BookletChart™

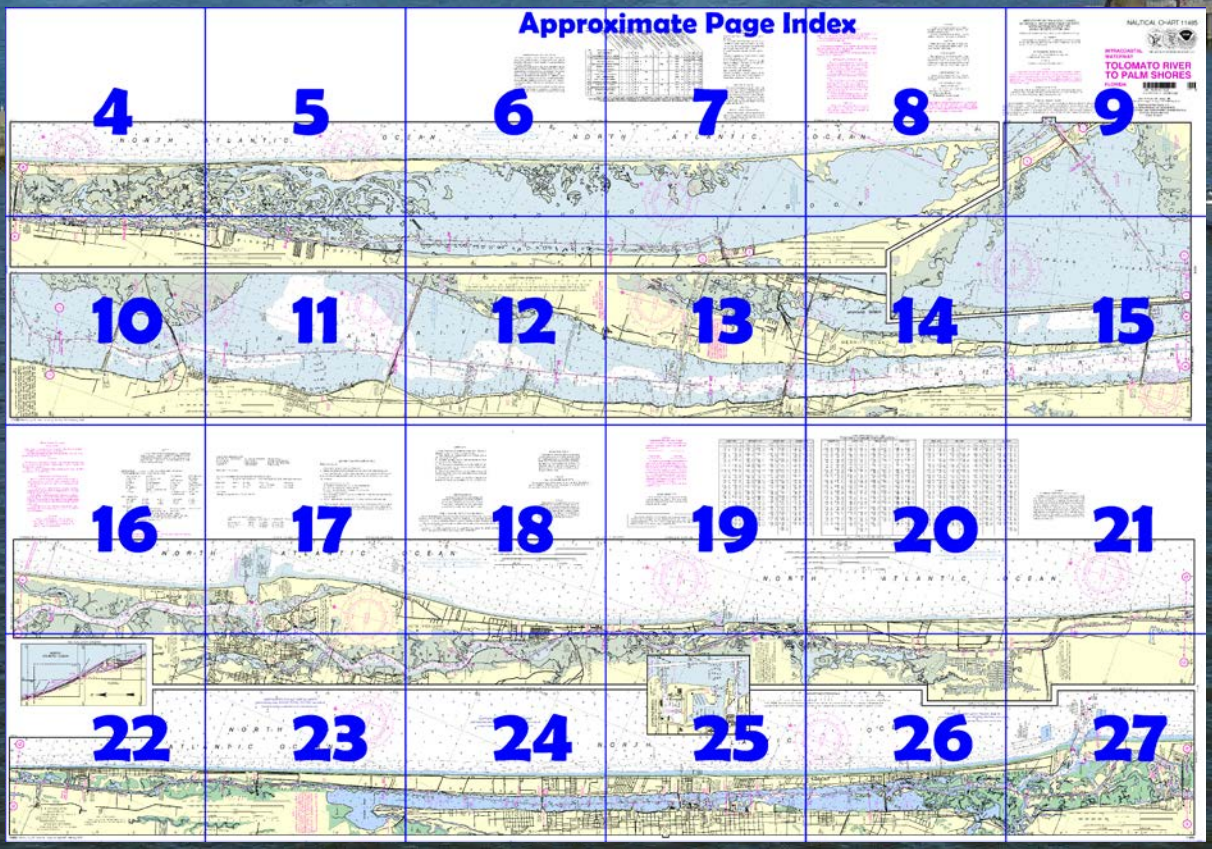
Intracoastal Waterway – Tolomato River to Palm Shores

NOAA Chart 11485

A reduced-scale NOAA nautical chart for small boaters

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

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



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

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

What is a BookletChart™?

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

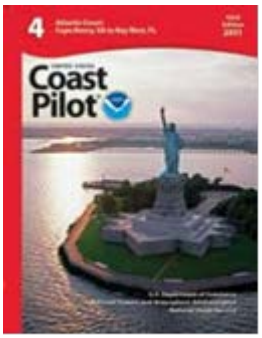
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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

Notice to Mariners Correction Status

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

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11485



(Selected Excerpts from Coast Pilot)
At **Mile 775.6**, a channel marked by daybeacons and a **250°** lighted range leads west to a protected marina. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, and wet storage are available.
Severe shoaling had occurred in the Intracoastal Waterway from **Mile 775** southward to **Mile 780**, including the area crossing St. Augustine Inlet. Mariners are advised to seek local knowledge.
The **Vilano Beach** Route A1A bridge: Tidal currents run at angles to the bridge and caution is imperative. A marina on the north side of the bridge has berths, electricity, gasoline, diesel fuel, water, ice and wet storage.
Matanzas River. At **Mile 777.9,** Route A1A bridge: Caution is advised because the tidal currents, particularly ebb, run at right angles to the bridge.
At **Mile 788.6, Crescent Beach,** Route 206 bridge: Gasoline may be obtained by shallow-draft boats at a fishing camp south of the bridge.
Navigation in the Waterway opposite the breakthrough at Matanzas Inlet at **Mile 794.0** is hazardous during flood and ebb tides. Signs reading "DANGER TURBULENT WATER" have been placed to warn mariners.
Matanzas Inlet. Route A1A bridge has a clearance of 10 feet. Route A1A bridge crossing **Matanzas River** has a clearance of 12 feet; the one crossing the river 1 mile farther south has a clearance of 12 feet.
At **Mile 796.6** is the oceanarium at **Marineland** where marine life are exhibited. On the east side of the waterway a privately marked channel, with a depth of 7 feet leads to the Marineland marina and boat slip. Berths at the marina are south of the boat slip. Depths of 6½ feet are alongside. Gasoline, diesel fuel, and limited marine supplies are available.
A small-craft facility is on the south side of a canal that leads west from the waterway at **Mile 802.8.**
Daytona Beach**, Mile 830.0**, is a large resort city with stores, motels, hotels, and restaurants. The city has excellent yacht facilities, and marine supplies can be obtained.
South of the bridge at **Mile 830.7,** a marked channel leads westward to City Dock on the north side of the Municipal Yacht Basin. The channel had a depth of 5½ feet on the centerline. There are berths on the east and south sides with depths of 6½ feet. Water, ice, and electricity are available; meals and lodging are nearby. At the Halifax River Yacht Club, reciprocal courtesies are extended to members of other yacht clubs. Berths with electricity, water, and ice are available. A depth of 8 feet was alongside.
The primary facilities for yachts, other than the Halifax River Yacht Club is 0.3 mile south of Seabreeze Bridge at **Mile 829.4**, and is used for docking, and fueling.
Anchorages.–There is good anchorage in the Matanzas River at St. Augustine both below and above the bridge. This anchorage, however, is not used as a harbor refuge because during strong northeasterly and northwesterly winds the sea makes the bar impassable even for small vessels. A more protected anchorage in depths of 20 feet, hard sand bottom, is reported in **Salt Run**, close south-southeastward of St. Augustine Inlet. About 8 feet can be taken to this anchorage. The mariner should favor the eastern shore for the best water and lee. Private buoys mark the channel into Salt Run.
Pilots.–All vessels including yachts not having local knowledge of the channel are advised to take a local pilot both entering and leaving the inlet. Pilots are available by prior arrangement with the dockmaster at the city yacht pier. At least 24 hours advance notice of time of arrival is requested.
Harbor regulations.–A dockmaster controls moorage at the city yacht pier. The city has a **harbormaster**, who can be contacted through the dockmaster or by telephone (904-829-3966).

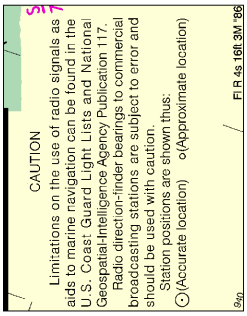
U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

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

Table of Selected Chart Notes

NOTE D
Due to continuous shoaling between mile marker 775 and 780 the IAWW magenta course line is not being charted.

SYKES CREEK
Numerous uncharted private aids and markers.



HEIGHTS
Heights in feet above Mean High Water.

SAN SEBASTIAN RIVER
The controlling depth of the improved channel from the junction with the Intracoastal Waterway to the Kings Street Bridge was 8 ft for a mid-width of 50 feet.

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

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.

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

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 0.995" northward and 0.804" eastward to agree with this chart.

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.

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 rest of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

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

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

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

PLANE COORDINATE GRID
(based on NAD 1927)
The Florida State Grid, east zone, is indicated on this chart at 10,000 foot intervals thus:
The last three digits are omitted.

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.

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
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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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
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.

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.

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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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 0.995" northward and 0.804" eastward to agree with this chart.

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 R.R. 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.

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 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.

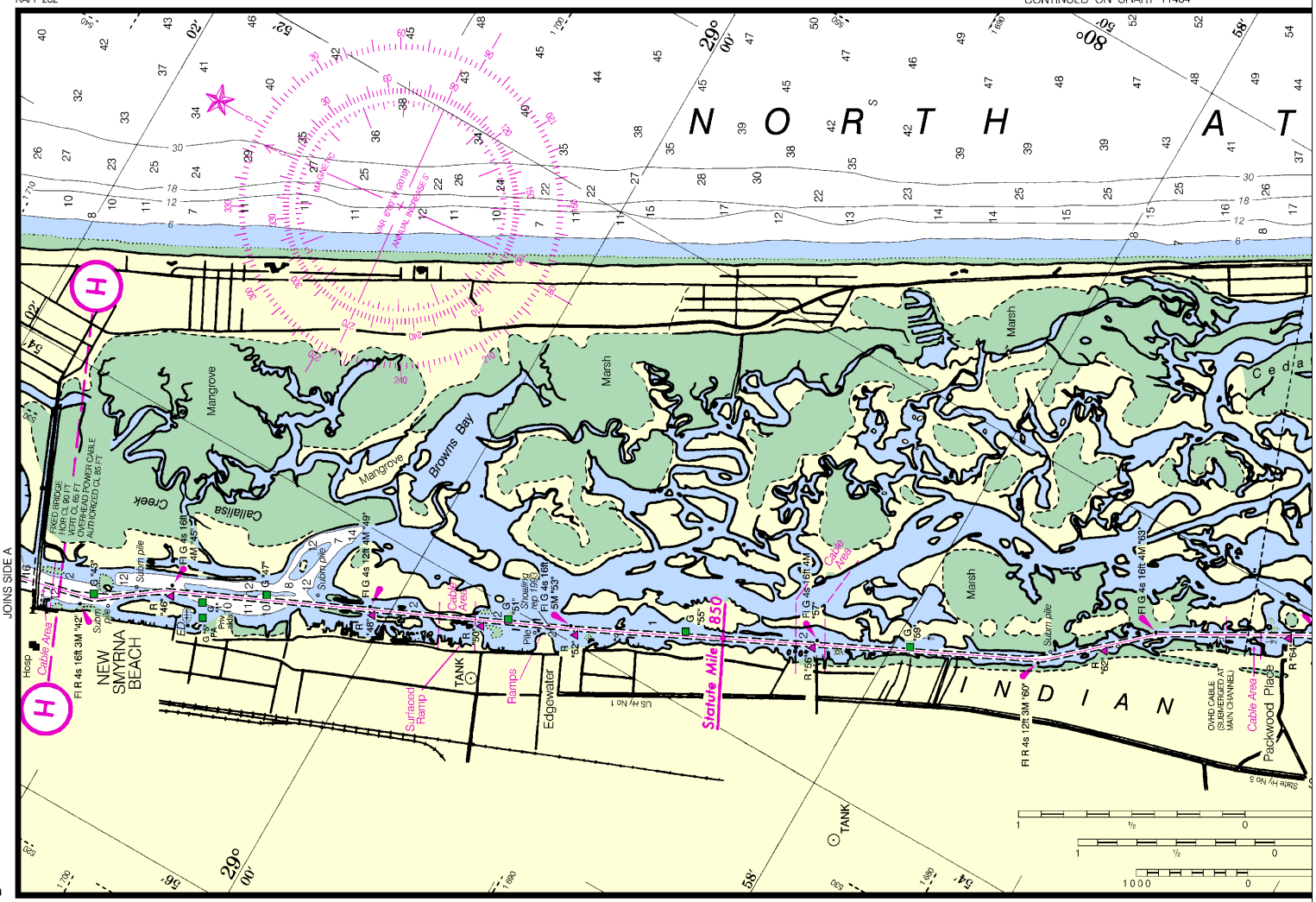
MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)

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.

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

KAPP 282

CONTINUED ON CHART 11484



JOINS SIDE A

SIDE B

KAPP 284

Joins page 10

4

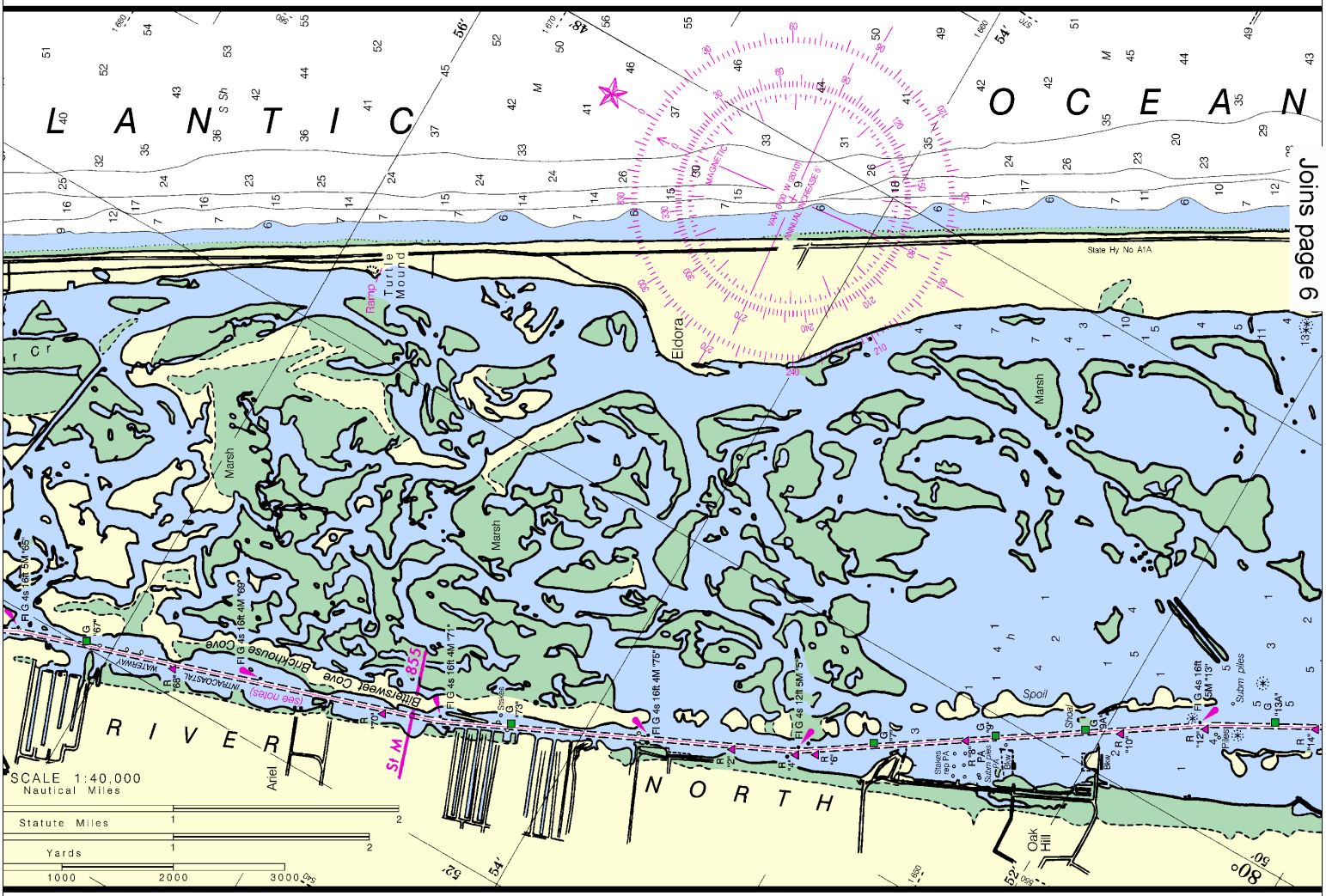
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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.

