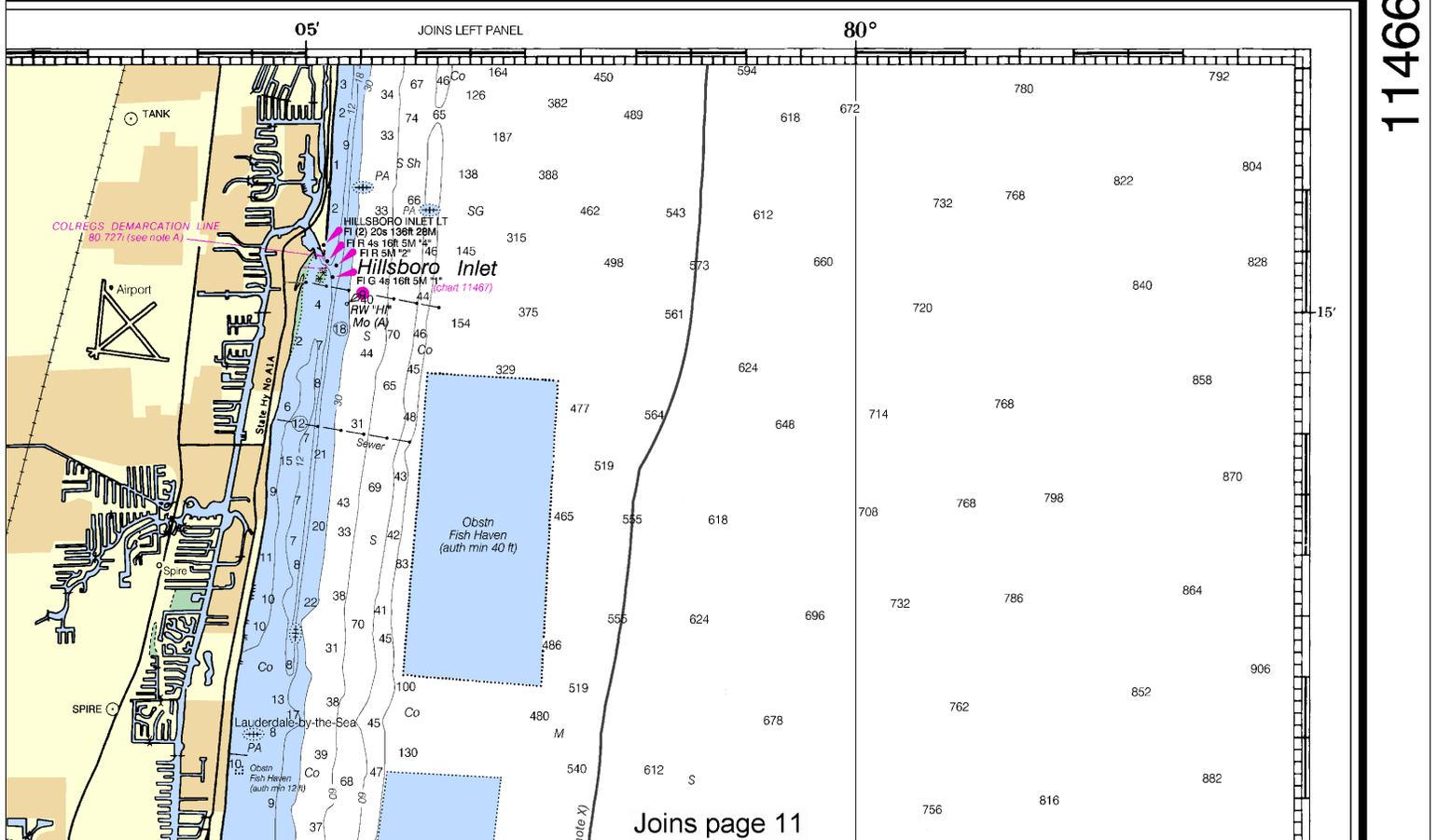
SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)		
	(LAT/LONG)	Mean Higher High Water	Mean Low Water
		feet	feet
	(26°57' N/80°04' W)	2.8	2.7
	(26°46' N/80°03' W)	3.1	2.9
	(26°37' N/80°02' W)	3.0	2.9
	(26°16' N/80°05' W)	2.8	2.6
Basin	(25°08' N/80°07' W)	2.8	2.7
	(25°46' N/80°08' W)	2.7	2.6

Empty columns indicate unavailable datum values for a tide station. Real-time water levels, current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

SOUNDINGS IN FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4912 12/4/2012,
 NGA Weekly Notice to Mariners: 4912 12/8/2012,
 Canadian Coast Guard Notice to Mariners: n/a.

11466

7

Joins page 5

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 and U.S. Coast Guard.

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.

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

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)

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.

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

NOTE A

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

Refer to charted regulation section numbers.

NOTE S

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

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.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and other structures resulting in submerged debris in uncharted locations. Consult U.S. Coast Pilot 4 for information on hurricanes and tropical storms and shoreline may not

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.

