

# BookletChart™



## Intracoastal Waterway – West Palm Beach to Miami

NOAA Chart 11467

*A reduced-scale NOAA nautical chart for small boaters*

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



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

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

**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

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

**What is a BookletChart™?**

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

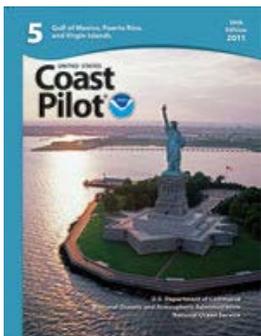
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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

**Notice to Mariners Correction Status**

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

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11467>.



**(Selected Excerpts from Coast Pilot)**

The Florida Department of Natural Resources has established a **slow-no wake speed zone** in the Intracoastal Waterway where the channels converge in the vicinity of Bakers Haulover Inlet.

**Miami River** trends westward then northwestward through the heart of the city of Miami for about 2.8 miles to the confluence of **South Fork Miami River** and **North Fork Miami River**. North Fork leads northwest for another 0.6 mile to the

junction with **Miami Canal**, thence Miami Canal continues northwest for about 1.8 miles to a dam below the NW 36th Street bridge. Miami Canal is navigable for small boats for about 10 miles above the dam, however,

the head of navigation from seaward is at the dam. Tamiami Canal leads westward from Miami Canal to **Sweetwater** in the Everglades. A dam is about 1.2 miles above its junction with Miami Canal.

Miami River and Tamiami Canal are **Regulated Navigation Areas**. (See **165.1 through 165.13, and 165.726**, chapter 2, for limits/regulations.) The Coast Guard reports that ships may encounter current anomalies at the mouth of Miami River which have caused occasional groundings. Currents in the river are strong on the ebb and cause swirls at the bends. From West Palm Beach, the waterway continues southward to the south end of Lake Worth at **Mile 1034.3**, thence through a cut to Lake Wyman at **Mile 1045.7**.

Southern Boulevard Bridge (State Route 80), **Mile 1024.7**, has a bascule span with clearance of 14 feet at the center. The bridgetender monitors VHF-FM channel 16, call sign WHW-777. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

**West Palm Beach Canal** enters the waterway at **Mile 1026.8**. A fixed highway bridge with a clearance of 12 feet is about 0.3 mile above the mouth. In 1983, the reported controlling depth in the canal was 7 feet. At **Lake Worth, Mile 1028.8**, State Route 802 highway bridge (locally known as Lake Worth Avenue bridge) crossing the waterway has a span with a clearance of 38 feet at the center and 35 feet elsewhere. The bridgetender monitors VHF-FM channel 16 and works channel 13.

A repair yard in the yacht basin on the west side of the lake at **Mile 1030.5** has berths with electricity, gasoline, water, a pump-out station, ice, marine supplies and dry storage. Hull, engine and electronic repairs can be made. In 2007, an approach depth of 7 feet was reported.

At **Lantana, Mile 1031.0**, Lantana Avenue bridge crossing the waterway has a bascule span with a clearance of 13 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM 16 and works channel 13. There are small-craft facilities at **Miles 1032.6 and 1033.1**. Berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, wet and dry storage are available. A lift to 85 tons is available for hull and engine repairs.

The waterway enters a cut at **Mile 1034.3**. East Ocean Avenue/State Route 804 highway bridge crossing the waterway at **Boynton Beach, Mile 1035.0**, has a span with a clearance of 21 feet. The bridgetender monitors VHF-FM channel 16 and works channel 13; call sign WHW-773. Just north of the bridge on the western shore of the lake there are two small-craft facilities where berths with electricity, gasoline, diesel fuel, a pump-out facility, water and ice are available. In 2007, the reported approach depth was 10 feet with 8 feet alongside.

At **Mile 1035.8**, Woolbright Road highway bridge with a bascule span and clearance of 25 feet crosses the waterway. The bridgetender monitors VHF-FM channel 16 and works channel 13.

The Eighth Street highway bridge over the waterway at **Mile 1038.7** has a bascule span with a clearance of 9 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 16 and works channel 13.

A boatyard is on the north shore of Little River, about 0.6 mile above the mouth. The yard has a 20-ton marine lift, and a marine railway that can handle craft up to 50 feet. Gasoline, water, ice, electricity, and marine supplies are available. There is berthage for about 15 boats with 7 to 10 feet reported alongside in 1983. There is a machine shop on the premises; hull and engine repairs can be made.

**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

**DANIA CUT-OFF CANAL**  
(South New River Canal to Dania)  
Fixed overhead crossings have reported minimum clearance as follows

HOR CL 29 FT  
VERT CL 10 FT REP

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

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

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kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "Art".

**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.

**BOCA RATON INLET**  
**CAUTION**  
Inlet continually shoaling, passage is not recommended without local knowledge of all hazardous conditions affecting 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.

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

**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.

**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.

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

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

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

**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 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.

**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)

**ARTICULATED AIDS**

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

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

**ARTICULATED AIDS**  
An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "Art".

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**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.

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

**CAUTION**  
**WARNINGS CONCERNING LARGE VESSELS**  
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

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

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

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

NO	SMALL CRAFT FACILITY	DEPTHS		SERVICES				SUPPLIES														
		APPROACH- FEET (REPORTED)	ALONGSIDE- FEET (REPORTED)	REPAIRS	MARINE SURFACED/NATURAL	LIFT	BOAT RENTAL	FOOD-LODGING	TOILETS	WINTER STORAGE	WATER	NAUTICAL CHART SALES	GROCERIES	BAIT-TACKLE	DIESEL OIL-GASOLINE							
		CHART SIDE			HULL MOTOR/RADIO	CAPACITY-TONS		CANOE-ROW-MOTOR-KAYAK	CHARTER-HOUSE-SAIL	PUMP-OUT STATION	WET DRY	LAUNDRY										
2	LOGGERHEAD CLUB & MARINA	A	7	7	B E	HMR					TS P	D	C	WI	GH	BT	DG					
6	PALM BEACH YACHT CENTER	A	7	6	B E	HMR		80	M	C				TS P	WD	C	WI	H	BT	DG		
7	GATEWAY MARINA	A	4	3	B		M		7					TP	D	C	WI		BT	G		
11	MARINA VILLAGE	A	10	8	B E						F			TP			WI		B	DG		
14	MARINA DELRAY	A	10	4	B E	HMR		5		C				TS P	WD		WI			DG		
16	DELRAY HARBOR CLUB MARINA	A	10	8	B E									TSLP	W		WI			DG		
17	CITY OF DELRAY BEACH MARINA	A	10	6	B E									TSLP	W		WI			DG		
20A	LIGHTHOUSE POINT MARINA	A	10	10	B E						F			TSLP		C	WI	G	BT	DG		
27	SANDS HARBOR MARINA	A	10	10	B E				M		FL	TSLP	W	C	WI		GH		BT	DG		
37	BAHIA MAR YACHTING CENTER	A	12	10	B E	HMR				M	C	S	FL	TSLP	W	C	WI	GH		DG		
41	LAUDERDALE MARINA	A	16	10	B E	M			M	C	F	TP		C	WI	GH	BT		DG			
52	LAUDERDALE MARINA CENTER	A	10	10	B E	HMR	3	220						TSLP	D		WI	H		DG		
55B	HURRICANE HARBOR	A	10	8	B E	HMR		70						TS P	W		W			DG		
73	HOLLYWOOD MARINA	A	6	8	B E	S								TSLP	W		W			DG		
79B	MAULE LAKE MARINA	B	10	10	B	HMR		68			F	TSLP	WD	WI						DG		
83	HAUOVER MARINA	B	13	10	B	S	M			M		F	TS P	D	C	WI	H	BT		DG		
90	NORTH BAY LANDING MARINA	B	15	10	B E						FL	TSLP	W		WI	G				DG		
92A	BISCAYNE BAY MARRIOTT MARINA	B	6.5	6.5	B E						FL	TSLP		C	WI	GH	B			DG		
109	MERRILL STEVENS DRYDOCK CO	B	15	12	BME	S	HMR	165	500					TS P	WD		WI	H		DG		
122	CRANDON PARK MARINA	B	6	5	ME	S				C	MK	C	S	F	T	LP	WD	C	WI	GH	BT	DG

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

**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.

**CAUTION**  
 Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
 All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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

**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.

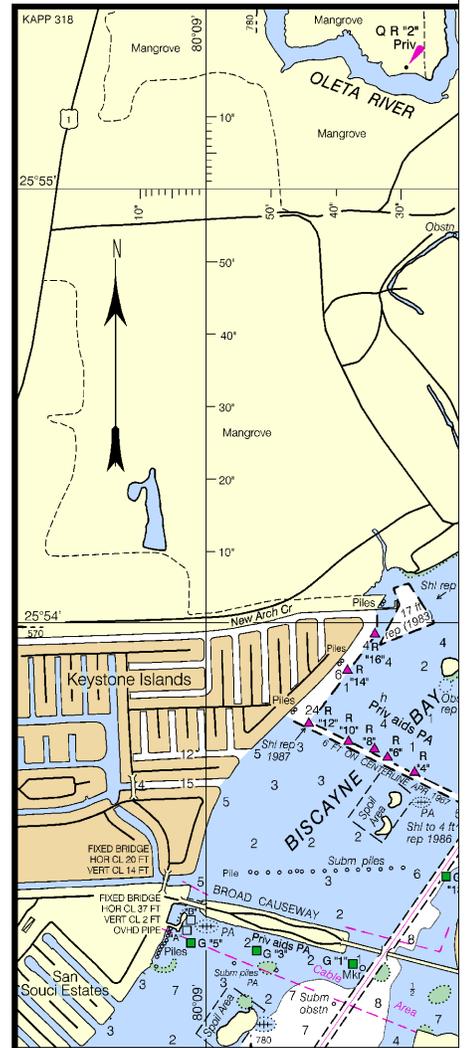
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Note: Chart grid lines are aligned with true north.

**CAUTION**  
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**INTRACOASTAL WATERWAY**

**Project Depths**  
 10 feet Norfolk, VA to Fort Pierce FL; 10 feet Ft. Pierce, FL to Miami FL; 7 feet Miami, FL to Ft. Lauderdale, FL.

**Controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.**

**Distances**  
 Waterway is indicated by a magenta line. Distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: . Distances for converting Statute Miles to International Nautical Miles are given in U.S. Coast Guard Local Notice to Mariners. Distances are TRUE and must be CORRECTED for variation and compass deviation.

**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.nce.noaa.gov/ldr/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

**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.

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

**RACING BUOYS**

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

**PLANE COORDINATE GRID**

(based on NAD 1927)  
 Florida State Grid, East Zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

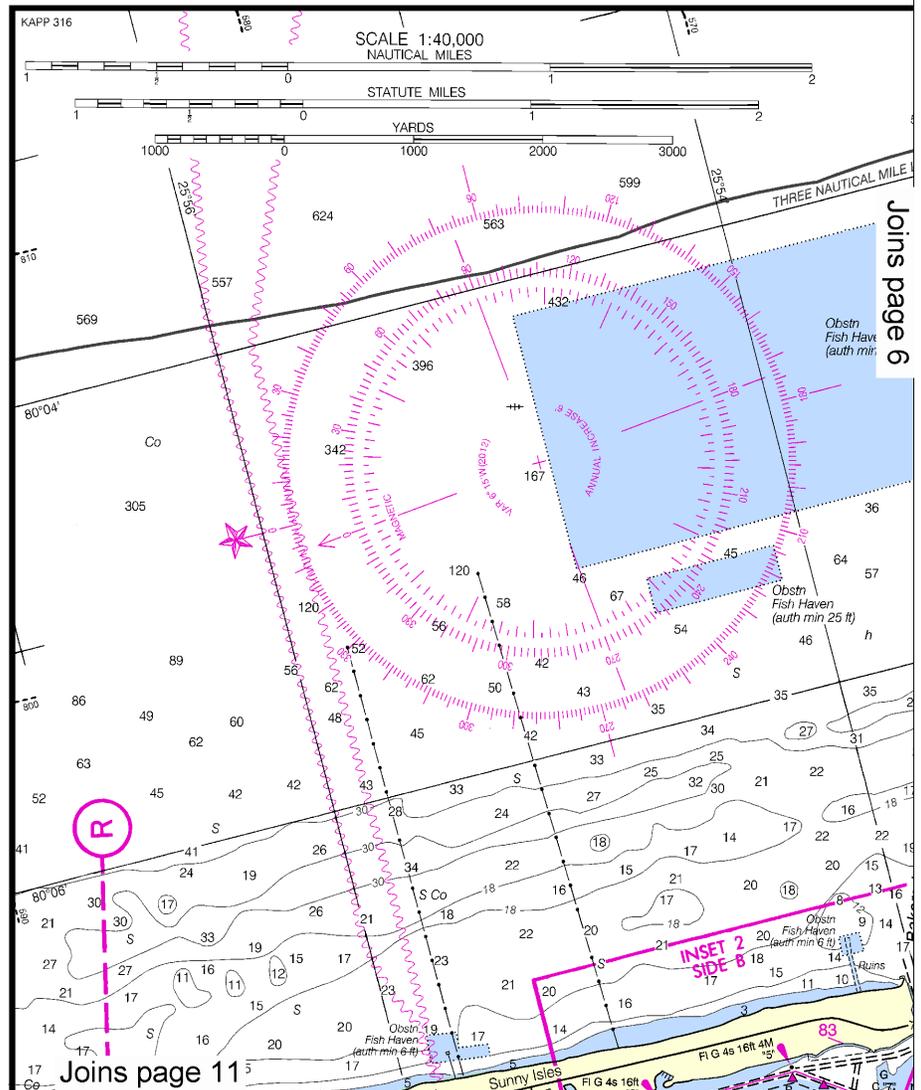
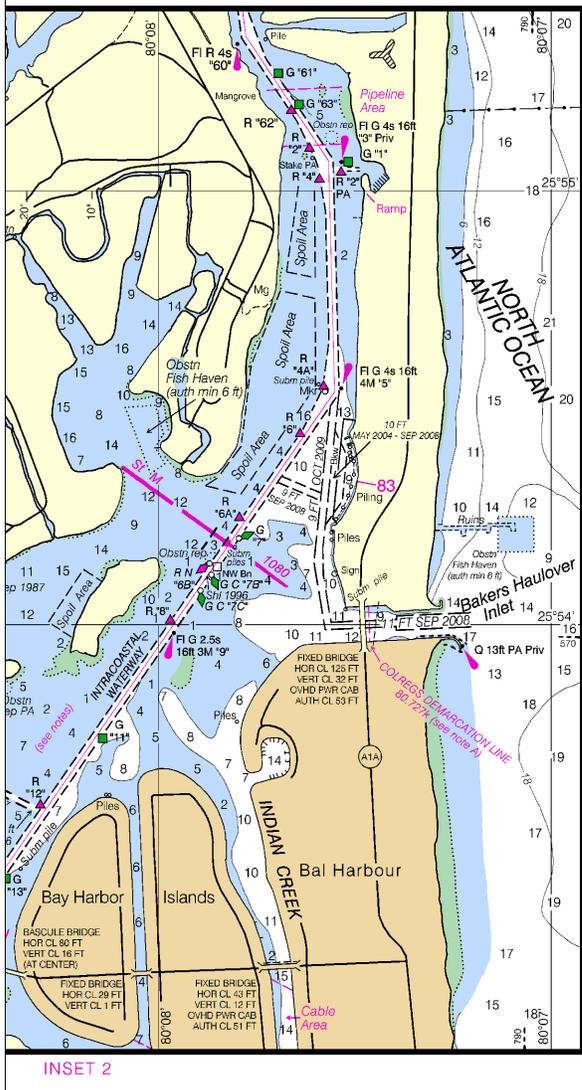
**NOTE A**

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

Refer to charted regulation section numbers.

