

# BookletChart™

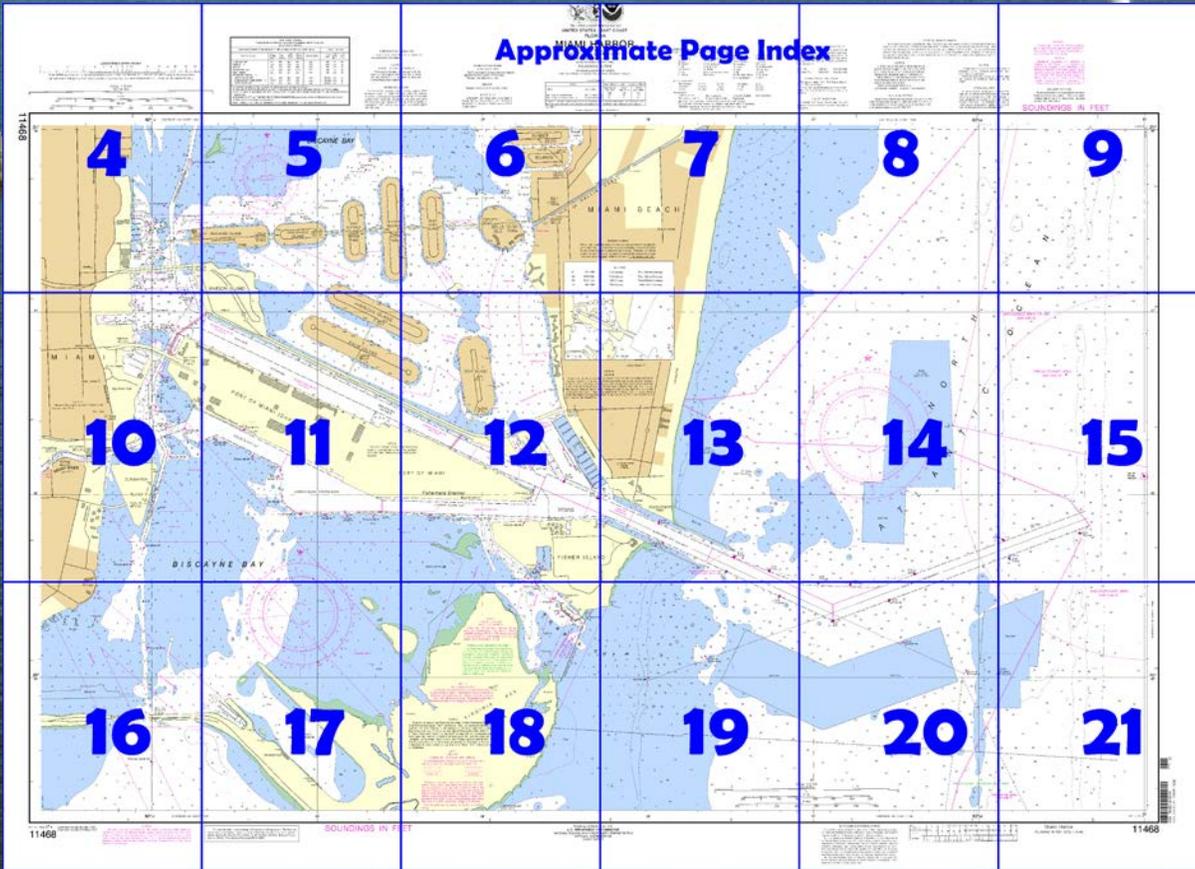


## Miami Harbor NOAA Chart 11468

*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](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.

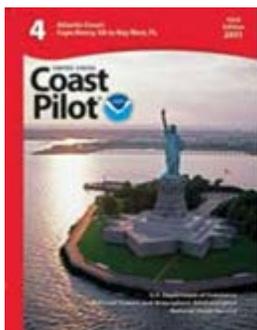
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11468>



**(Selected Excerpts from Coast Pilot)**

**Miami Harbor** is a deepwater port on the east coast of Florida under the jurisdiction of the Metropolitan Dade County Seaport Department. It is principally a consumer port, but considerable foreign commerce passes through, and it is of great importance as a cruise port. Two unmarked jetties protect the harbor entrance, known as **Government Cut**.

**Miami** covers most of the west shore of Biscayne Bay north of Key Biscayne. A large

number of small boats that fish and cruise along the Florida Keys operate out of the port.

**Miami Beach Coast Guard Base** is north of the main ship channel near the east end of the MacArthur Causeway. Miami Beach City Yacht Harbor is on Meloy Channel at the southwestern end of Miami Beach. Radar targets in the approaches to Miami Harbor are poor, except for the land and jetty. Heavy small-craft traffic in the vicinity of the sea and entrance buoys may make visual or radar identification of these buoys difficult. In making a night approach, the many lights on Miami Beach may make identification of navigational aids difficult.

A Federal project provides a 44-foot channel from the sea buoy to inside Government Cut, then 42 feet to the Fisher Island Turning Basin and to the end of container berth in Fishermans Channel. Miami Main Channel on the north side of the Port of Miami has a depth of 36 feet to Main Turning basin with the same depth which is off the northwest corner of Dodge Island. The Lummus Island Turning Basin off Lummus Island as of 1997 had a depth of about 25 feet. The Federal project extends 1,200 feet to the west of the Lummus Island Basin and as of 1997 had a depth of 25 feet. The channels and turning basins are maintained at or near project depths. Mariners are advised that abrupt shoaling may be encountered along the northerly and southerly edges of the dredged channel.

**Dangers.**—Shoals extend about a mile offshore northward of the entrance, and vessels approaching from the northward should keep at least 1.5 miles offshore until within 4 miles of the entrance and then haul out for the sea buoy. A fish haven with 17 feet over it is about 3.5 miles NE of Miami Harbor entrance in about 25°48'34"N., 80°05'26"W. The outer reefs, for about 10 miles south of the entrance, are unmarked except for the northerly red sector in Fowey Rocks Light, and vessels approaching from that direction should stay outside this sector until well up before closing the sea buoy.

**Currents.**—Strong tidal currents run in the entrance between the jetties; the current velocity being about 2 to 4 knots. A northerly wind causes a considerable southerly set across the ends of the jetties. Vessels are advised to favor the southerly side of the entrance channel during southerly winds, as a pronounced northerly set may be experienced. The Biscayne Bay Pilots report variances between predicted and actual currents. Cross-channel current variations in Government Cut are particularly difficult to negotiate. Caution should be exercised when entering Government Cut from the sea during flood tide with northeasterly winds; a strong turning torque occurs when the bow is just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tide. Horizontal current gradients which may make maneuvering difficult occur in the turning basin north of Fisher Island.

Daily predictions for Miami Harbor entrance are given in the Tidal Current Tables.

**Pilotage, Miami** - Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade with a draft of 7 feet or more. Pilotage is optional for coastwise vessels which have on board a pilot licensed by the Federal Government.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**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

Corrected through NM Jul. 30/11  
Corrected through LNM Jul. 19/11

## HEIGHTS

Heights in feet above Mean High Water.

## 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.

## 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".

## INTRACOASTAL WATERWAY

The project depth from Port Everglades to Miami, FL, is 10 feet.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

## AIDS TO NAVIGATION

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

## 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
Princeton, FL	WNG-663	162.425 MHz

## AUTHORITIES

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

## NOTE C

The centerline controlling depth at mean lower low water was 12½ ft. Dec 1988

## CAUTION

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

## 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.

## 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)

## 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.

## 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 1.368' northward and 0.830' eastward to agree with this chart.

## CAUTION

### BASCULE BRIDGE CLEARANCES

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

## 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.

**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.

**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.

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

## HURRICANES AND TROPICAL STORMS

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

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

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

## SOURCE DIAGRAM

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

## TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		
		Mean Higher High Water	Mean High Water	Mean Low Water
Miami Marina, Biscayne Bay	(25°47'N/080°11'W)	feet: 2.4	feet: 2.3	feet: 0.1
Miami Harbor entrance, ocean pier	(25°46'N/080°08'W)	feet: 2.7	feet: 2.6	feet: 0.2

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jun 2011)

## MIAMI HARBOR CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2007 AND SURVEYS TO SEP 2010

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
OUTER BAR CUT	40.3	45.0	44.3	42.1	9-10	500	1.65	44
WIDENER A	44.9	44.6	44.0	40.5	9-10	0-600	0.55	44
BAR CUT	44.5	44.4	41.8	37.0	9-10	500	0.73	44
GOVERNMENT CUT	41.3	41.6	41.0	40.4 B	9-10	500	1.0	42
MAIN CHANNEL	36.0	37.1	37.4	33.0	9-10	400	2.00	38
FISHERMANS CHANNEL	38.3	42.6	41.6	41.8	9-10	400-750	0.95	42
LUMMUS ISLAND TURNING BASIN	41.4D	41.1E	40.5	39.9	9-10	400-2000	0.60	42
DODGE ISLAND CUT C	31.9	32.5	32.0	30.9	9-10	400-900	0.70	34