INTRACOASTAL WATERWAY

Use charts 11472, 11467, 11465 and 11451. The depths and channel markers are not shown on this chart.

NOTE E

PRECAUTIONARY AREA

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

RWG (Dirac 269.325; AL 114 with bearing; to 271.325; F to 268.250

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.

SOURCE

Source	Survey Type	Coverage
A	1990-2009 NOS Surveys	Full bottom coverage
B1	1990-2008 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



TV TOWER 996 F

TV TOWER 734 FT

FOR

Joins page 10

Joins page 13

HEIGHT Joins page 6

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 and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

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WARNING

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NOTE E

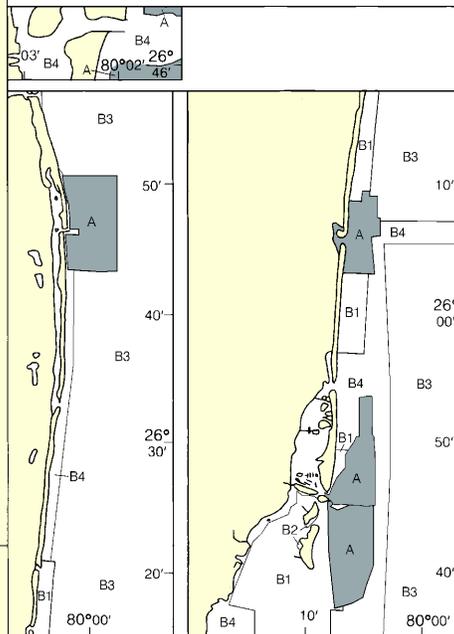
PRECAUTIONARY AREA

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

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.

SOURCE		
A	1990-2009	NOS Surveys Full bottom coverage
B1	1990-2008	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



TV TOWER 996 FT

TV TOWER 734 FT

Joins page 14

Oakland Park

PORT EVERGLADES RANGE REAR LIGHT

RWG (Directional) Lt, Fl R 268.250 to 268.675; F R from 268.675 to 269.325; AL R W from 269.325 to 269.925, W phase increasing with bearing, F W from 269.925 to 270.075, G phase increasing with bearing; AL G W from 270.075 to 270.675; F G from 270.675 to 271.325; FI G from 271.325 to 271.750; Obscured from 271.750 to 268.250

FORT LAUDERDALE

PORT EVERGLADES
The project depth is 42 feet. For controlling depths see chart 11470.

TANK
RWG 135ft (see note)
FOUR STACKS

Dania Cutoff Canal
(use chart 11467)

Dania
TANK

HOLLYWOOD

Hallandale

10'

5'

26°

Joins page 9

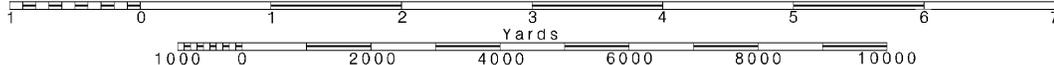
10

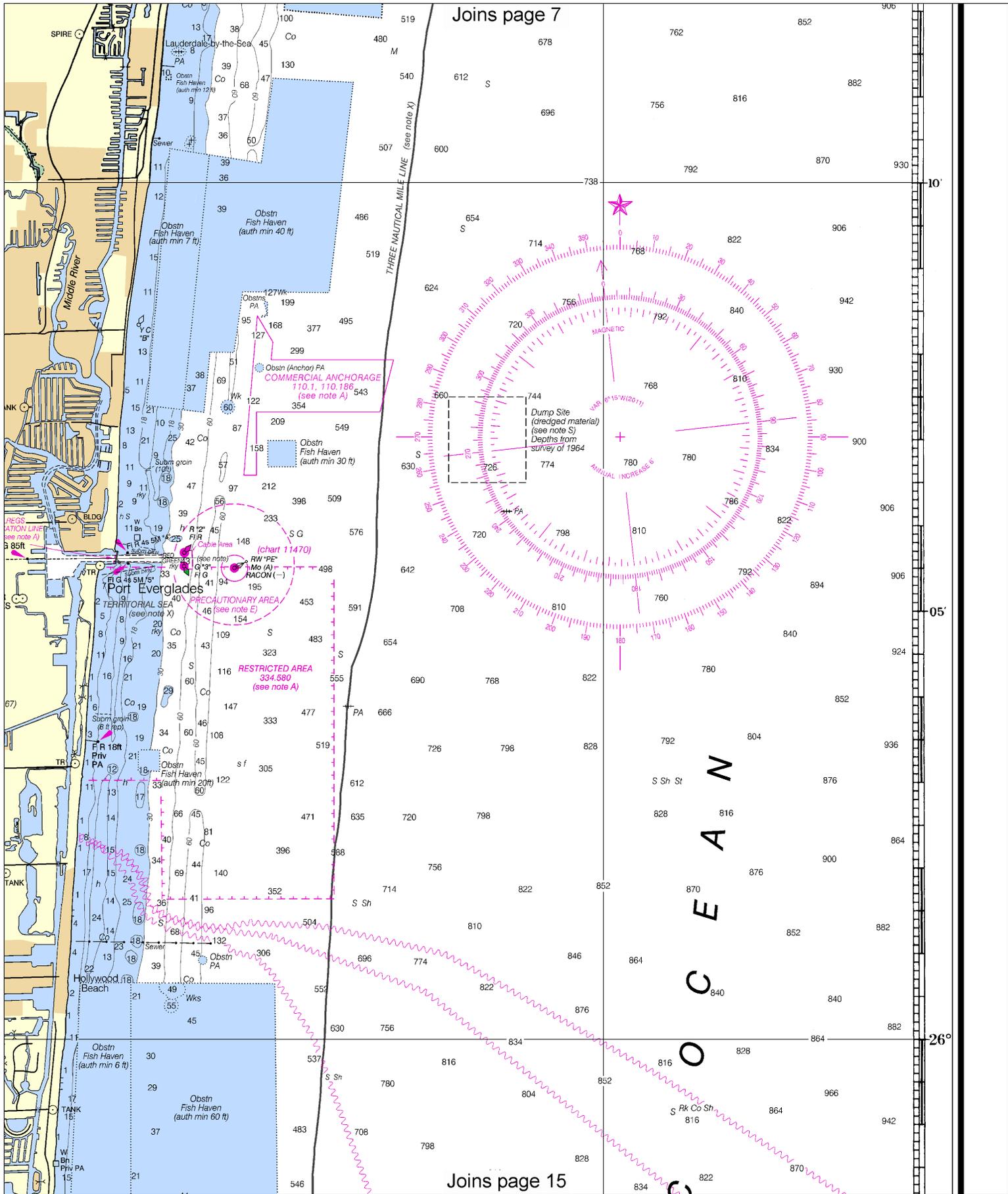
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