**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.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:32000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



**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)

**ARTICULATED AIDS**

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labeled "Art".

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IO interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	W white
F fixed	MICRO TR microwave tower	R red	WHIS whistle
Fl flashing	Mkr marker	Ra Ref radar reflector	Y yellow
		R Bn radiobeacon	

**Bottom characteristics:**

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

**Miscellaneous:**

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
② Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: - - - - -			

**FACILITIES**

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

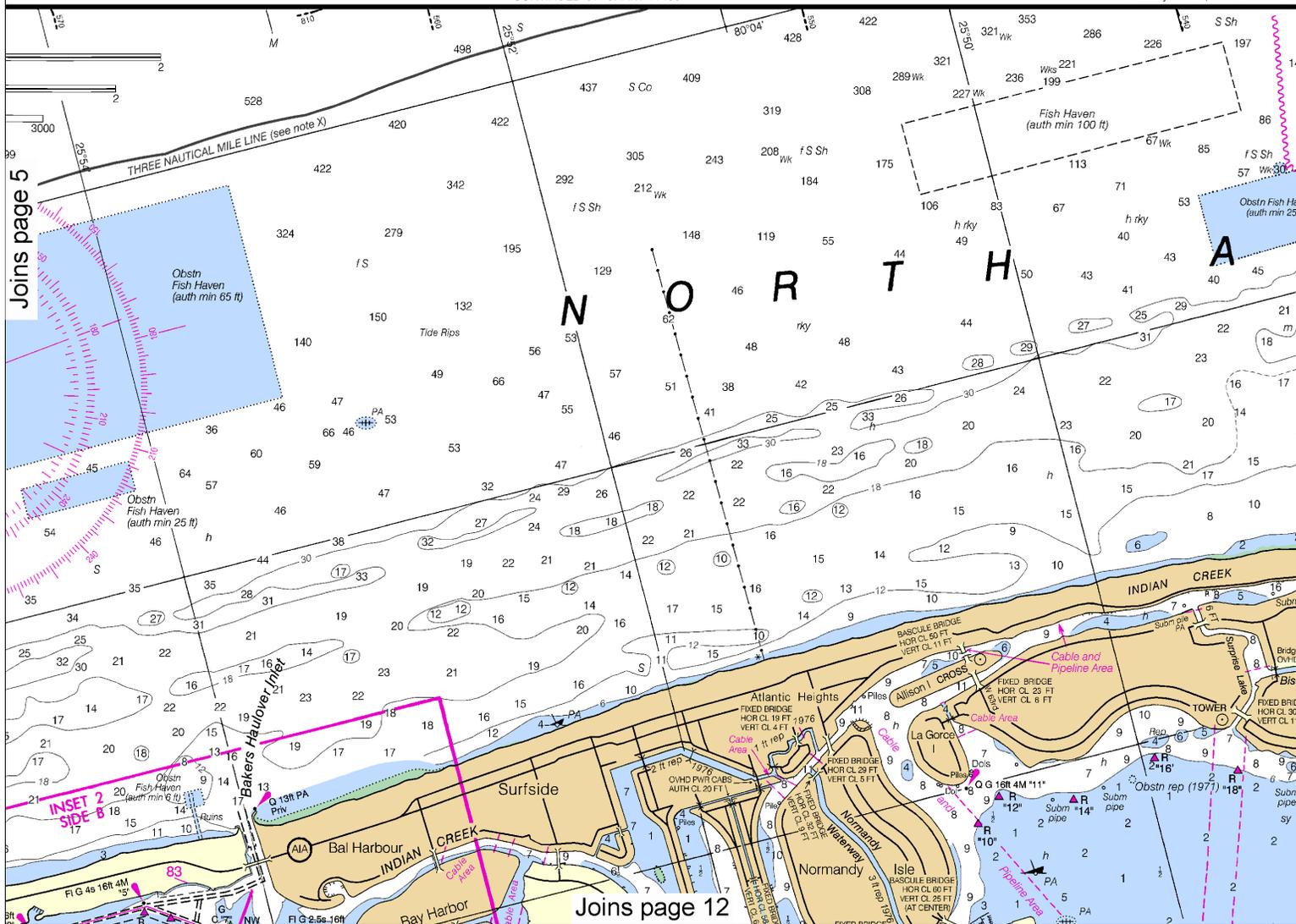
**LOGARITHMIC SPEED SCALE**



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

CONTINUED ON CHART 11466

Formerly 847-S, 1st Edition 1962



Joins page 5

Joins page 12



Note: Chart grid lines are aligned with true north.



BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS  
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROCASTS-EST	SPECIAL WARNING
Miami, FL	NCF	2670 kHz	10:50 AM & PM	*On receipt

\*Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF

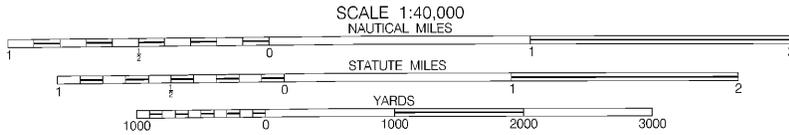
**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**NOTE 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.

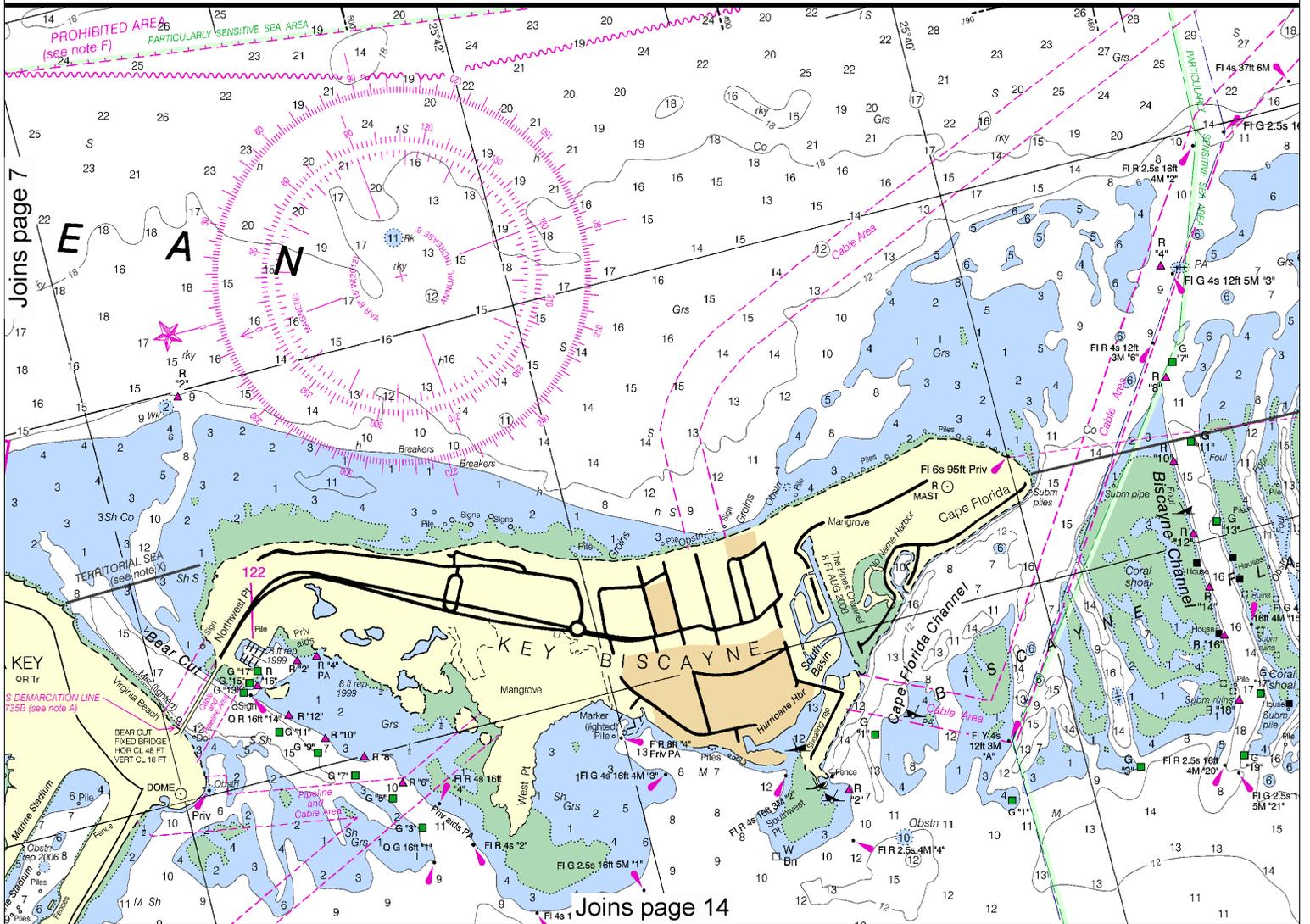
**NOTE B**  
The area in Miami Harbor from the turning basin to the northwest corner of Dodge Island is utilized intermittently as a seaplane operating area.

**NOTE E**  
**CAUTION**  
Cross-channel current variations in Government Cut are particularly difficult to negotiate because of variances between predicted and actual currents. Caution should be exercised when entering from sea during flood tide with northeasterly winds; a strong turning torque occurs when just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tides. Horizontal current gradients occur in the turning basin at the northwest corner of Dodge Island which may make maneuvering difficult. Ships may encounter current anomalies at the mouth of the Miami River.

**NOTE F**  
**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.



CONTINUED ON CHART 11486



Joins page 7

Joins page 14



Note: Chart grid lines are aligned with true north.

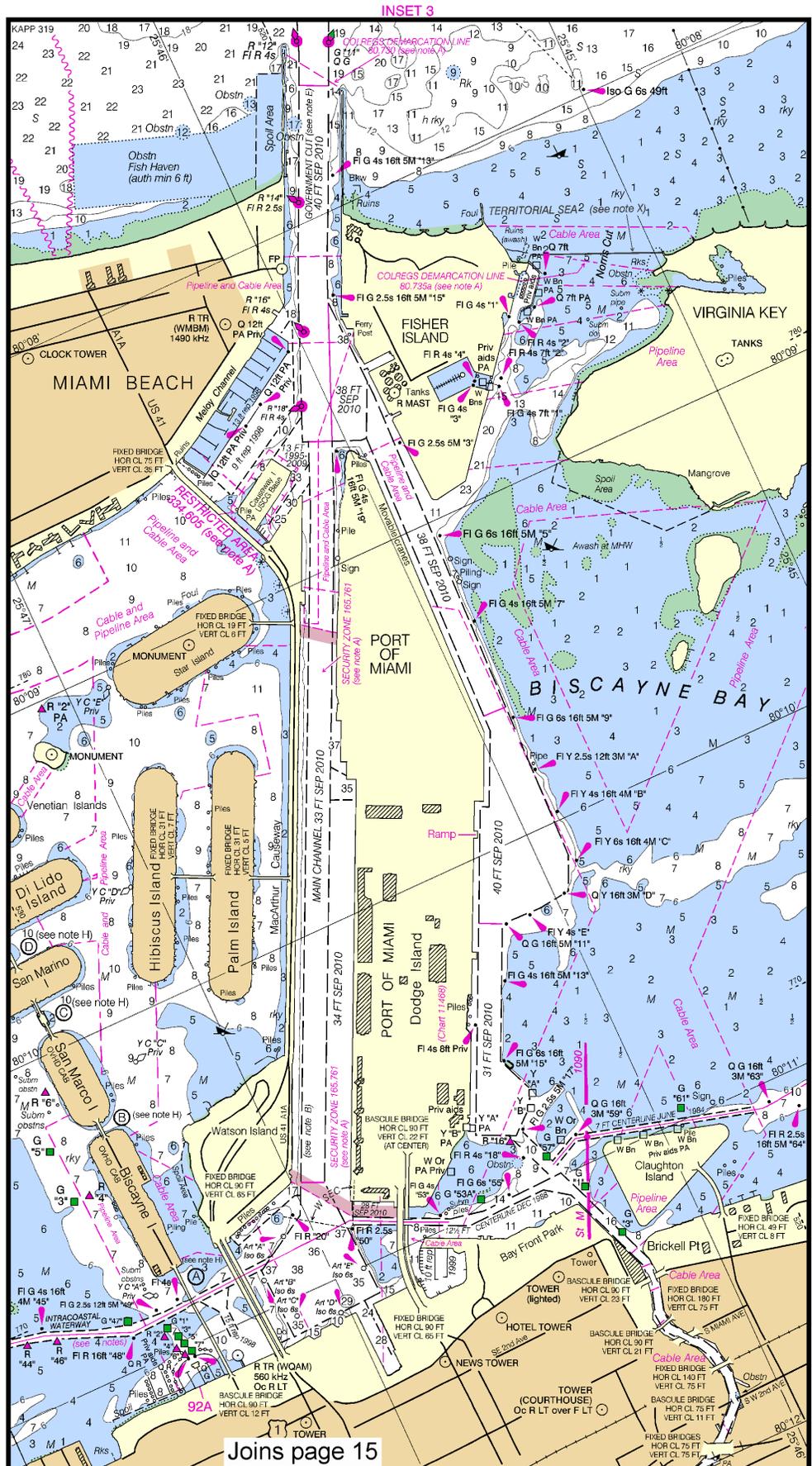
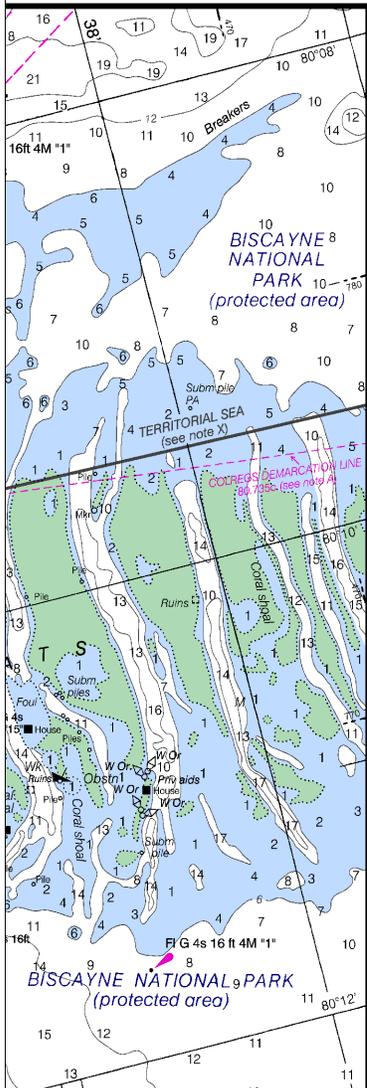
MIAMI RIVER