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NO	SMALL CRAF
3	SEA LOVE M
3A	CAMACHEE COVE
6	ST. AUGUSTINE MU
14	MARINELAND
15	PALM COAST GOLF
22	ENGLISH JIM'
24	HALIFAX HARB
25	DAYTONA
29	ADVENTURE YAC
32	INLET HARBO
42	NORTH CAUSEW
54C	TITUSVILLE MUNI
54E	KENNEDY POI
57	HARBORTOWN MAR
57C	HARBOR SQUA

THE LOCATION
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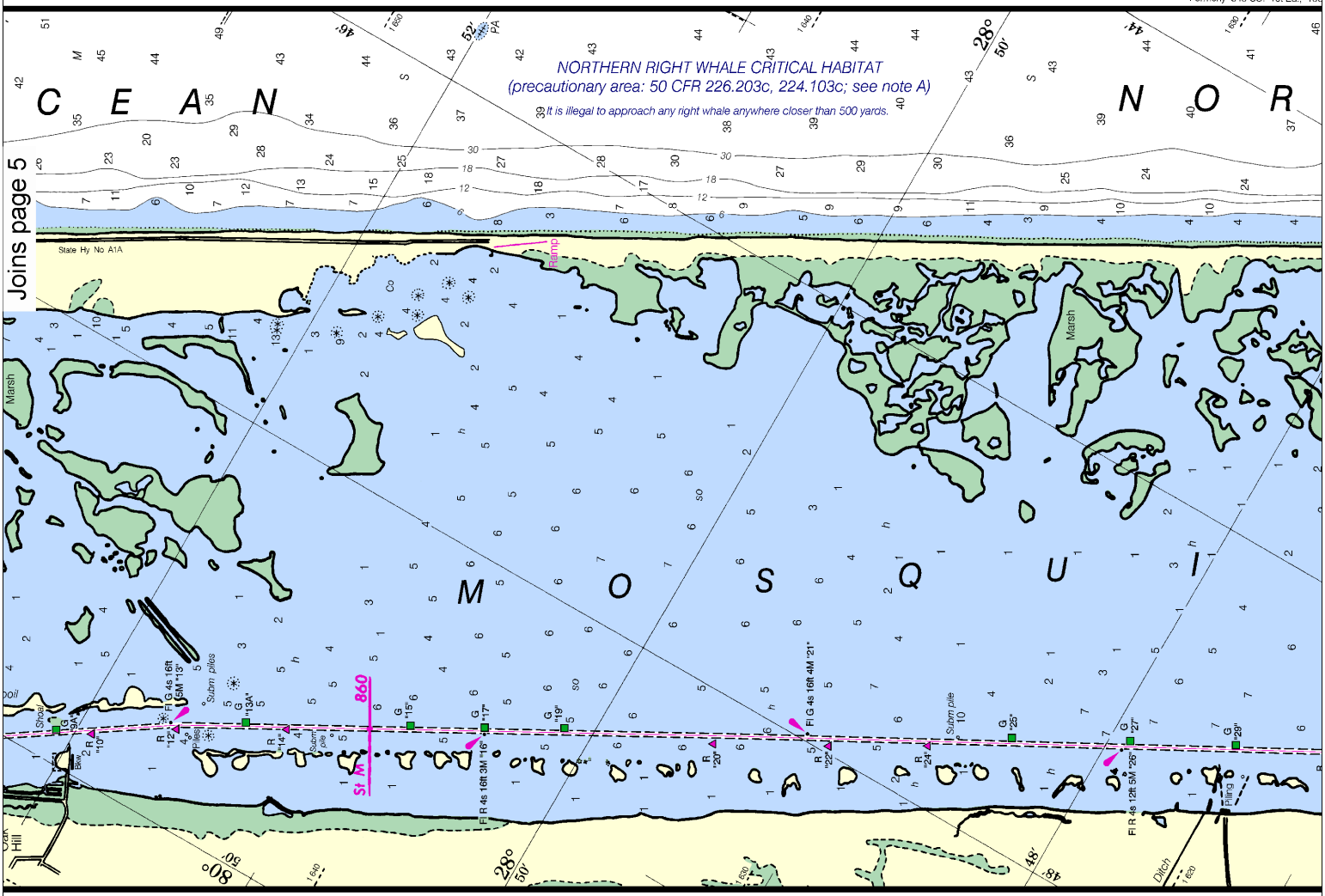
THE TABUL

Formerly 843-SC. 1st Ed., 196



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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

DEPTHS		SERVICES										SUPPLIES							
APPROACH-FEET (REPORTED) / T SIDE	ALONGSIDE-FEET (REPORTED)	BERTHS-MOORINGS-ELECTRICITY (TRANSIENTS)	RAMP	REPAIRS	MARINE RAILWAY-FEET	LIFT CAPACITY-TONS	BOAT RENTAL	CANOE-BOW-MOTOR-KAYAK	CHARTER-HOUSE-SAIL	FOOD-LODGING-CAMPING	TOILETS-SHOWERS-LAUNDRY	WINTER STORAGE-WET-DRY	NAUTICAL CHART SALES	WATER-ICE	GROCERIES-HARDWARE	BAIT-TACKLE	DIESEL OIL-GASOLINE		
AFT FACILITY																			
E MARINA	A	15	15	B	E					M	C	FL	P		C	WI	GH	BT	DG
/E YACHT HARBOR	A	7	7	B	E		HMR	50	50			FL	TSLP	W	C	WI	GH	BT	DG
MUNICIPAL MARINA	A	20	18	B	E								TSLP		C	WI	H		DG
ND MARINA	A	5	5	BME	S		M				S	FLC	TSLP		C	WI			DG
LF RESORT MARINA	A	8	10	B	E	S				CRM		FL	TSLP		C	WI	H	BT	DG
M'S MARINA	A	6	6	B	E								TSLP	WD		WI	H		DG
RBOR MARINA	A	8	8	B	E	S						F	TSLP	W		WI			DG
A MARINA	A	8	8	B	E		HMR		55				TSLP	W	C	WI	H		DG
ACHT HARBOR	A	6	10	B	E							F	TSLP		C	WI	H		DG
BOR MARINA	A	6	8	B	E							F	TSLP	WD	C	WI	G	BT	DG
EWAY MARINE	A	6	8	B			HMR		10	M			T P	WD	C	WI	GH	B	DG
NICIPAL MARINA	B	8	10	B	E	S							TSLP	W	C	WI	GH	BT	DG
OINT MARINA	B	6	6	B	E	S				CRM	S		TSLP	W		WI	GH		DG
ARINA & BOATYARD	B	8	8	B	E		HMR		70			F	TSLP	WD	C	WI	H		DG
UARE MARINA	B	14	7	B	E		MR				C	S	TSLP	WD	C	WI	H		D

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

RULES OF THE ROAD
(ABRIDGED)

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A motorboat being overtaken has the right-of-way.

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When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

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CAUTION

BASCULE BRIDGE CLEARANCES

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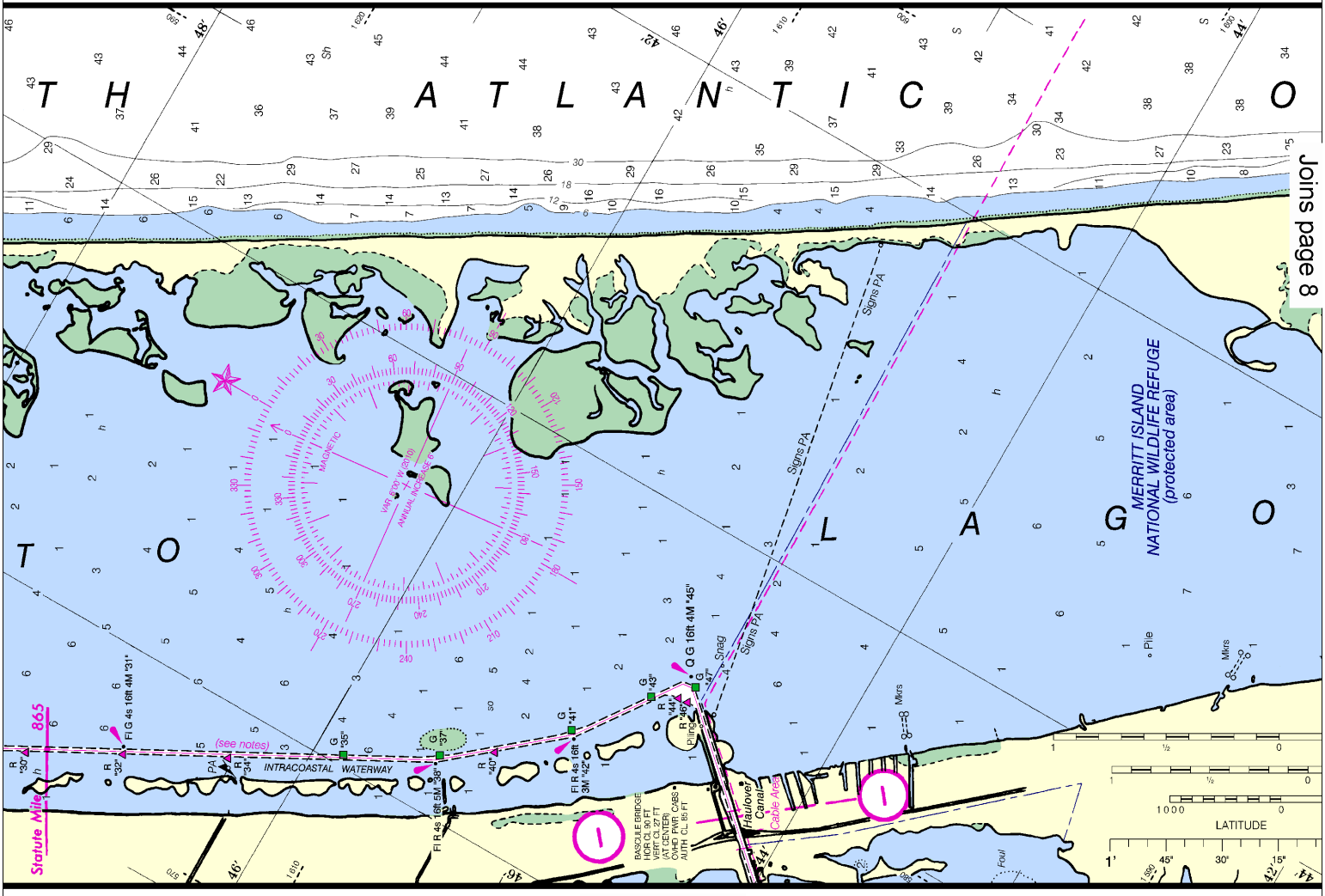
963

CONTINU



JOINS CH/

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0313 1/15/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: n/a.

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.

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Distances

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INTRACOASTAL WATERWAY AIDS

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

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

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

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

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.

AIDS TO NAVIGATION

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

PLANE COORDINATE GRID

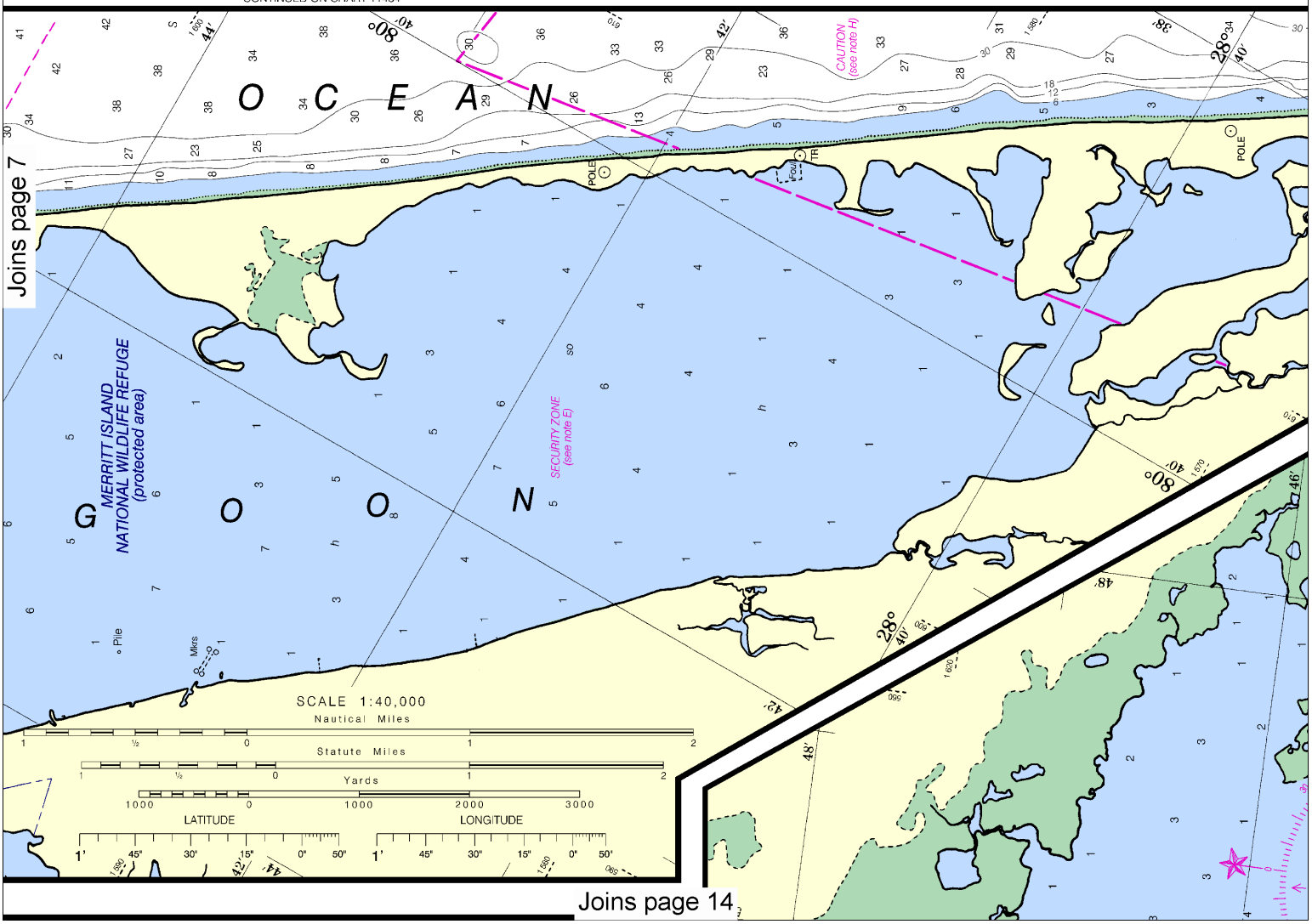
(based on NAD 1927)

The Florida State Grid, east zone, is indicated on this chart at 10,000 foot intervals thus: —|—|— The last three digits are omitted.