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.

PRINT-ON-DEMAND CHARTS

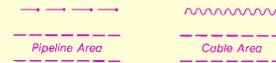
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about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

AERO
Rot W&G

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.

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.

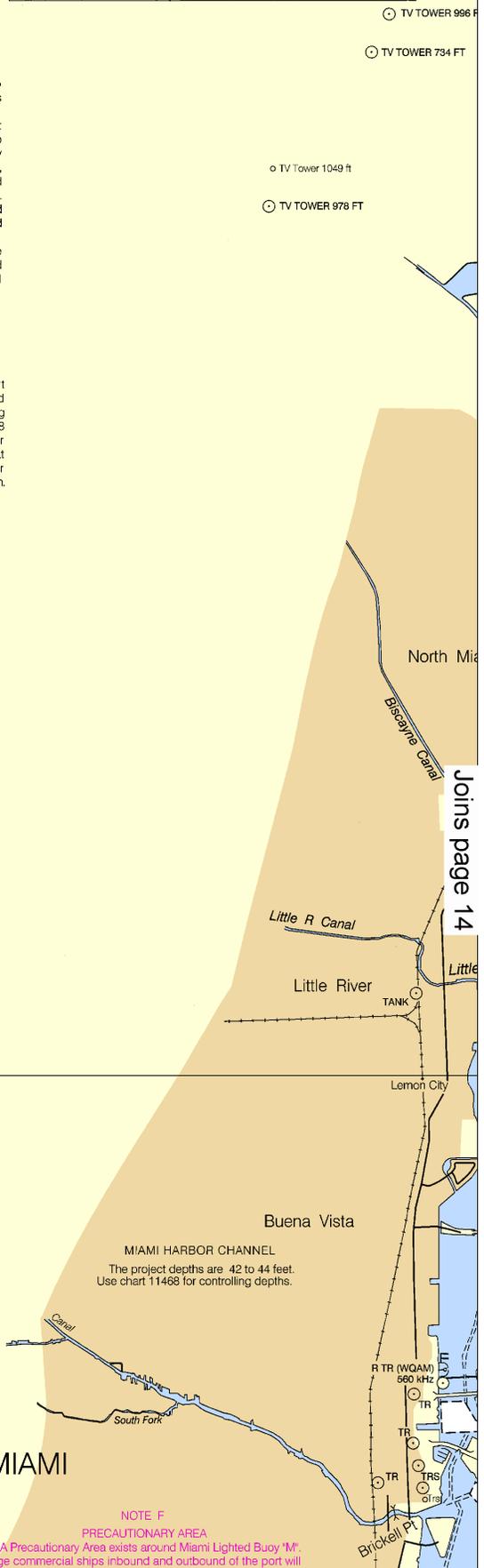
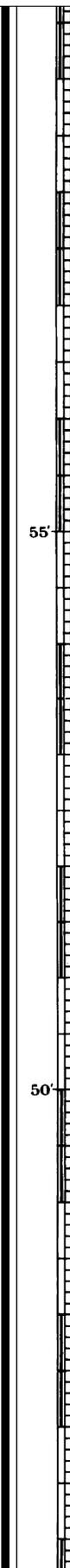
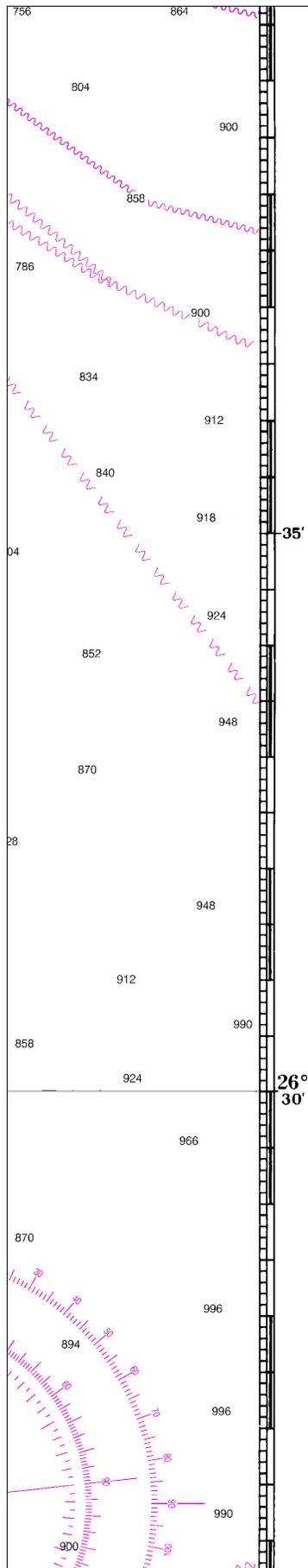
POLLUTION REPORTS

