

# BookletChart™



## Intracoastal Waterway – Palm Shores to West Palm Beach

NOAA Chart 11472

*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

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**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.

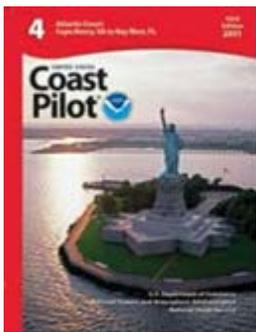
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11472>.



**(Selected Excerpts from Coast Pilot)**

**St. Lucie Inlet**, forming the mouth of the St. Lucie River and the south end of the Indian River, lies 20 miles south of Fort Pierce Inlet and 13.5 miles north of Jupiter Inlet Light. The entrance to the inlet is protected by jetties and a detached breakwater. The inner part of the north jetty is in ruins. A rock ledge across the inlet extends south for over 1 mile from the east end of the north jetty ruins. Extensive sandbars are on the north side of the inlet channel from the

north jetty to the Intracoastal Waterway. It is reported that shoaling builds up across the channel from both the north and south sides. Depths in the channel vary.

Additional information on local existing conditions can be obtained by calling the Fort Pierce Coast Guard Station (telephone: 772-464-6100) and asking for the Coast Guard Auxiliary telephone number.

**St. Lucie River** enters the sea through St. Lucie Inlet and connects with the Gulf coast via the Okeechobee Waterway. State Route A1A highway bridge crossing the river 3 miles above the junction with the Intracoastal Waterway has a fixed span with a clearance of 65 feet. The railroad bridge at Stuart has a bascule span with a clearance of 7 feet at center. The bridge is on automatic operation, normally left in an open position and closed upon the approach of trains. (See **117.317**, chapter 2, for details of operation.) The Roosevelt (U.S.1) highway bridge, adjacent to the west, has a fixed span with a clearance of 65 feet. The Roosevelt bascule bridge has a clearance of 14 feet at the center. The overhead power cable at the bridge has a clearance of 75 feet over the main channel. (See **117.1 through 117.59 and 117.317**, chapter 2, for drawbridge regulations.)

**Manatee Pocket** is a protected body of water about 1 mile long and 0.2 mile wide. It had a reported controlling depth of 4½ feet in 1983. The entrance is 0.6 mile west of the intersection of the St. Lucie River and the Intracoastal Waterway. The channel at the entrance is marked by daybeacons. Berthage, electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage, and hull, engine, and electronic repairs are available at any of several marinas. A 150-ton mobile hoist is available at a repair yard at the southeast end of Manatee Pocket. Small boats can obtain protection from tropical storms in Manatee Pocket. The holding bottom is good. Yachts can anchor anywhere for overnight stops.

**Port Salerno**, a small town at head of Manatee Pocket, has a marl plant and is headquarters for a fishing fleet. Several boatyards with machine shops and several resorts with good facilities for yachts are available. (See the small-craft facilities tabulation on chart 11472 for services and supplies available.)

At **Port Sewall**, 1.2 miles above the junction of St. Lucie River and the Intracoastal Waterway, there is a marina where berths with electricity, wet storage and limited marine supplies are available. Hull, engine and electronic repairs can be made; lift capacity 50-tons.

**Rio** is a small real estate development on the north bank of St. Lucie River, 3.5 miles above **Sewall Point**. A privately dredged channel 1 mile west of Light 21 leads to a marina where gasoline, diesel fuel, ice, water, a pump-out station, berthing with electricity and some marine supplies are available; a 10-ton folklift is also available for hull, engine and electronic repairs. In 2001, the reported approach depth was 5.5 feet. Another marina in the slip 0.2 mile westward has gasoline, diesel fuel, electricity, and a lift to 35 tons; hull, engine and electronic repairs can be made.

**Stuart** is a city on the St. Lucie River, 5 miles above Sewall Point. It is the county seat of Martin County and is on the Florida East Coast Railway, U.S. Highway No.1, and the Okeechobee Waterway. The city has a hospital and is the distributing center to the surrounding area, which is noted for its winter vegetables, citrus and tropical fruits, poultry raising, ranching, and commercial fishing.

The municipal pier, 400 yards southeast of the Roosevelt bascule bridge, has berthage available. In 2002, the reported channel and alongside depth was 3.5 feet. On the east bank of the North Fork of the St. Lucie River, 1,200 yards north of the Roosevelt bascule bridge, a yacht sales facility offers maintenance services and fuel deliveries.

**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

**NOTE C**  
**CAUTION**  
An extremely fast current exists in this area.

**SEBASTIAN INLET** 5  
6  
**CAUTION**  
Passage through the inlet is not recommended without local knowledge of all hazardous conditions affecting this area.

**LOXAHATCHEE RIVER**  
The aids and markers marking the Loxahatchee River are private.

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

**LOXAHATCHEE RIVER**  
The Intracoastal Waterway follows the Loxahatchee River through U.S. Route 1 bascule bridge, then makes a sharp turn southward just east of Florida Route A1A ALT bascule bridge.

**ST LUCIE INLET**  
**CAUTION**  
Channel buoys are not charted because of constant shifting of the channel. Passage through the inlet is not recommended without local knowledge of all hazardous conditions affecting this area.

**OKEECHOBEE WATERWAY**  
Project Depths  
8 feet from Intracoastal Waterway to Lake Okeechobee. The Controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

**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.

**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.

**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.

**JUPITER INLET**  
**CAUTION**  
Inlet entrance continually shoaling. Passage through the inlet is not recommended without local knowledge of all hazardous conditions affecting this area.

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

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

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Covered wells may be marked by lighted or unlighted buoys.

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

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

**CAUTION**  
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

**TIDAL INFORMATION**  
Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

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

**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 1.217" northward and 0.629" 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.

**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.

**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.

**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**  
**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.

**FLORIDA EAST COAST RR BRIDGE**  
The bascule span is normally in open position, displaying flashing green signals for water traffic movement. As a train approaches, signals change to flashing red, siren gives four blasts, pauses and repeats four blasts, etc. After an eight (8) minute delay, the bridge lowers and locks if scanning equipment reveals nothing under the bridge. When the train has cleared, the bridge span raises and signals change to flashing green for water traffic.

**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."

**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.

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

**CAUTION**  
**ST LUCIE INLET**  
Channel buoys are not charted because of constant shifting of the channel. Passage through the inlet is not recommended without local knowledge of all hazardous conditions affecting this area.

**LAKE PARK** **NOTE** **PORT**  
High speed ferries operate between Lake Worth Inlet and Freeport Harbor, Grand Bahama Island. Mariners are cautioned that these craft move very rapidly and may transit waterways at angles to the normal direction of traffic. Ferries may deviate from published routes.

**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.

**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 along the Waterway are in Statute Miles, southward from Norfolk, Virginia, and indicated thus:   
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

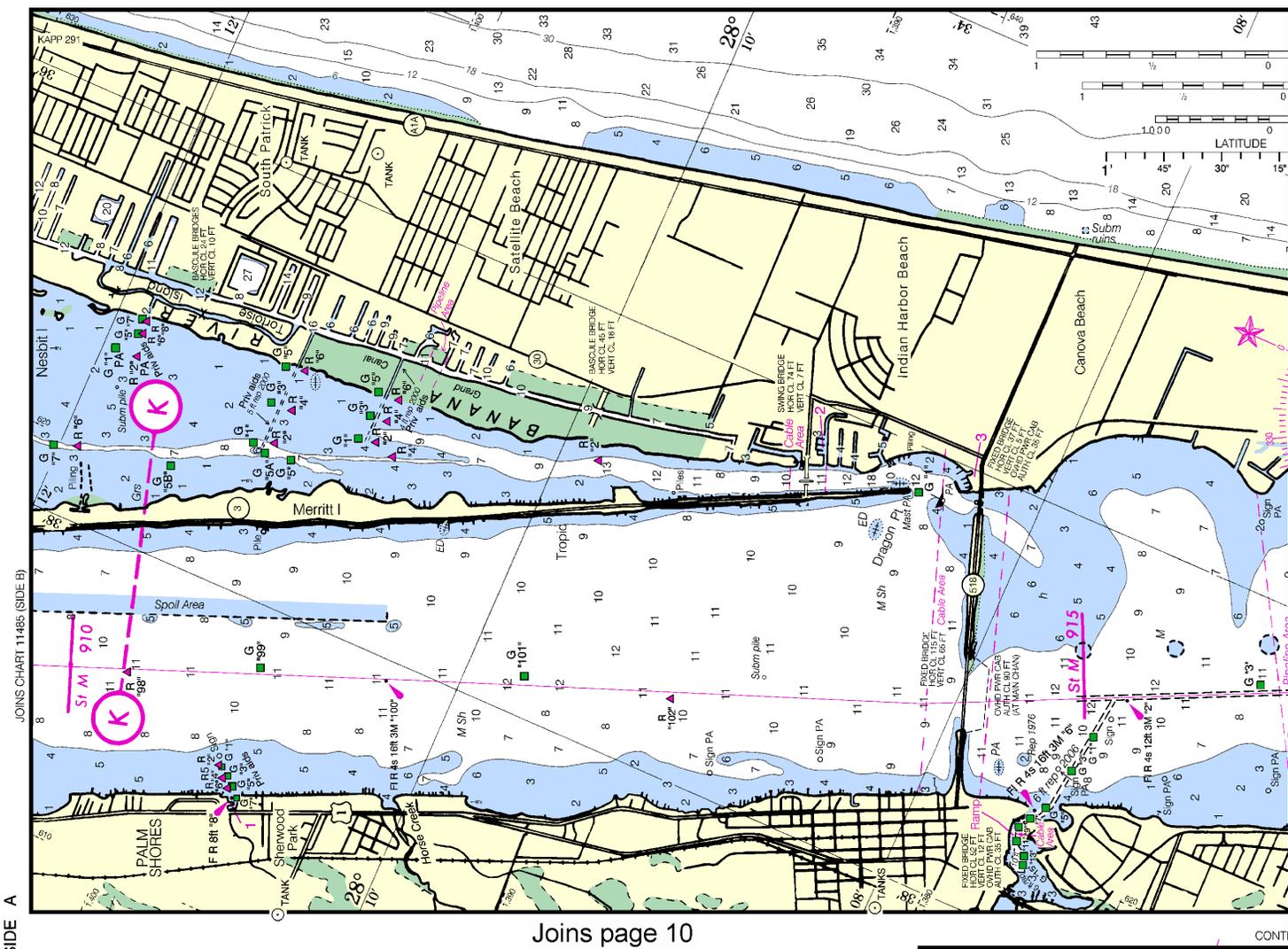
**FACILITIES**  
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

Hurricane  
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Charted  
conditions  
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positions,  
Mariners s  
navigation,  
from charts  
Mariners  
report aids  
nearest Un



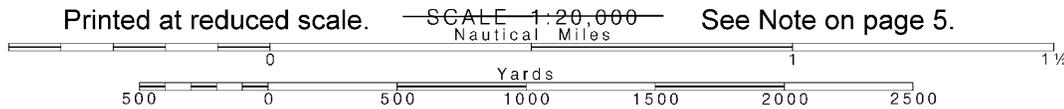
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

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Note: Chart grid lines are aligned with true north.



See Note on page 5.