NOTE H

The heavy dashed magenta lines represent launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazard areas specific to each launch and the times they will be in effect.

CONTINUED ON CHART 11484



Joins page 7

Joins page 14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

Yards

See Note on page 5.

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

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

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.

HEIGHTS

Heights in feet above Mean High Water.

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.

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).

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://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

NAUTICAL CHART 11485

THE NATION'S CHARTMAKER SINCE 1807

INTRACOASTAL WATERWAY

TOLOMATO RIVER TO PALM SHORES

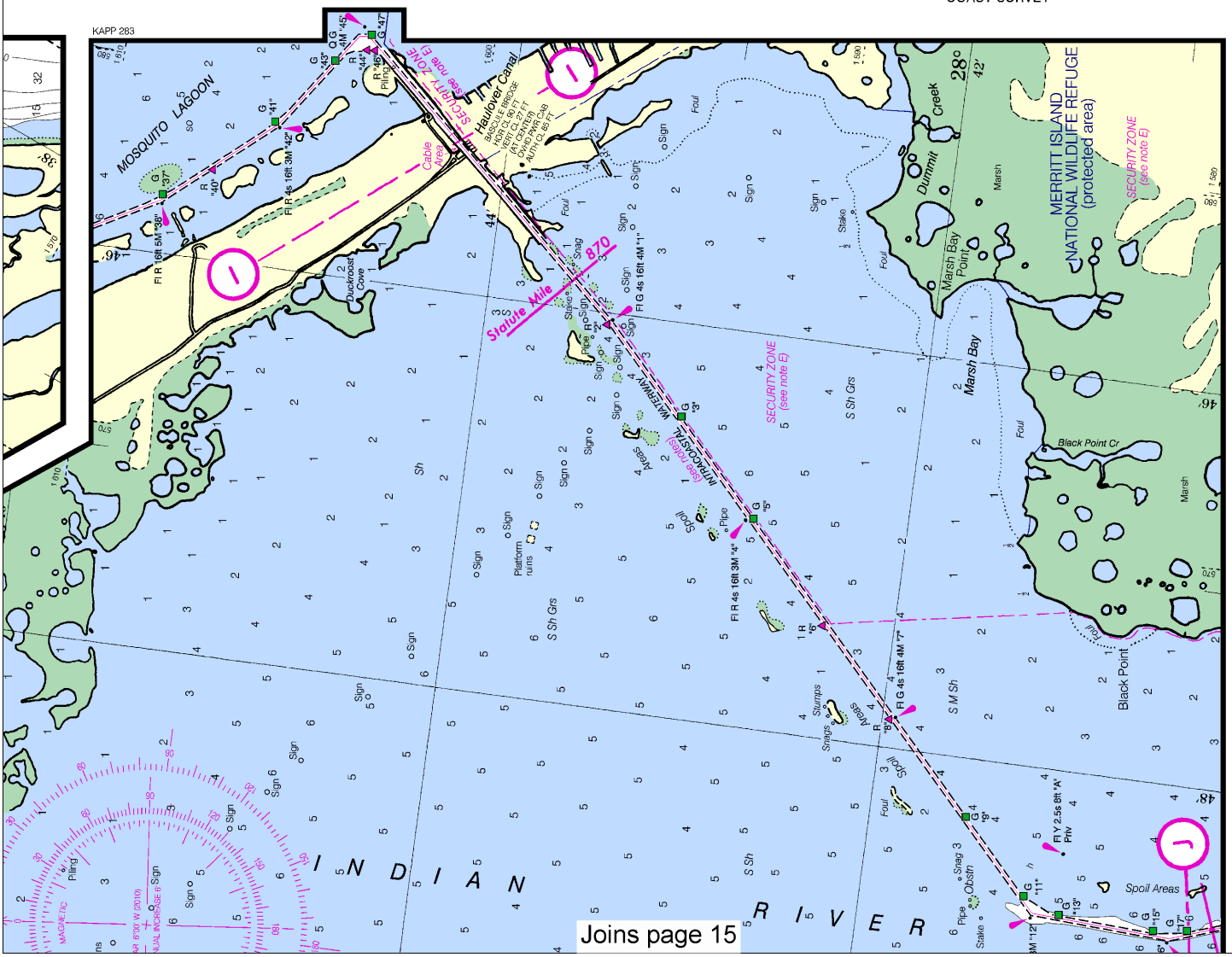
FLORIDA

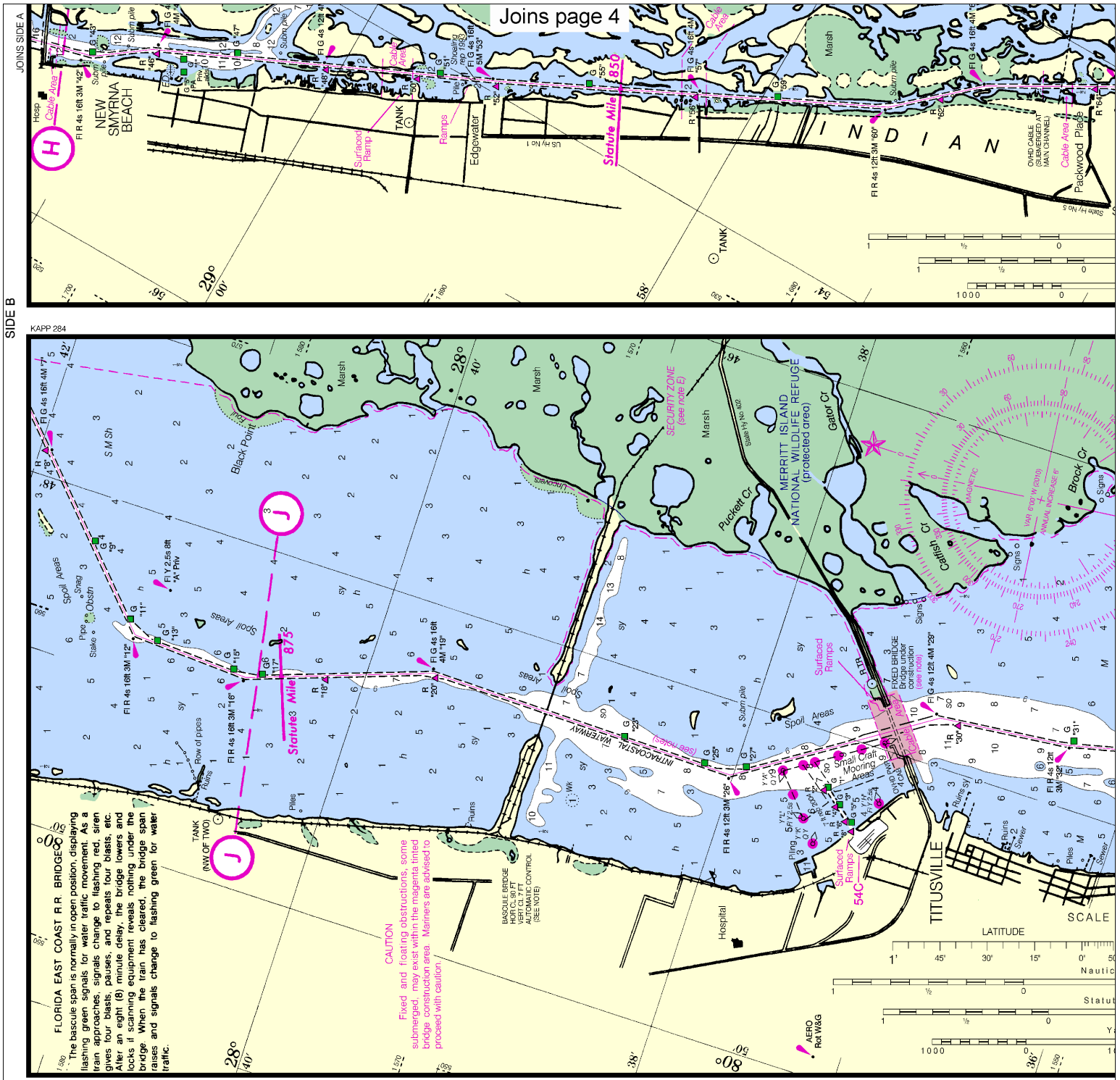
NSN 7642014010252
NGA REFERENCE NO. 11XHA11485

ED.NO. 36

Chart 11485 36th Ed., Jul./10 ■
Corrected through NM Jul. 03/10, LNM Jun. 22/10

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





11485 36th Ed., Jul./10; Corrected through NM Jul. 03/10, LNM Jun. 22/10

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.

Joins page 16

NOTE F

Strong tidal currents exist perpendicular to the Bridge of Lions opening. Vessels engaged in towing and pushing

MARINE

Note: Chart grid lines are aligned with true north.

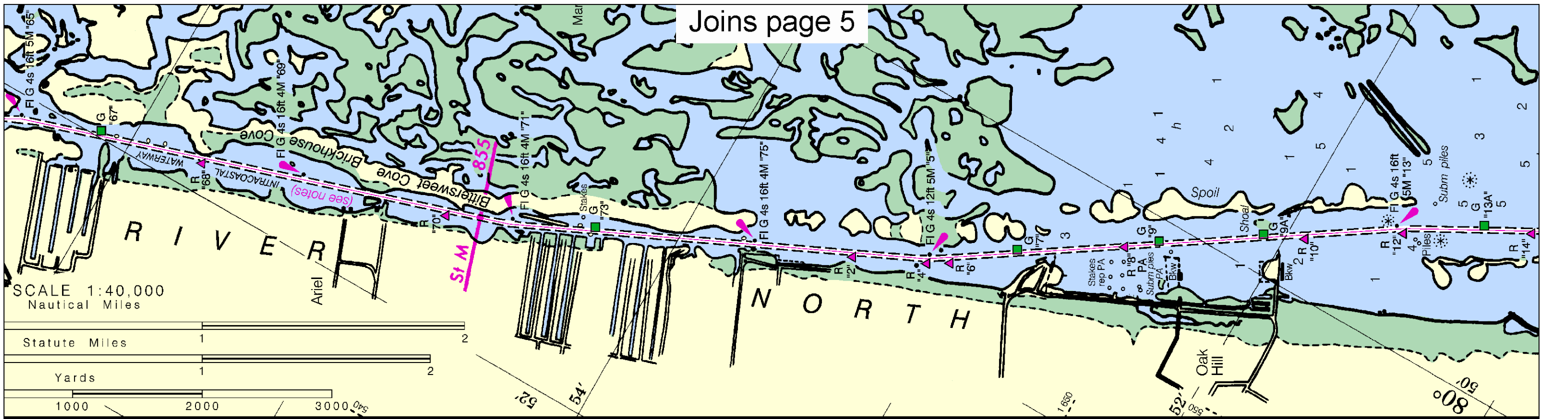
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

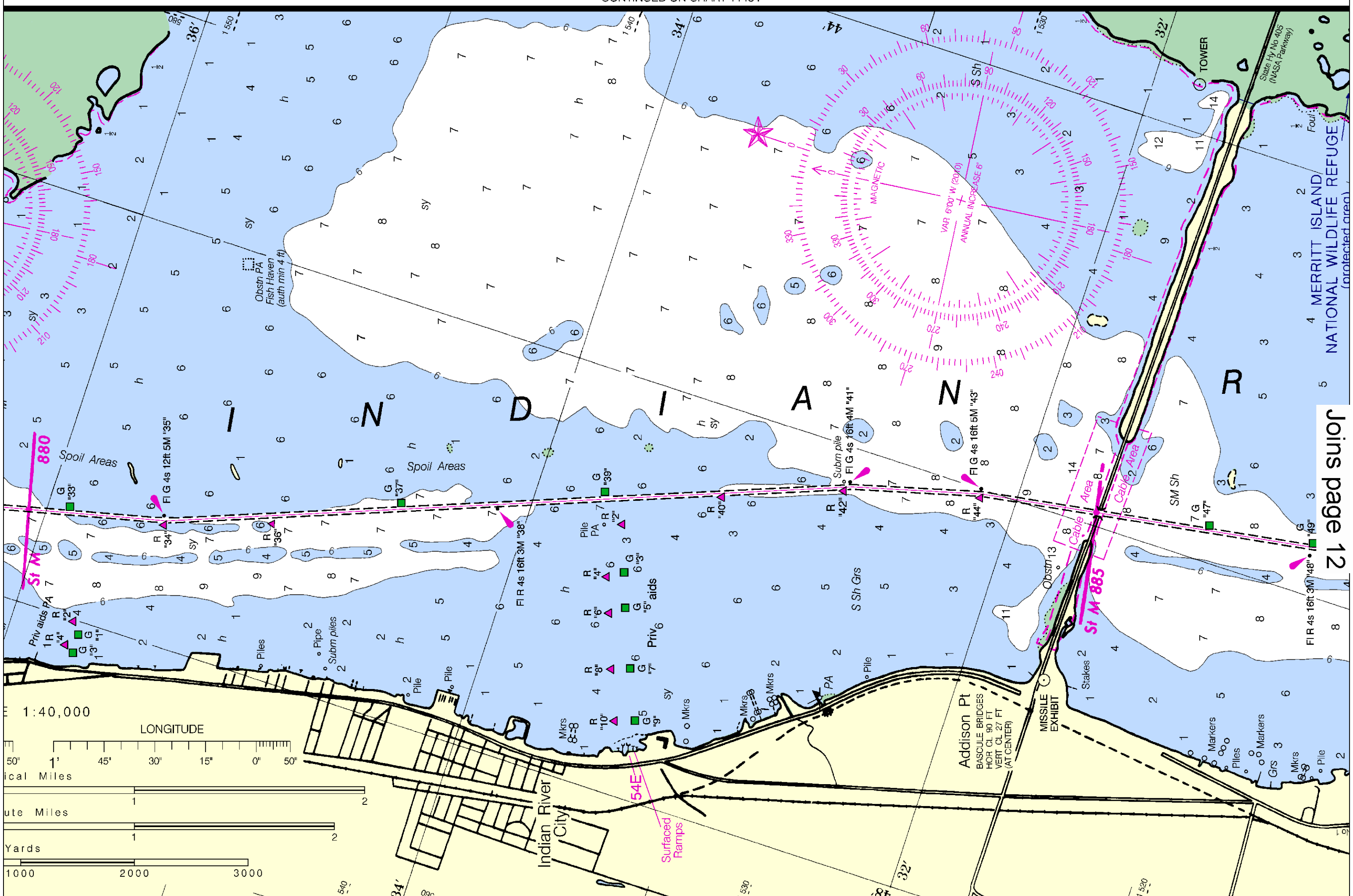
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 5