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.

NOTE F
PRECAUTIONARY AREA
A Precautionary Area exists around Miami Lighted Buoy "M". Large commercial ships inbound and outbound of the port will



- TV TOWER 996 FT
- TV TOWER 734 FT
- TV Tower 1049 ft
- TV TOWER 978 FT

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.
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AERO
 Rot W&G

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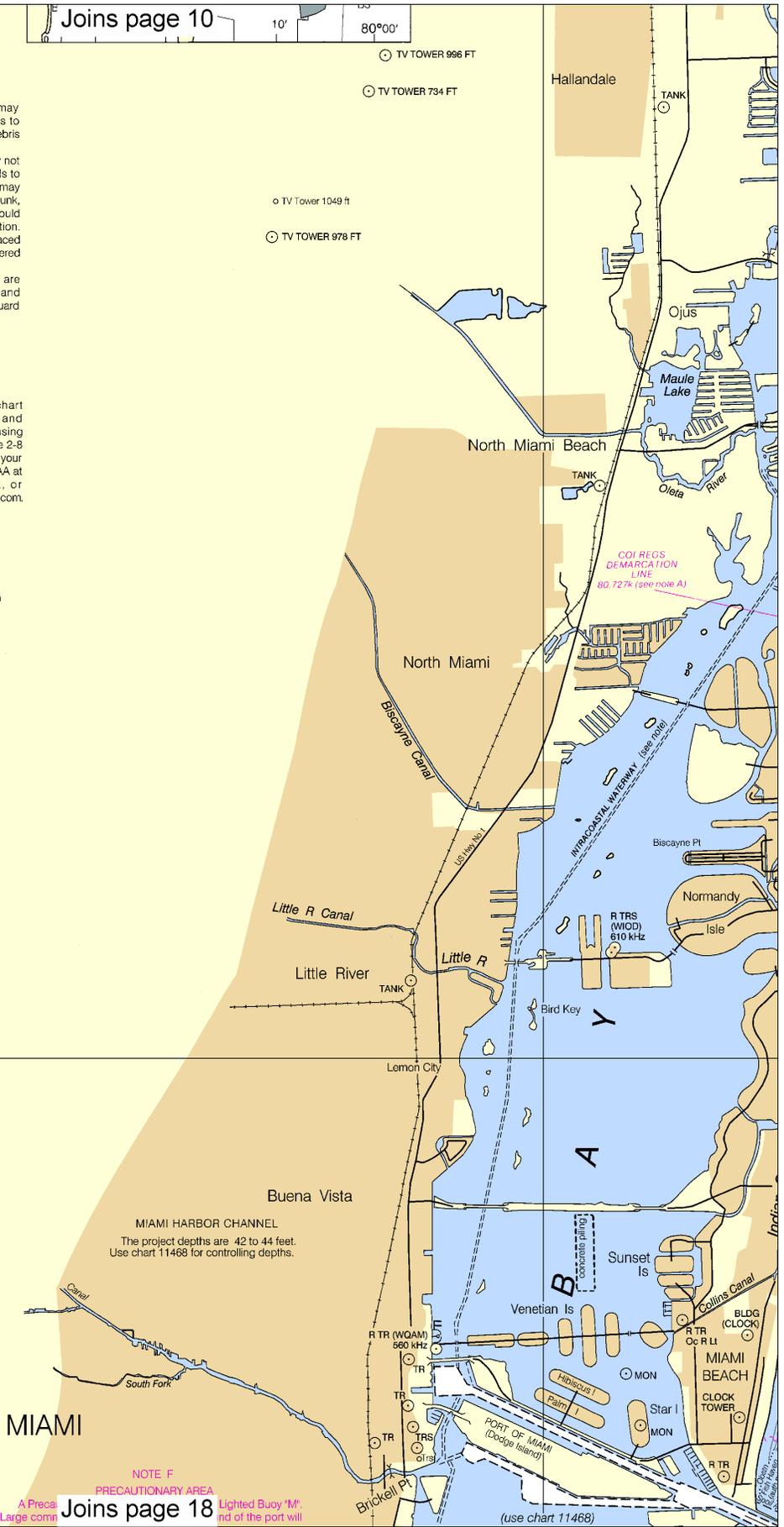
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AERO
 Rot W&G