**HURRICANES AND TROPICAL STORMS**

anes, tropical storms and other major storms may cause able damage to marine structures, aids to navigation and moored resulting in submerged debris in unknown locations. d soundings, channel depths and shoreline may not reflect actual s following these storms. Fixed aids to navigation may have been o or destroyed. Buoys may have been moved from their charted s, damaged, sunk, extinguished or otherwise made inoperative. should not rely upon the position or operation of an aid to n. Wrecks and submerged obstructions may have been displaced ed locations. Pipelines may have become uncovered or moved. rs are urged to exercise extreme caution and are requested to s to navigation discrepancies and hazards to navigation to the United States Coast Guard unit.

**ACKNOWLEDGMENT**

The National Ocean Service acknowledges the exceptional cooperation received from members of the Banana River Power Squadron, District 23 of the United States Power squadrons, for continually providing essential information for revising this chart.

**RULES OF THE ROAD (ABRIDGED)**

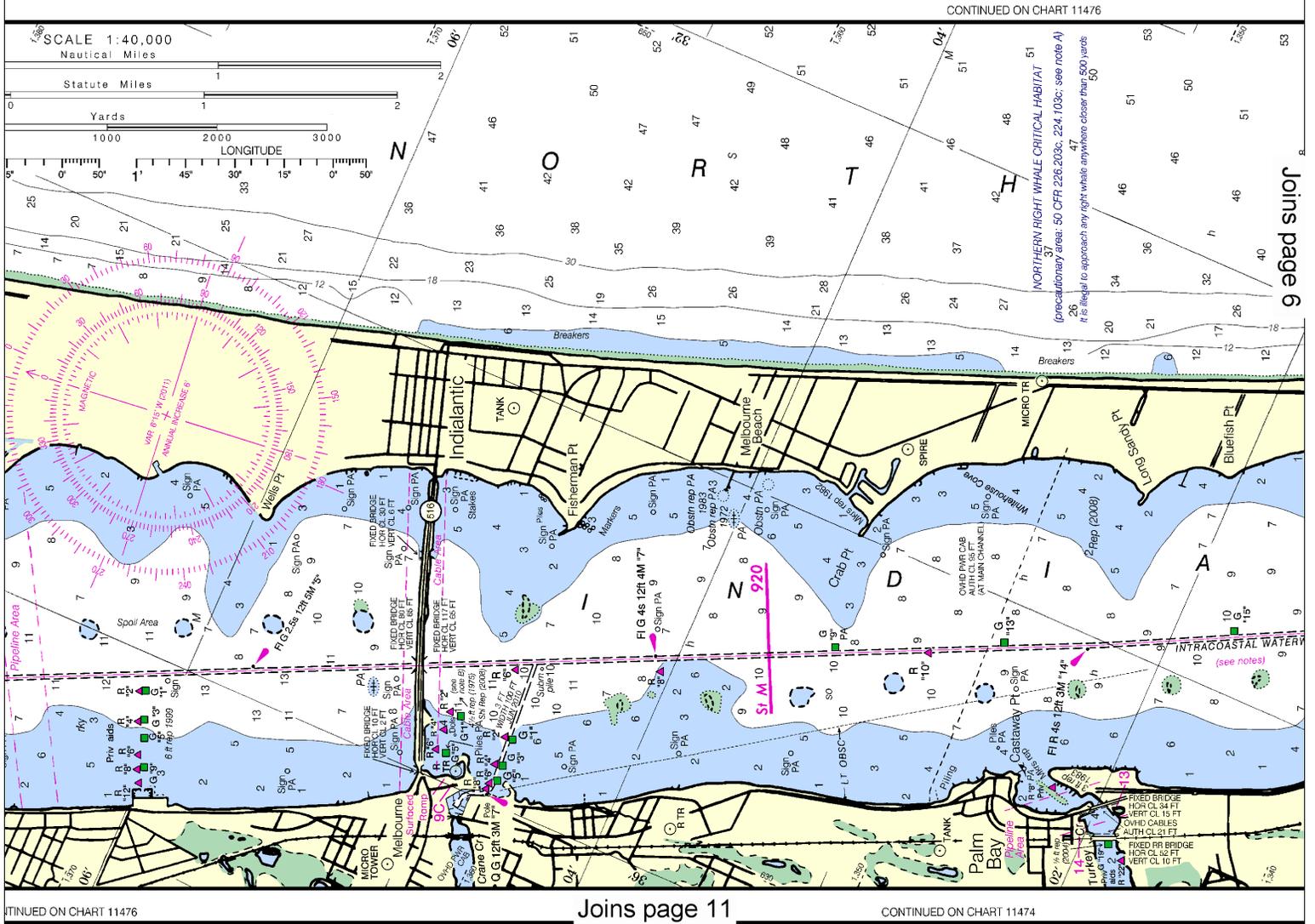
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**WARNING**  
The Rules of the Road do not impede the right of way within a narrow channel, but appear to move transit at speed distance in which superstructure sailboats and sailboats are unable to maneuver to small vessels, craft close to the

Radar reflecting aid reflector is omitted from

For bas open to a full vertical charted

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



CONTINUED ON CHART 11476

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CONTINUED ON CHART 11474

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





**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)

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

**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.

**NOTE B**

The daybeacons are private and positions are approximate.

**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
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	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:**

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

**Miscellaneous:**

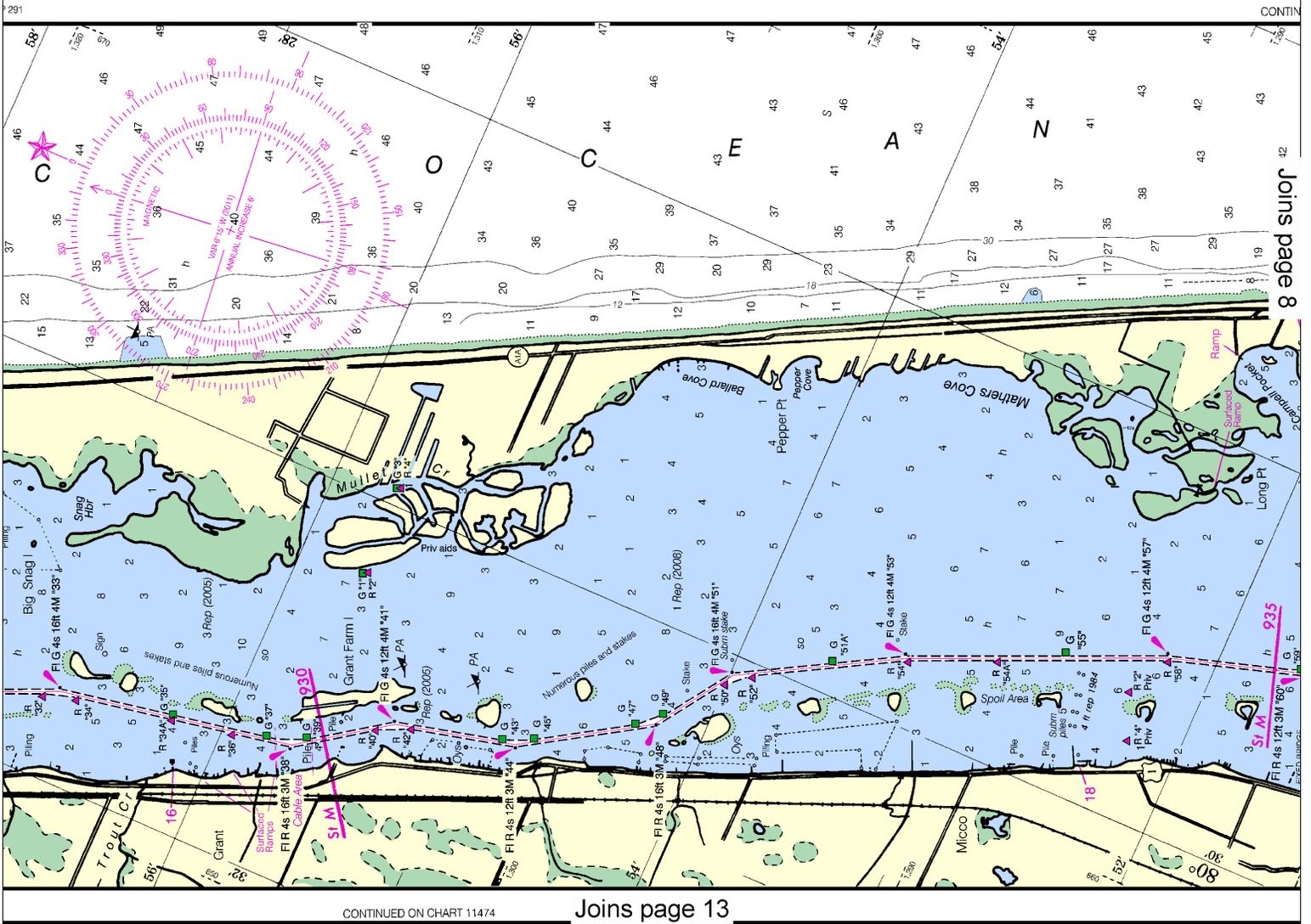
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International 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.

**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).



**AIDS TO NAVIGATION**

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

**CAUTION**

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

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

**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.

**CAUTION**

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

**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.

**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.

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**INTRACOASTAL WATERWAY AIDS**

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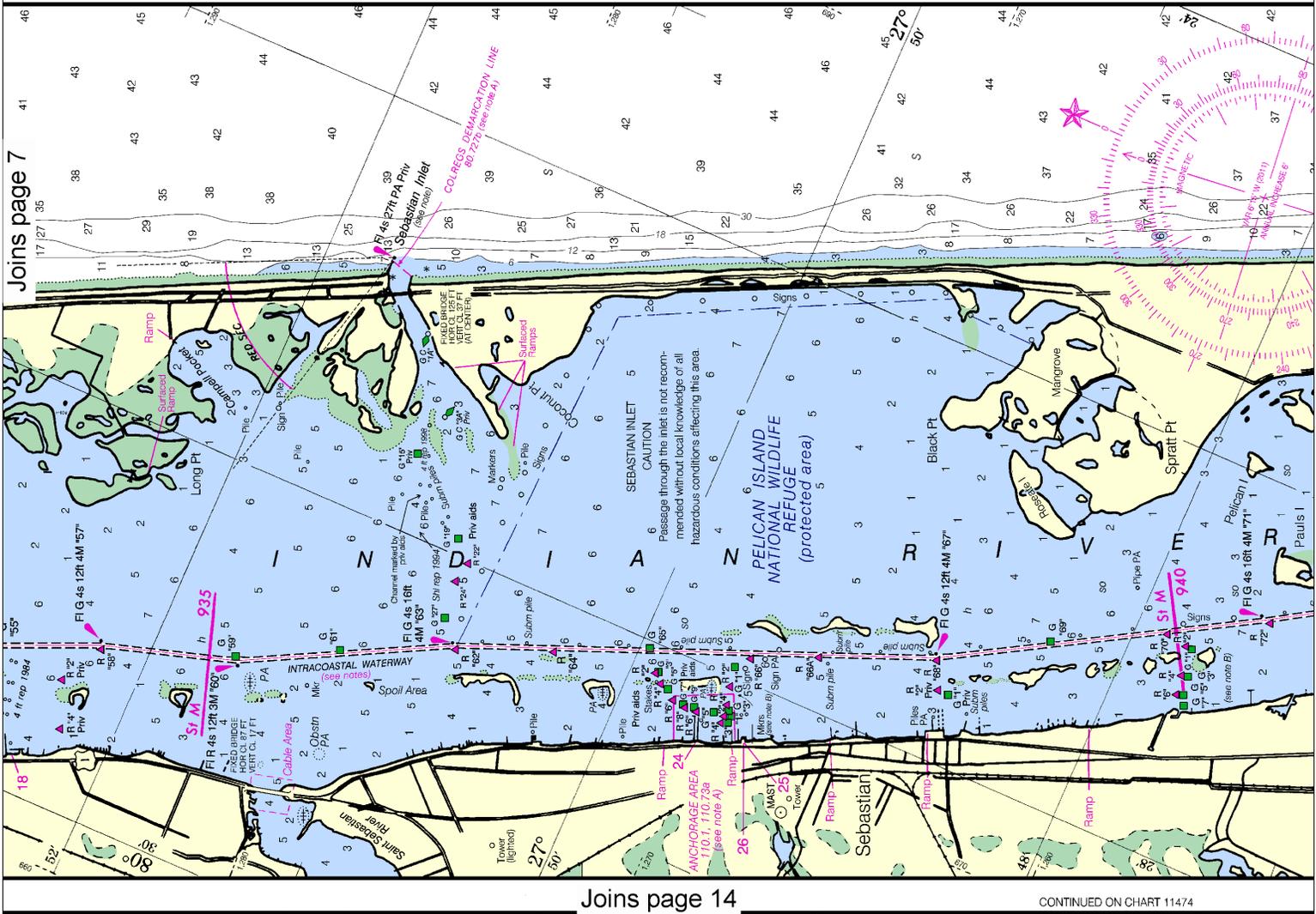
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**WARNING**

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Joins page 7

Joins page 14

CONTINUED ON CHART 11474



Note: Chart grid lines are aligned with true north.