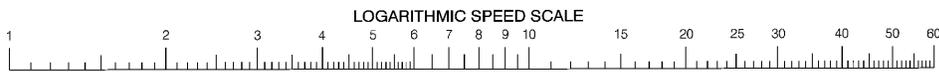
A. WIDENER LOCATED AT THE JUNCTION OF OUTER BAR CUT AND BAR CUT REACH.  
B. SHOALING TO 13 FT BETWEEN 25°45'59" N 80°08'17" W AND 25°46'00" N 80°08'22" W. SHOALING EXTENDS 100 FT INTO CHANNEL.  
C. TURNING BASIN AT END OF DODGE ISLAND CUT IS NOT A CORPS OF ENGINEERS PROJECT. CONSULT PORT OF MIAMI FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION (305)371-7678  
D. SHOALING TO 10 FT AT THE WESTERN EDGE OF THE BASIN.  
E. SHOALING TO 20 FT AT THE WESTERN EDGE OF THE BASIN.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TABULATED FROM SURVEY

CONTROLLING DEPTHS FROM SEAWARD IN FEET

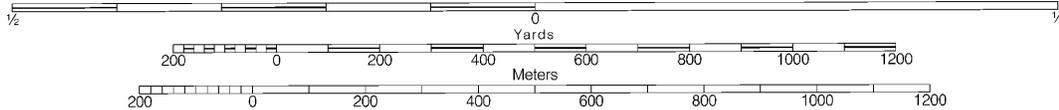
NAME OF CHANNEL	LEFT OUTSIDE QUARTER
OUTER BAR CUT	40.3
WIDENER A	44.3
BAR CUT	44.5
GOVERNMENT CUT	41.3
MAIN CHANNEL	36.0
FISHERMANS CHANNEL	38.3
LUMMUS ISLAND TURNING BASIN	41.4D
DODGE ISLAND CUT C	31.9

A. WIDENER LOCATED AT THE JUNCTION OF OUTER BAR CUT  
 B. SHOALING TO 13 FT BETWEEN 23°45'59" N 80°08'17" W  
 C. TURNING BASIN AT END OF DODGE ISLAND CUT IS N  
 FOR CHANGES SUBSEQUENT TO THE ABOVE INFO  
 D. SHOALING TO 10 FT AT THE WESTERN EDGE OF THE  
 E. SHOALING TO 22 FT AT THE WESTERN EDGE OF THE  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR

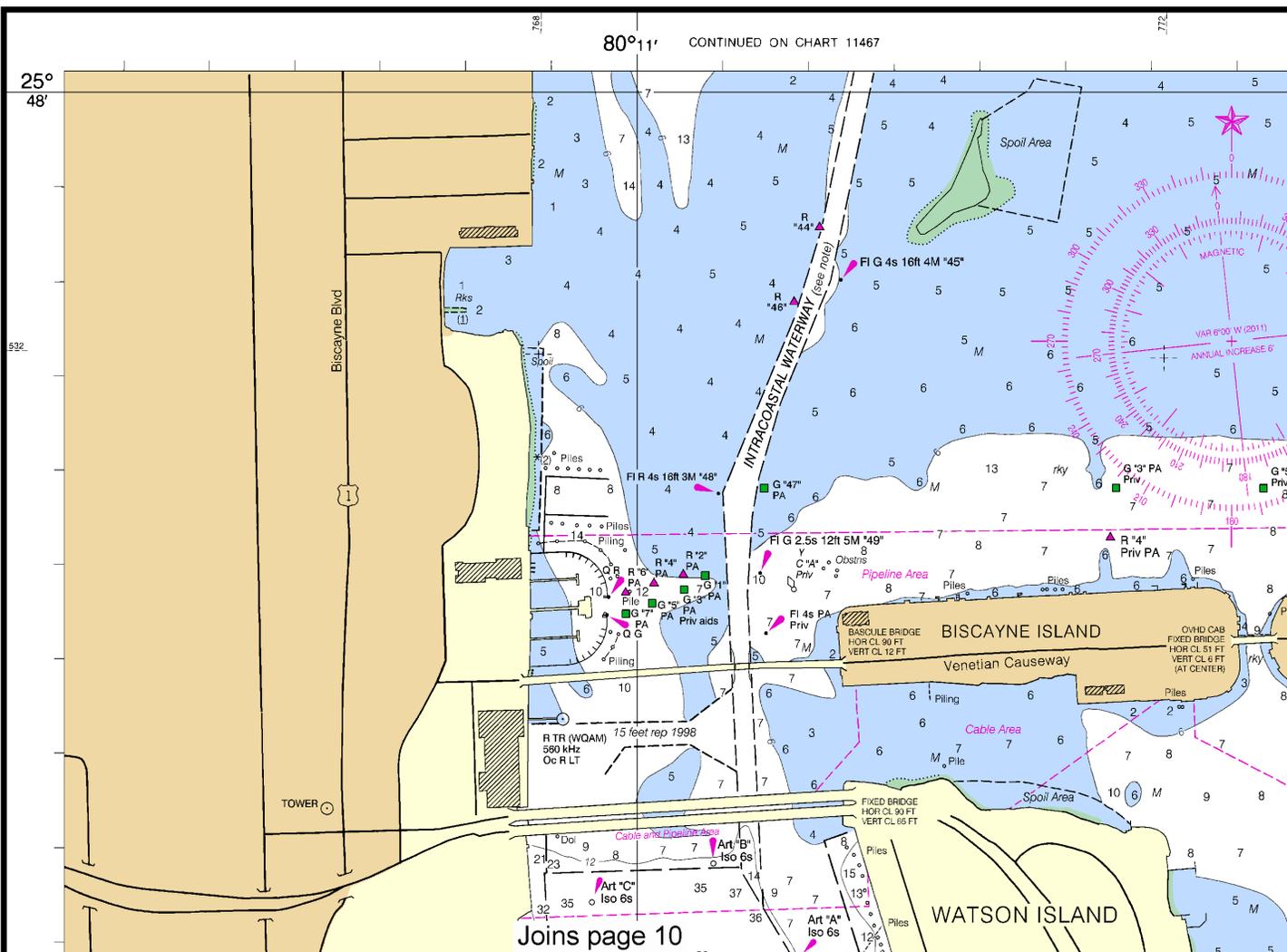


To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:10,000  
Nautical Miles



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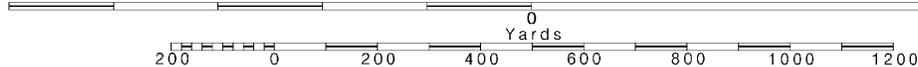
Joins page 10

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
Nautical Miles

See Note on page 5.



FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT-OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
45.0	44.3	42.1	9-10	500	1.85	44
44.6	44.0	40.5	9-10	0-900	0.55	44
44.4	41.9	37.0	9-10	500	0.73	44
41.6	41.0	40.4 B	9-10	500	1.0	42
37.1	37.4	33.0	9-10	400	2.00	36
42.6	41.6	41.8	9-10	400-750	0.95	42
41.1E	40.5	39.9	9-10	400-2000	0.60	42
32.5	32.0	30.9	9-10	400-900	0.70	34

BAR CUT AND BAR CUT REACH  
 1° W AND 25° 46' 00" N 00° 02' 22" W. SHOALING EXTENDS 100 FT INTO CHANNEL.  
 NOT A CORPS OF ENGINEERS PROJECT. CONSULT PORT OF MIAMI  
 INFORMATION (305)371-7678  
 THE BASIN.  
 THE BASIN.  
 CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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