Joins page 13

55'

50'

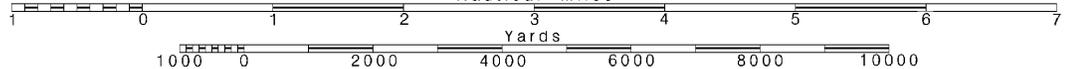
14

Note: Chart grid lines are aligned with true north.

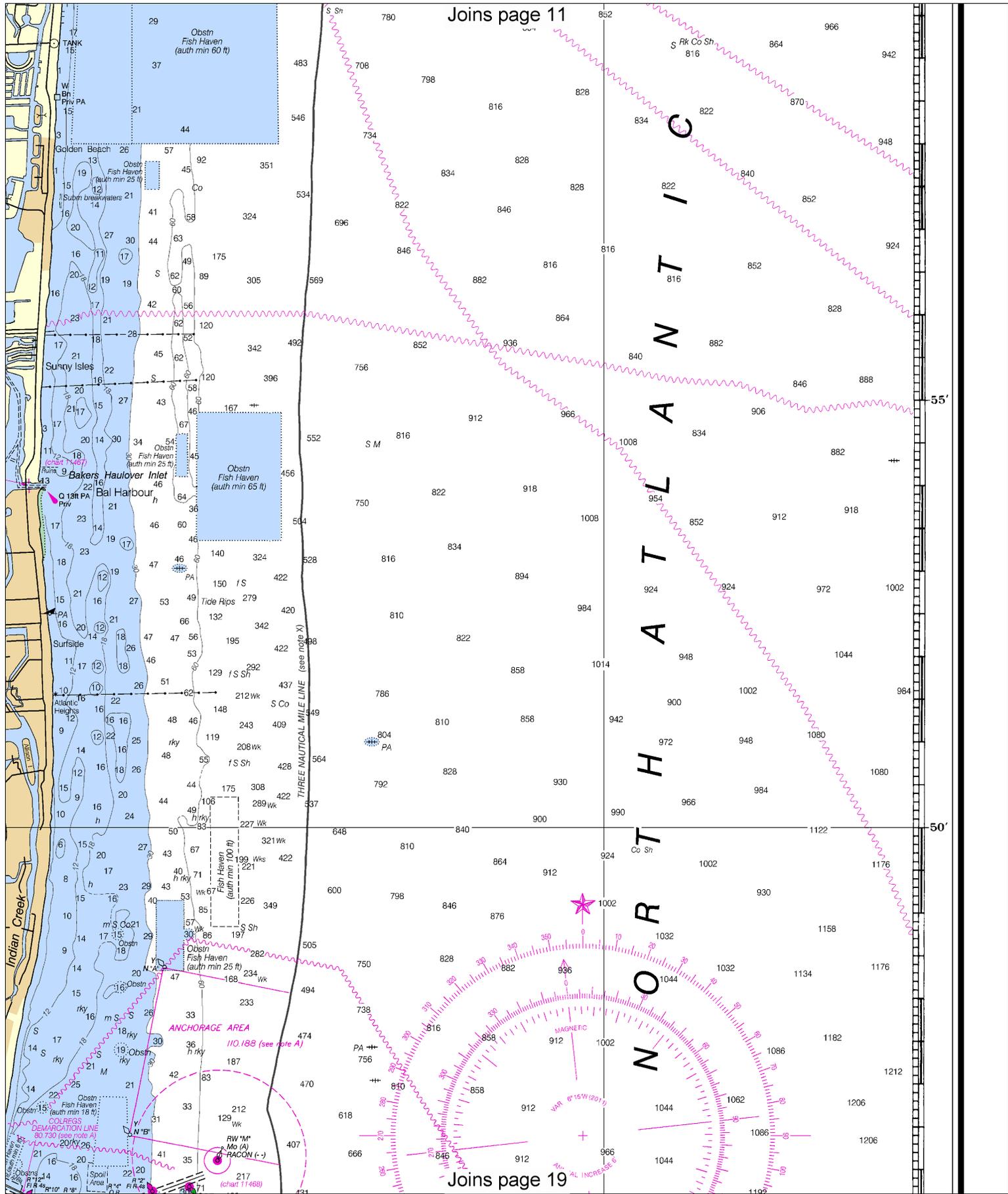
Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