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



NAUTICAL CHART 11472  
 INTRACOASTAL WATERWAY

FLORIDA  
**PALM SHORES TO  
 WEST PALM BEACH**

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](http://nauticalcharts.noaa.gov).

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 1.217" northward and 0.829" eastward to agree with this chart.

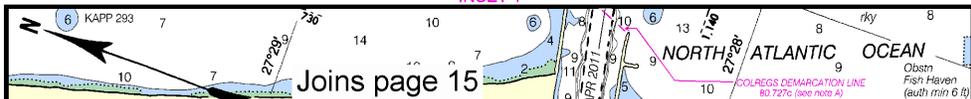


Chart 11472 35th Ed., Feb./11 ■  
 Corrected through NM Feb. 12/11, LNM Feb. 01/11

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

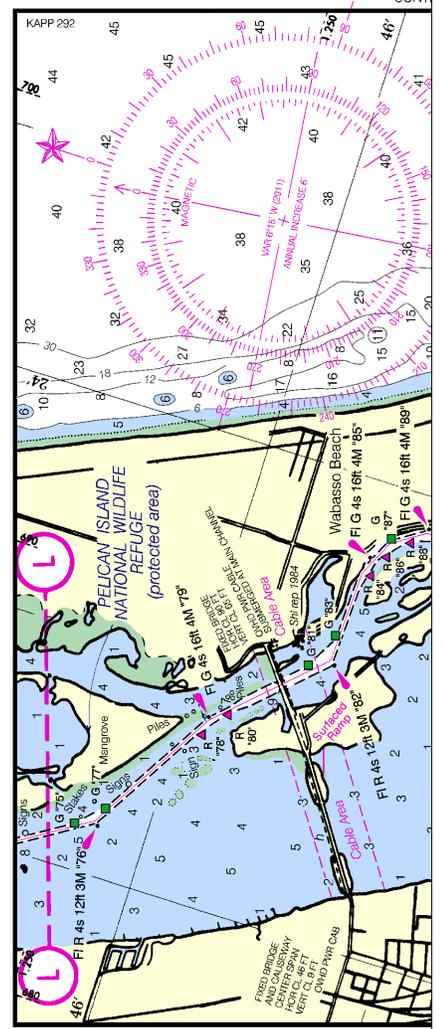
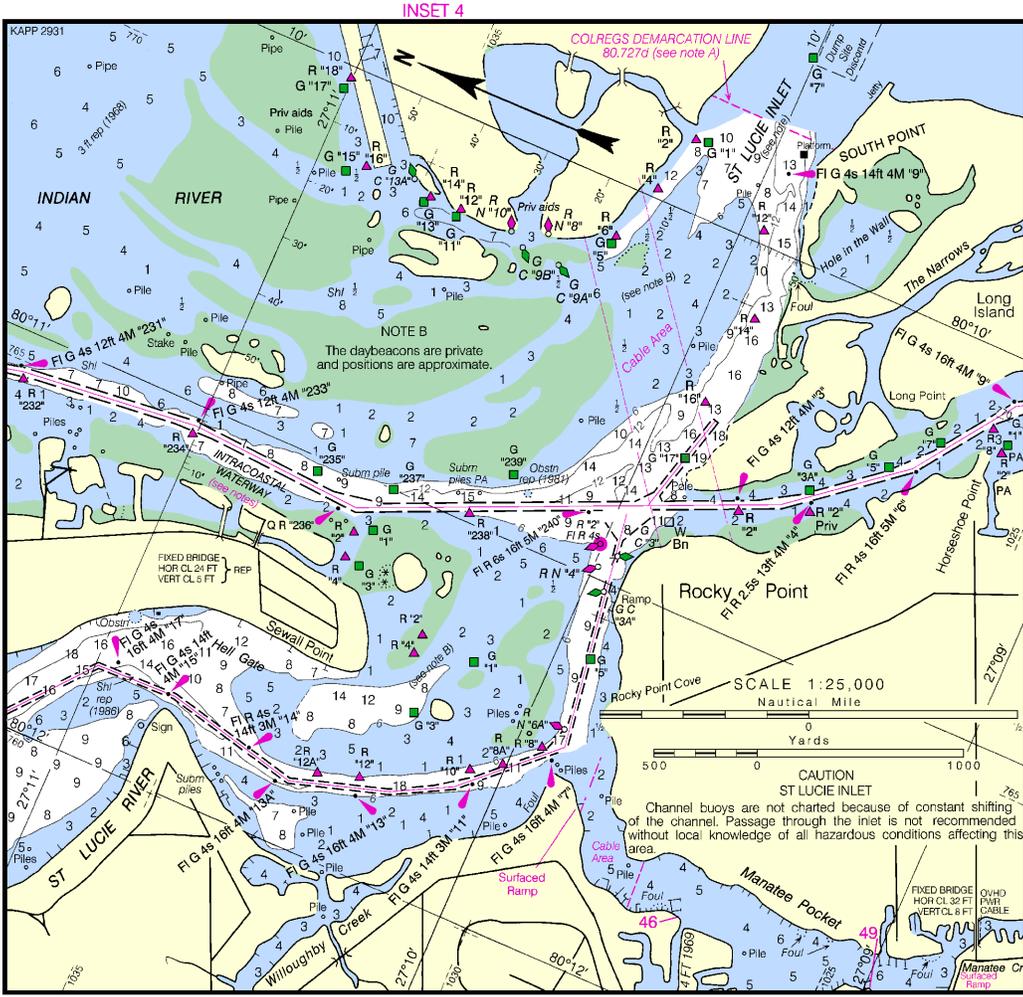
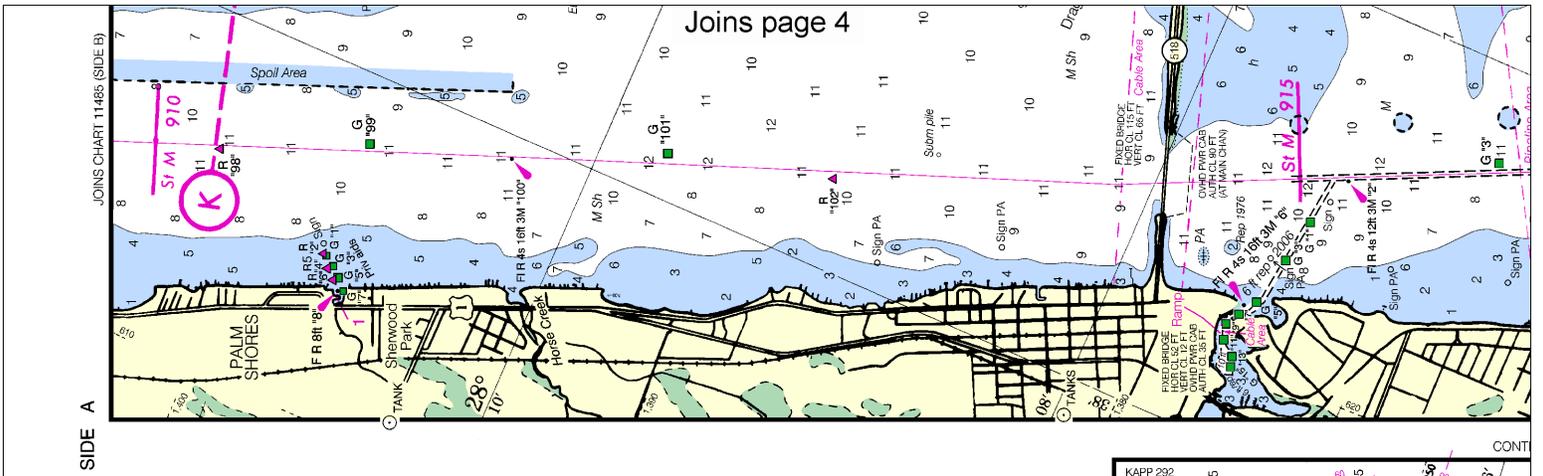


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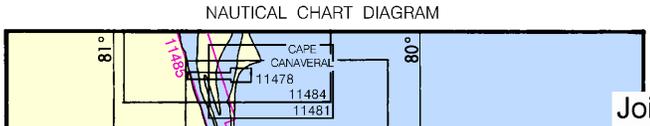


ED. NO. 35

SIDE A



11472 35th Ed., Feb./11; Corrected through NM Feb. 12/11, LNM Feb. 01/11



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- SAFETY HINTS**
1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
  2. Read carefully all notes printed on your chart, each

**10**

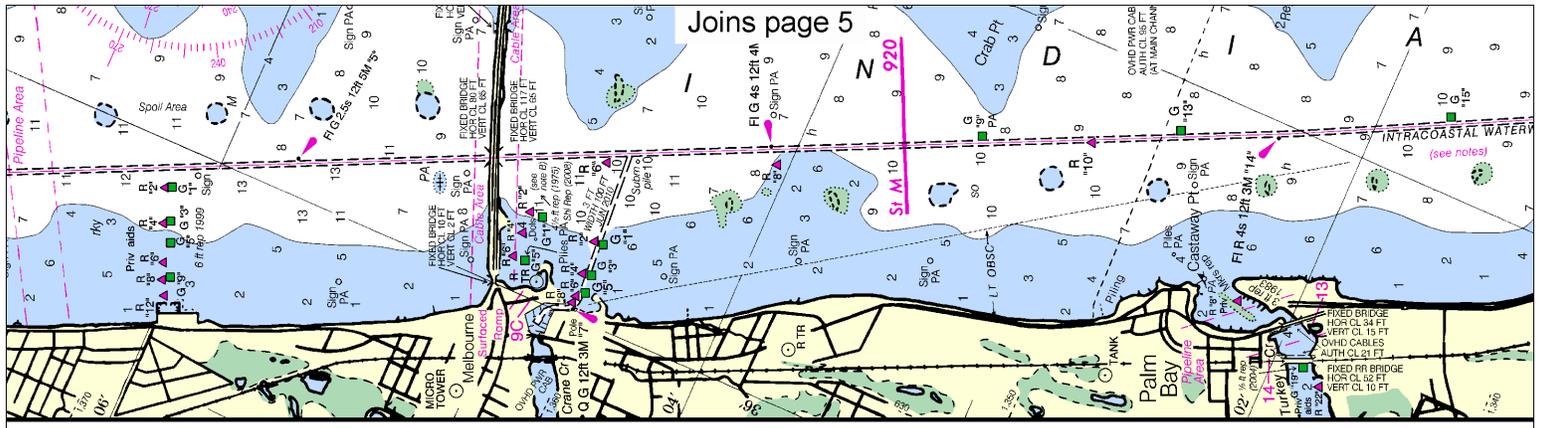
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 11476

CONTINUED ON CHART 11474



MARINE WEATHER FORECASTS  
 NATIONAL WEATHER SERVICE  
 CITY TELEPHONE NUMBER  
 Melbourne, FL \*(321) 255-0212  
 Miami, FL (305) 229-4522

OFFICE HOURS  
 8:00 AM-4:00 PM (Mon.-Fri.)  
 24 hours daily

WEATHER RULES FOR SAFE BOATING

Before setting out:

1. Check local weather and sea conditions.

Joins page 17 est weather forecast for your area from radio broadcasts.