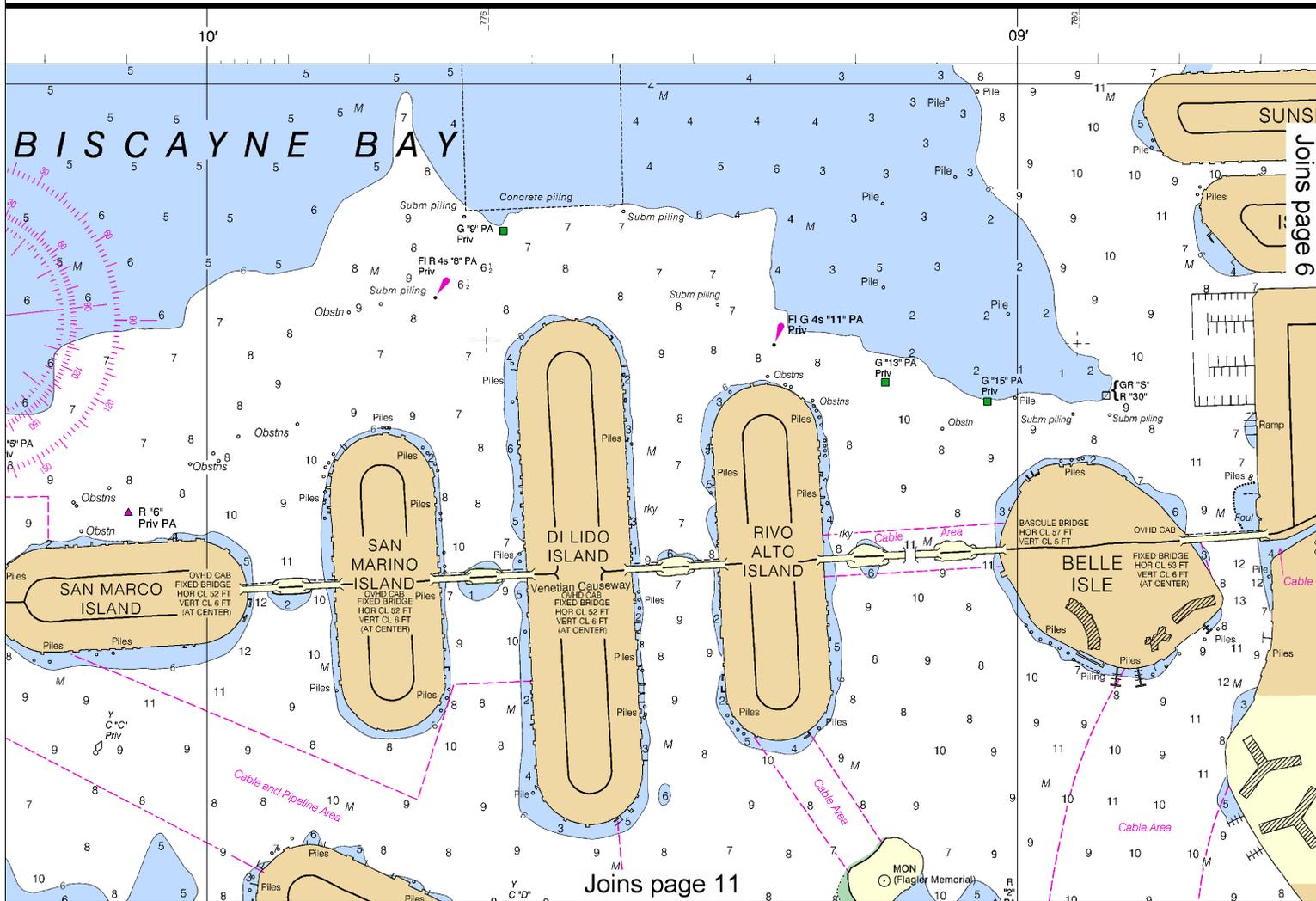
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**HORIZONTAL DATUM**  
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**PLANE COORDINATE GRID**  
 (based on NAD 1927)  
 The Florida State Grid, east zone, is indicated by dashed ticks of 4,000 foot intervals thus:  $\frac{+}{-}$   
 The last three digits are omitted.

**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.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMAKER  
 UNITED STATES - EAST  
 FLORIDA

# MIAMI HARBOR

Mercator Projection  
 Scale 1:10,000 at Latitude  
 North American Datum of  
 (World Geodetic System 1984)  
 SOUNDINGS IN FEET  
 AT MEAN LOWER LOW WATER  
 Additional information can be obtained at nauticalcharts.noaa.gov

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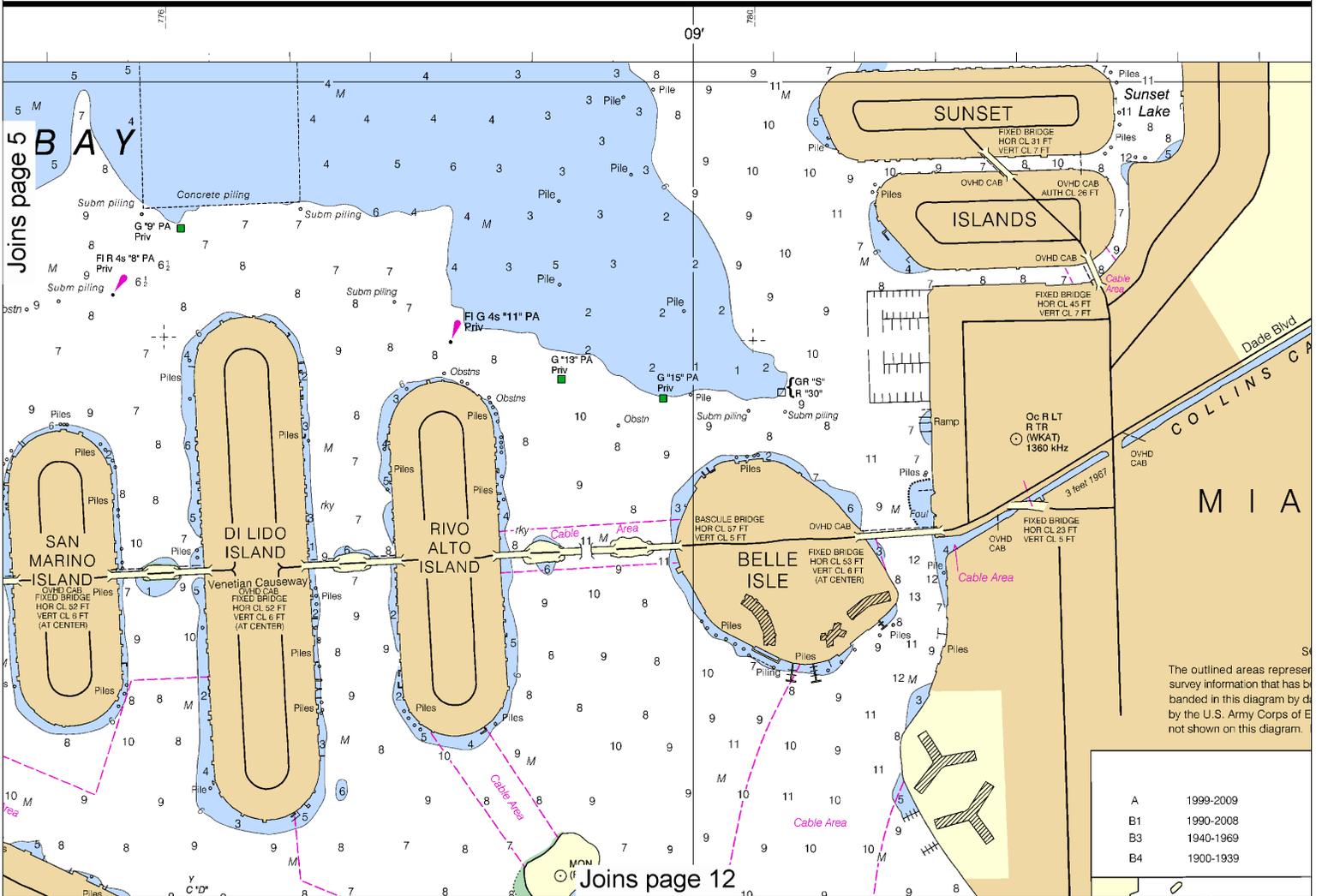
**TIDAL INFORMATION**

NAME	PLACE (LAT/LONG)	Height Mean High
Miami Marina, Biscayne Bay	(25°47'N/080°11'W)	16.2
Miami Harbor entrance, ocean pier	(25°46'N/080°08'W)	16.2

Dashes (---) located in datum columns indicate unavailable datum values. Tide predictions, and tidal current predictions are available on the Internet (Jun 2011)

Formerly C&GS 547, 1st Ed., Mar. 1936

NS
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Note: Chart grid lines are aligned with true north.

See Note on page 5.



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# RBOR

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of 1983  
(1984)

ET  
/ATER  
uticalcharts.noaa.gov

Height referred to datum of soundings (MLLW)		
Mean Higher High Water	Mean High Water	Mean Low Water
feet 2.4	feet 2.3	feet 0.1
2.7	2.6	0.2

es for a tide station. Real-time water levels, it from <http://tidesandcurrents.noaa.gov>.