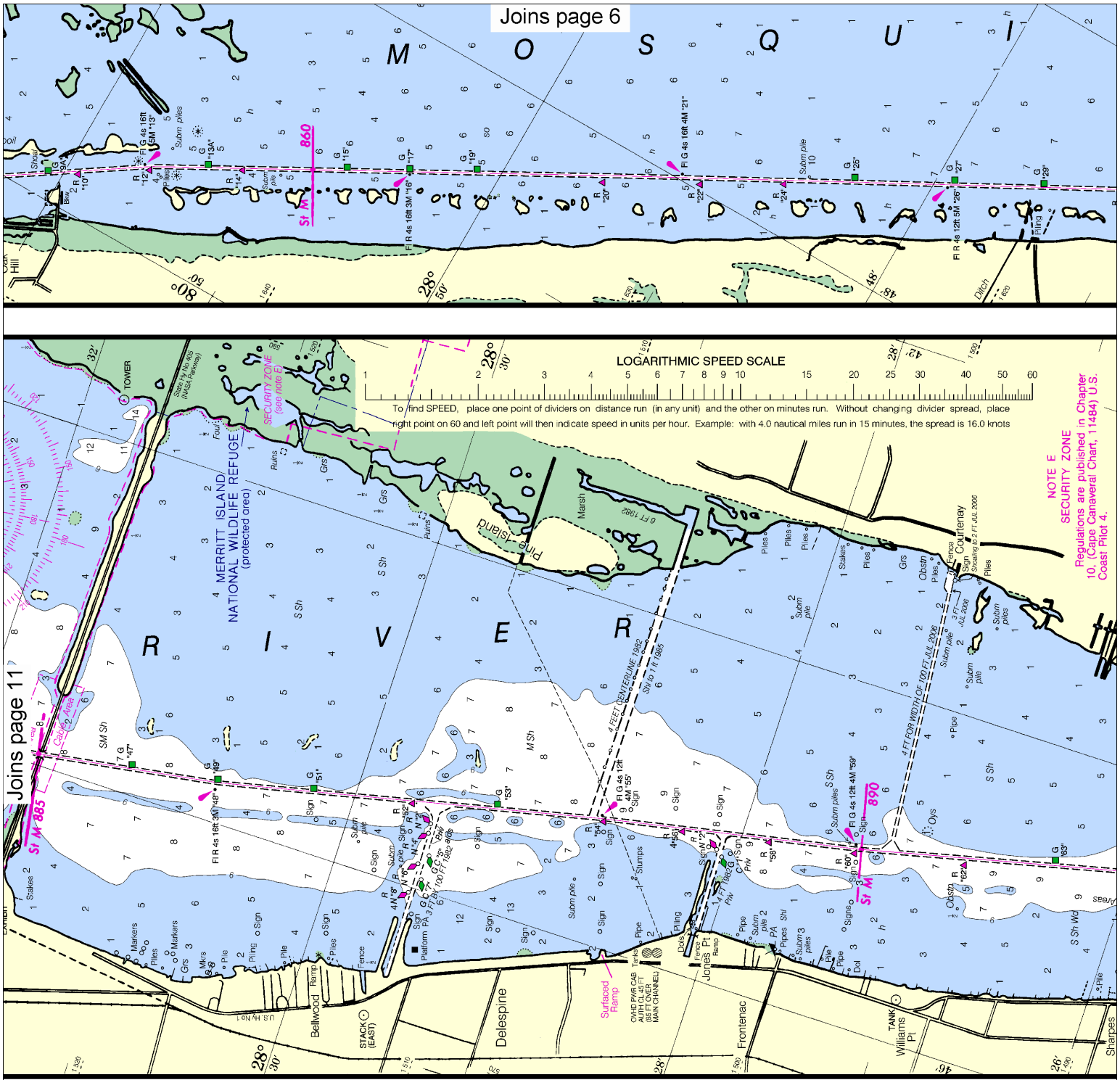
CONTINUED ON CHART 11484


I N D I A N R
MERRITT ISLAND
NATIONAL WILDLIFE REFUGE
(protected area)
TOWER
State Hy No 405 (NASA Parkway)
Obstn PA
Fish Haven
(auth min 4 ft)
Spoil Areas
MAGNETIC
VAR 6°00' W (2010)
ANNUAL INCREASE 6'
Cable Area
Addison Pt
BASCULE BRIDGES
HOR CL 90 FT
VERT CL 27 FT
(AT CENTER)
MISSILE EXHIBIT
Indian River City
Surfaced Ramps
LONGITUDE
Yards

Joins page 12

NE WEATHER FORECASTS

Joins page 17



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

Joins page 18

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which

Note: Chart grid lines are aligned with true north.

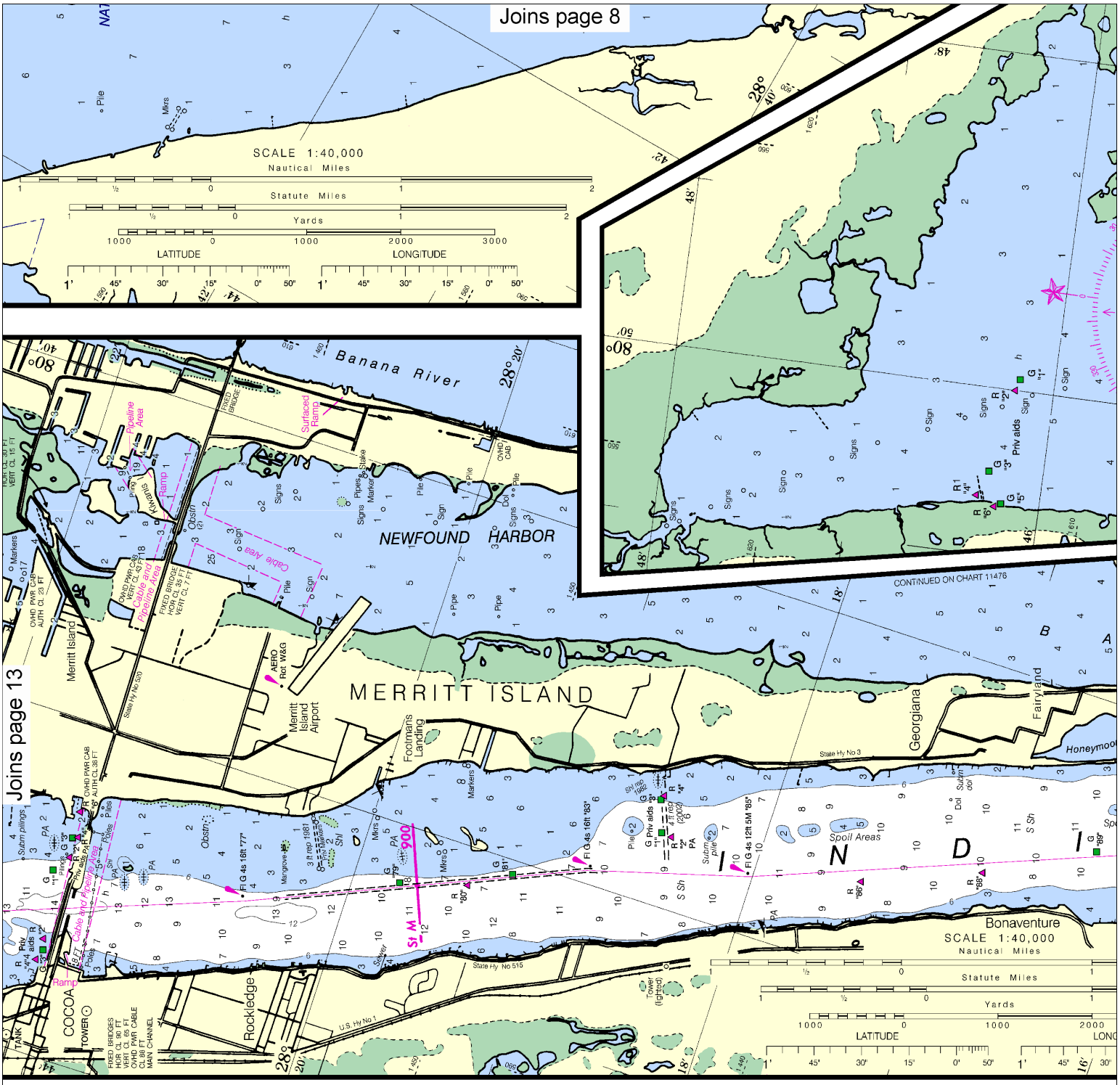
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
JOINS CHART 11478 (INSET)
MERRITT ISLAND
INTRACOASTAL WATERWAY
Haulover Canal
Cable Area
Statute Mile 865
Sykes Creek (see note)
SYKES CREEK
Numerous uncharted private aids and markers.
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Fla., or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Fla.
Refer to charted regulation section numbers.
Caravel Barge Canal
57C
Indialonia
Merritt Island
COCOA
TOWER
TANK
Magnolia Pt
City Point
Sharpes
Spoil Area
Pipeline Area
Cable and Pipeline Area
Ramp
Joins page 14
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Joins page 19



14

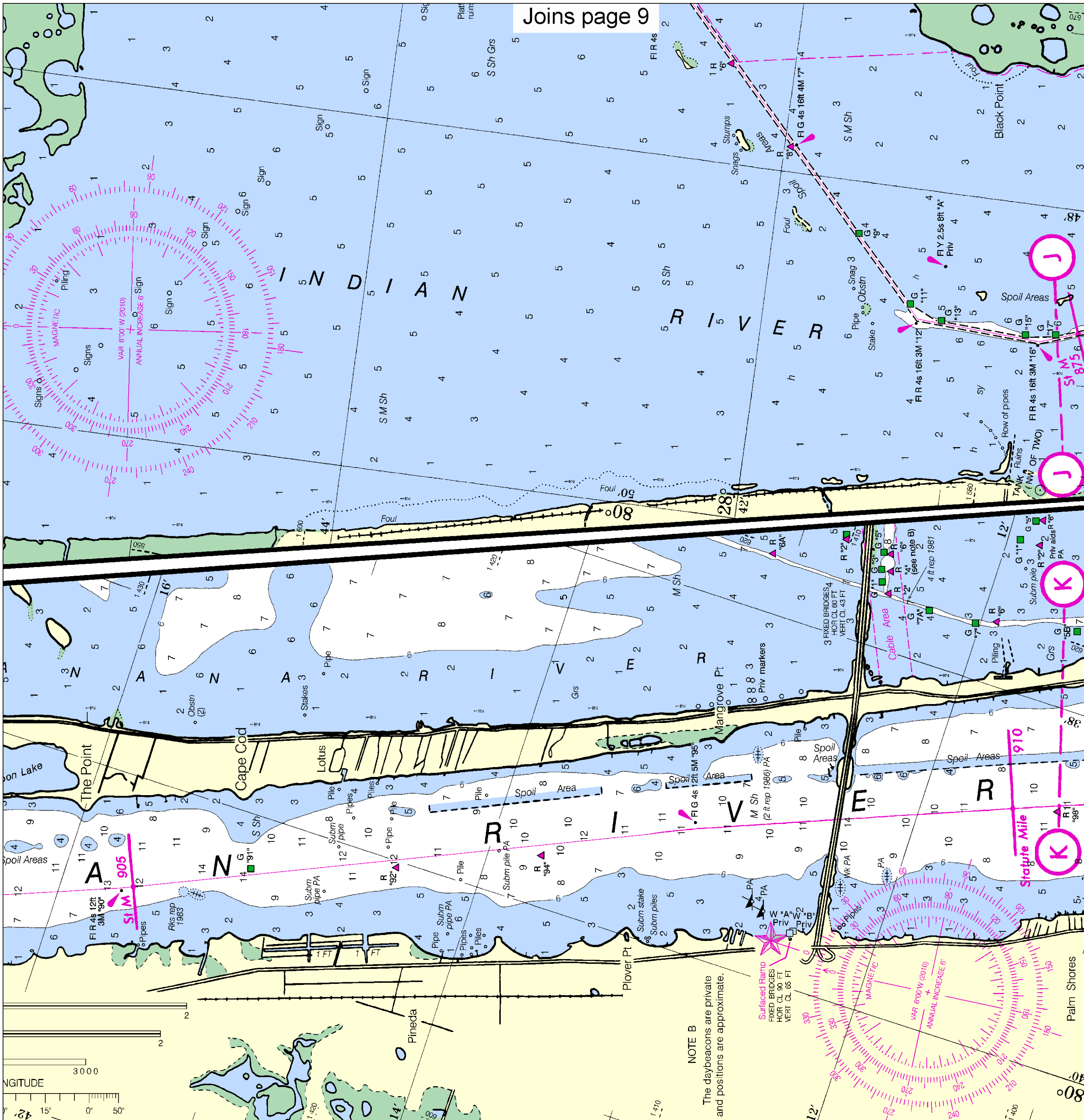
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
Yards

See Note on page 5.

Joins page 9



11485

Joins page 21

Joins page 10

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.

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 F

Strong tidal currents exist perpendicular to the Bridge of Lions opening. Vessels engaged in towing and pushing operations are advised to transit the bridge opening during slack tide and, if necessary, breakdown the tow in small units or use adequate tugs.

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:

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.