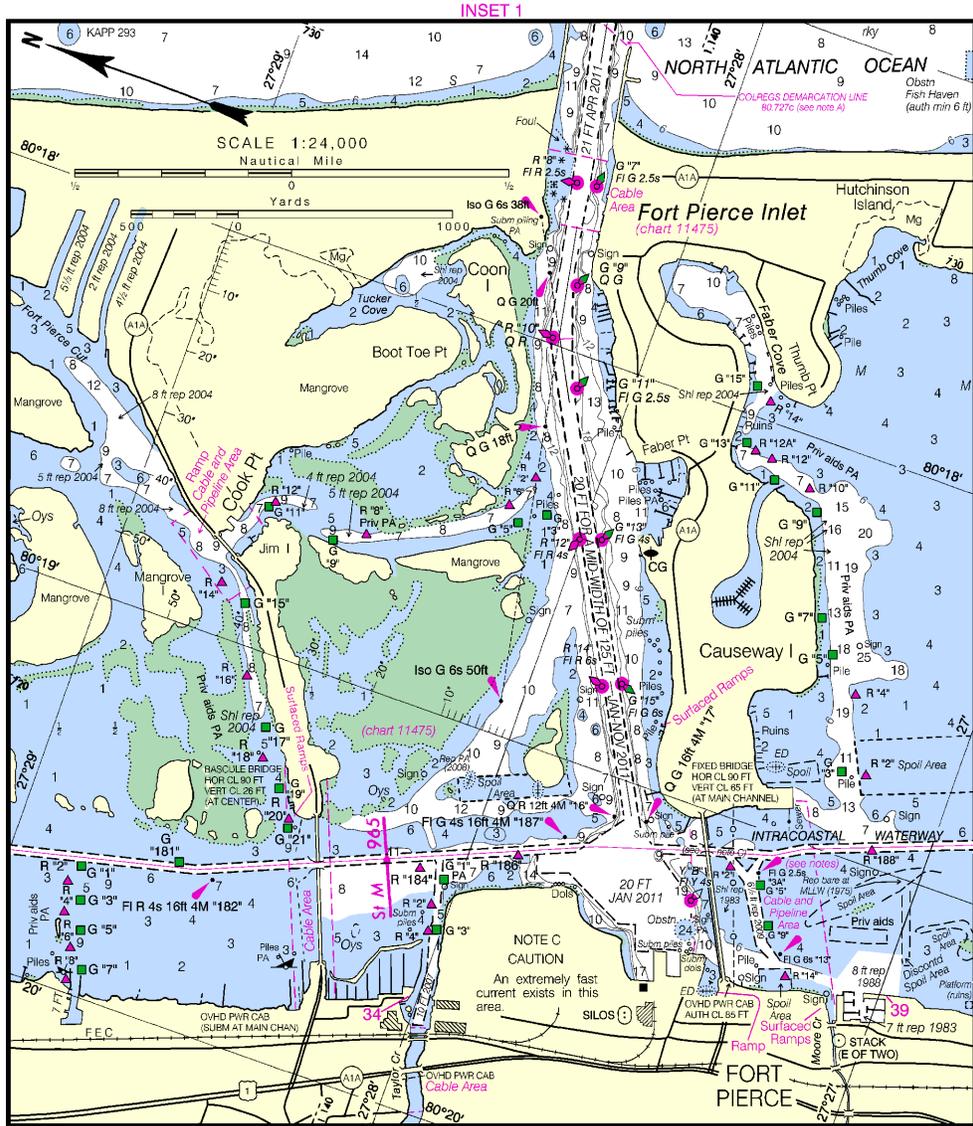
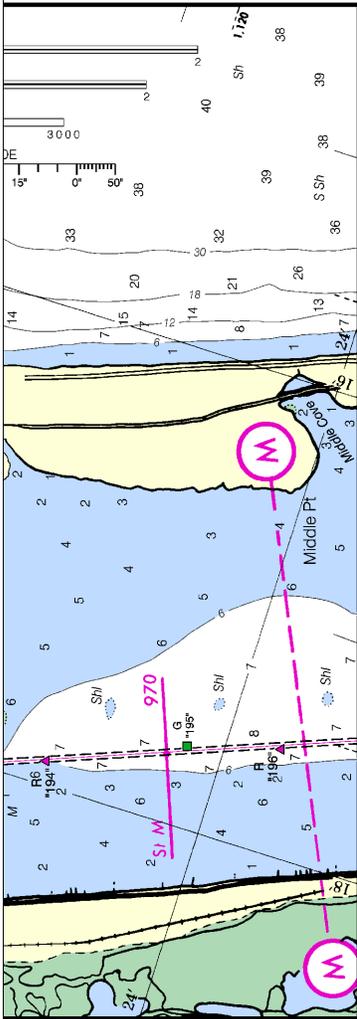
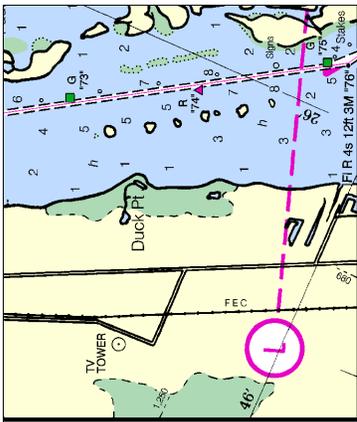
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



NSN 7642014010256  
NGA REFERENCE NO. 11XHA11472



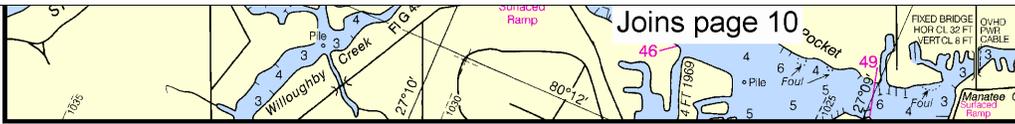
ED. NO. 35



SIDE A

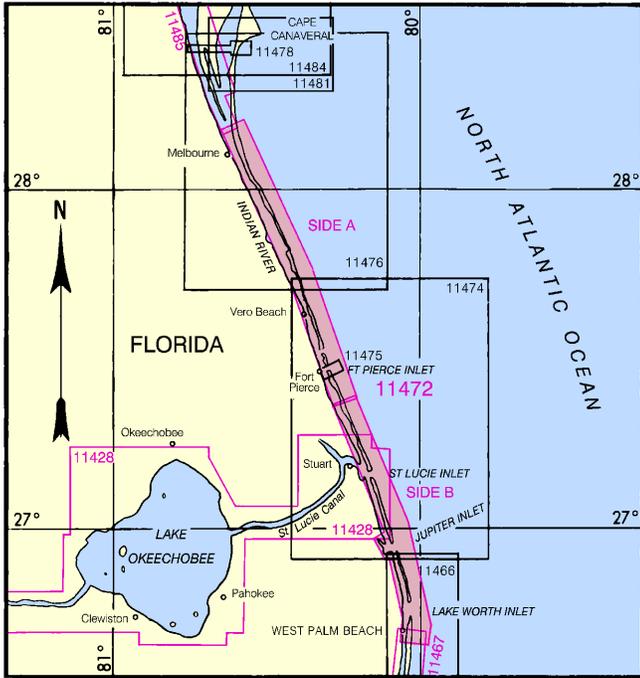
11472

CAUTION  
Temporary changes or defects in aids to



11472 35th Ed., Feb./11; Corrected through NM Feb. 12/11, LNM Feb. 01/11

NAUTICAL CHART DIAGRAM



SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learning 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

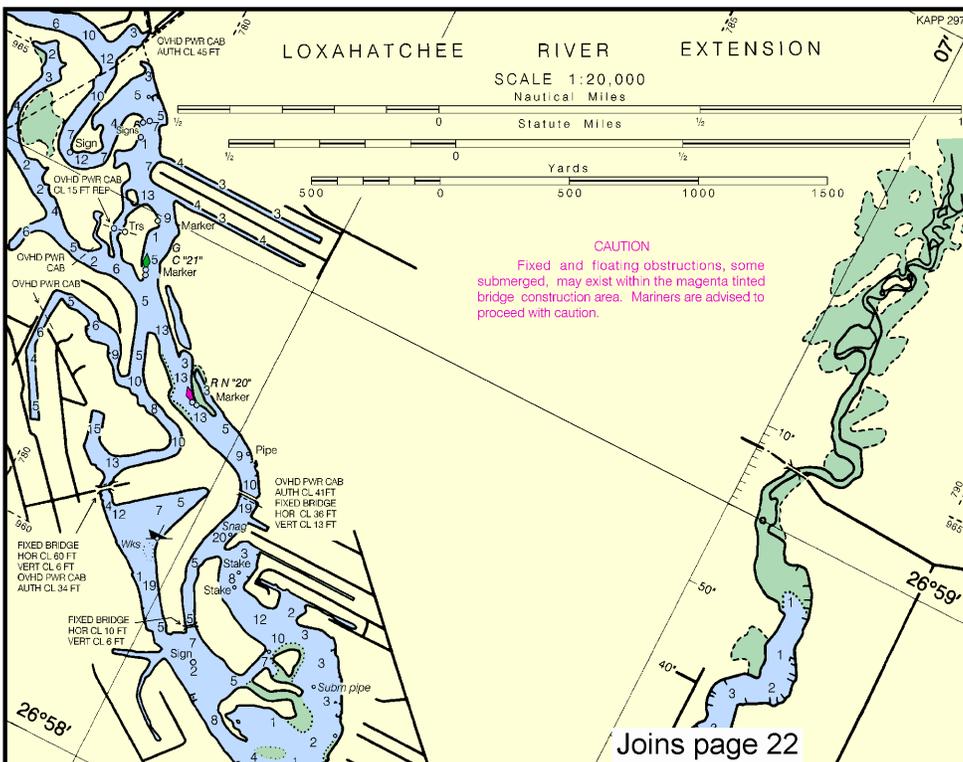
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), National Organizations of Boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

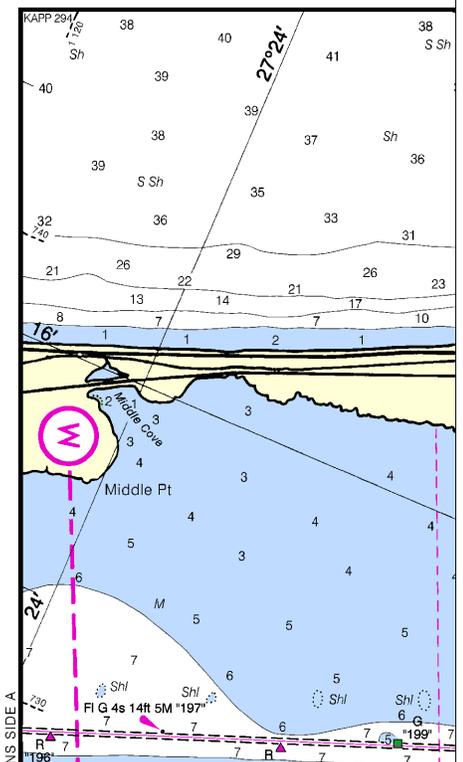
USCGAUX - 7th Coast Guard District, Brickell Plaza Federal Building, 909 S.E., 1st Ave., Miami, Fla. 33131-3050, 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.