### 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
Ai alternating	IQ 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	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

### 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	

(Z) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(Z) 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: - - - - -

### 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
Princeton, FL	WNG-663	162.425 MHz

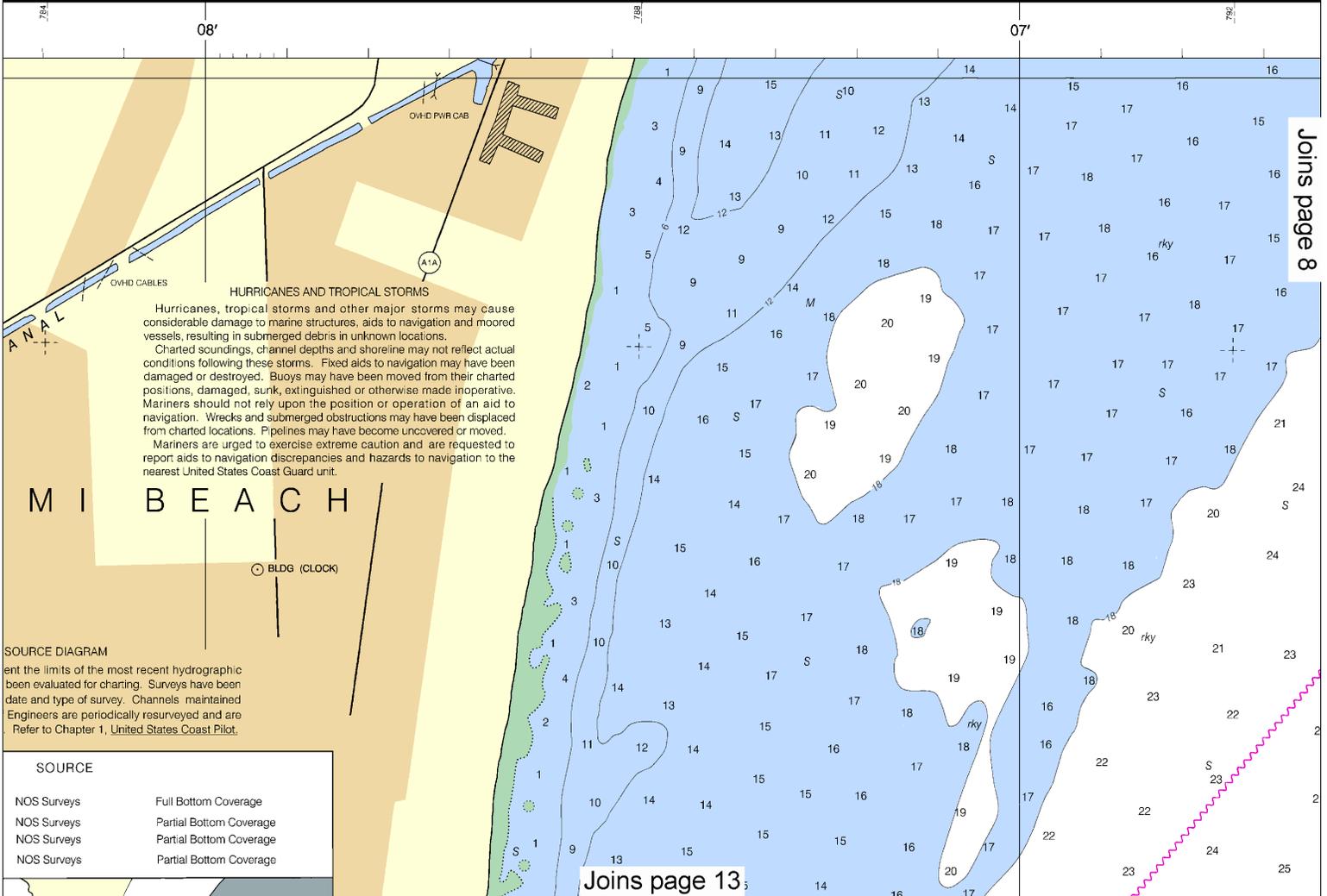
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36 KAPP 309



**HURRICANES AND TROPICAL STORMS**

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**SOURCE DIAGRAM**

ent the limits of the most recent hydrographic been evaluated for charting. Surveys have been date and type of survey. Channels maintained Engineers are periodically resurveyed and are Refer to Chapter 1, United States Coast Pilot.

SOURCE	
NOS Surveys	Full Bottom Coverage
NOS Surveys	Partial Bottom Coverage
NOS Surveys	Partial Bottom Coverage
NOS Surveys	Partial Bottom Coverage



PRINT-ON-DEMAND

NOAA and its partner, OceanGrafix, offer this chart and critical corrections. Charts are printed when editions are available 2-8 weeks before their release. About Print-on-Demand charts or contact NOAA at OceanGrafix at 1-877-56CHART or http://www.oce...

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	IQ interrupted quick	N nun	Rot rotating
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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	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

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

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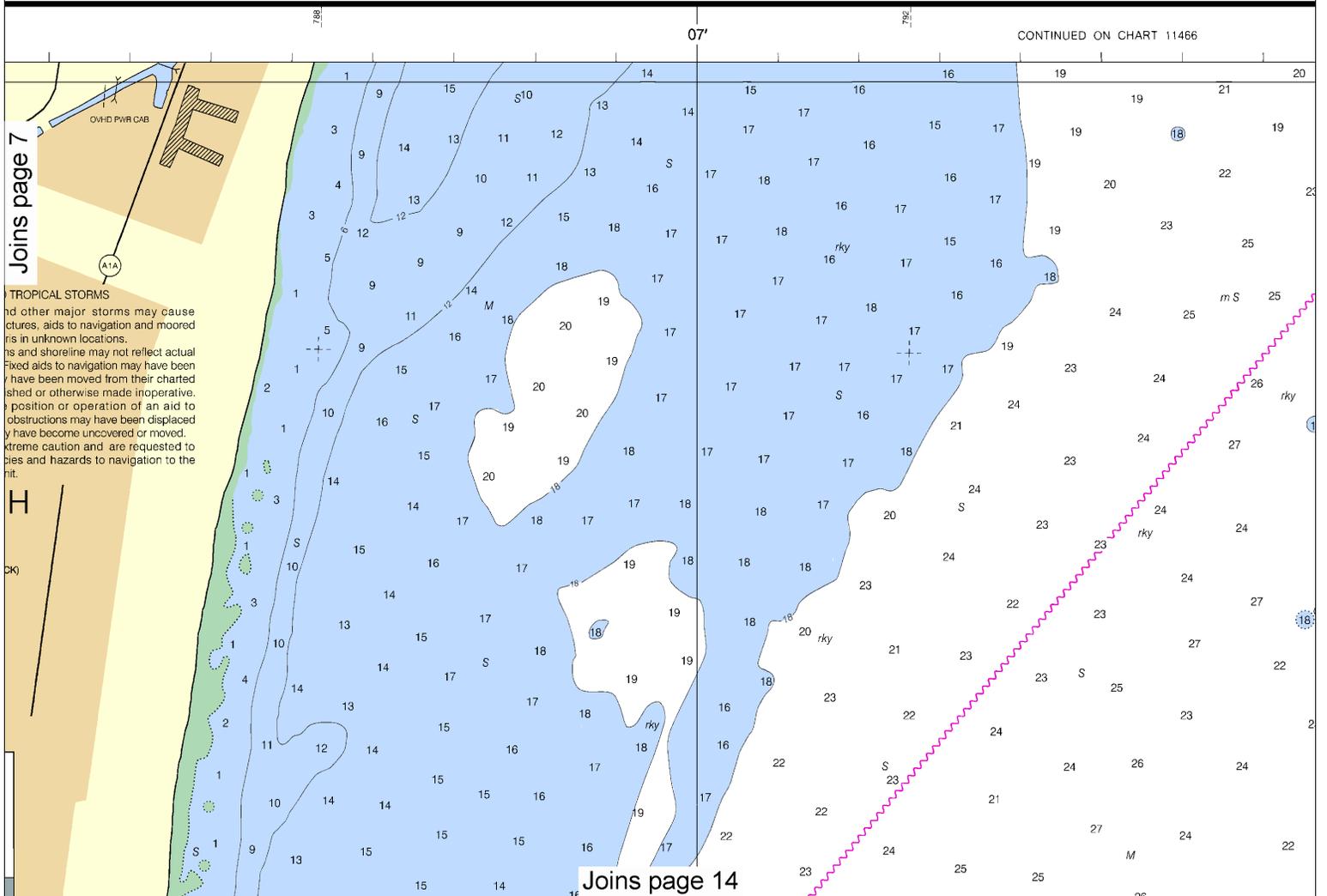
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Station positions are shown thus:  
 (o) (Accurate location) (o) (Approximate location)

POLLUTION REPORTS

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

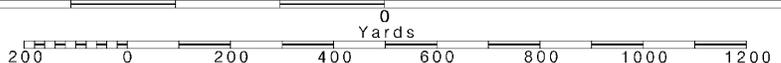


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000 Nautical Miles

See Note on page 5.



**MAND CHARTS**

Chart updated weekly by NOAA for Notices to Mariners  
ordered using Print-on-Demand technology. New  
base as traditional NOAA charts. Ask your chart agent  
at <http://ocsddata.noc.noaa.gov/idrs/inquiry.aspx>, or  
[peangrafix.com](http://peangrafix.com).