The controlling depths were 9 feet for a mid-width of 75 feet from the Intracoastal Waterway to South Fork Miami River, then 15 feet for a mid-width of 60 feet to the Tamiami Canal, then 13 feet for a mid-width of 45 feet to the Seaboard Coast Line (SCL) Railroad bridge; then 6 1/2 feet for a mid-width of 45 feet to the dam at the 36th St. bridge.

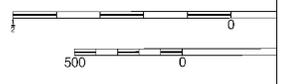
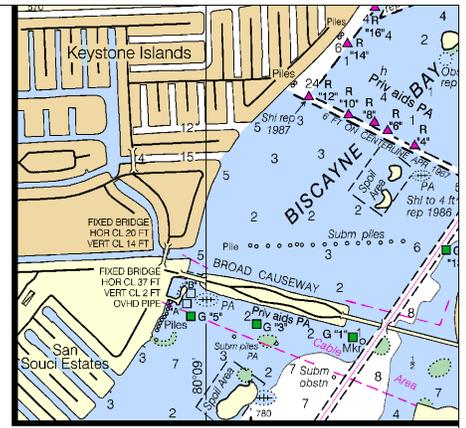
Jul 2000 - Nov 2010

NOTE H  
VENETIAN CAUSEWAY BRIDGES

- (A) BASCULE BRIDGE  
HOR CL 90 FT  
VERT CL 12 FT
- (B) FIXED BRIDGE  
HOR CL 51 FT  
VERT CL 6 FT  
(AT CENTER)
- (C) FIXED BRIDGE  
HOR CL 52 FT  
VERT CL 6 FT  
(AT CENTER)
- (D) FIXED BRIDGE  
HOR CL 52 FT  
VERT CL 6 FT  
(AT CENTER)



Joins page 15

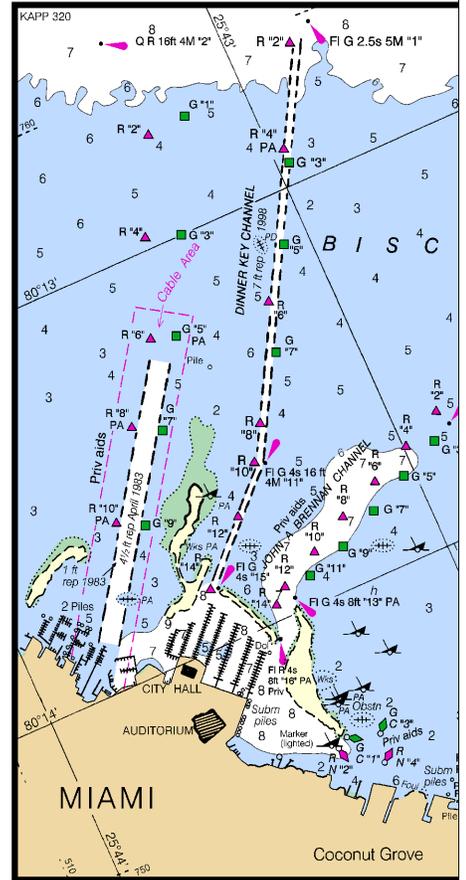


SIDE B

CAUTION

WARNINGS CONCERNING LARGE VESSELS

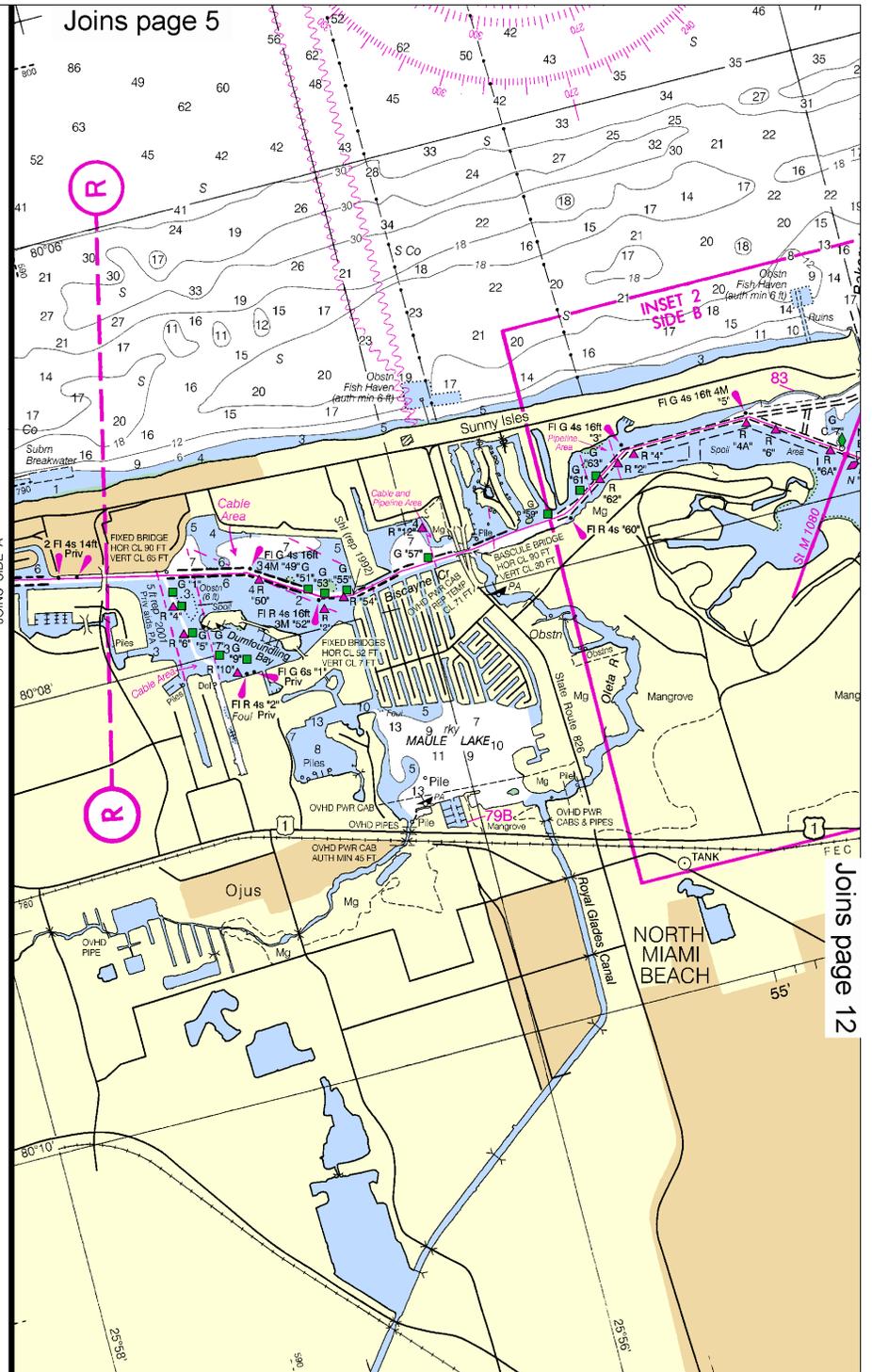
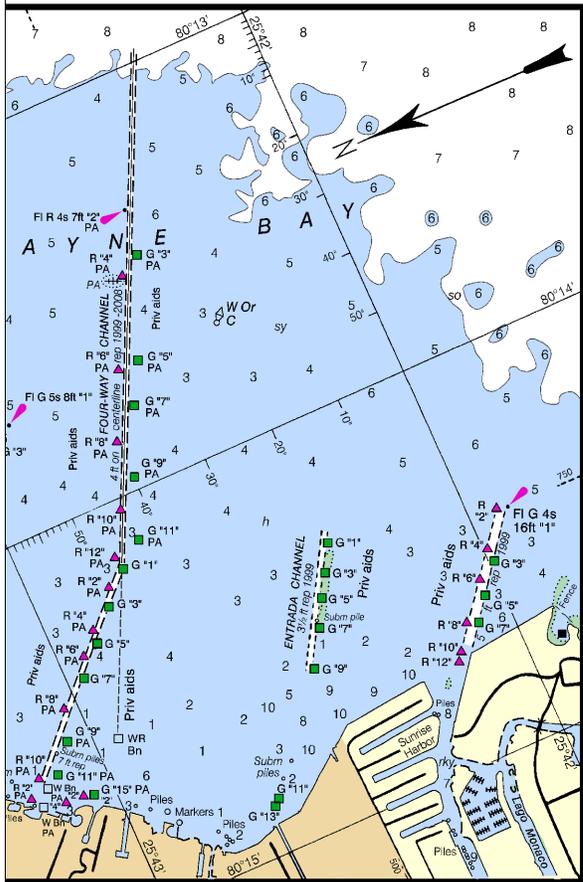
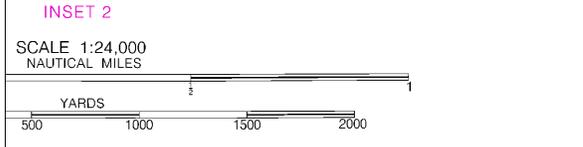
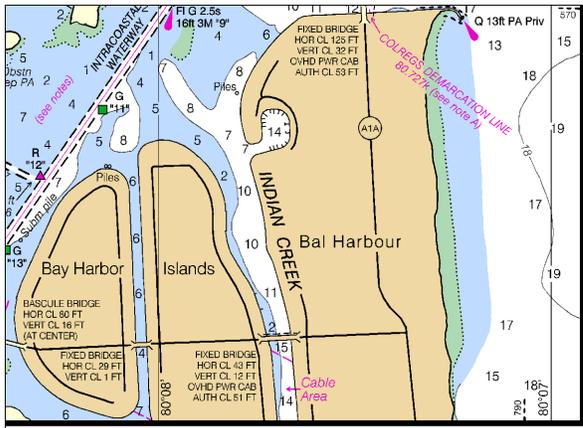
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.



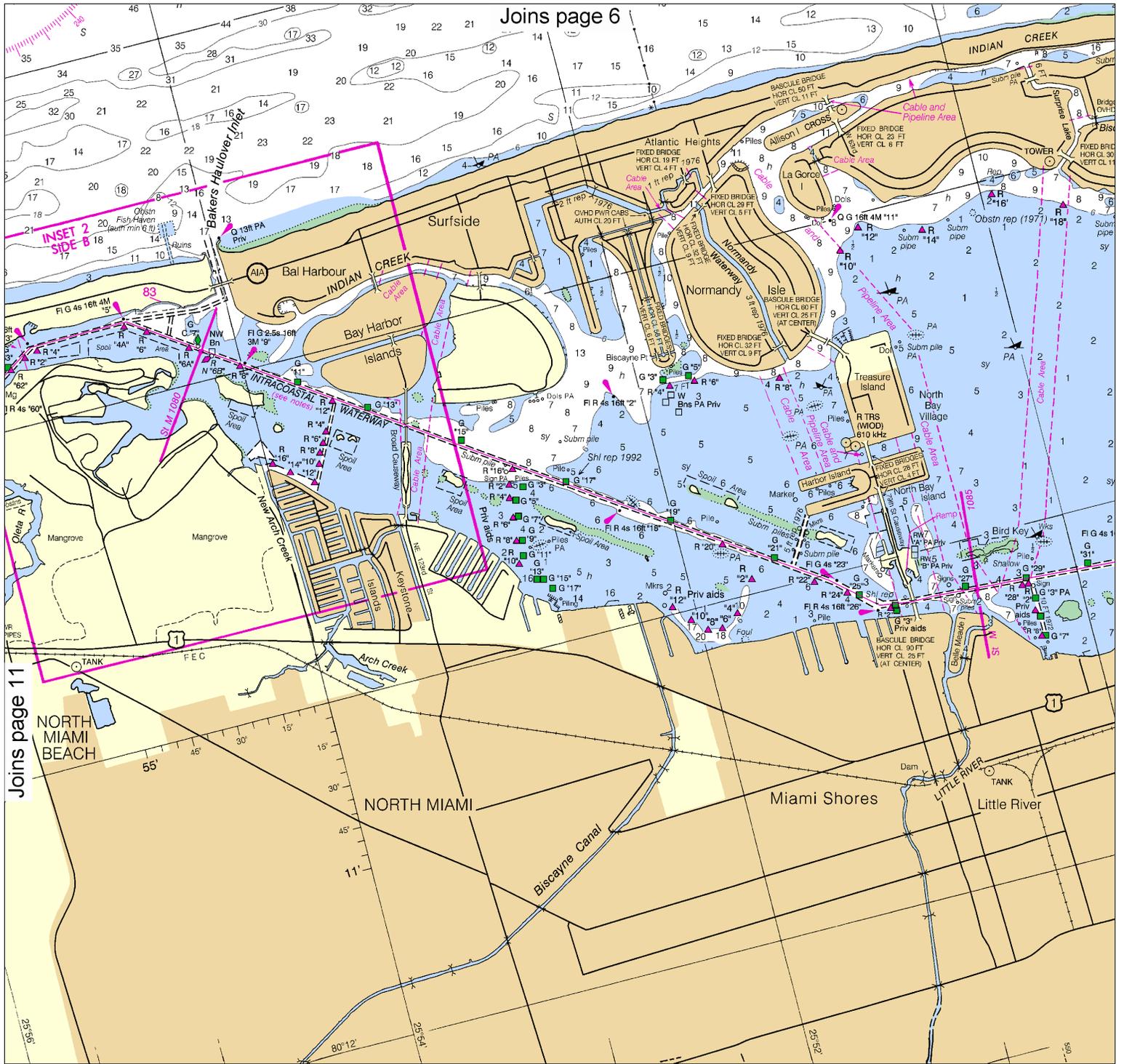
11467 43rd Ed., Jan/12; Corrected through NM Jan 7/12, LNM Dec 27/11



Note: Chart grid lines are aligned with true north.