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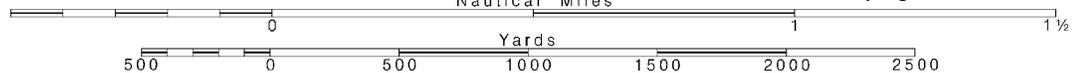
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



**MARINE WEATHER FORECASTS**  
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Melbourne, FL	*(321) 255-0212	8:00 AM-4:00 PM (Mon.-Fri.)
Miami, FL	(305) 229-4522	24 hours daily

Recorded (24 hours daily)

**WEATHER RULES FOR SAFE BOATING**

Before setting out:

1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea.

While aloft:

1. Keep a weather eye out for:
  - A. A sudden vertical cumulus cloud development
  - B. A sudden change in wind direction
  - C. A sudden noticeable increase in wind velocity
  - D. A drop in temperature
2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms
3. Check radio weather broadcasts for latest forecasts and warnings

Thundersqualls often occur on warm, moist afternoons and are a great hazard to the mariner. They can have winds gusts up to 80 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blown to leeward into danger.

**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.

**WEATHER INFORMATION BY MARINE RADIOTELEPHONE**

CITY	STATION	FREQUENCY	DAILY BROADCAST-EST	SPECIAL WARNING
Joyport, FL	NMA-10	2670 kHz	1:20 A.M. & P.M.	- On Receipt
Miami, FL	NCF	2670 kHz	7:15 A.M. & 5:15 P.M.	- On Receipt
			10:50 A.M. & P.M.	- On Receipt

Preceded By Announcement on 2182 kHz/156.8 MHz

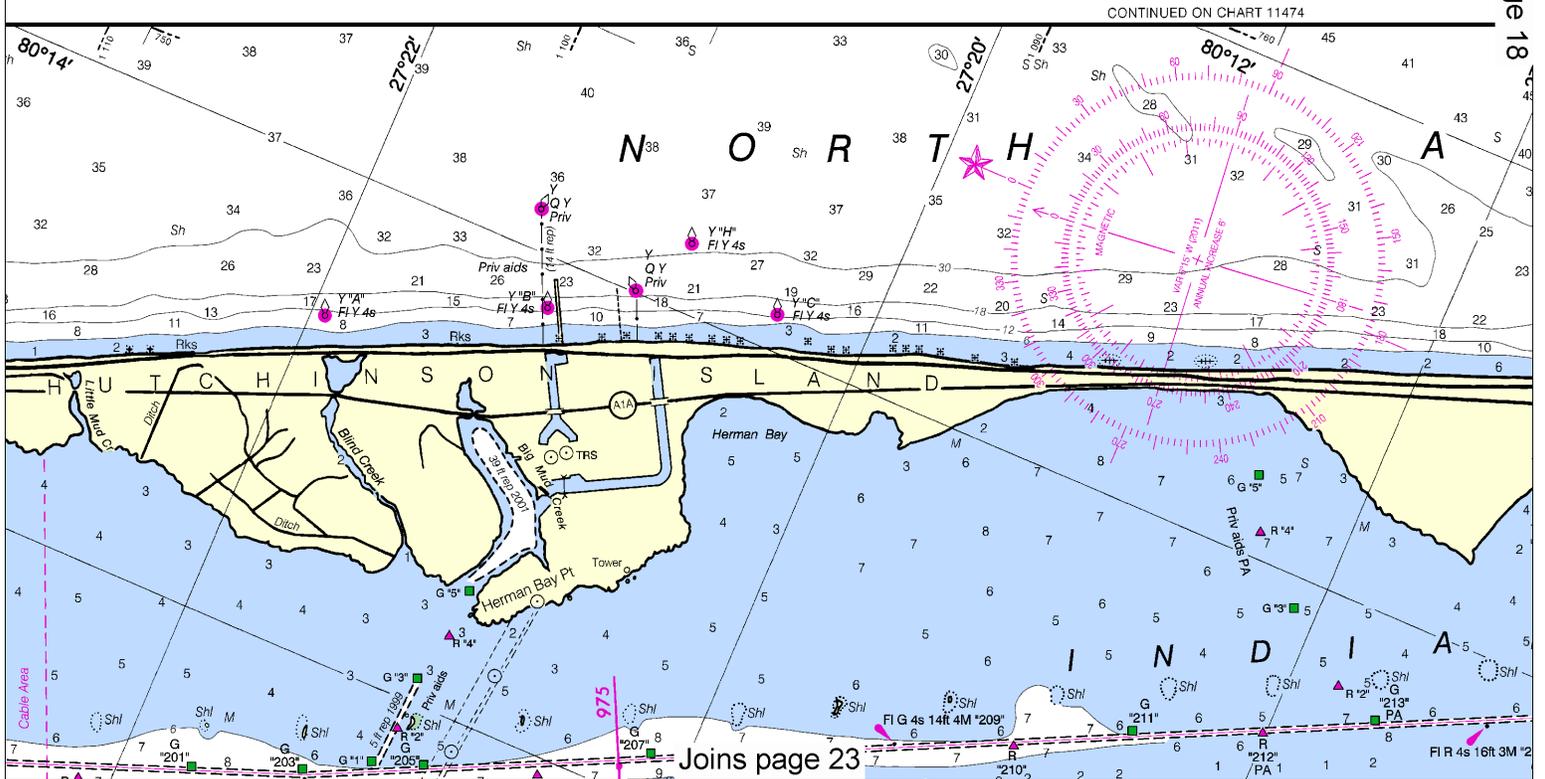
**JOAA WEATHER RADIO BROADCASTS**

CITY	STATION	FREQUENCY	BROADCAST TIMES
Vest Palm Beach, FL	KEC-50	162.475 MHz	24 Hours Daily
Fort Pierce, FL	WWF-69	162.425 MHz	24 Hours Daily
Melbourne, FL	WXJ-70	162.55 MHz	24 Hours Daily

**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.

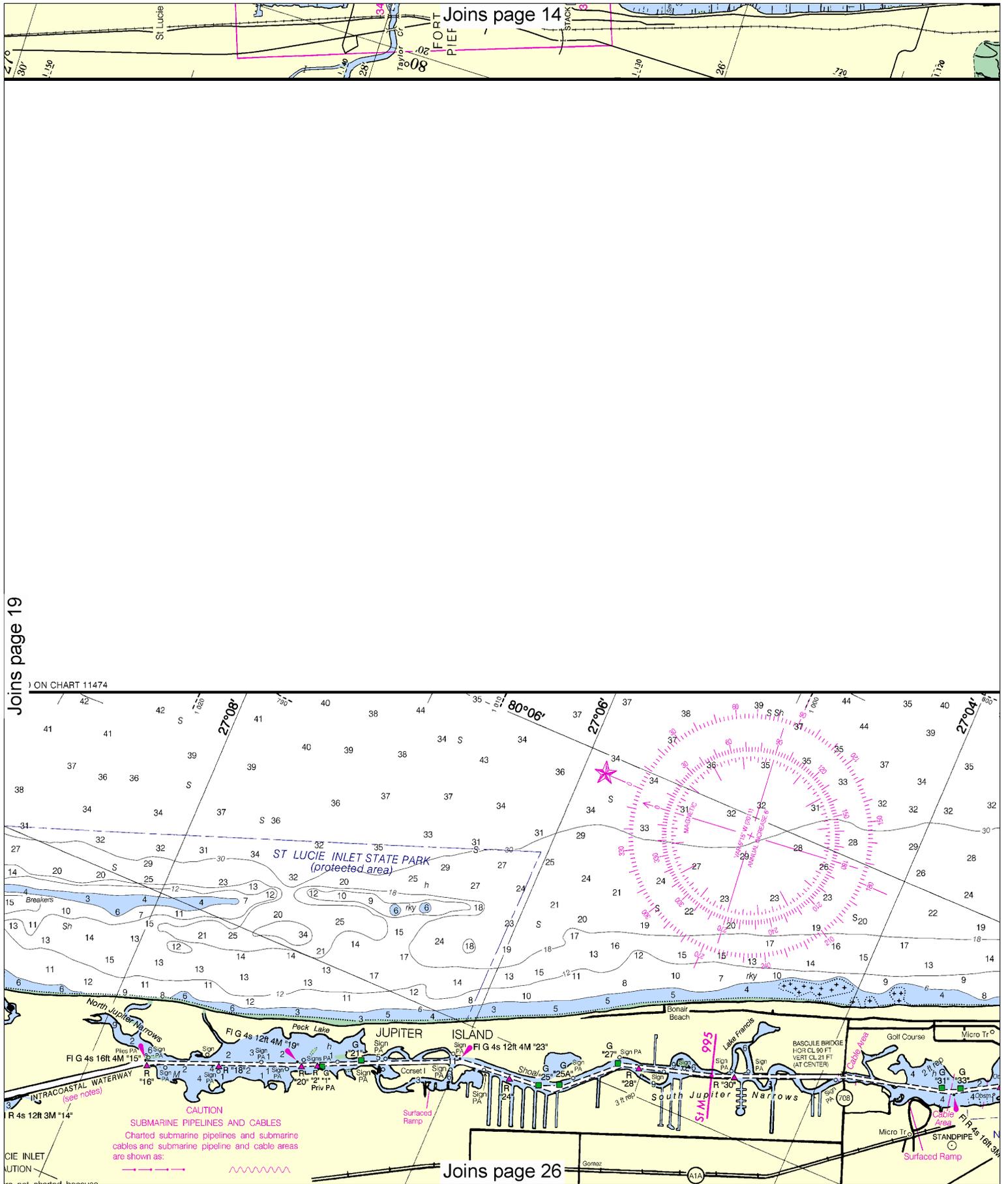
**CAUTION**  
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.



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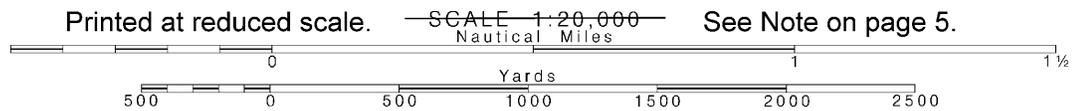


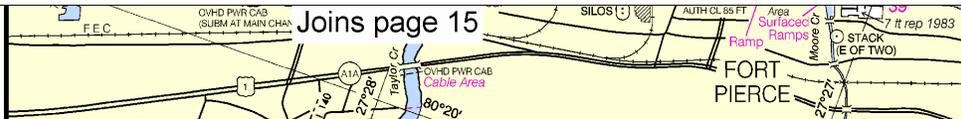


Joins page 19

20

Note: Chart grid lines are aligned with true north.