**CAUTION**

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

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

**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".

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**NOTE A**

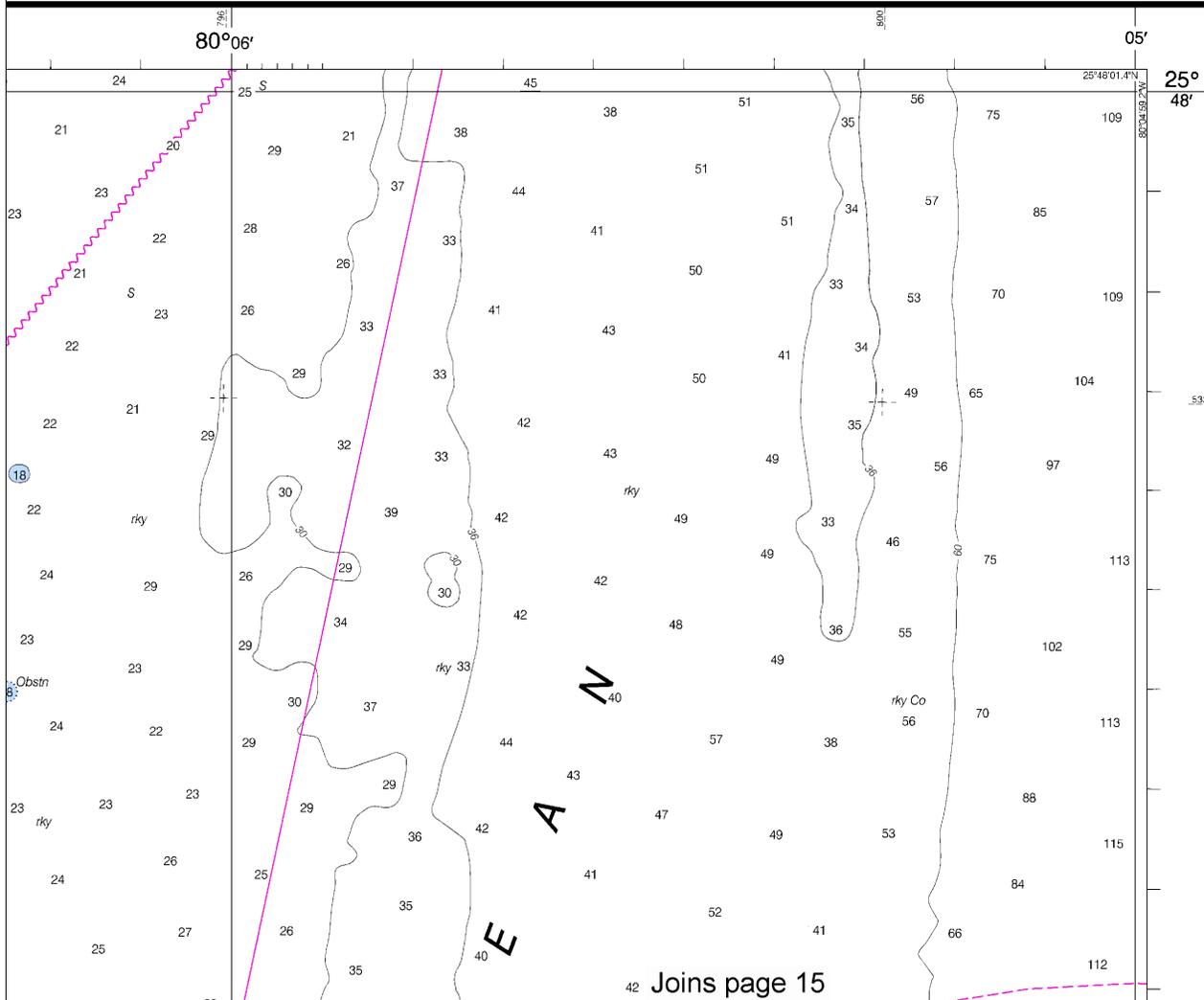
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the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

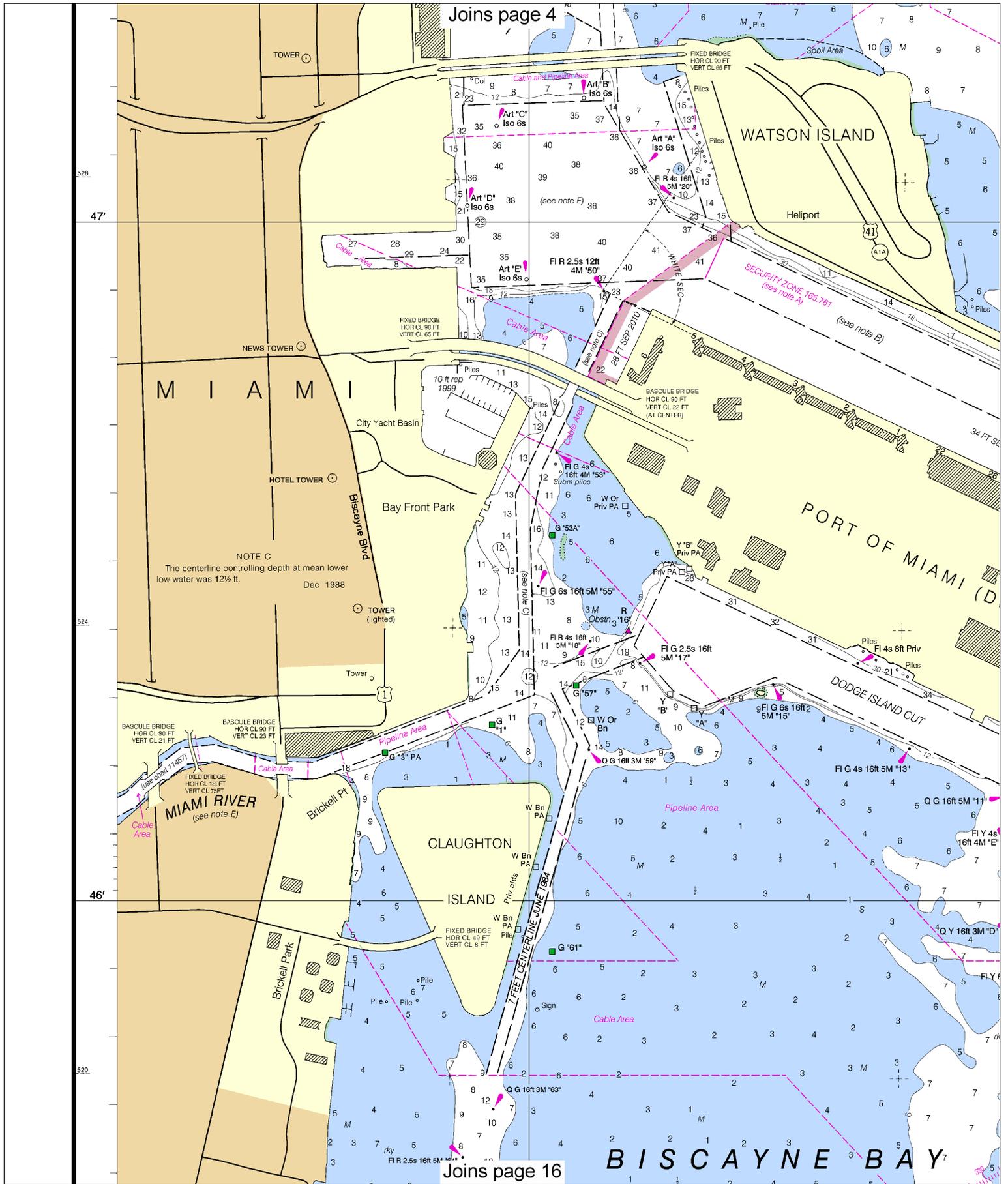
Refer to charted regulation section numbers.