Joins page 17



Joins page 6

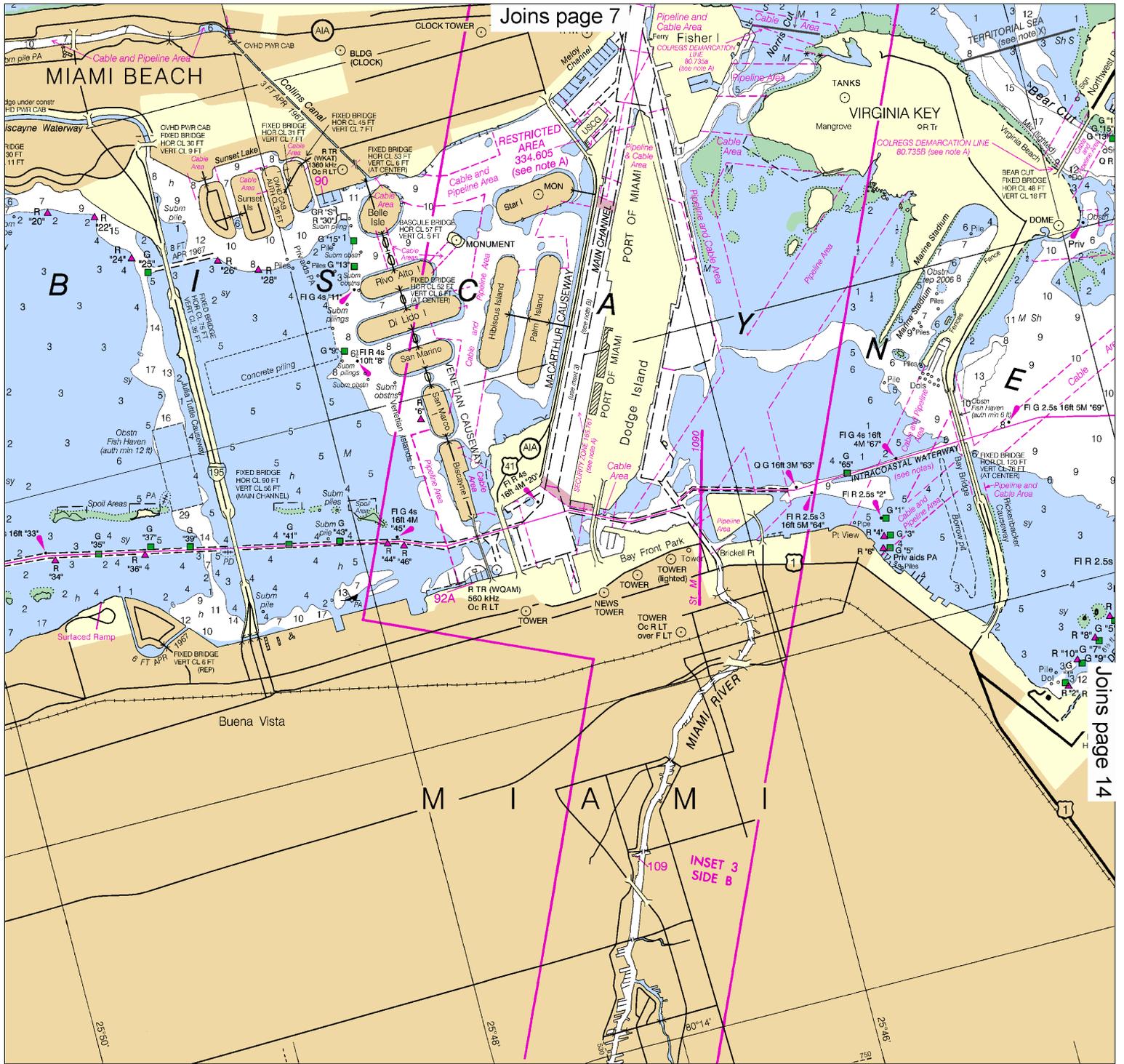
Joins page 11

Joins page 18

NOTE C  
PRECAUTIONARY AREA

12

Note: Chart grid lines are aligned with true north.



Joins page 7

Joins page 14

**POLLUTION REPORTS**

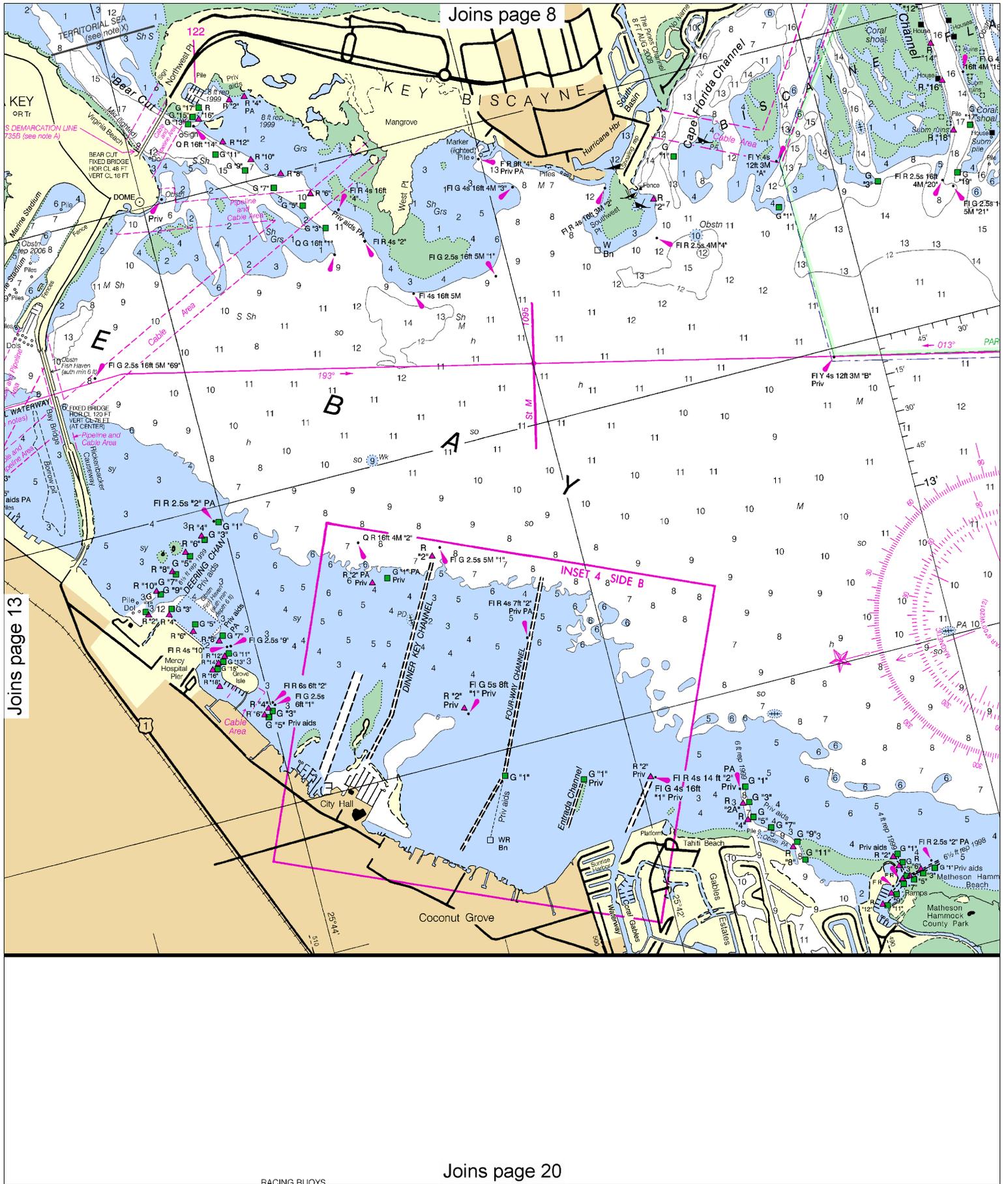
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**HURRICANES AND TROPICAL STORMS**

Hurricanes, tropical storms and other major storms may

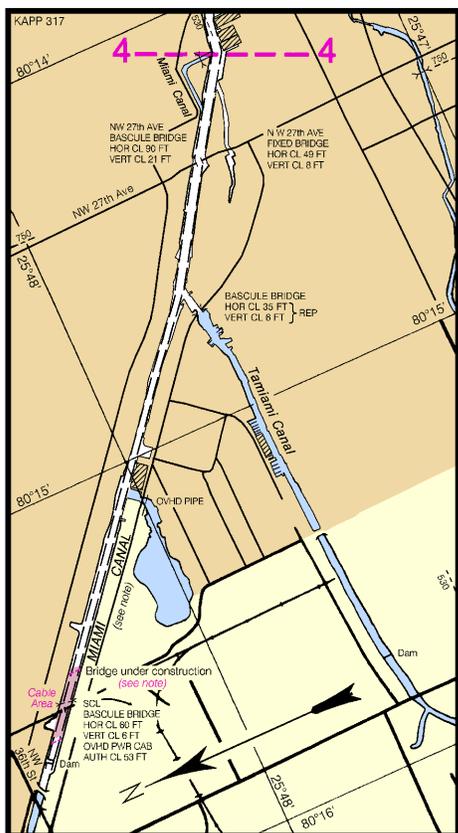
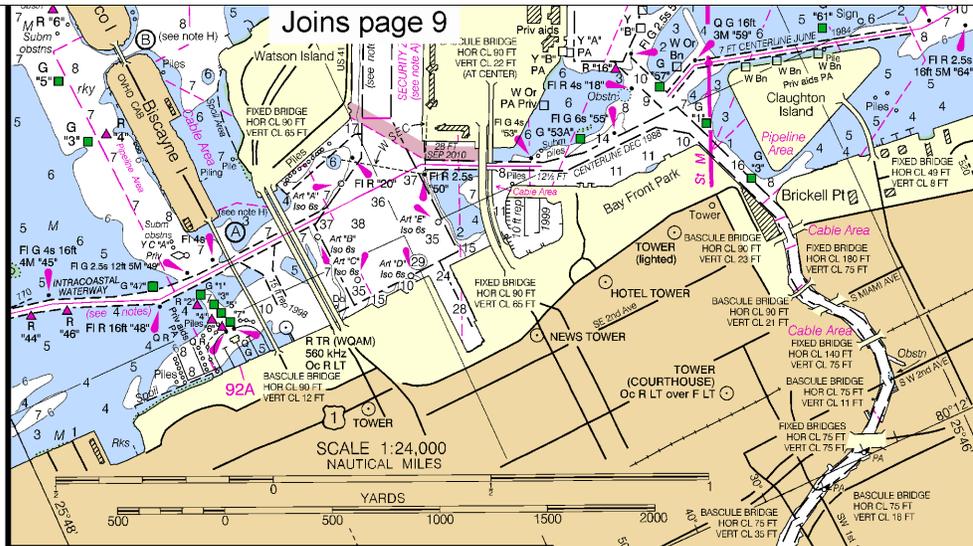
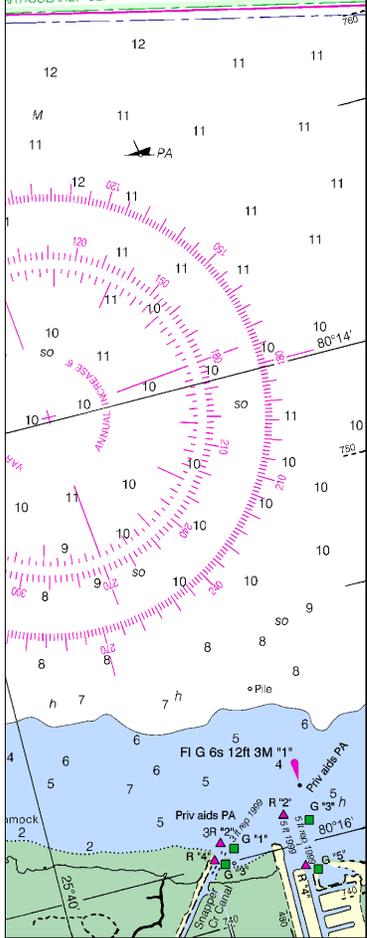
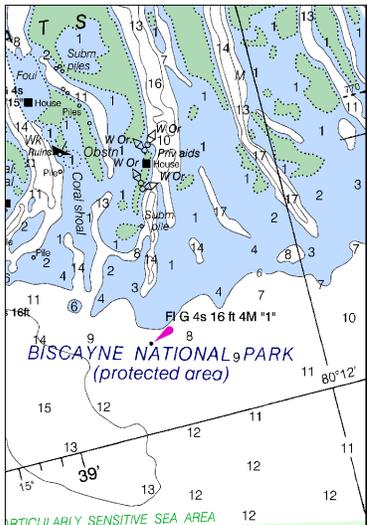
Joins page 19

CAUTION



14

Note: Chart grid lines are aligned with true north.