11472

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

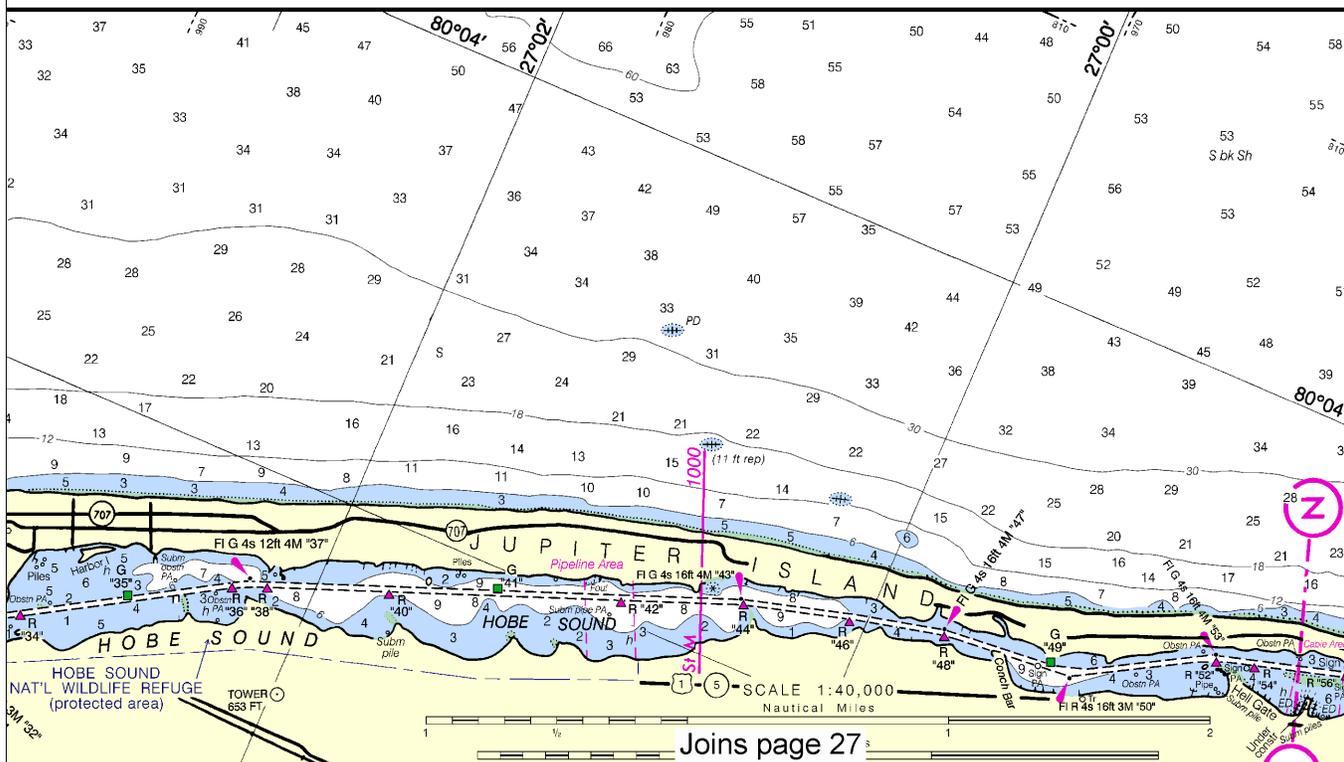
CAUTION  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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

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.

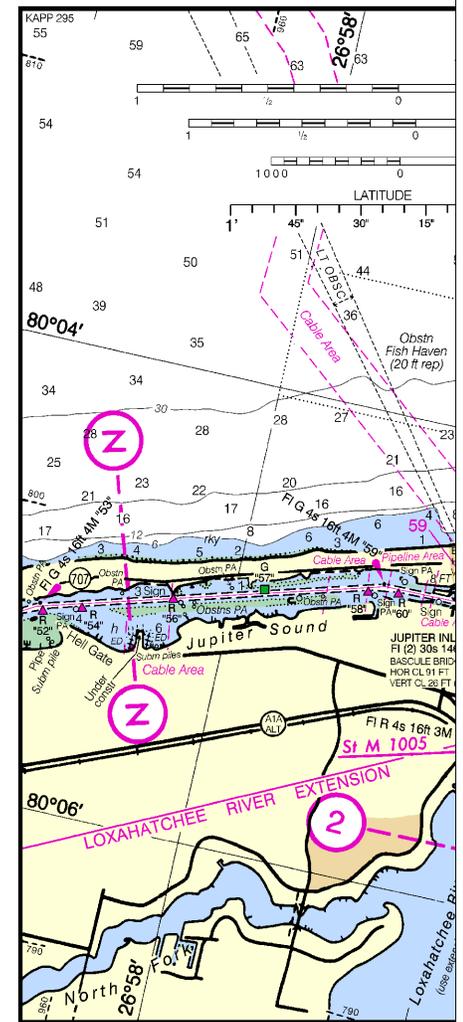
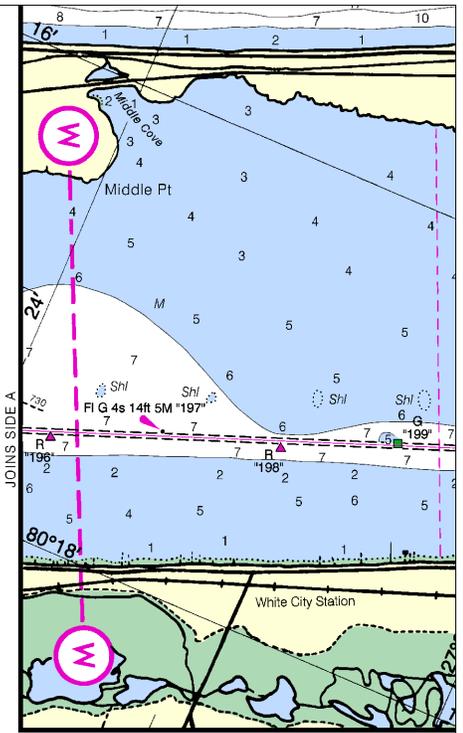
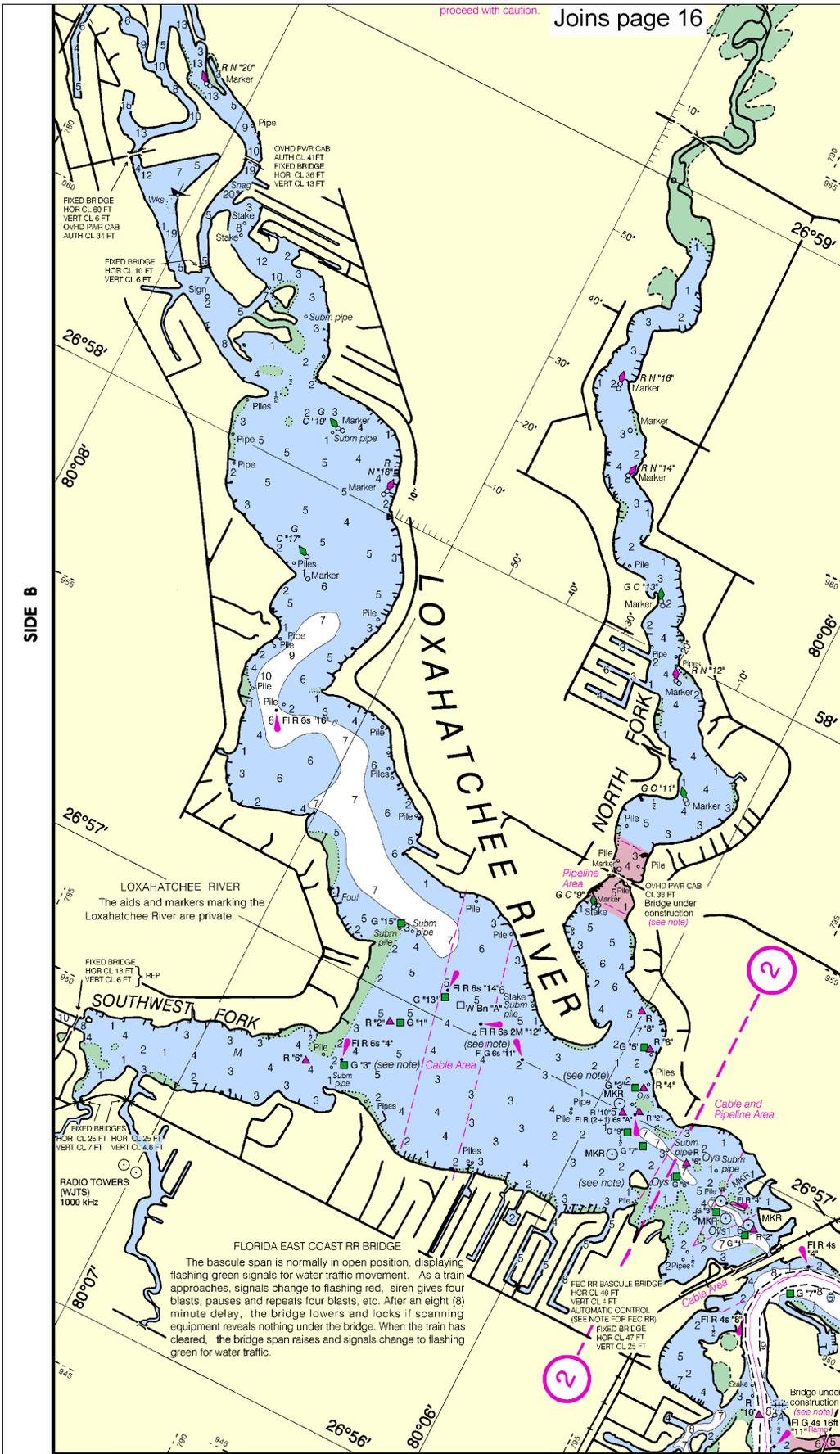
NOTE D  
Depths charted within Limits of Dump Sites are from surveys prior to 1963.

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.



proceed with caution.