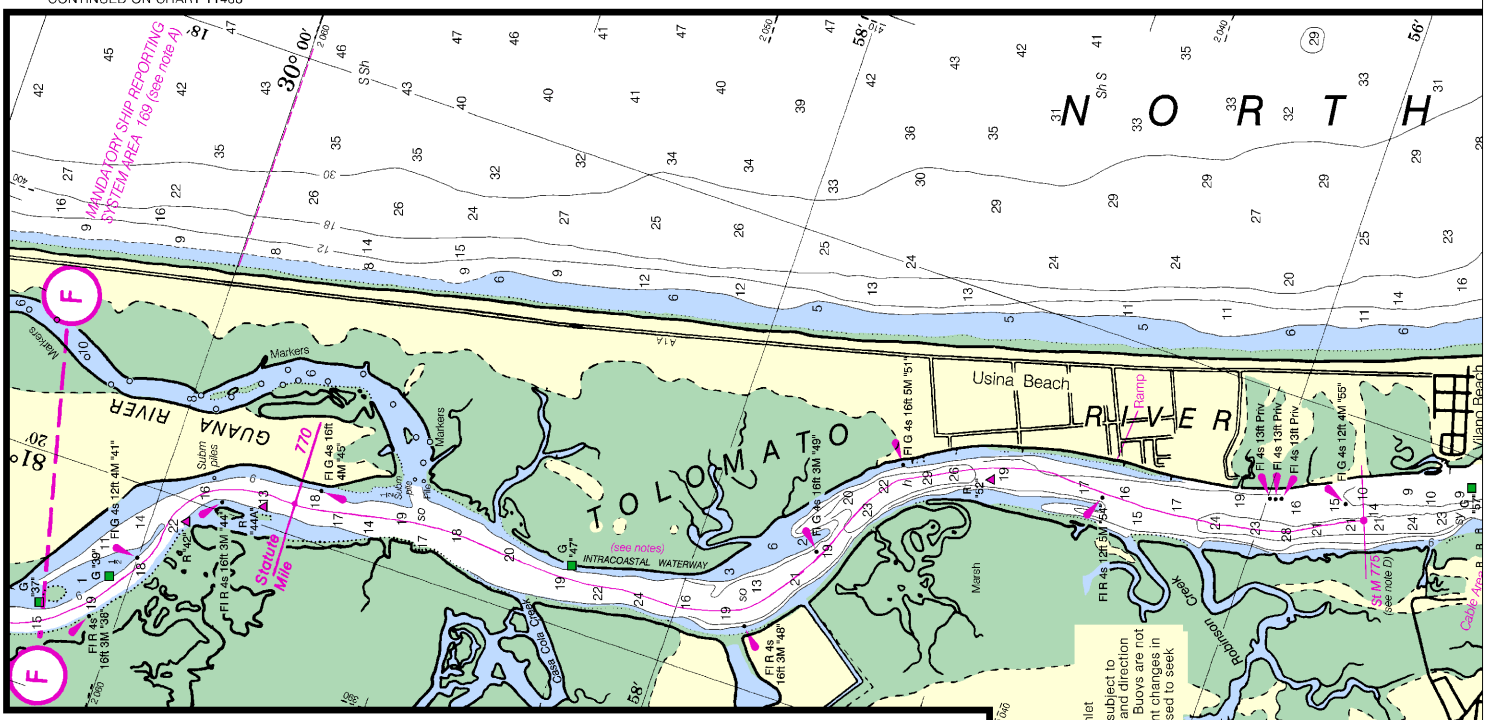
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: — — — —

FACILITIES

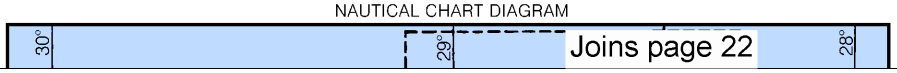
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

CONTINUED ON CHART 11488



JOINS CHART 11489 (SIDE B)

NAUTICAL CHART DIAGRAM



Joins page 22

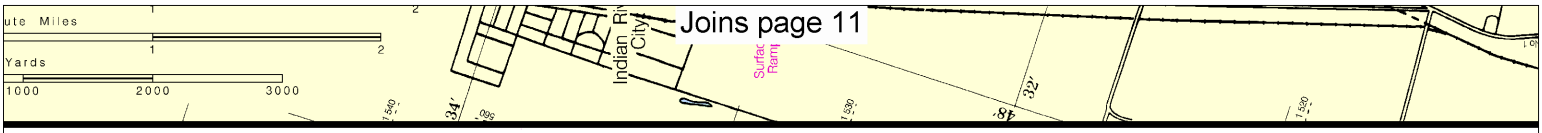
Printed at reduced scale. SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.



NE WEATHER FORECASTS
ONAL WEATHER SERVICE
onville, FL
burne, FL
l, FL

TELEPHONE NUMBERS	OFFICE HOURS
*(904) 741-4311	8:30 AM-5:00PM (Mon-Fri)
*(321) 255-0212	8:00 AM-4:00 PM (Mon-Fri)
(305) 229-4522	24 Hours daily

orded (24 Hours daily)

THER INFORMATION BY MARINE RADIOTELEPHONE

	STATION	FREQUENCY	DAILY BROADCAST-EST	SPECIAL WARNING
rt, FL	NMA-10	2670 kHz	1:20 a.m. & p.m.	+On Receipt
		157.1 MHz	7:15 a.m. & 5:15 p.m.	+On Receipt
, FL	NCF	2670 kHz	*10:50 a.m. & p.m.	+On Receipt

Times
eded by Announcement on 2182 kHz/156.8 MHz

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 forcast conditions of wind and sea.

While afloat:

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 forcasts and warnings

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

CONTINUOUS MARINE BROADCASTS

CITY	STATION	FREQUENCY	BROADCAST TIMES
Jacksonville, FL	KHB-39	162.55 MHz	24 Hours Daily
Daytona Beach, FL	KIH-26	162.40 MHz	24 Hours Daily
Melbourne, FL	WXJ-70	162.55 MHz	24 Hours Daily

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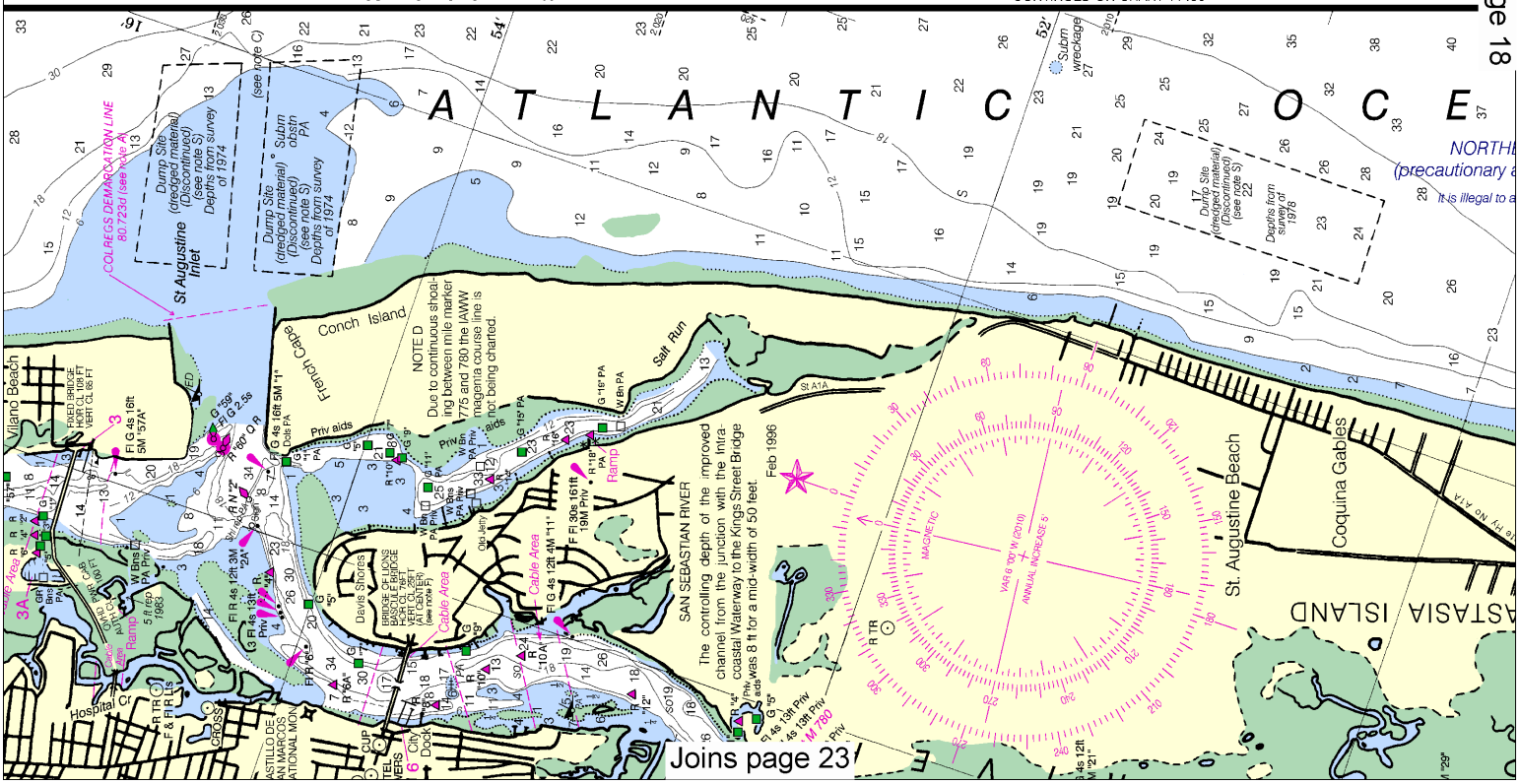
boatmen, conduct e
States. For informati
USPS-Local
N.C. 27612, 9
USCGAUX -
or USCG Head

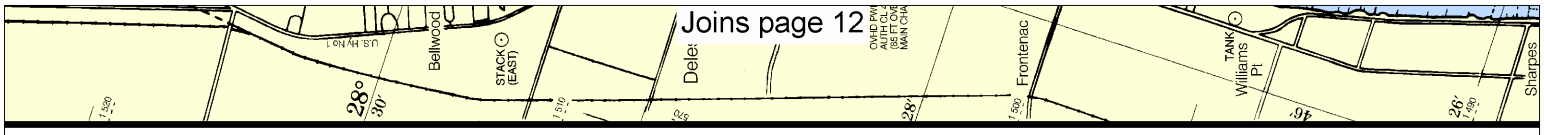
Joins page 18

CONTINUED ON CHART 11488

CONTINUED ON CHART 11486



Joins page 12



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. 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.

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 0.995" northward and 0.804" 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.

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.

PUBLIC BOATING INSTRUCTION PROGRAMS

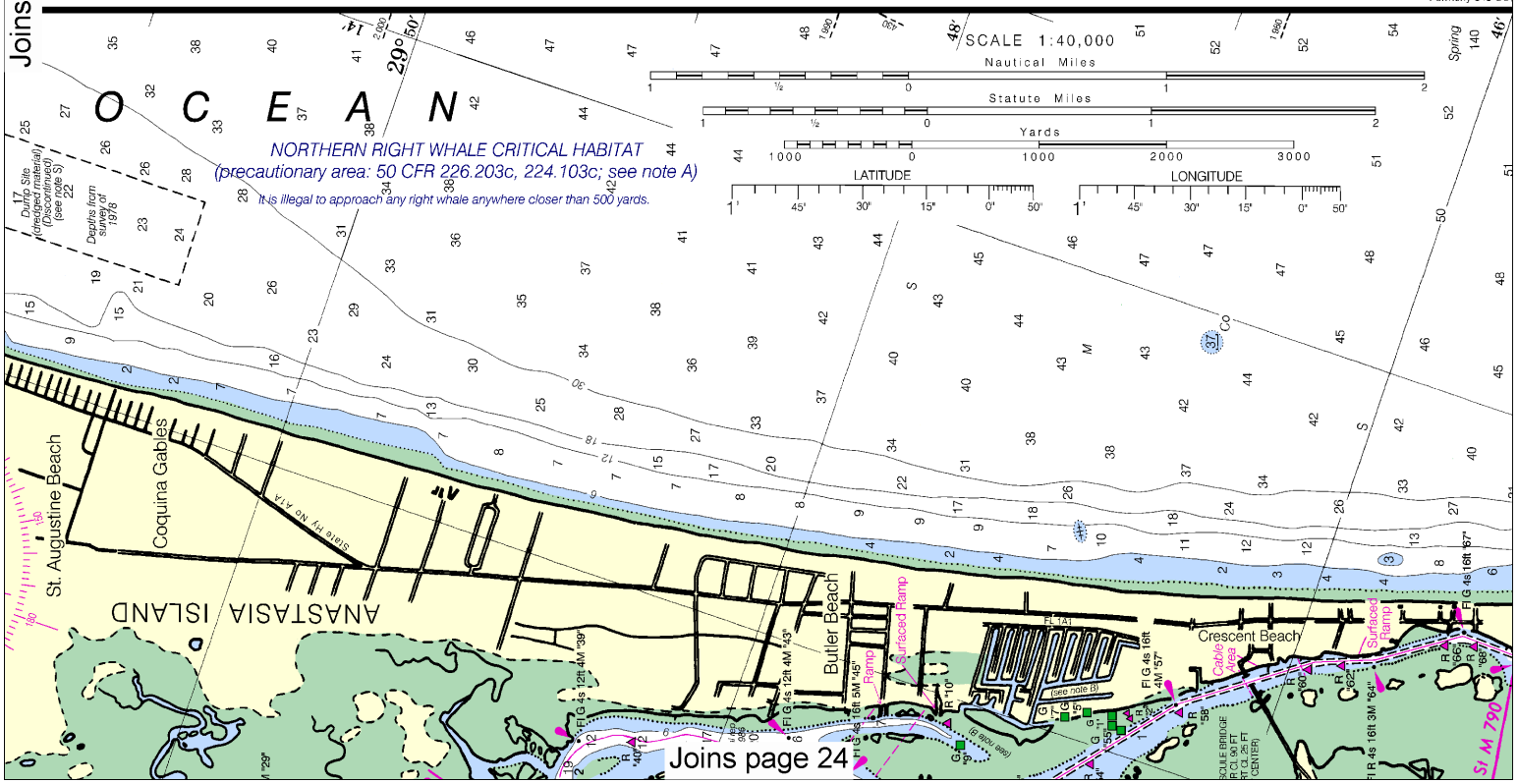
The United States Power Squadrons and U. S. Coast Guard Auxiliary, national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

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 First Ave., Miami, Fla. 33130, 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

Joins page 17

Formerly 843-SC



Joins page 24

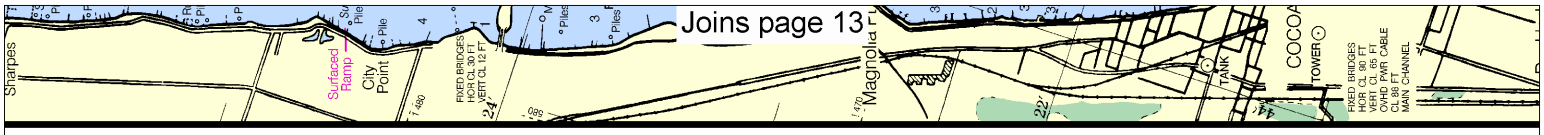
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



CAUTION

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.

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.