11467



THE NATION'S CHARTMAKER SINCE 1907

**NAUTICAL CHART 11467**  
INTRACOASTAL WATERWAY

Joins page 21

**CAUTION**

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



11467 43rd Ed., Jan/12; Corrected through NM Jan 7/12, LNM Dec 27/11

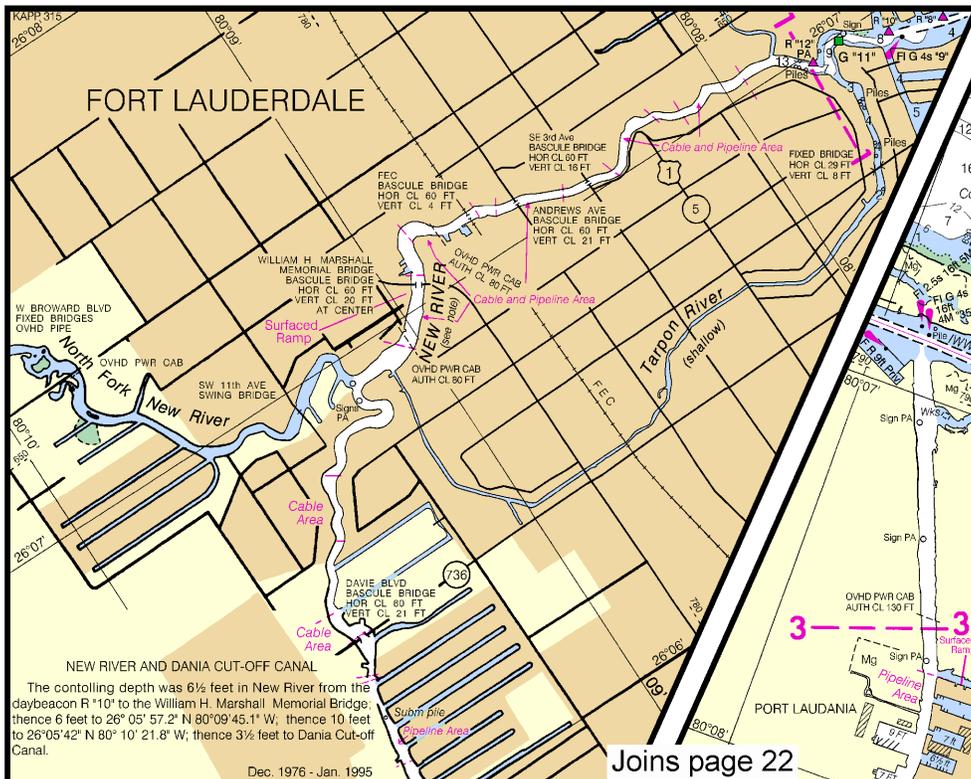
CAUTION

WARNINGS CONCERNING LARGE VESSELS

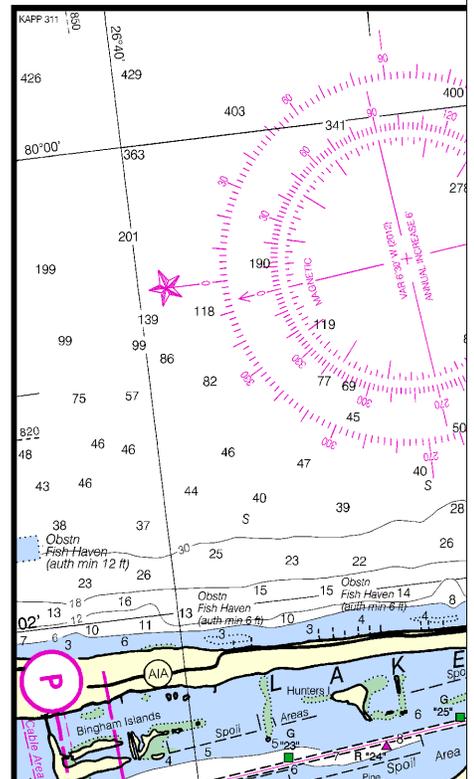
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

TIDAL IN	
PLACE	
NAME	(LAT./LON)
Palm Beach, Lake Worth, FL	(26°44'N/0)
Palm Beach, Hwy. 704 bridge, FL	(26°42'N/0)
West Palm Beach, Canal, Lake Worth, FL	(26°39'N/0)
Lake Worth Pier, ocean, FL	(26°37'N/0)
Boynton Beach, Lake Worth, FL	(26°33'N/0)
Delray Beach, ICWW, FL	(26°28'N/0)
South Delray Beach, ICWW, FL	(26°27'N/0)
Yamato, ICWW, FL	(26°24'N/0)
Lake Wyman, ICWW, FL	(26°22'N/0)
Hillsboro Inlet (CG Station), FL	(26°16'N/0)
Port Everglades, Turning Basin, FL	(26°06'N/0)
Whiskey Creek, south entrance, FL	(26°03'N/0)
Dumfries Bay, FL	(25°57'N/0)
N Miami Beach, Newport Fishing Pier, FL	(25°56'N/0)
Haulover Pier, N. Miami Beach, FL	(25°54'N/0)
Miami Mamarina, Biscayne Bay, FL	(25°47'N/0)
Miami Harbor Entrance, ocean pier, FL	(25°46'N/0)
Biscayne Creek, ICWW, FL	(25°53'N/0)
Lake Worth ICWW, Lake Worth, FL	(26°37'N/0)

Dashes (---) located in datum columns indicate unavailable predictions, and tidal current predictions are available (Dec 2011)



Joins page 22



16

Note: Chart grid lines are aligned with true north.



Joins page 11

INSET 4

INFORMATION

LONG	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
080°03'W	3.1	2.9	0.2
080°03'W	2.9	2.7	0.1
080°03'W	2.8	2.6	0.2
080°02'W	3.0	2.9	0.1
080°03'W	2.8	2.6	0.1
080°04'W	2.8	2.6	0.2
080°04'W	2.7	2.6	0.2
080°04'W	2.6	2.5	0.2
080°04'W	2.5	2.4	0.2
080°05'W	2.8	2.6	0.2
080°07'W	2.8	2.7	0.2
080°07'W	2.5	2.4	0.2
080°08'W	2.2	2.2	0.1
080°07'W	2.8	2.6	0.2
080°07'W	2.7	2.6	0.1
080°11'W	2.4	2.3	0.1
080°08'W	2.7	2.6	0.2
080°10'W	2.4	2.3	0.1
080°03'W	3.1	2.9	0.1

able datum values for a tide station. Real-time water levels, available on the Internet from <http://tidesandcurrents.noaa.gov>.

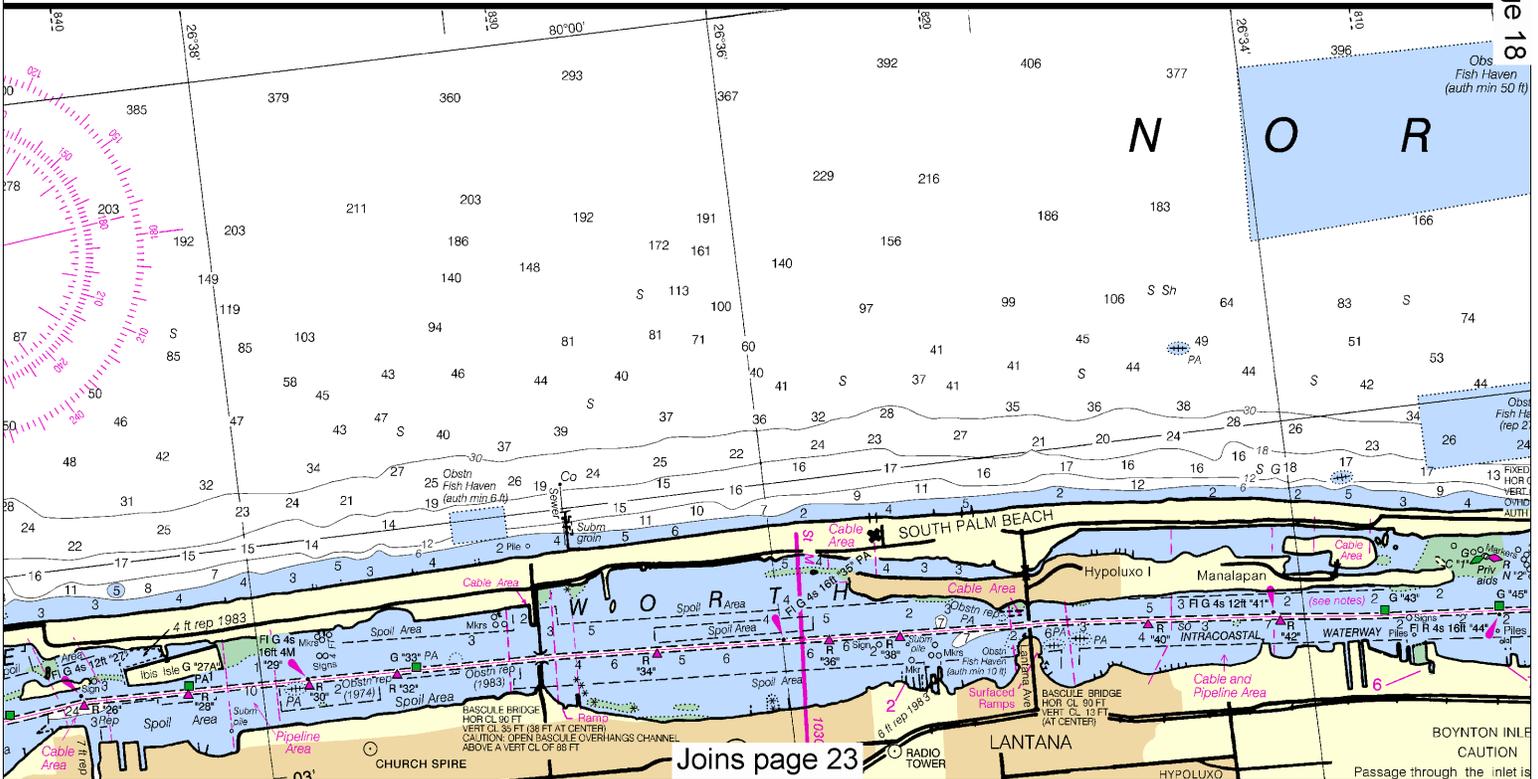
PORT EVERGLADES CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO FEB 2012						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) / LENGTH (MILES) / DEPTH (MLLW FEET)
ENTRANCE CHANNEL (FROM 200 FEET SEAWARD OF RED BUOY-2 TO EAST END OF THE JETTIES)	46.8A	47.4	47.5	43.1B	2-12	500-450 / 1.0 / 45
BAR CUT (FROM EAST END OF JETTIES TO TURNING BASIN)	40.3	44.6	44.1	38.7	2-12	450 / 0.5 / 42

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION  
 A. EXCEPT FOR SHOALING TO 43.9 FT AT SOUTHWESTERN EDGE OF CHANNEL.  
 B. SHOALING TO 28.6 FT LOCATED 400 FEET WEST OF RED LIGHT-4 TO END OF REACH. SHOALING EXTENDS APPROXIMATELY 60 FT FROM INSIDE CHANNEL EDGE.

1. Keep your chart up to date by date by when you receive them.
2. Read carefully all notes printed on the chart.
3. Learn the meaning of each symbol and its use.
4. The compass on your chart shows true north; you must also correct your bearing for the difference between true and magnetic north.
5. Constantly use your chart from the time you start your trip to the end of the trip to maintain the orientation of your boat with respect to the land.
6. Maintain your position on the chart and identify in your surroundings.