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CONTINUED ON LOXAHATCHEE RIVER ENTER

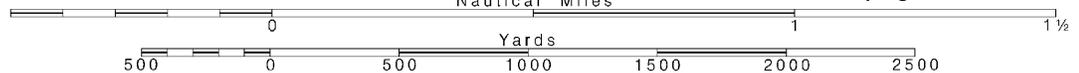
22

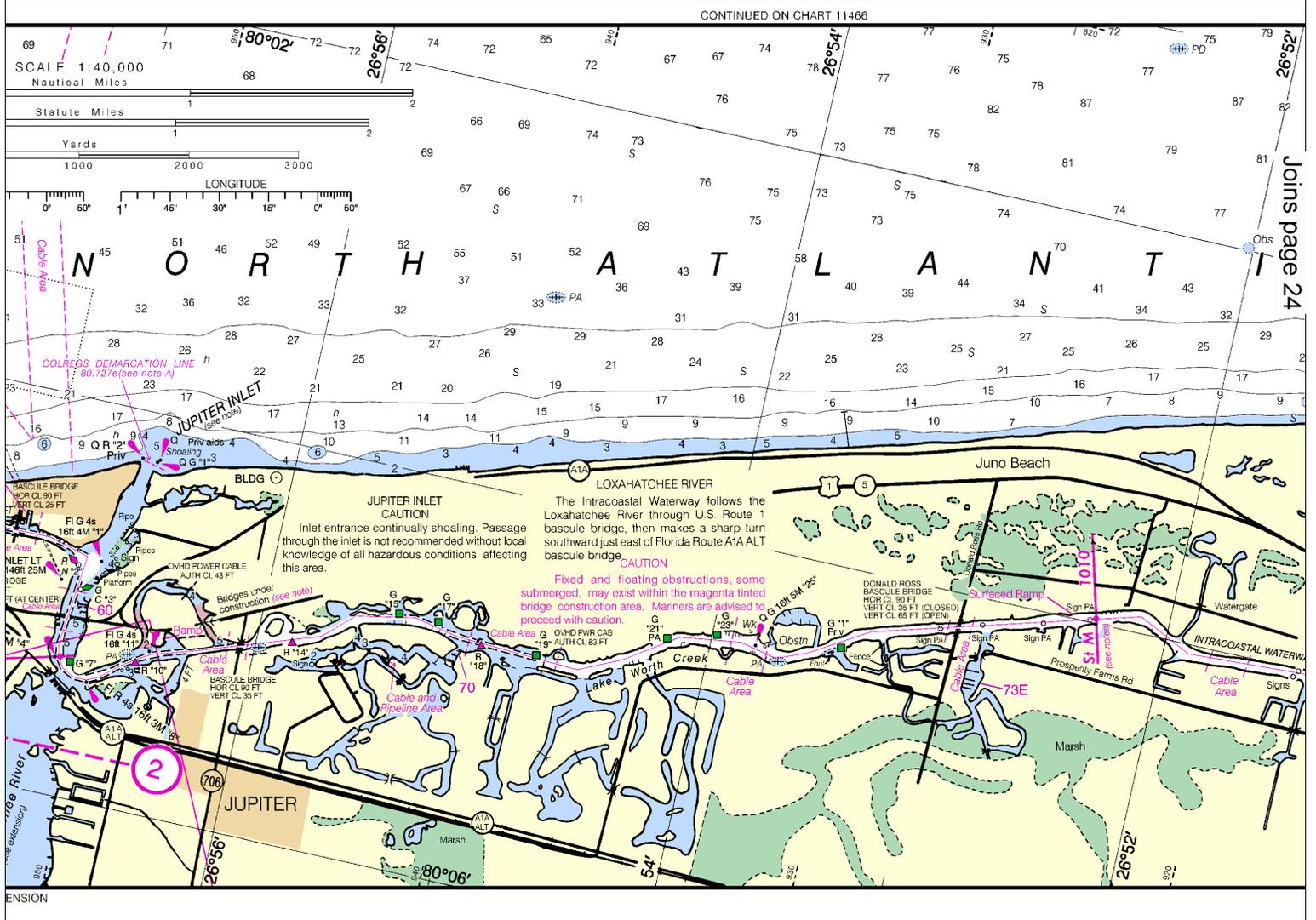
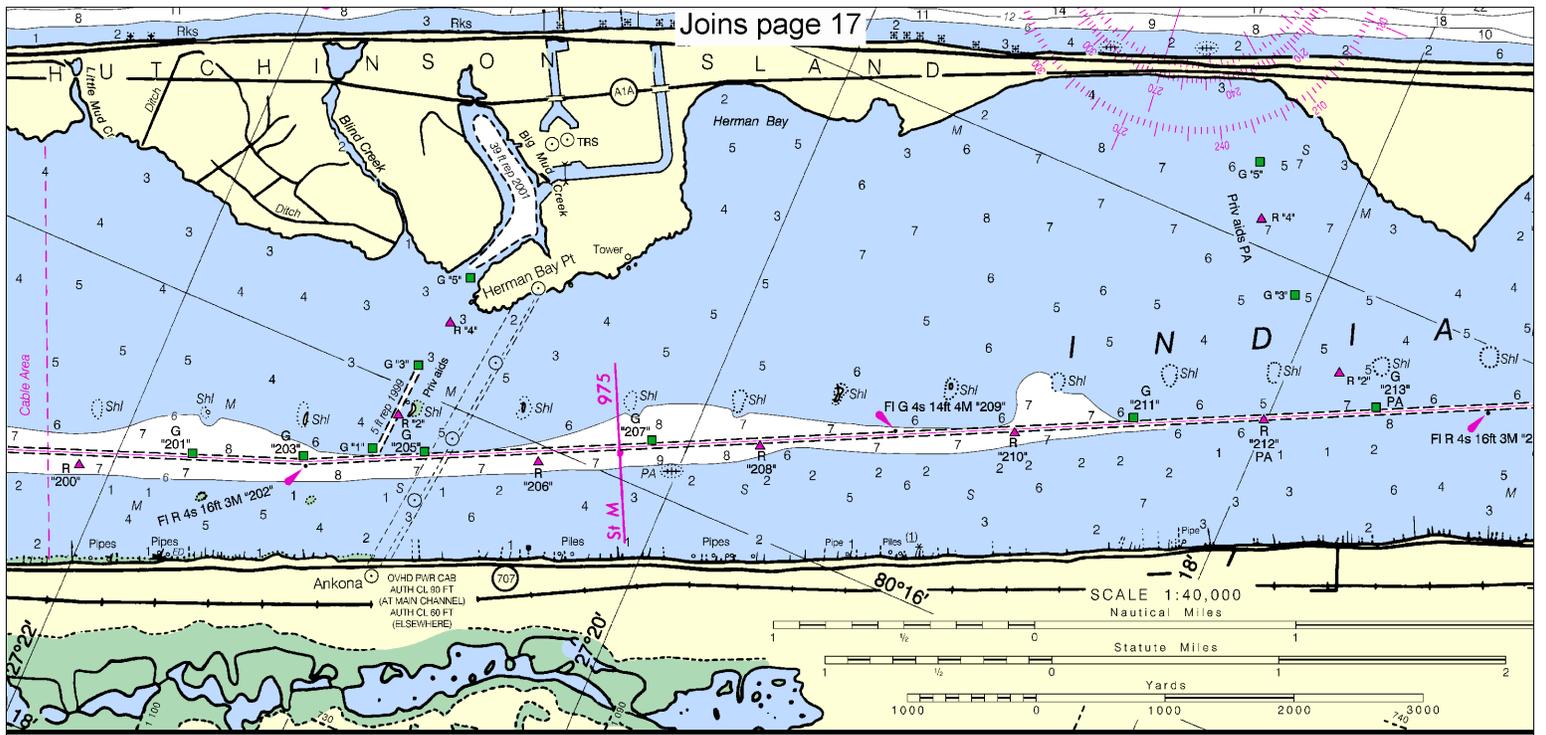
Note: Chart grid lines are aligned with true north.

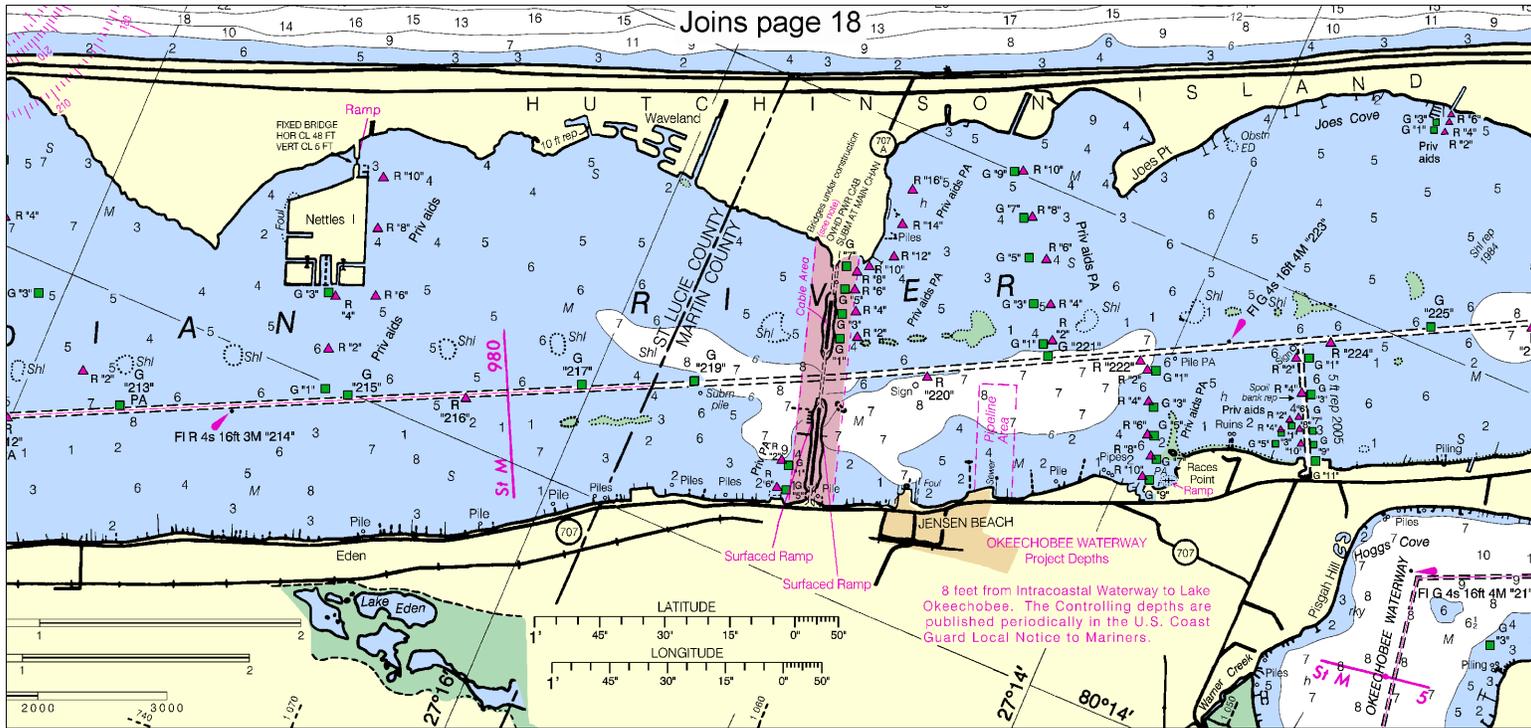
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.