**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.

# SOUNDINGS IN FEET





Joins page 4

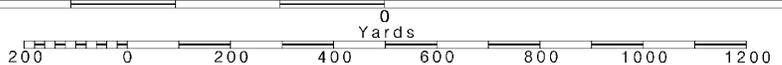
Joins page 16

**10**

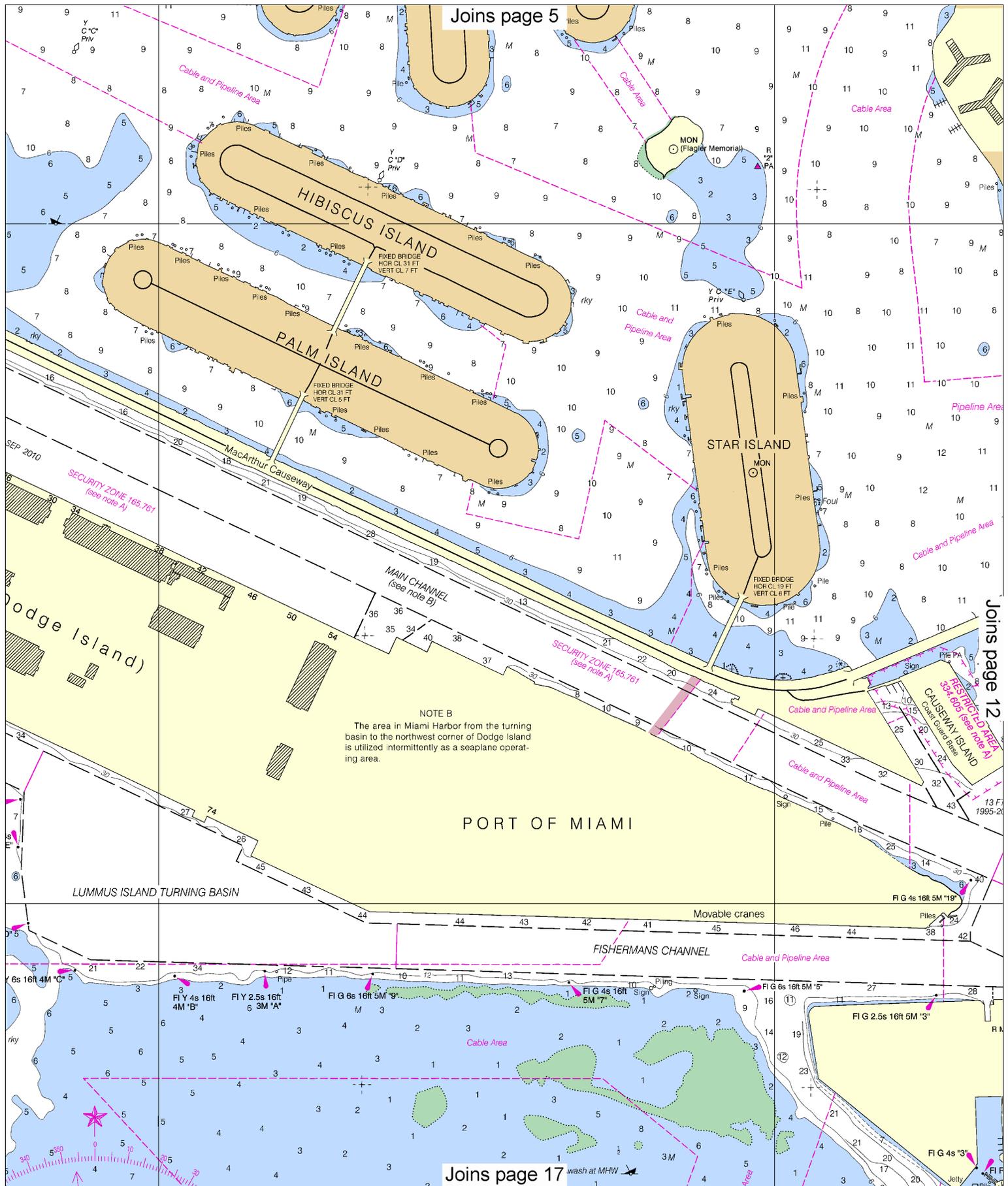
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
Nautical Miles

See Note on page 5.



Joins page 5



Joins page 12

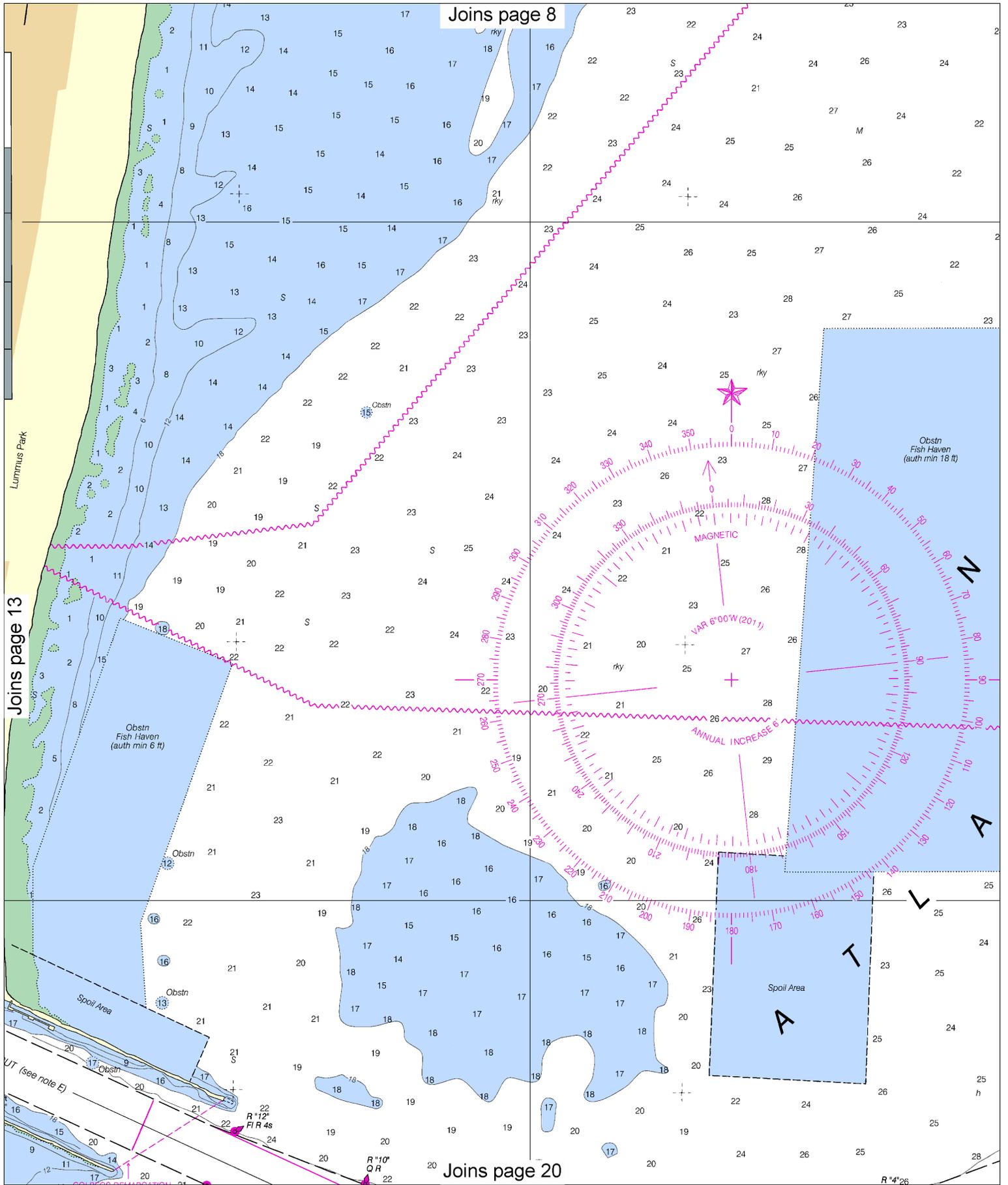
Joins page 17

**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.

**RESTRICTED AREA**  
 334-900 (see note A)  
 CAUSEWAY ISLAND  
 Canal Guard Gate  
 13 FT  
 1995-24







**14**

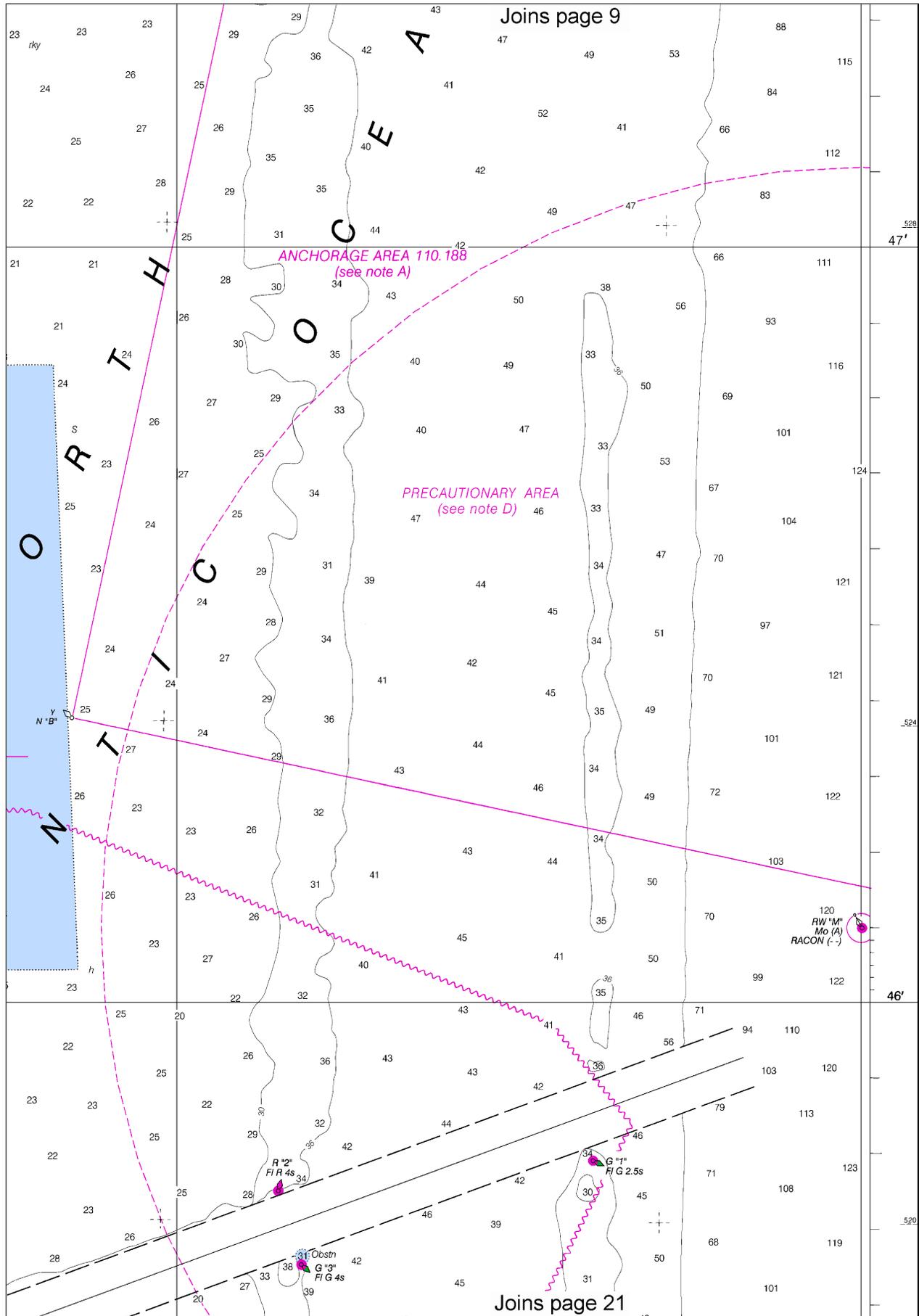
Note: Chart grid lines are aligned with true north.