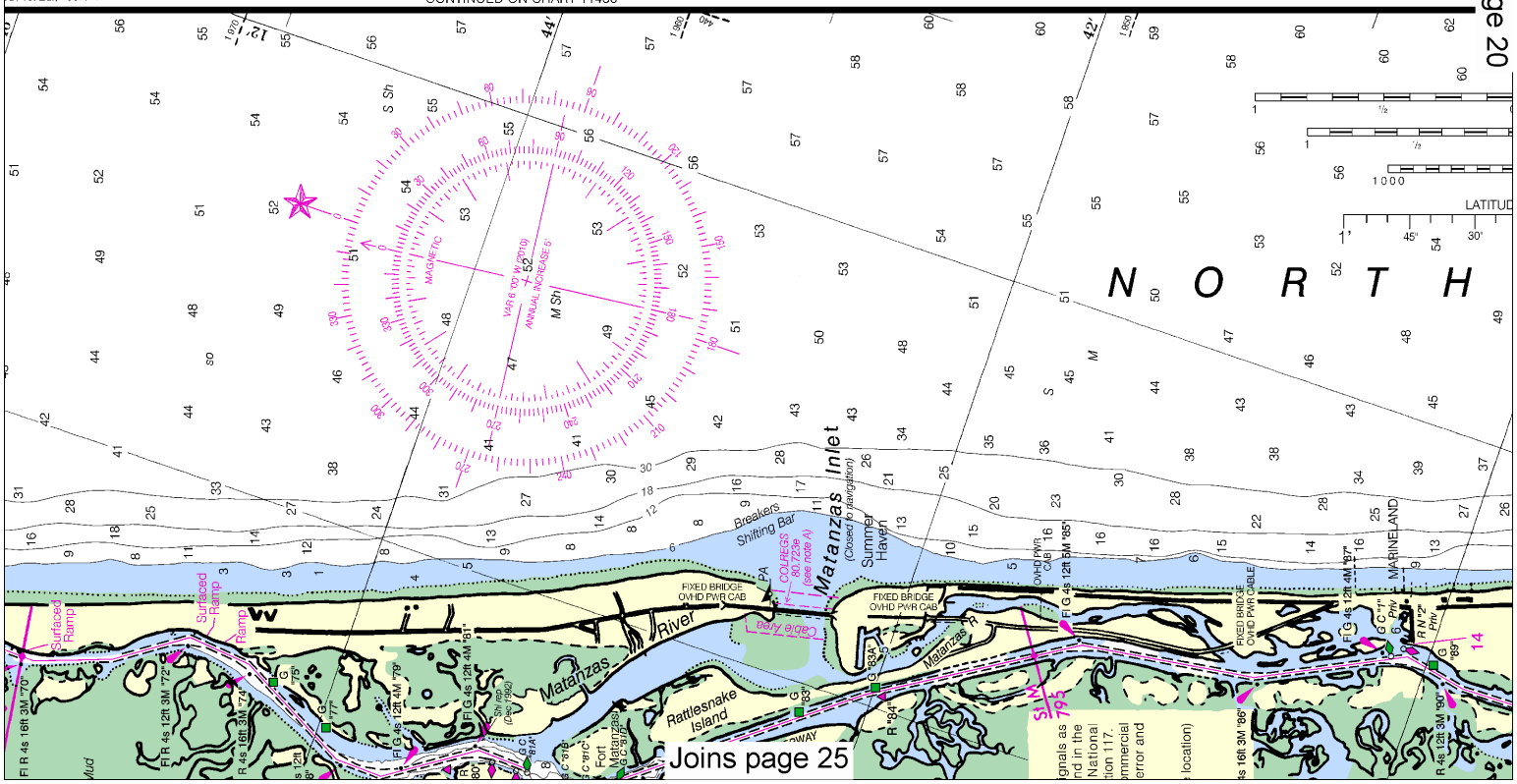
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

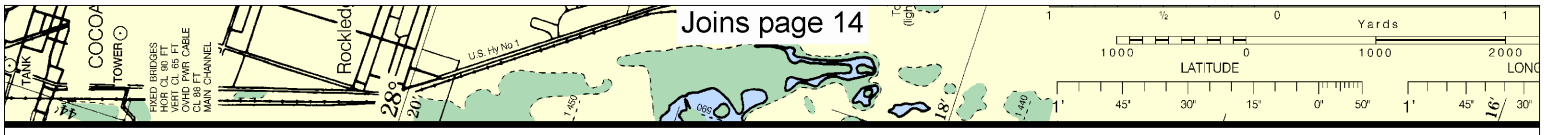
NAME
Vilano Beac
St. Augustir
St. Augustir
Smith Creek
Ormond Be
Daytona Be
Port Canave
Halifax Rive
Ponce De L
Fort Matanz
Dashes (- - -
tide r
(May

Joins page 20

GC, 1st Ed., 1963, KAPP 279

CONTINUED ON CHART 11486





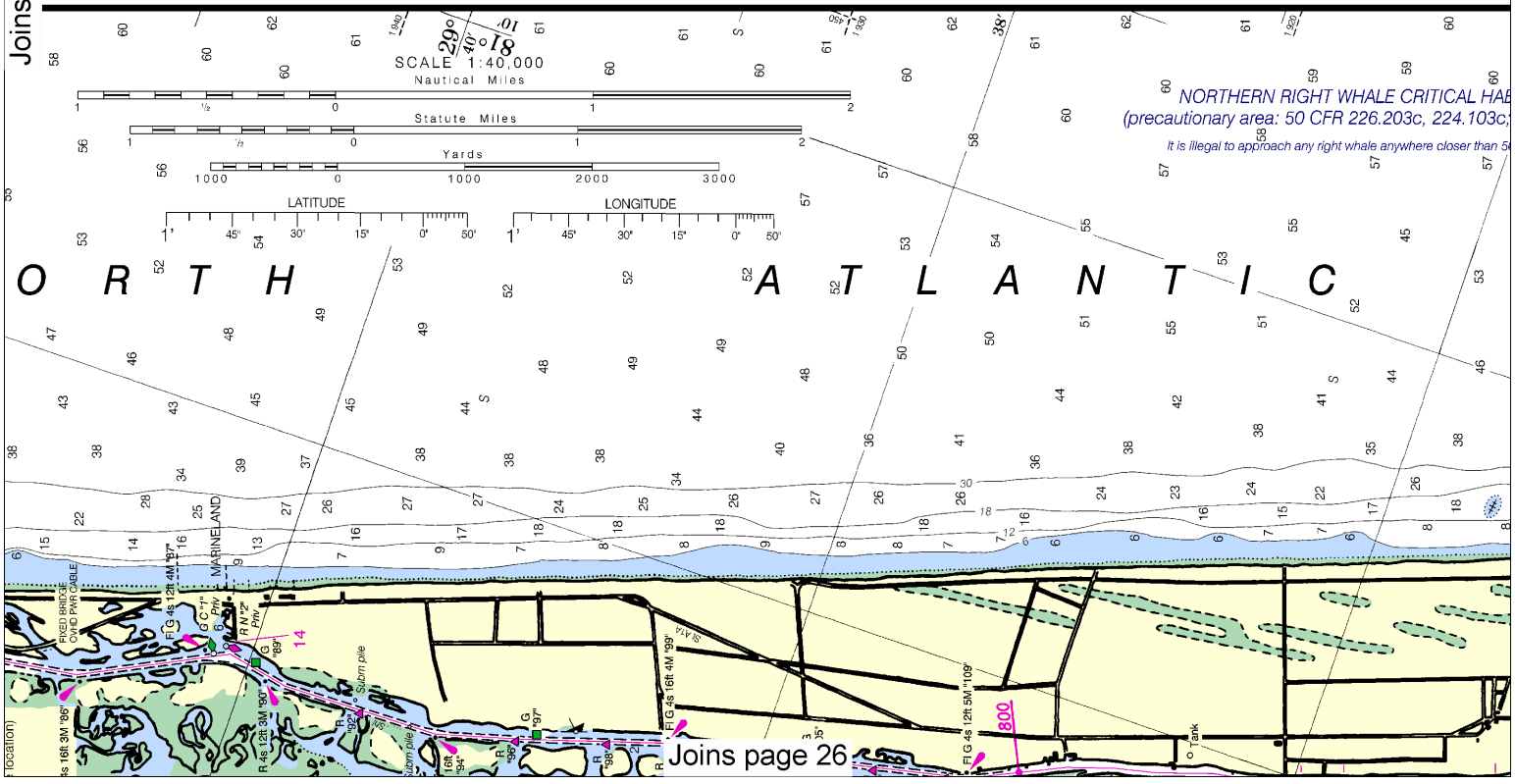
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Vilano Beach, Tolomato River	(29°55'N/081°18'W)	5.0	4.7	0.2
St. Augustine, City Dock	(29°53'N/081°19'W)	5.0	4.7	0.2
St. Augustine Beach	(29°51'N/081°16'W)	5.2	4.8	0.2
Smith Creek, Flagler Beach	(29°29'N/081°08'W)	1.1	0.9	0.1
Ormond Beach, Halifax River	(29°17'N/081°03'W)	0.8	0.7	0.1
Daytona Beach Shores, Sunglow Pier	(29°09'N/080°58'W)	4.4	4.1	0.2
Port Canaveral Entrance	(28°25'N/080°36'W)	4.2	3.8	0.2
Halifax River, Ponce Inlet	(29°05'N/080°56'W)	3.2	2.9	0.1
Ponce De Leon Inlet	(29°04'N/080°55'W)	3.2	2.9	0.1
Fort Matanzas, Matanzas River	(29°43'N/081°14'W)	4.3	4.0	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.

(May 2010)

Joins page 19



Joins page 26

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

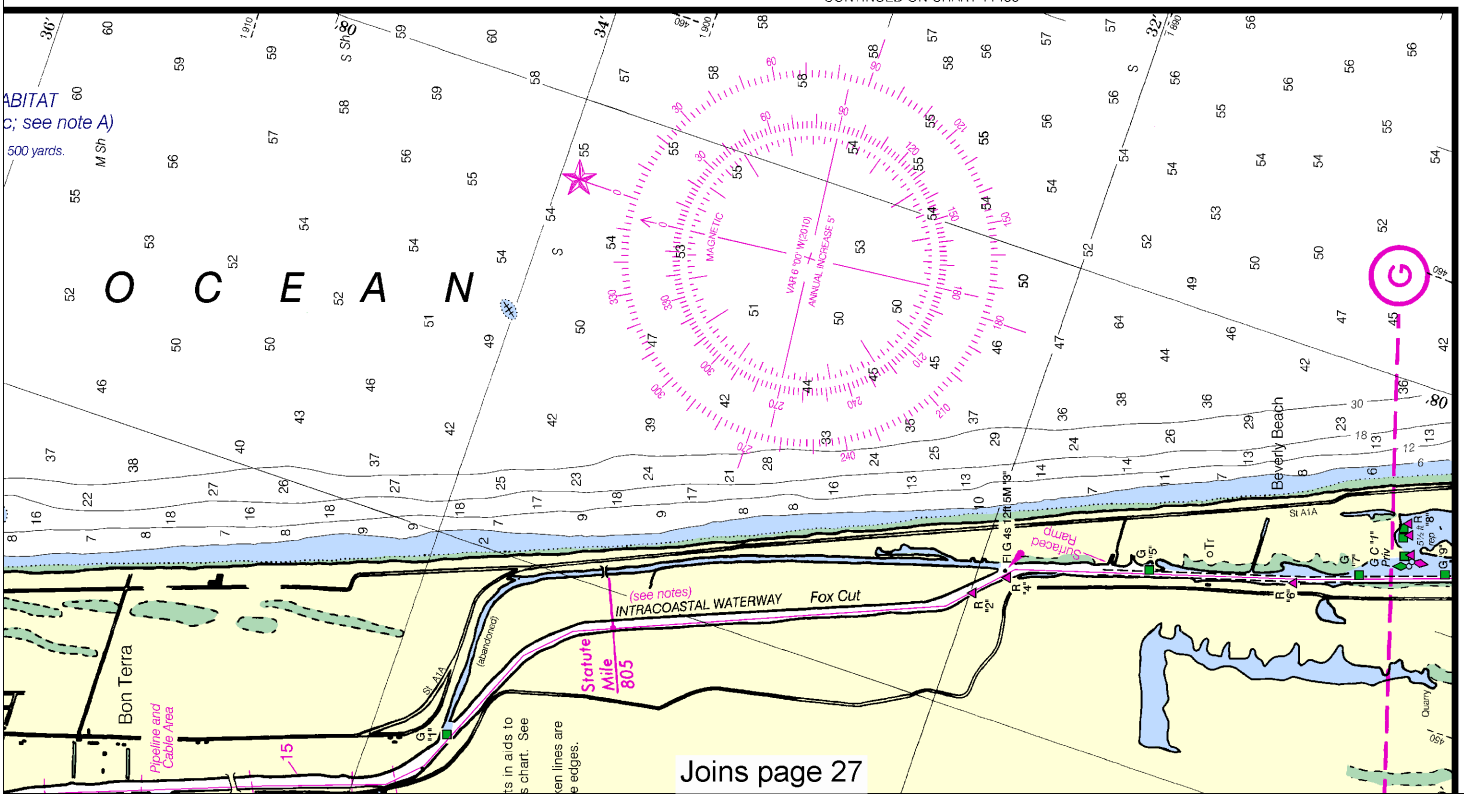
See Note on page 5.

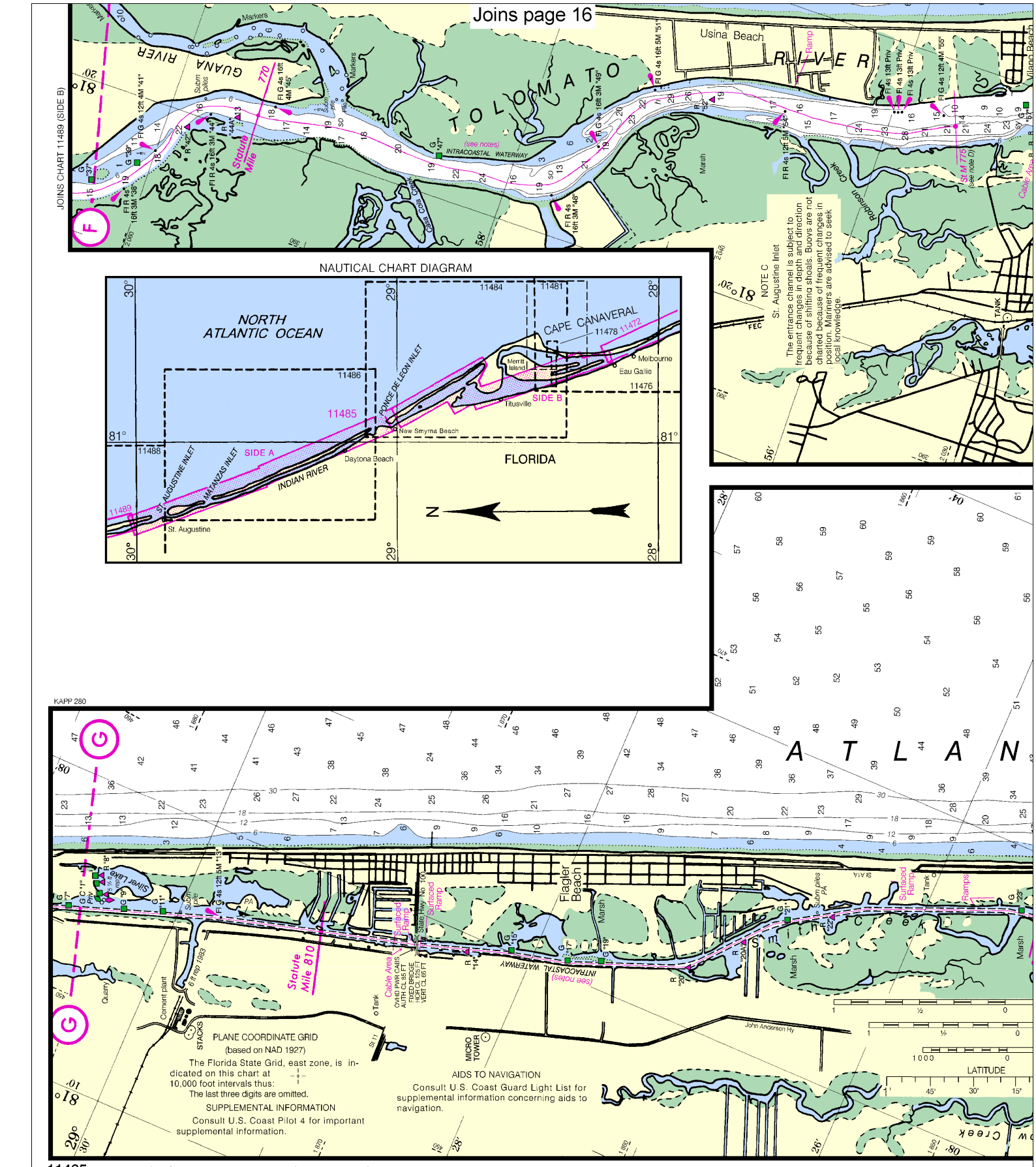
CAUTION

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.