**PUBLIC BOATING**  
 The United States Power Squad (USCGAUX), national organization of recreational boaters, sponsors education programs in communities to help boaters understand the rules of the water and the importance of safe boating practices. For more information, contact your local USCGAUX chapter or visit [www.uscgauaux.org](http://www.uscgauaux.org).  
 USPS - Local Squadron Commanding Officer  
 Box 30423, Raleigh, N.C. 27612  
 USCGAUX - 7th Coast Guard District  
 305-350-5697 or USCG Headquarter

CONTINUED ON CHART 11466



Joins page 23

Joins page 18

Fixed submerged bridge construction proceed with caution

SAFETY HINTS

1. Keep your chart up to date by applying all Notice to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

- USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281
- USCGAUX - 7th Coast Guard District, 51 Southwest Ave., Miami, FL 33130 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

CAUTION

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

NOTE C  
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.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

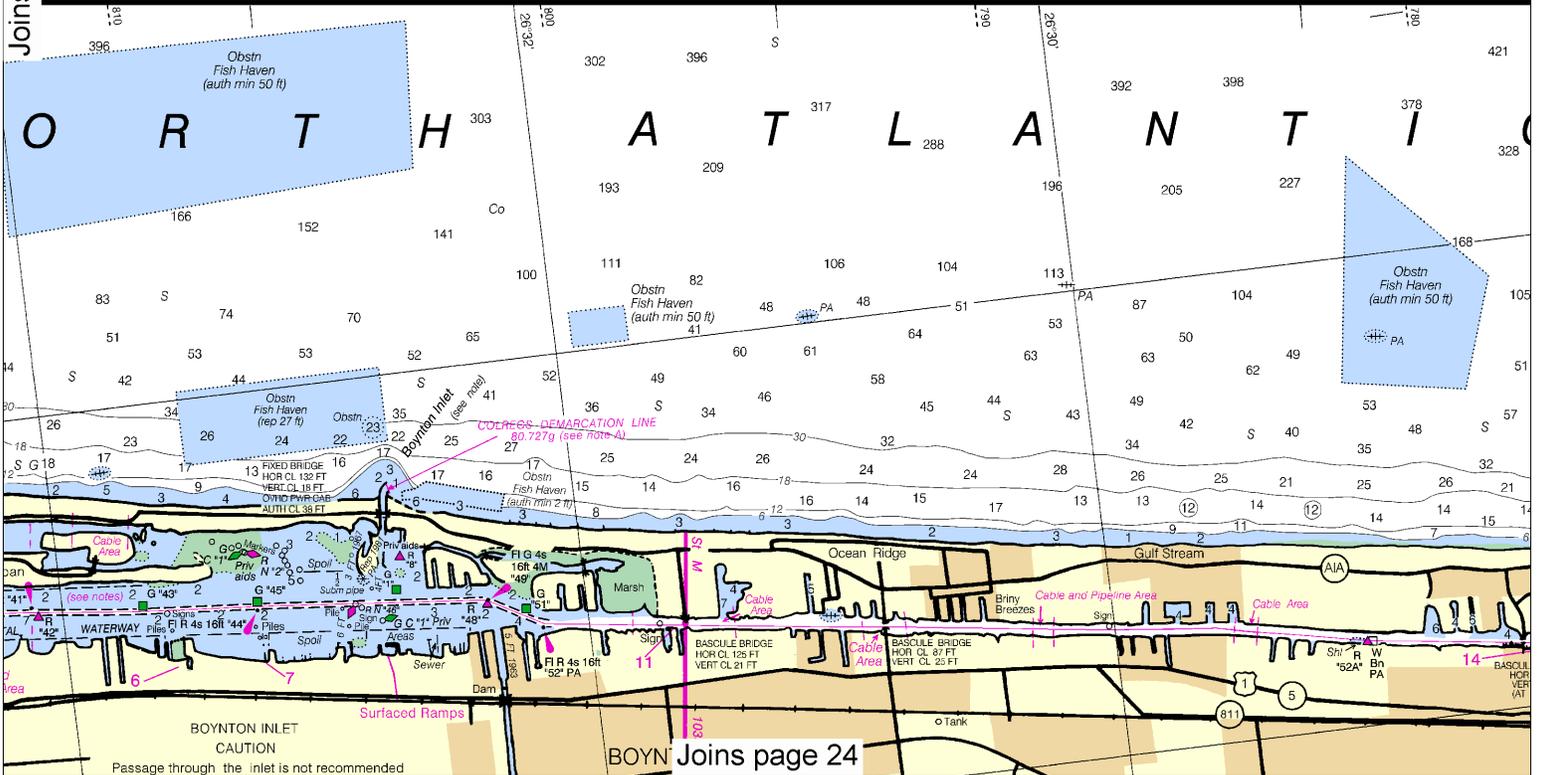
RULES OF THE ROAD  
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

SUBMARINE PIPELINES  
Charted submarine cables and submarine pipelines are shown as:  
- - - - -  
- - - - -  
Additional uncharted submarine cables and pipelines are those that were of become exposed. Mariner caution when operating water comparable to pipelines and cable anchoring, dragging and covering wells and unlighted buoys.

Joins page 17

Formerly 847-SC, 1st Edition



Note: Chart grid lines are aligned with true north.

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: (O) (Accurate location) (o) (Approximate location)

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 1.315' northward and 0.827' eastward to agree with this chart.

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.

HURRICANES AND TROPICAL STORMS

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

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

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

CAUTION

BASCULE BRIDGE CLEARANCES

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

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labeled "Art".

CAUTION

PIPELINES AND CABLES

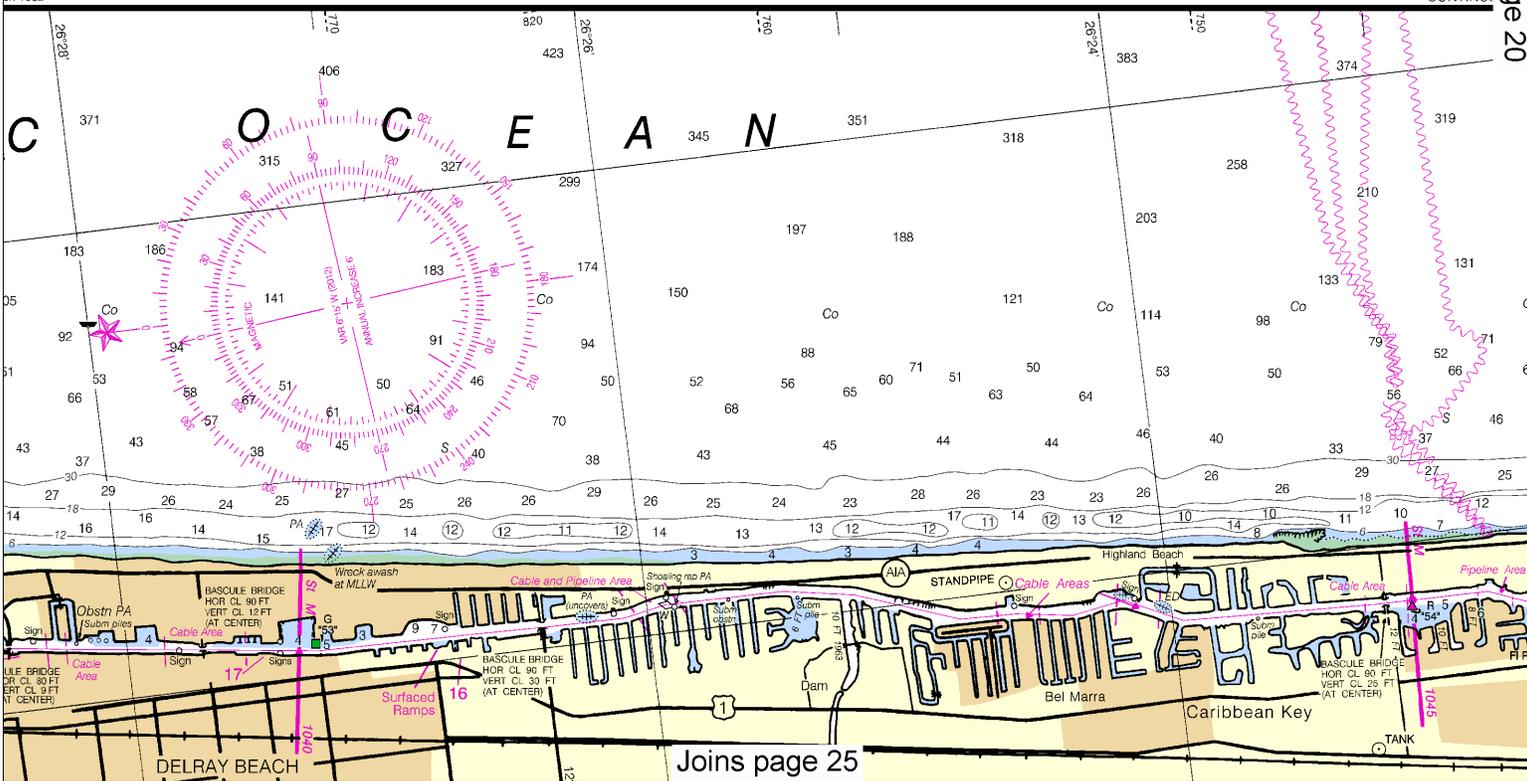
Undersea pipelines and submarine cable areas



Charted submarine pipelines and cables may exist within the area of submarine pipelines and submarine cable areas. They may be buried, and originally buried may have become uncovered. Mariners should use extreme caution in areas where pipelines and cables may exist, and when fishing, or trawling, or dredging.

on 1962

CONTINUE



Coconut Grove

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.

PLANE COORDINATE GRID (based on NAD 1927)

Florida State Grid, East Zone is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

NOTE A

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

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.

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 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.

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.

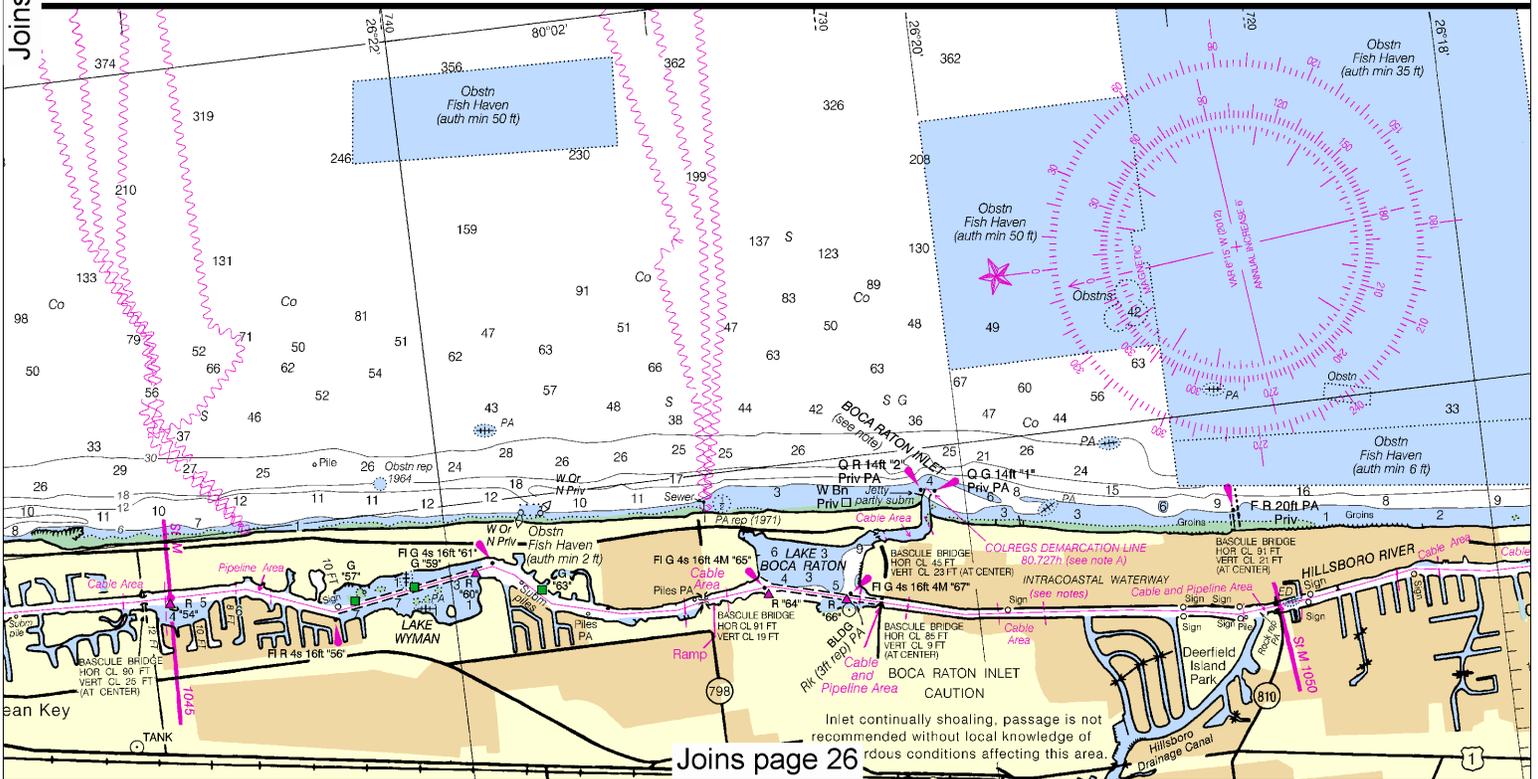
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

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.

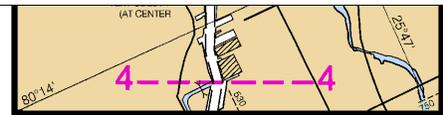
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CONTINUED ON CHART 11466

Joins page 19



Note: Chart grid lines are aligned with true north.



11467



# NAUTICAL CHART 11467 INTRACOASTAL WATERWAY

## FLORIDA WEST PALM BEACH TO MIAMI

**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.

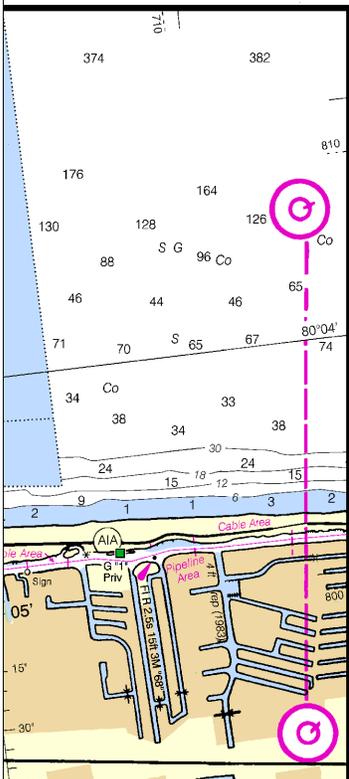
**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