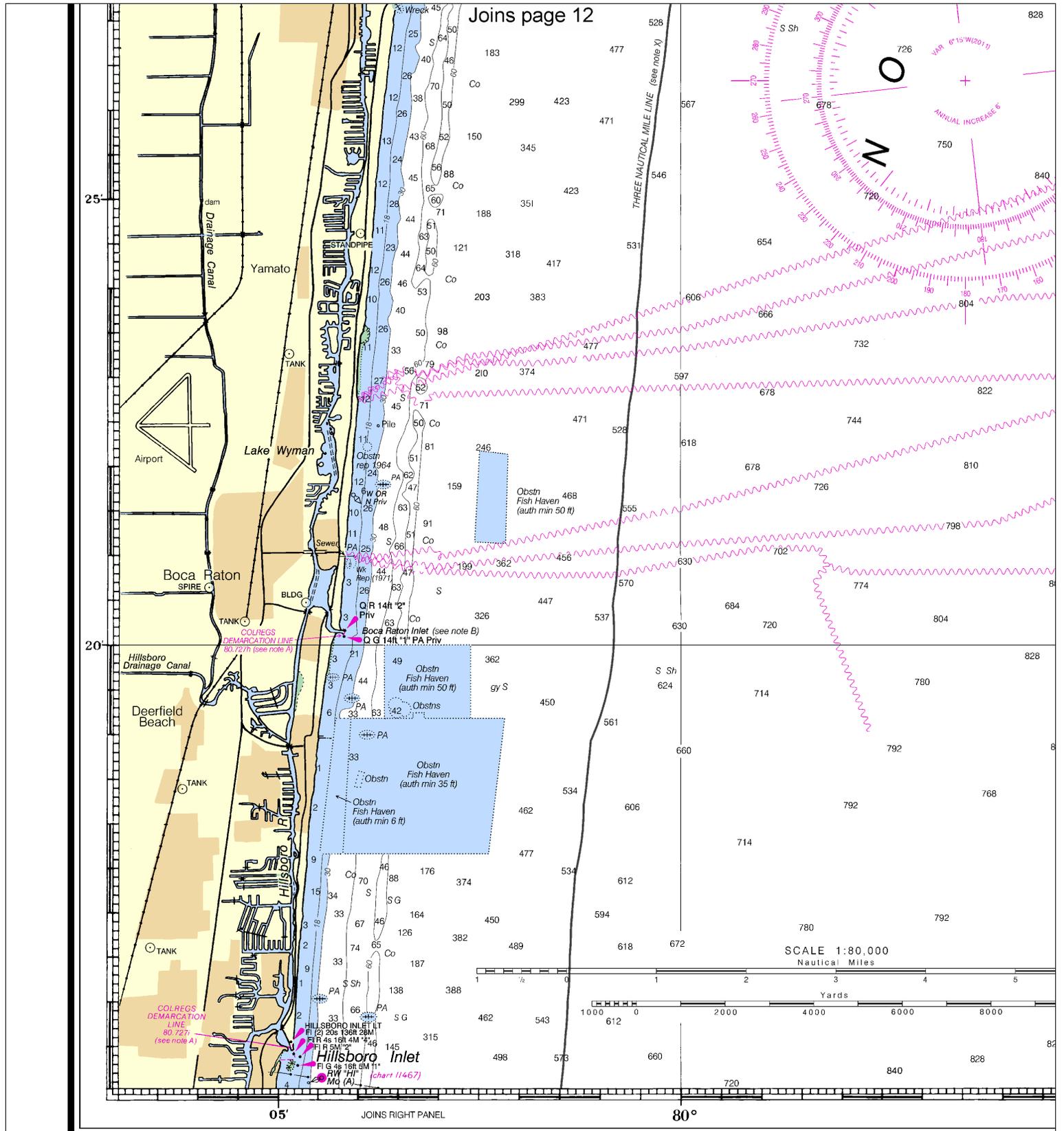
See Note on page 5.



Joins page 11



Joins page 19



Joins page 12

SOUNDINGS IN FE

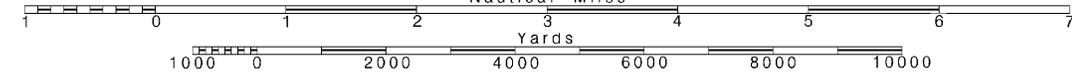
39th Ed., Apr. /11 ■ Corrected through NM Apr. 30/11
 Corrected through LNM Apr. 26/11
11466

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.