CONTINUED ON CHART 11486





11485 36th Ed., Jul./10; Corrected through NM Jul. 03/10, LNM Jun. 22/10

Note: Chart grid lines are aligned with true north.

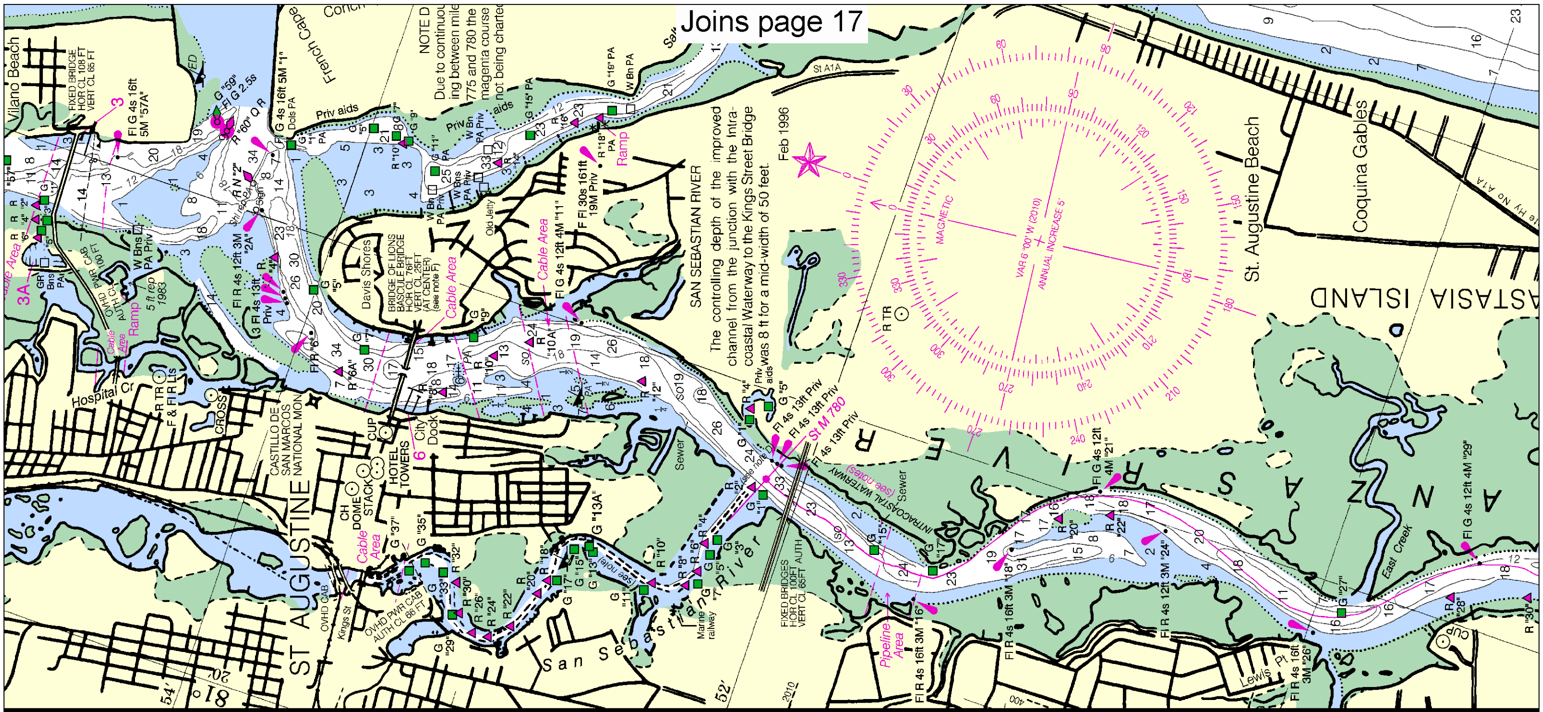
Printed at reduced scale. ~~SCALE 1:40,000~~

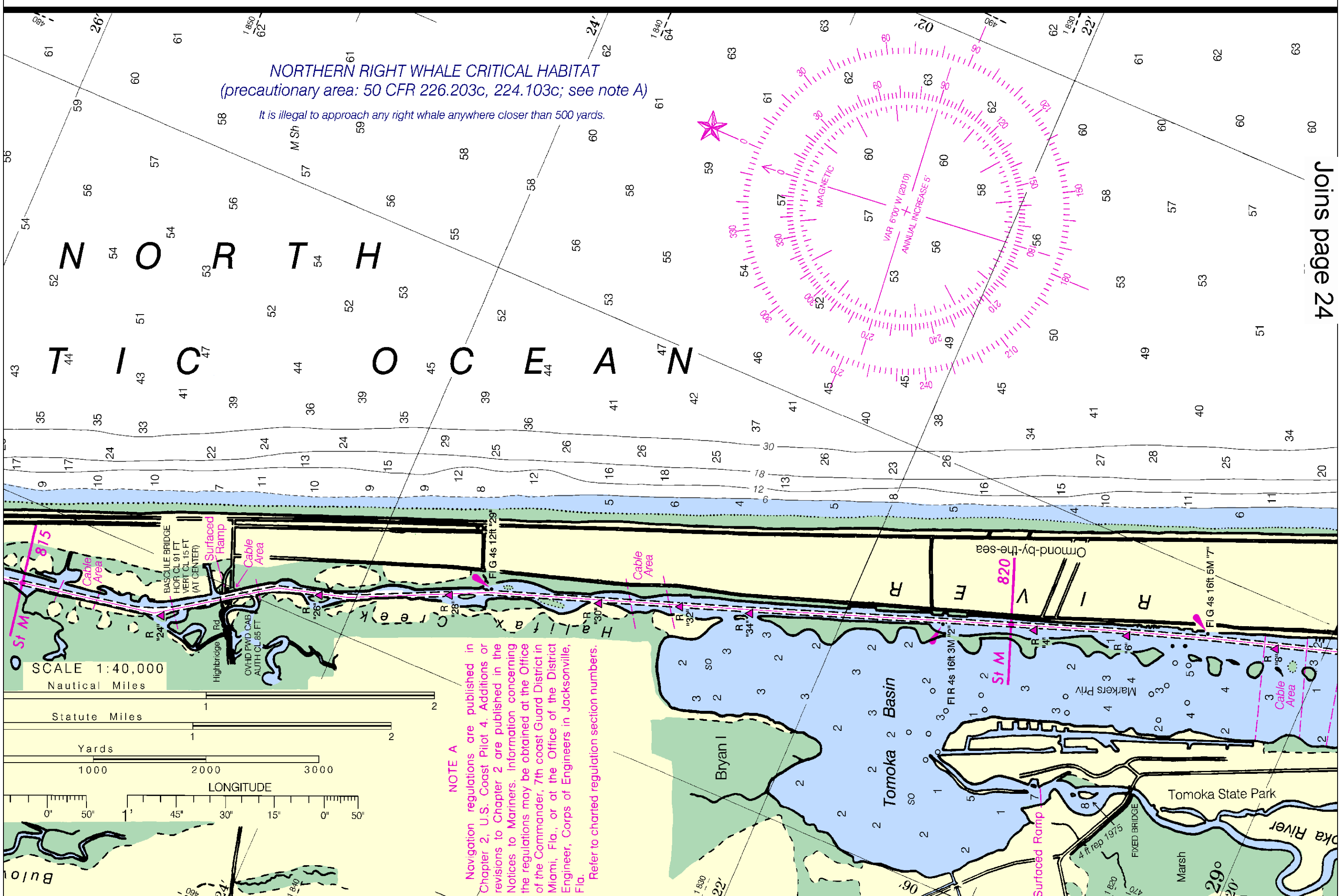
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

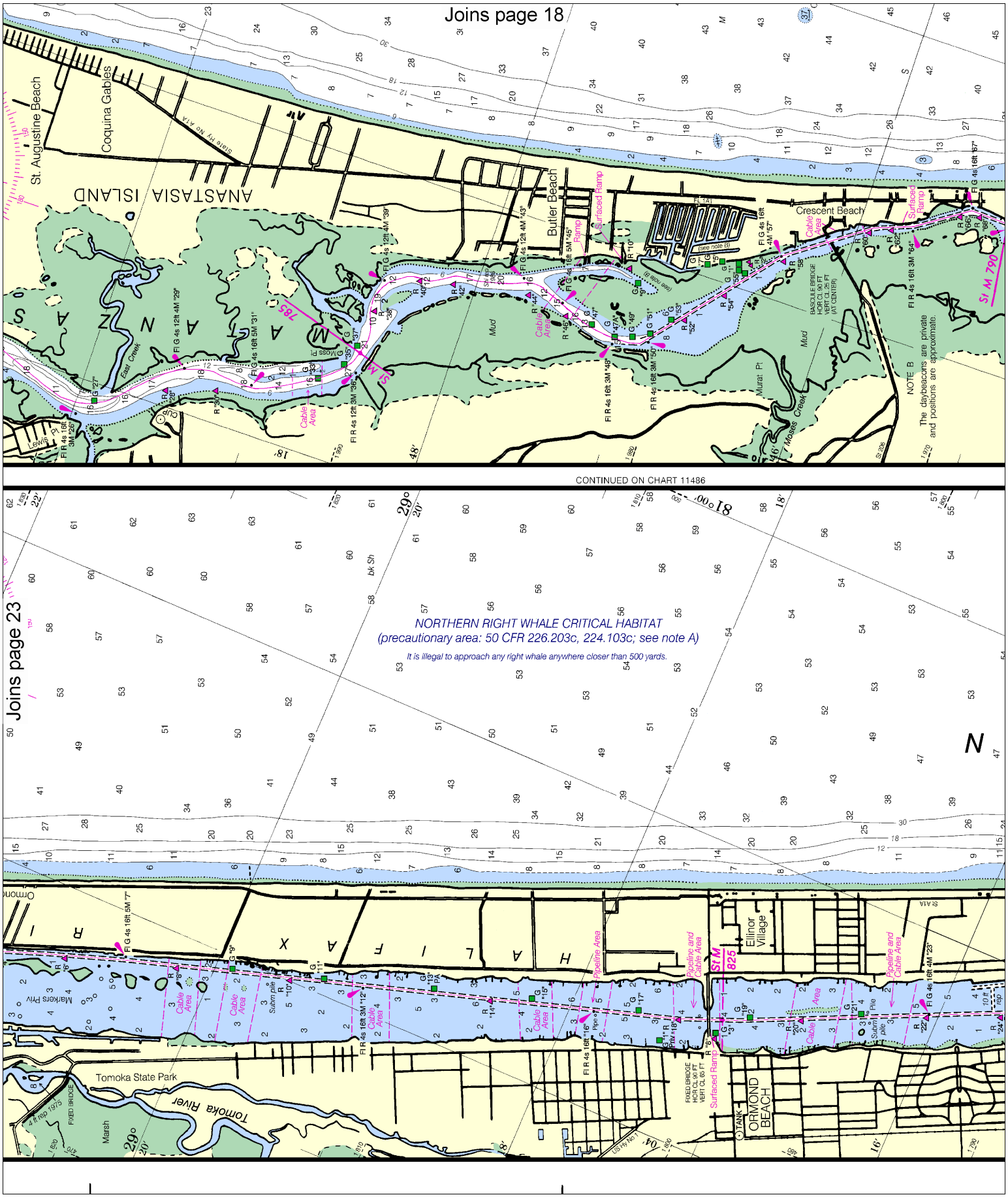
See Note on page 5.