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

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

**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.



JOINS PANEL BELOW

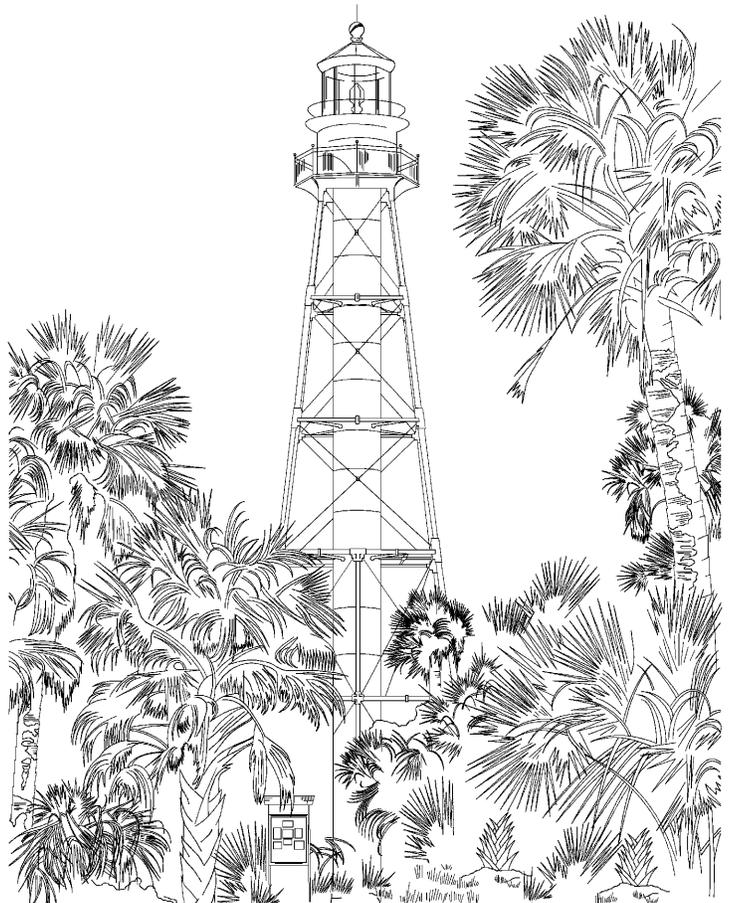
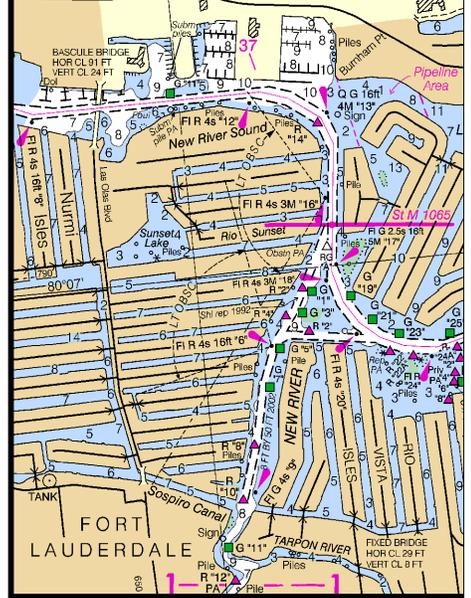
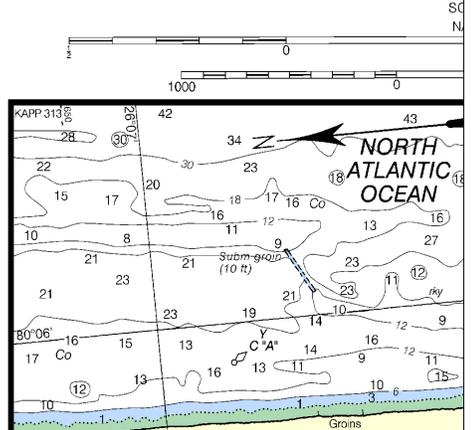
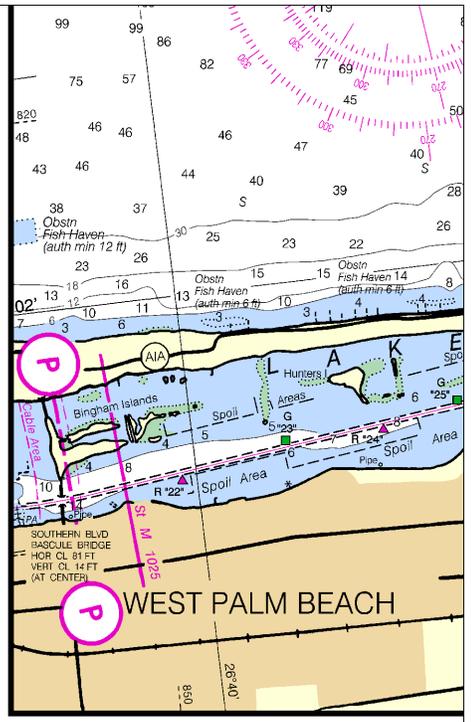
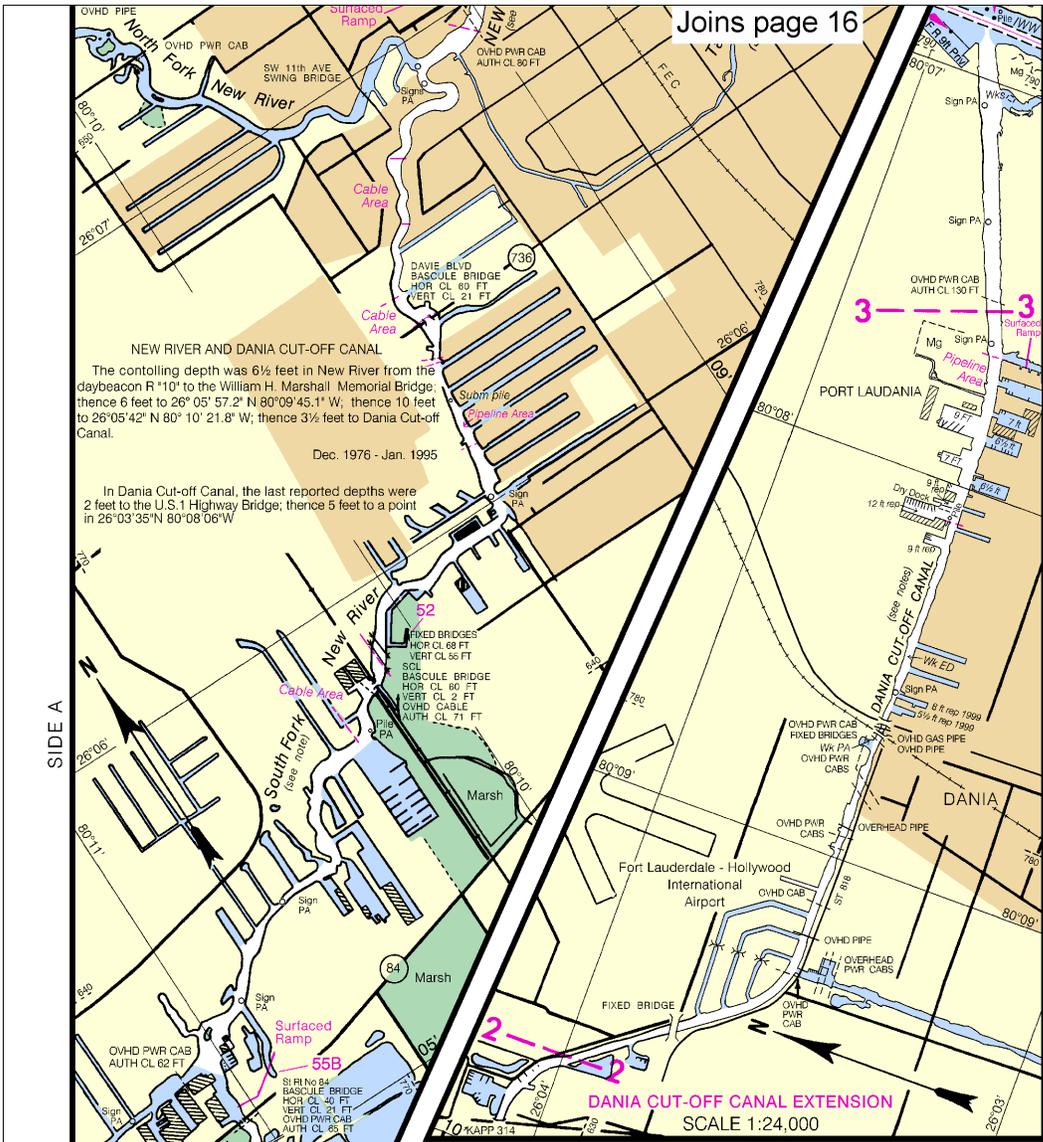


Chart 11467 43rd Ed., Jan/12  
Corrected through NM Jan 7/12, LNM Dec 27/11

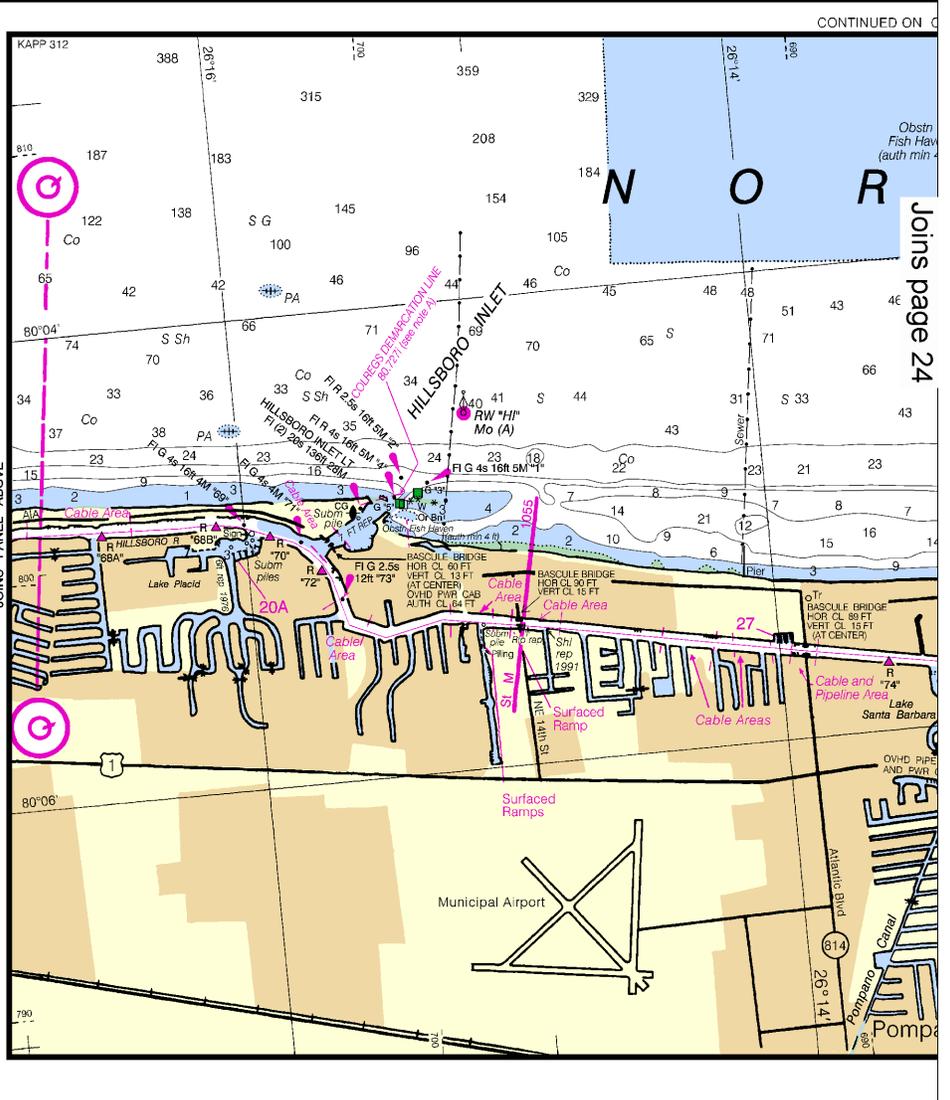
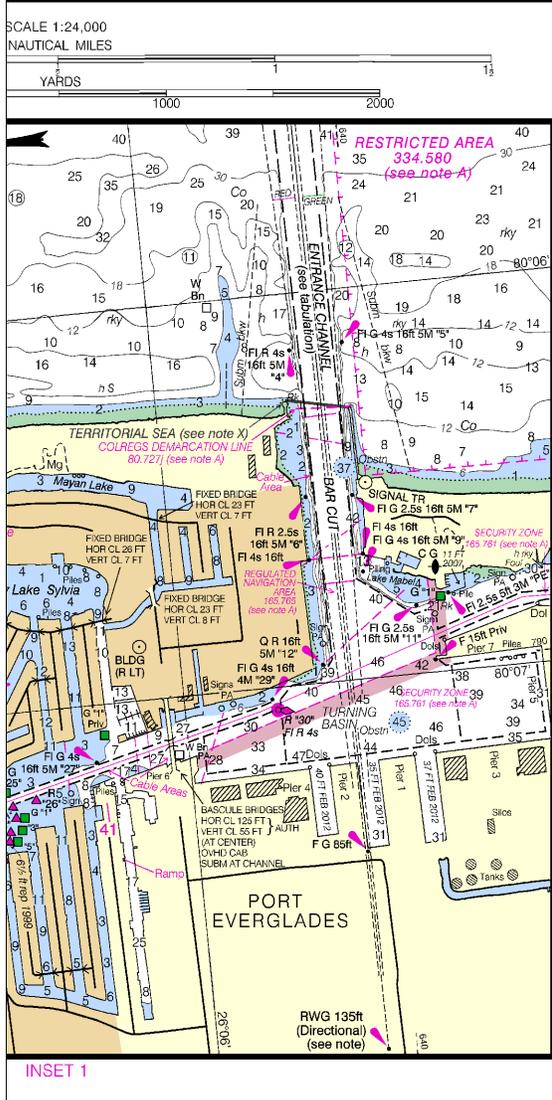
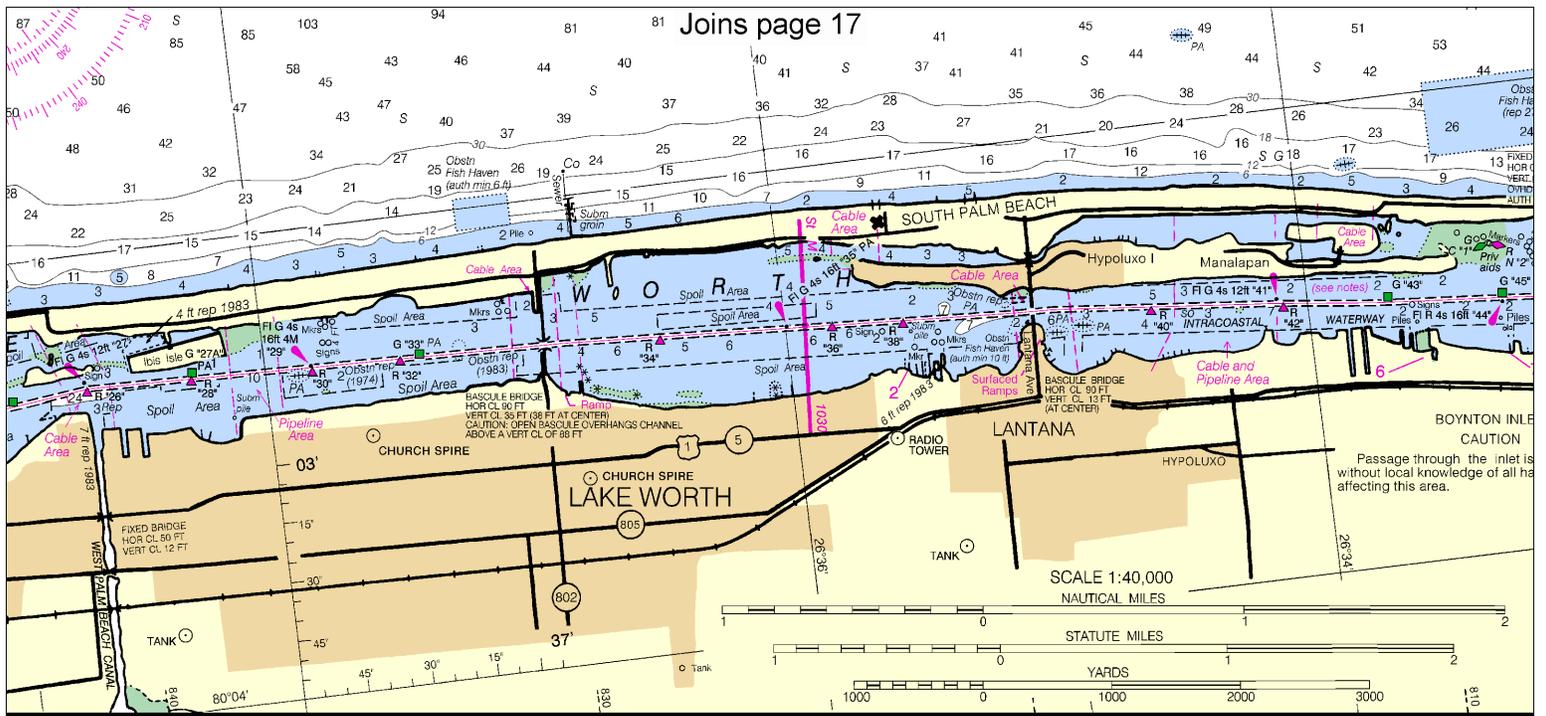
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NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)