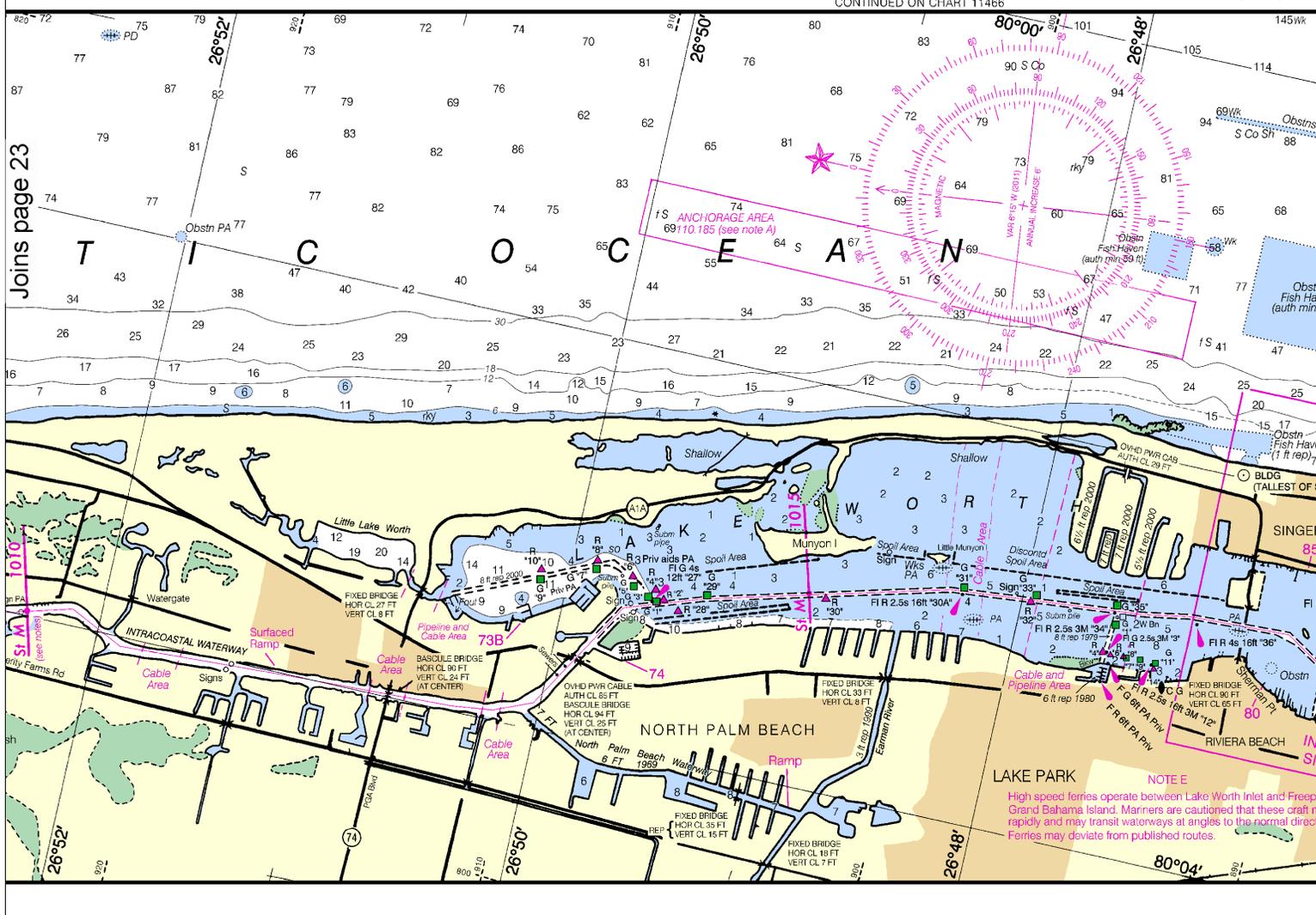






CONTINUED ON CHART 11466

JOINS CHART 11428 (SIDE A)



**NOTE E**  
 High speed ferries operate between Lake Worth Inlet and Freeport Grand Bahama Island. Mariners are cautioned that these craft rapidly and may transit waterways at angles to the normal direct. Ferries may deviate from published routes.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

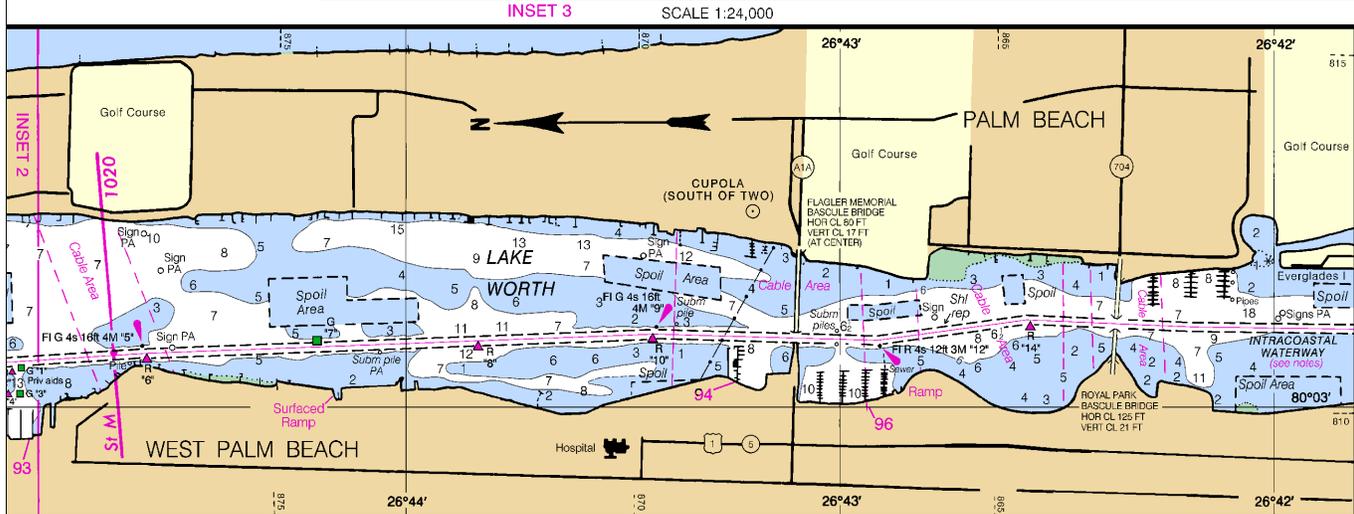
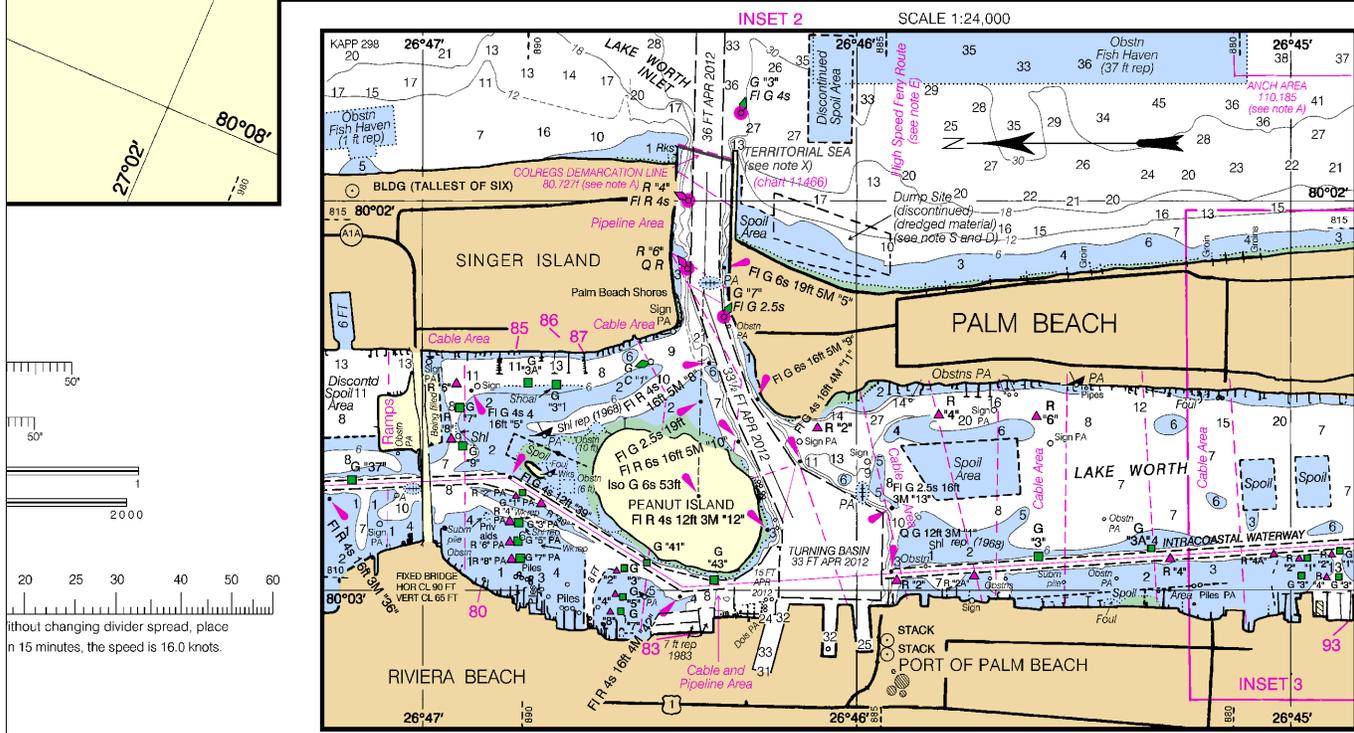
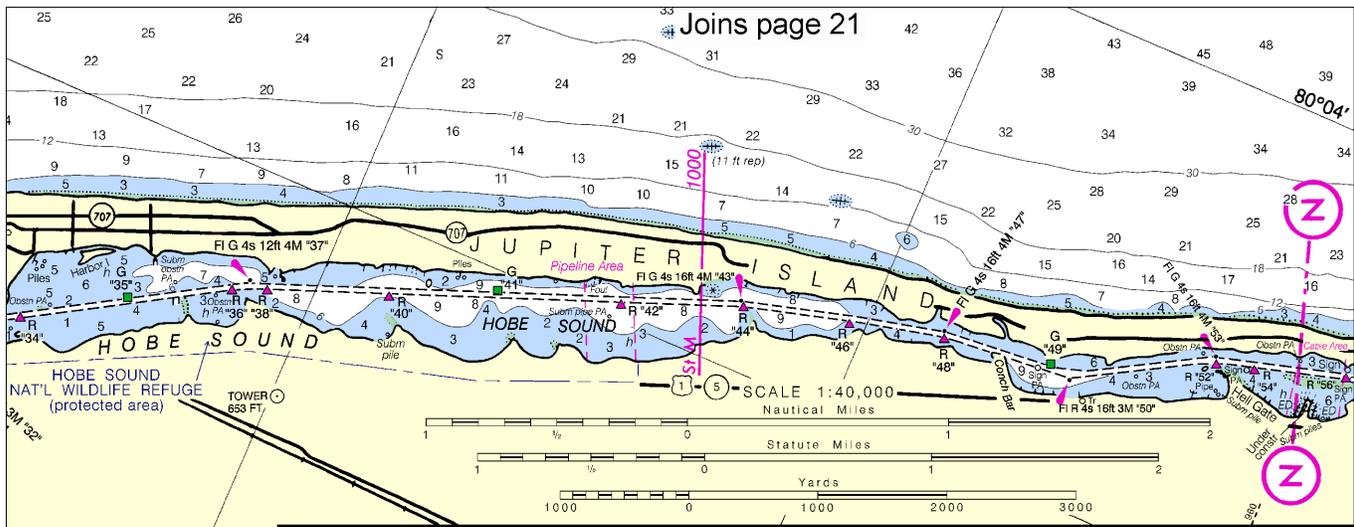
SCALE 1:20,000 Nautical Miles

See Note on page 5.



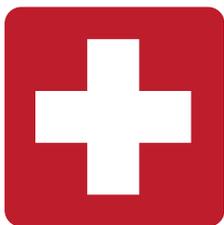






SIDE B

11472



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.