Joins page 17





Joins page 24



24

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

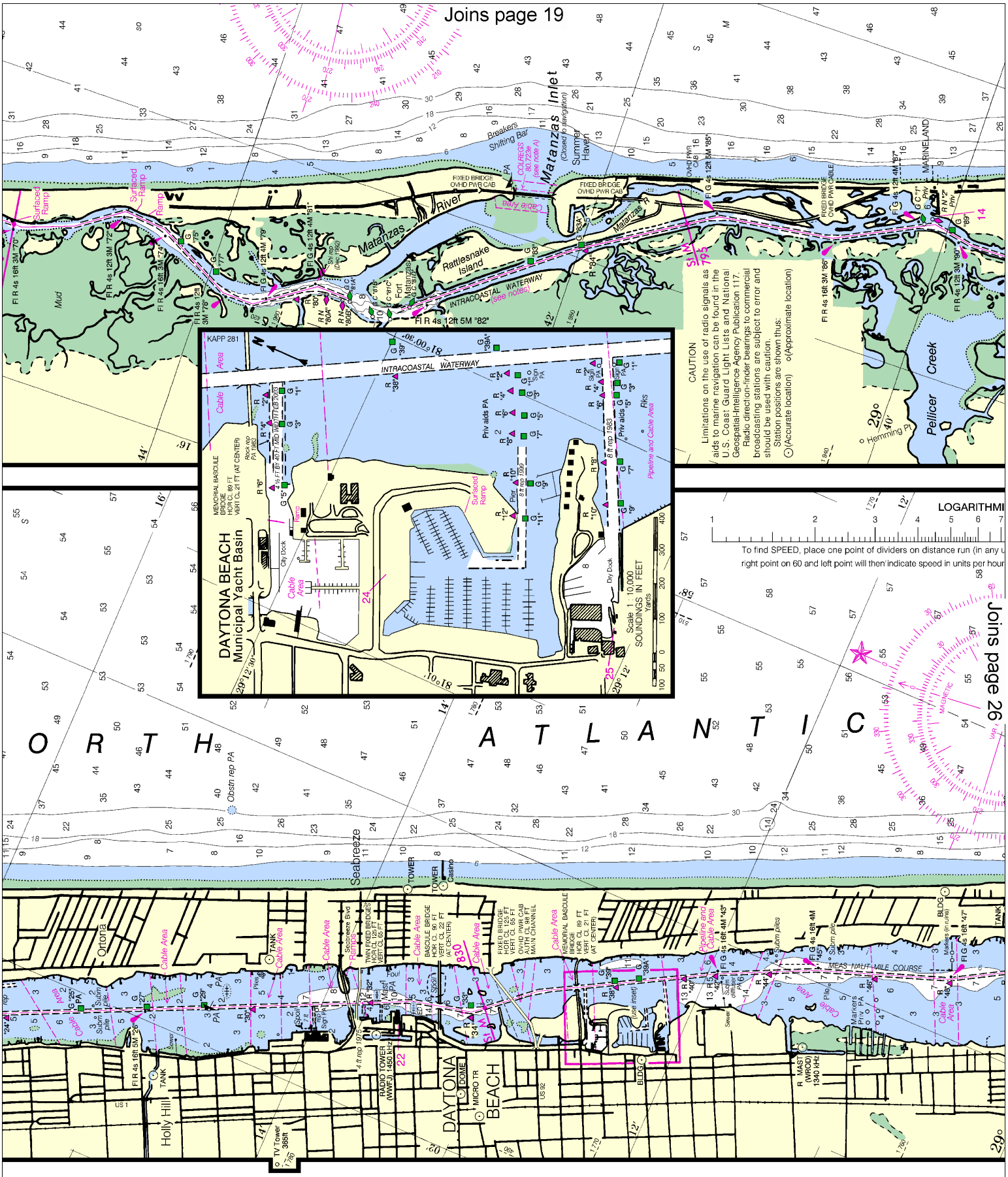
Nautical Miles

1 ½ 0 1 2 3

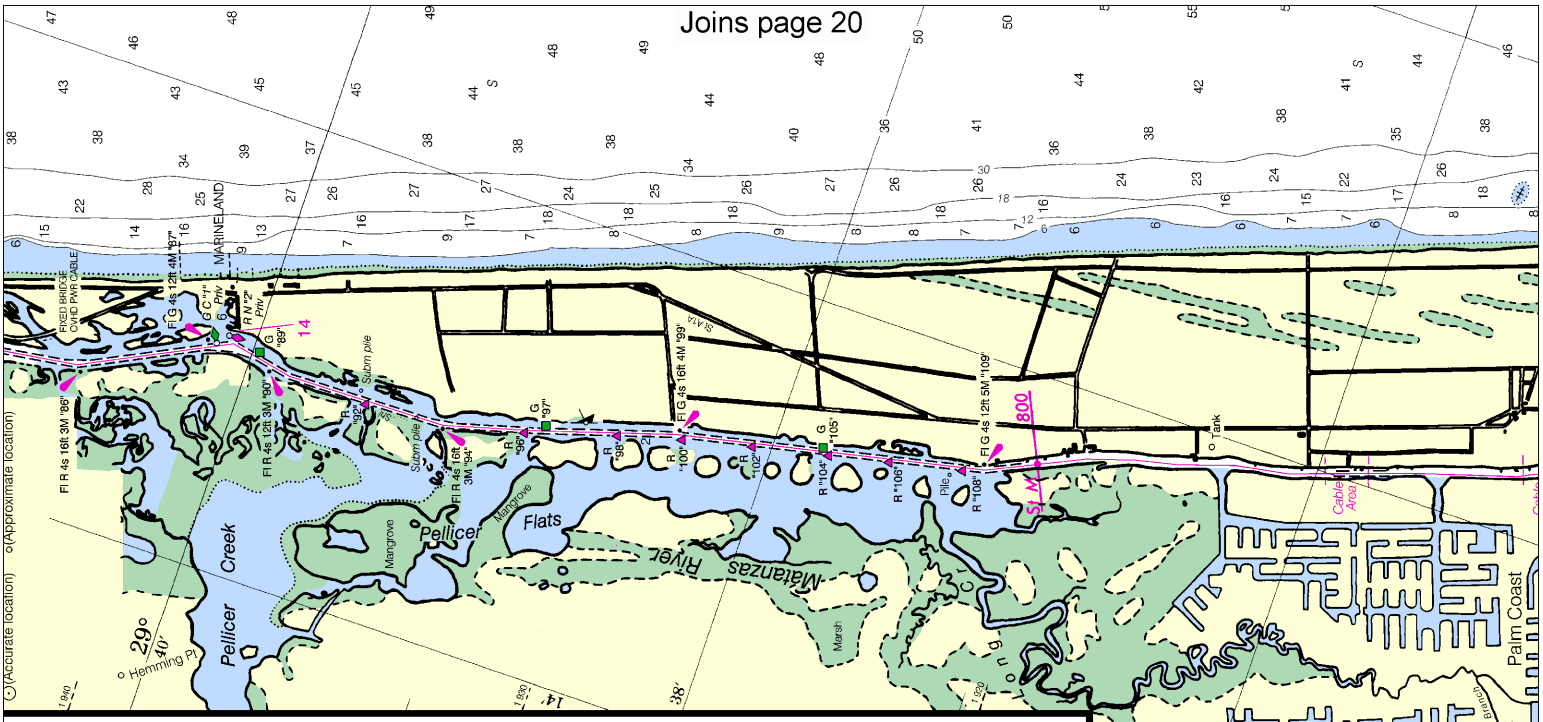
Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 19
Matanzas Inlet
Breakers
Shifting Bar
Summer Haven
Matanzas River
Rattlesnake Island
INTRACOASTAL WATERWAY
Fort Matanzas
Mud
Pelicer Creek
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) o(Approximate location)
KAPP 281
DAYTONA BEACH
Municipal Yacht Basin
Scale 1: 10,000
SOUNDINGS IN FEET
LOGARITHMI
To find SPEED, place one point of dividers on distance run (in any u
right point on 60 and left point will then indicate speed in units per hour
Joins page 26
ATLANTIC
Seabreeze
Ortona
Holly Hill
DAYTONA BEACH
MEAS. NAUT. MILE COURSE

Joins page 20



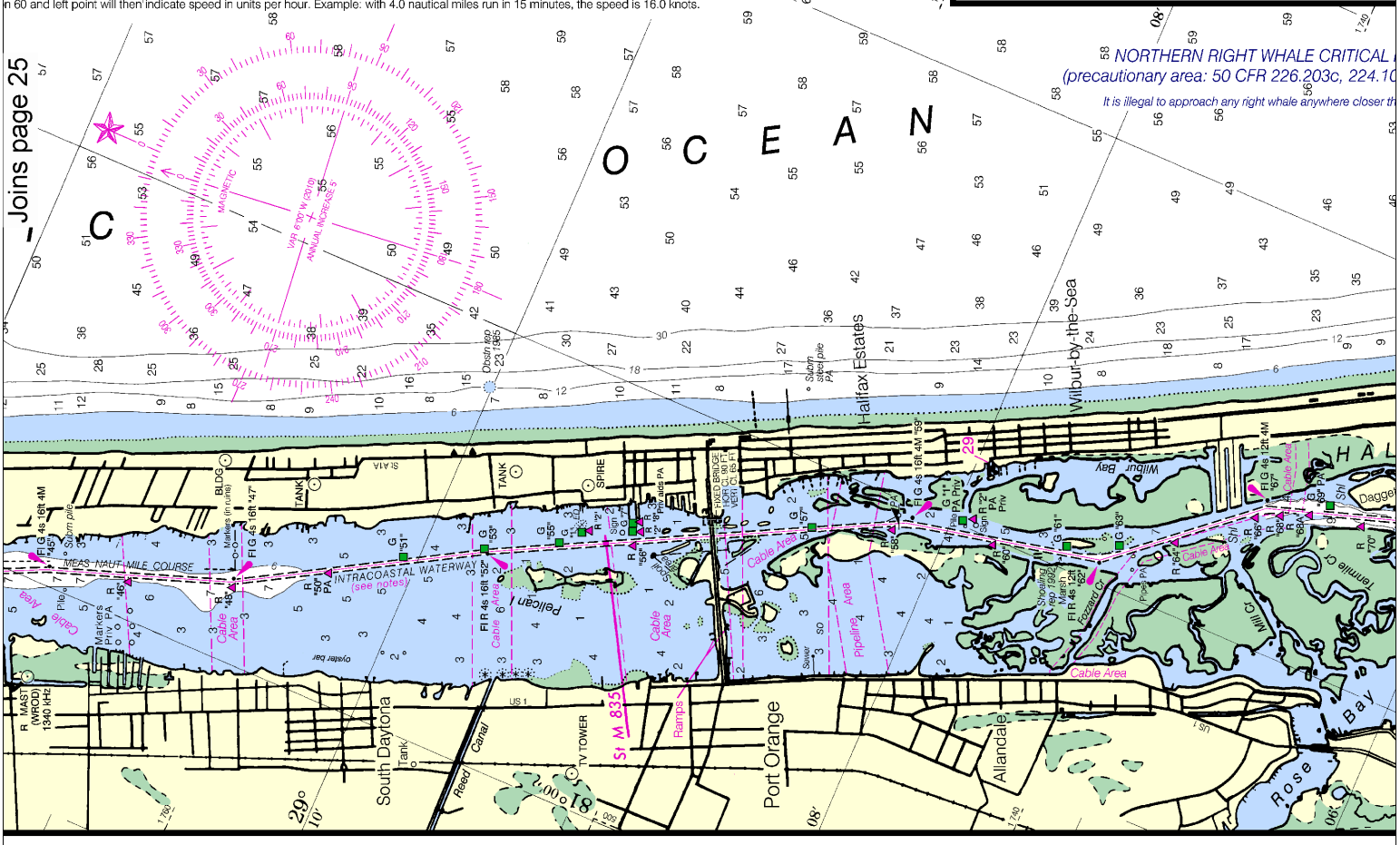
LOGARITHMIC SPEED SCALE

2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

ED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place
n 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 1

Joins page 25



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

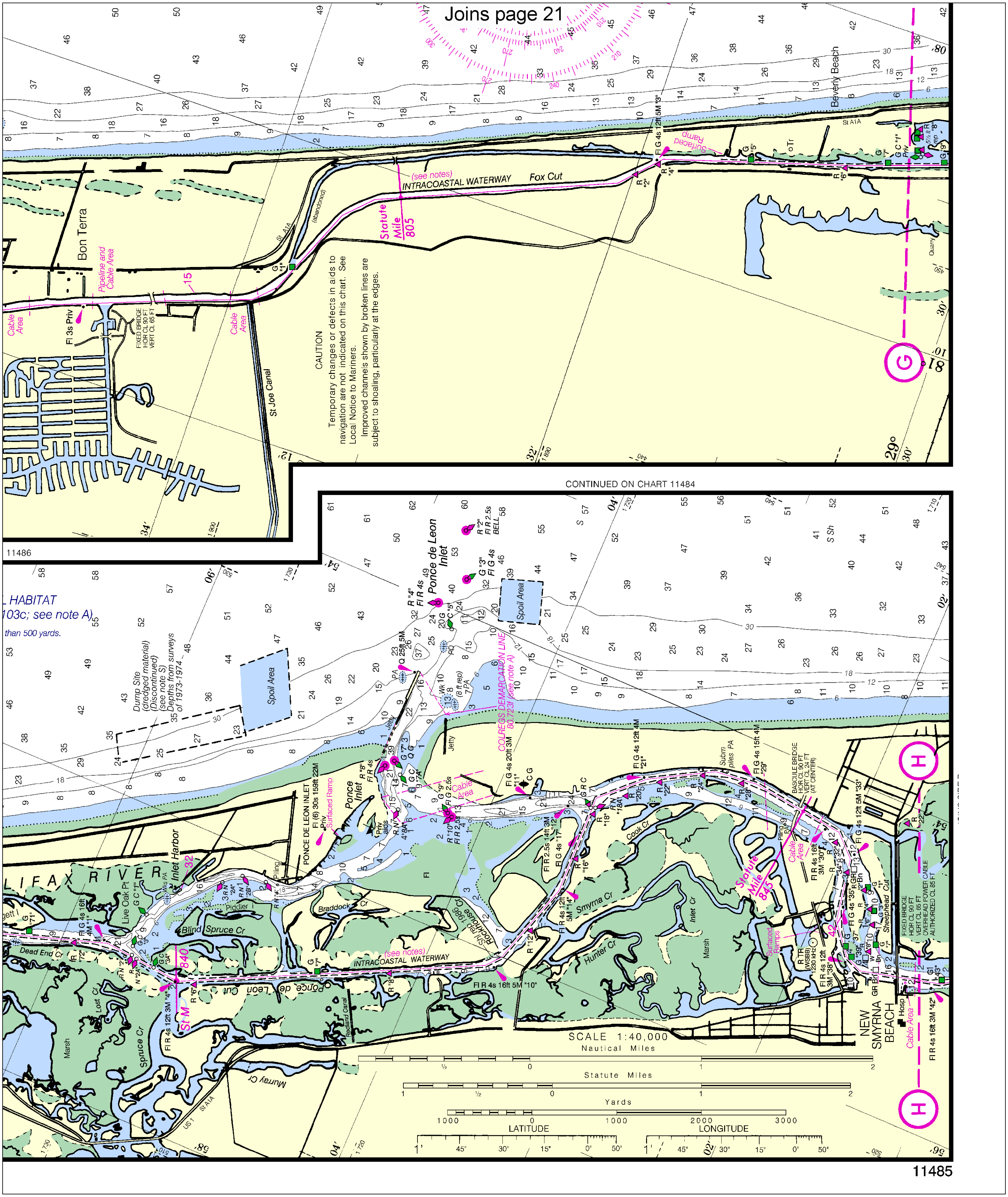
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 21
Bon Terra
Pipeline and Cable Area
Cable Area
Fl 3s Priv
FIXED BRIDGE HOR CL 90 FT VERT CL 65 FT
St Joe Canal
INTRACOASTAL WATERWAY
Fox Cut
(see notes)
Statute Mile 805
(abandoned)
Surfaced Ramp
Beverly Beach
St A1A
Quarry
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.
CONTINUED ON CHART 11484
11486
Ponce de Leon Inlet
Spoil Area
Dump Site (dredged material) (Discontinued) (see note S) Depths from surveys of 1973-1974
COLREGS DEMARCATION LINE 80.723 (see note A)
PONCE DE LEON INLET Fl (6) 30s 159ft 22M
Ponce Inlet
Inlet Harbor
HALIFAX RIVER
Live Oak Pt
Blind Spruce Cr
Dead End Cr
Braddock Cr
Rockhouse Cr
Ponce de Leon Cut
Redland Canal
Smyrna Cr
Hunter Cr
Cook Cr
Inlet Cr
Marsh
Spruce Cr
Lost Cr
Murray Cr
Sheephead Cut
BASCULE BRIDGE HOR CL 90 FT VERT CL 24 FT (AT CENTER)
FIXED BRIDGE HOR CL 90 FT VERT CL 65 FT OVERHEAD POWER CABLE AUTHORIZED CL 85 FT
Statute Mile 845
Statute Mile 840
NEW SMYRNA BEACH
Hosp
SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
LATITUDE
LONGITUDE
11485

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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/

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National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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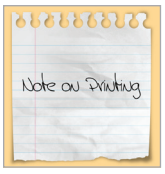

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