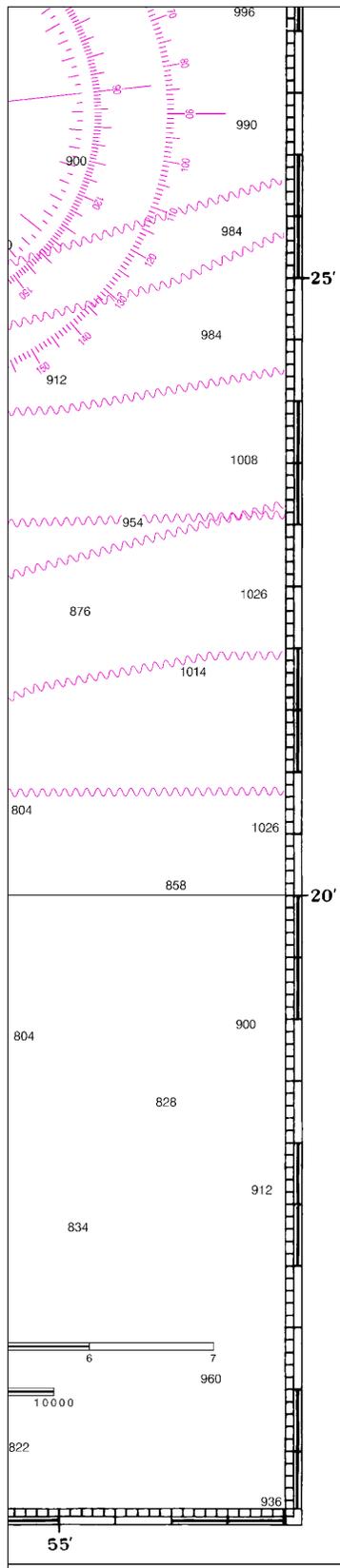
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SCALE 1:80,000—
 Nautical Miles



See Note on page 5.



stances to the National Res 1-800-424-8802 (toll free), or Coast Guard facility if telepho is impossible (33 CFR 153).

Joins page 13

RADAR REFLECTORS

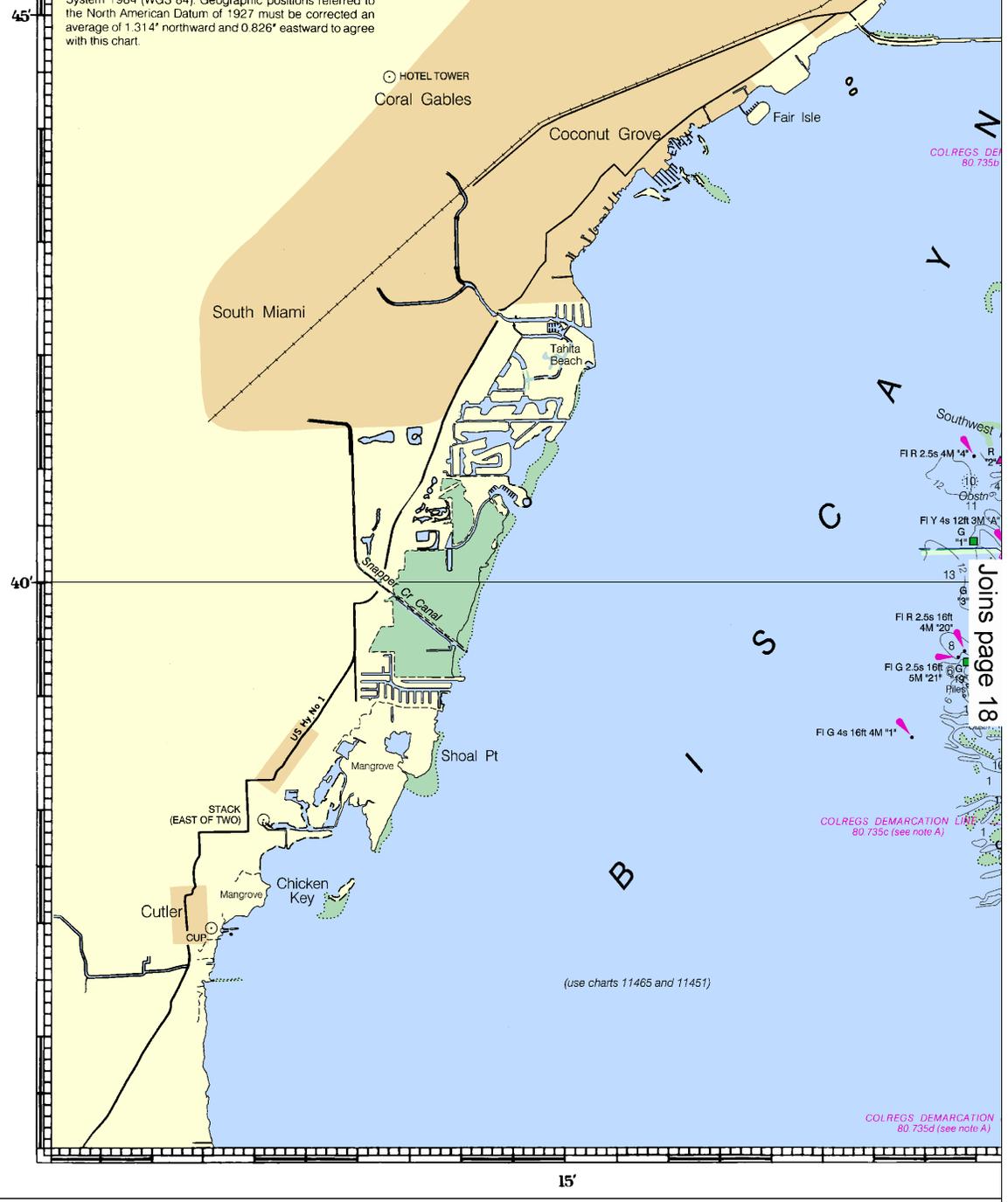
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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 1.314' northward and 0.826' eastward to agree with this chart.