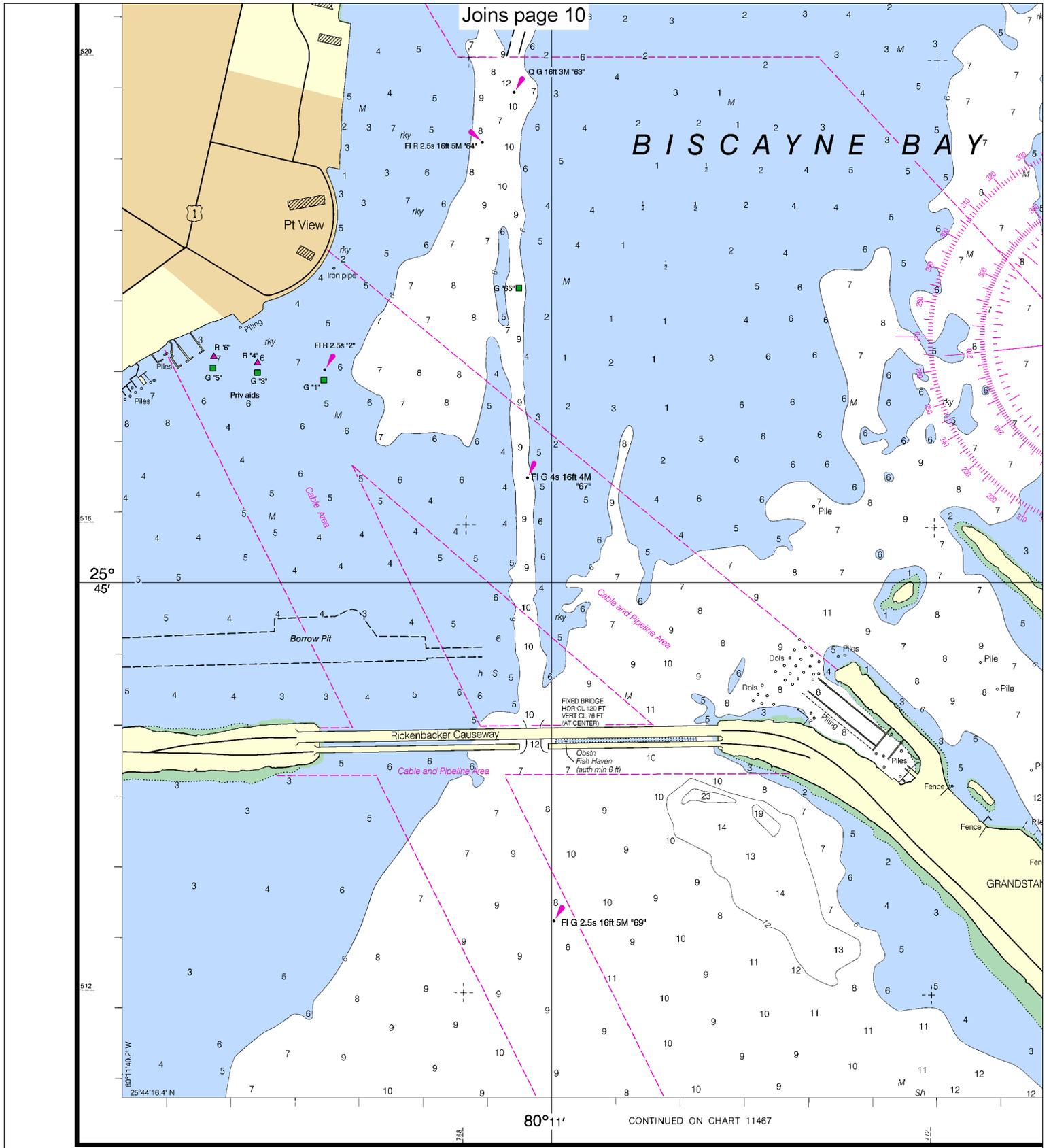
Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

See Note on page 5.







43rd Ed., Jul/11 ■ Corrected through NM Jul. 30/11  
 Corrected through LNM Jul. 19/11

**11468**

**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 [nauticcharts.noaa.gov](http://nauticcharts.noaa.gov).

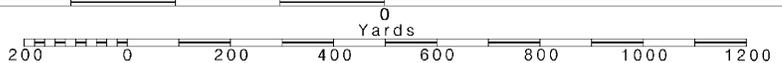
This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or improvements to this chart to the Chief, Marine Chart Division (N/CS2), Service, NOAA, Silver Spring, Maryland 20910-3282.

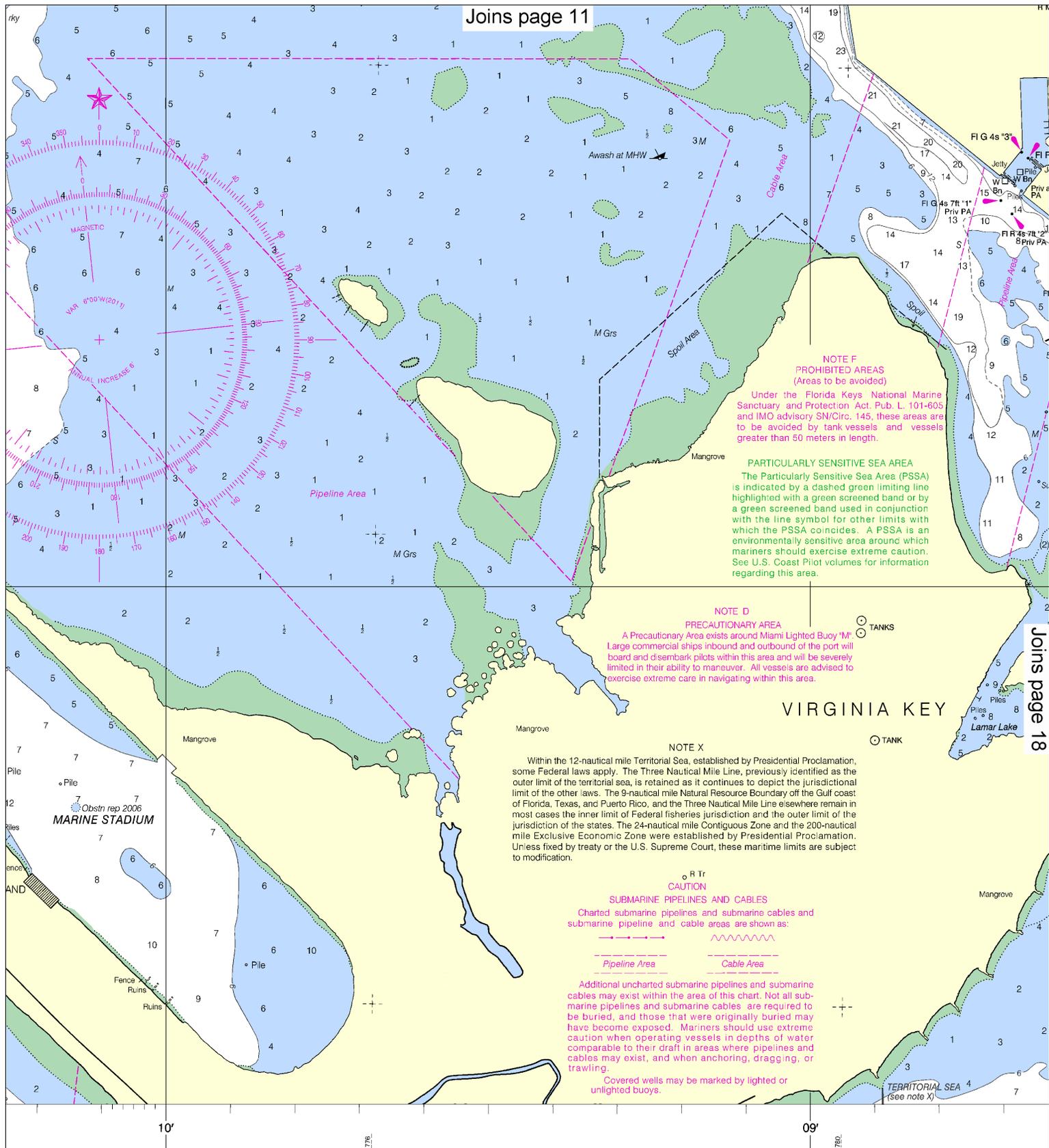
**16**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
 Nautical Miles

See Note on page 5.