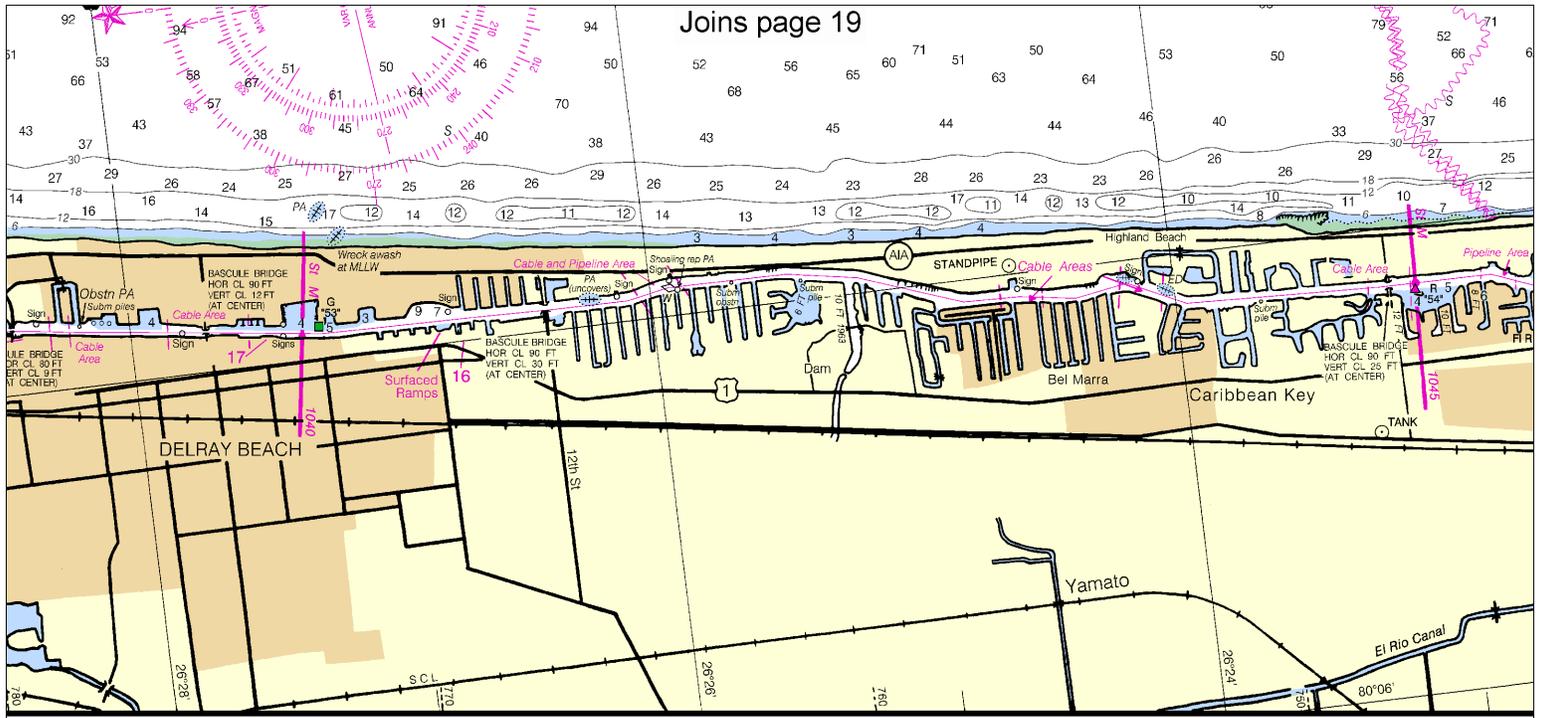
Joins page 27



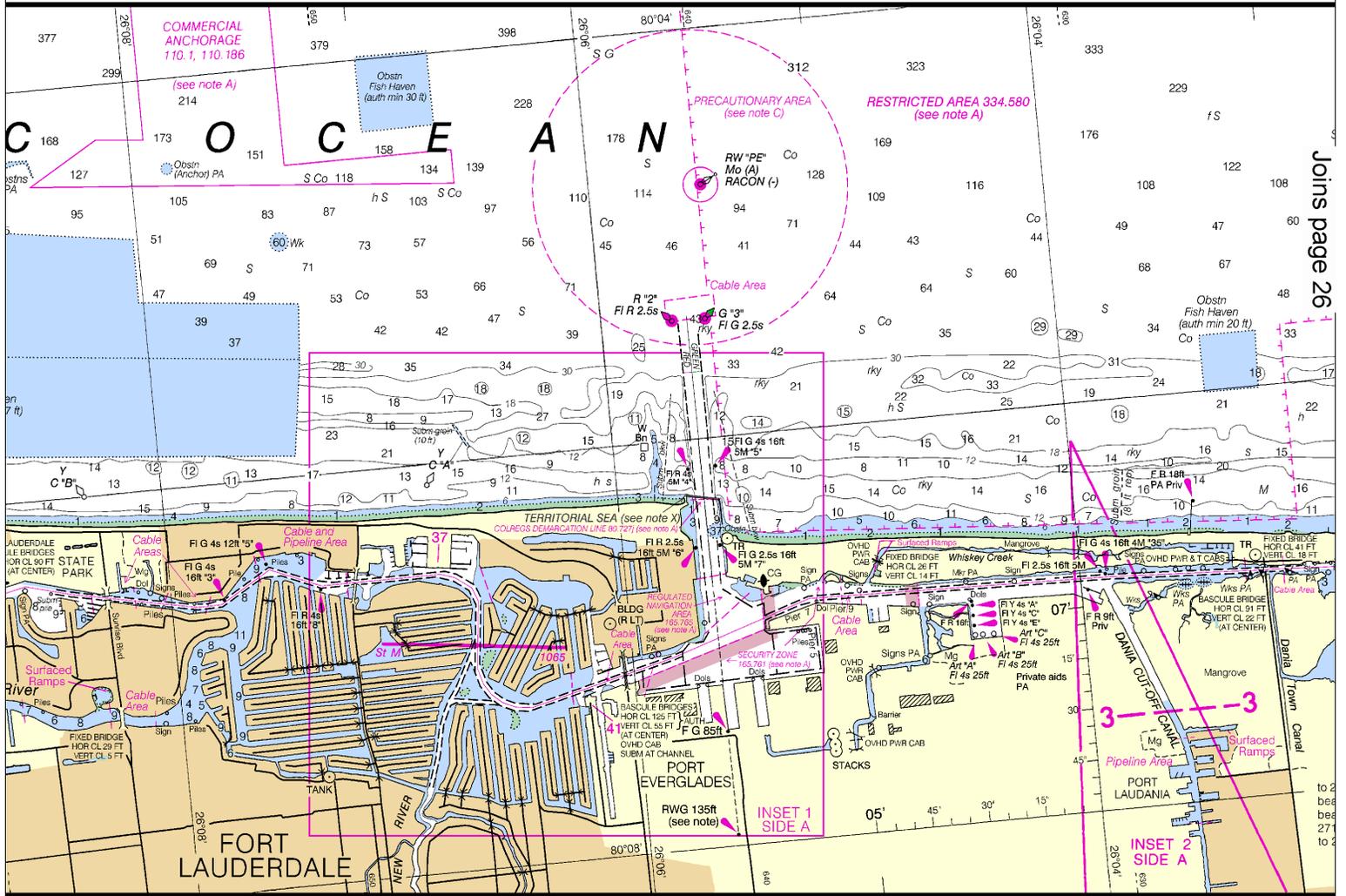
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CONTIN



CONTINUED ON NEW RIVER EXTENSION

CONTINUED ON DANIA CUT-OFF CANAL

Joins page 26





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

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.



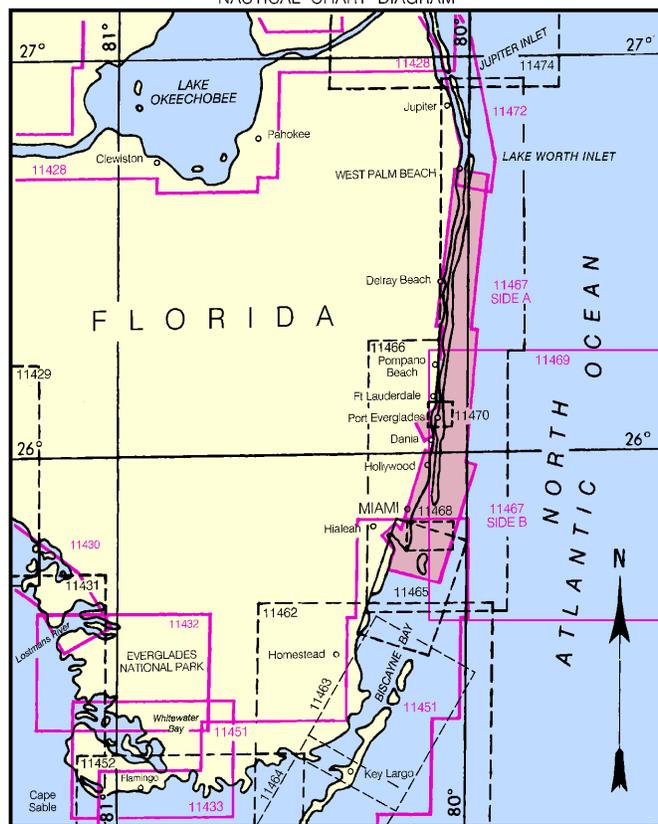
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NGA REFERENCE NO. 11XHA11467

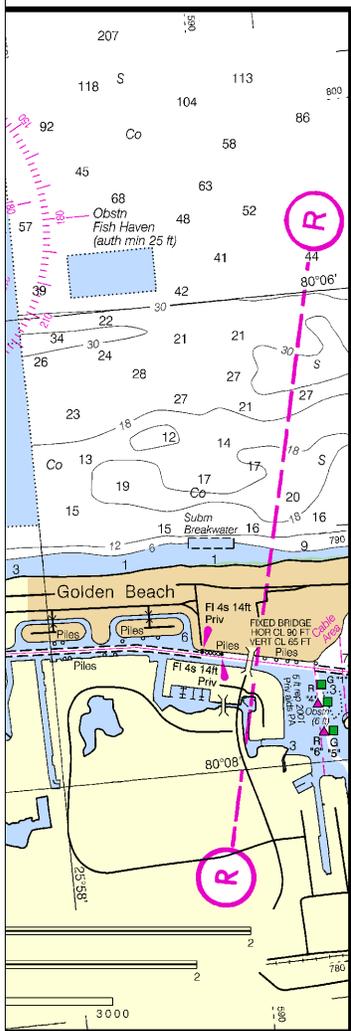
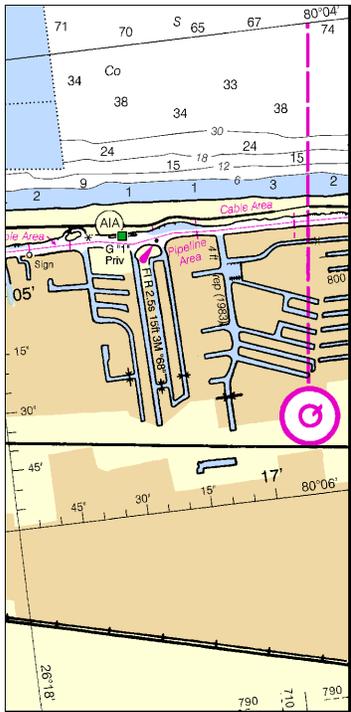
NAUTICAL CHART DIAGRAM



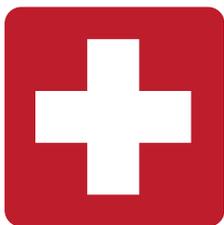
SIDE A

JOINS PANEL BELOW

JOINS SIDE B



11467



EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

### Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

### Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @nauticalcharts



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