MIAMI

NOTE F
PRECAUTIONARY AREA
 A Precautionary Area exists around Miami Lighted Buoy "M". Large commercial ships inbound and outbound of the port will board and disembark pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.



Joins page 18

EET

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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

stances 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).

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Joins page 14

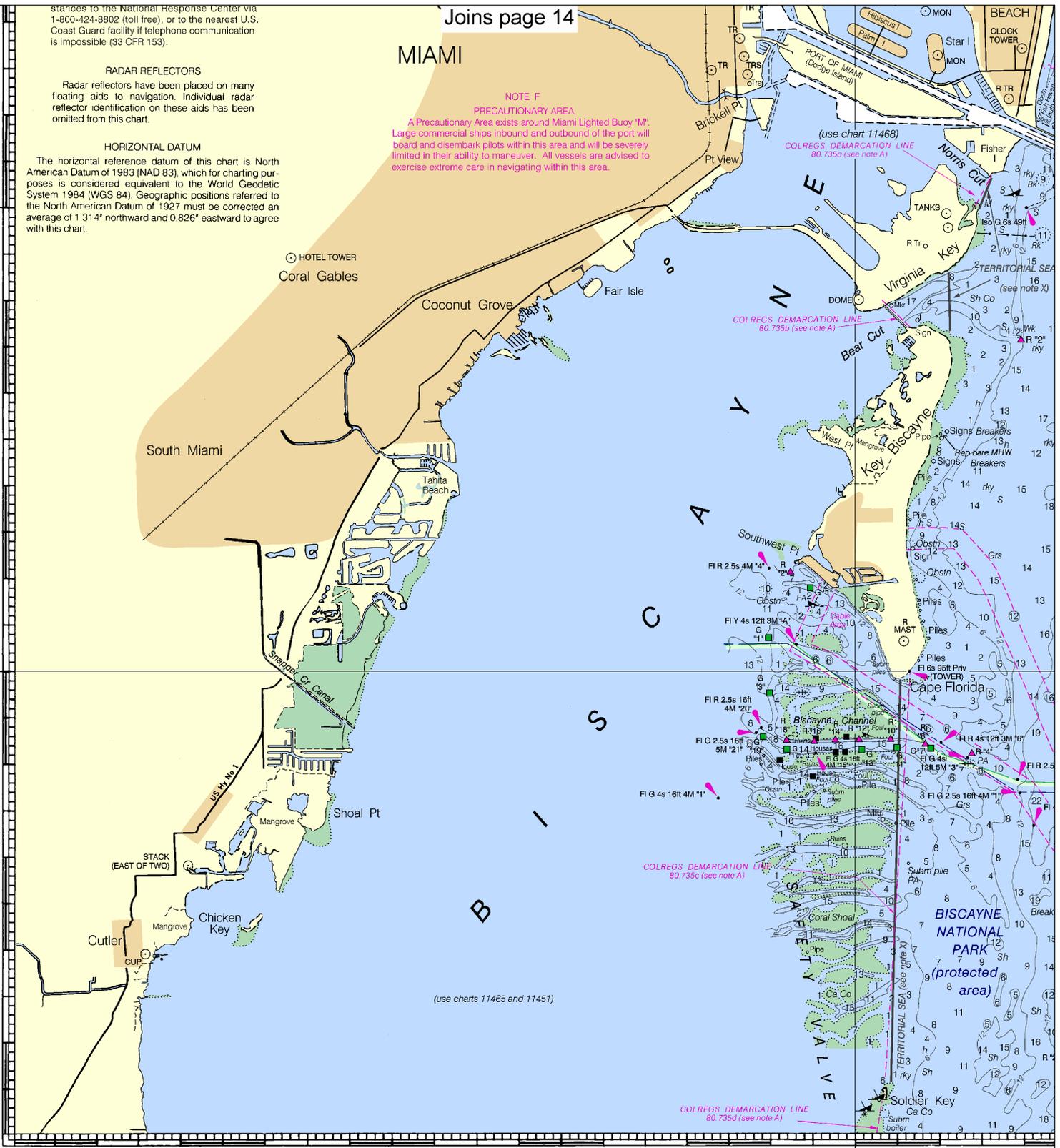
MIAMI

NOTE F

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45'

Joins page 17



15'

10'

JOINS CHART 11462

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

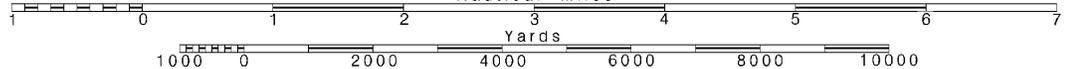
FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1	2	3	4	5

18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.





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>



— 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.