**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.

**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.

**NOTE D  
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.

**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.

**SUBMARINE PIPELINES AND CABLES**

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

--- Pipeline Area      ~~~~~ Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

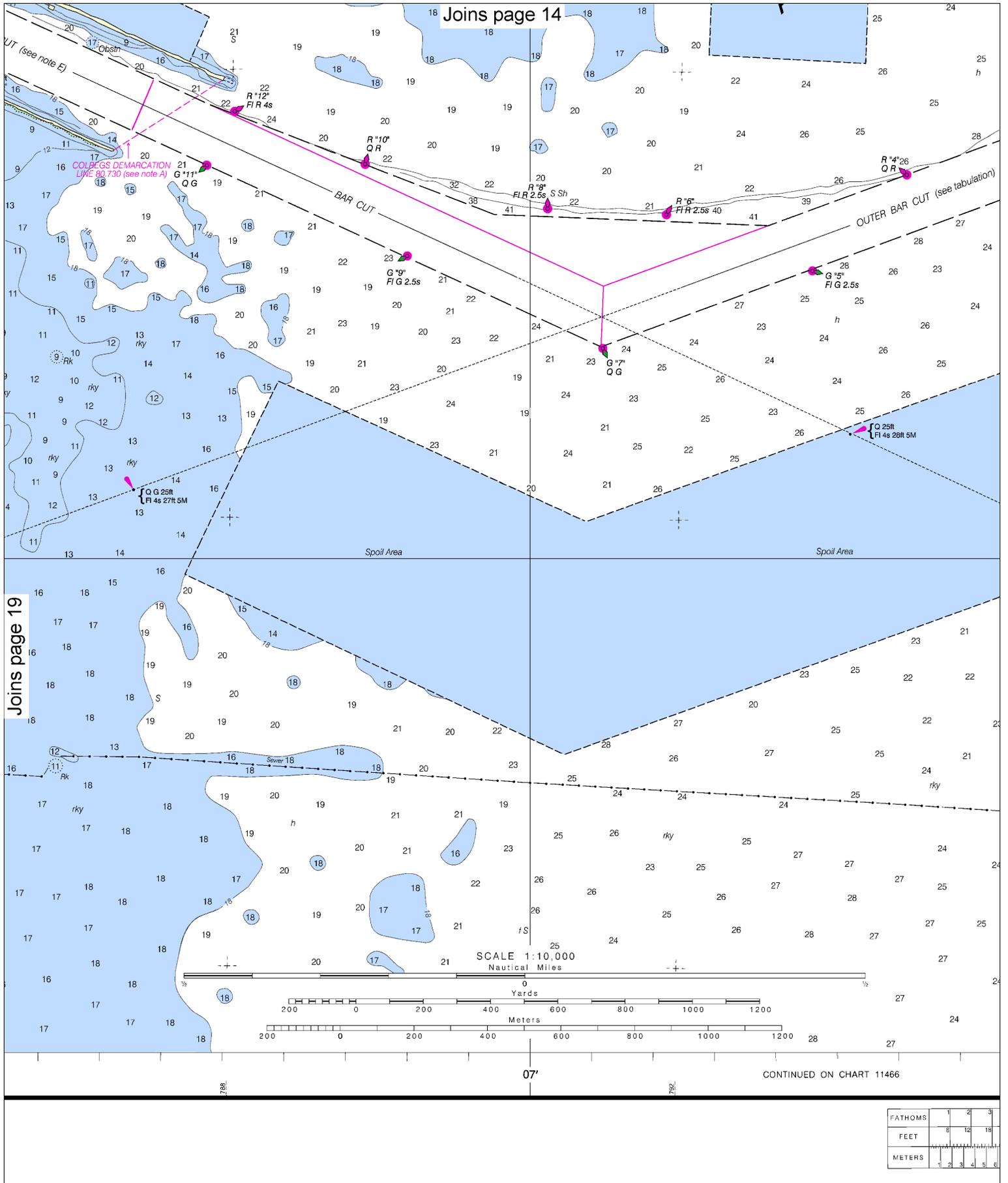
Covered wells may be marked by lighted or unlighted buoys.

**SOUNDINGS IN FEET**

tion. The National  
or comments for  
, National Ocean





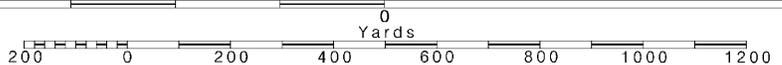


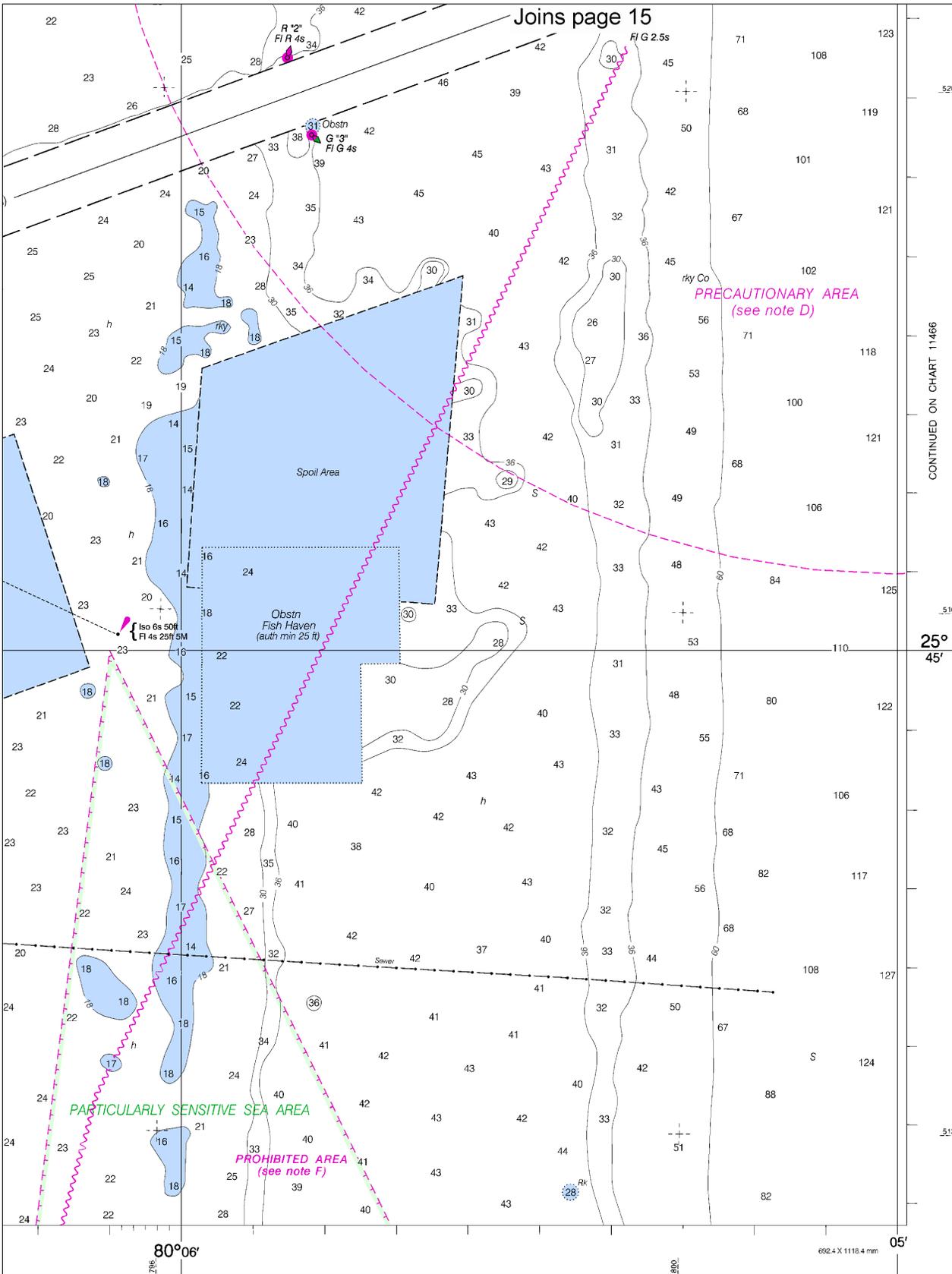
**20**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 11466

25° 45'

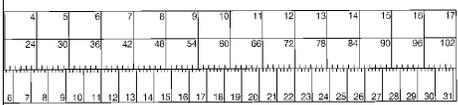
80° 06'

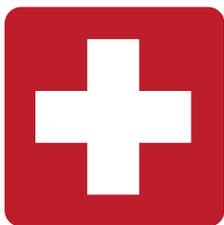
692.4 X 1118.4 mm



Miami Harbor  
SOUNDINGS IN FEET - SCALE 1:10,000

11468





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.

