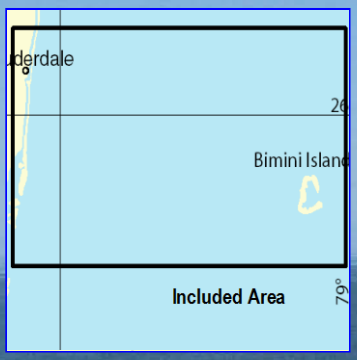
BookletChart™

Straits of Florida – Fowey Rocks, Hillsboro Inlet to Bimini Islands

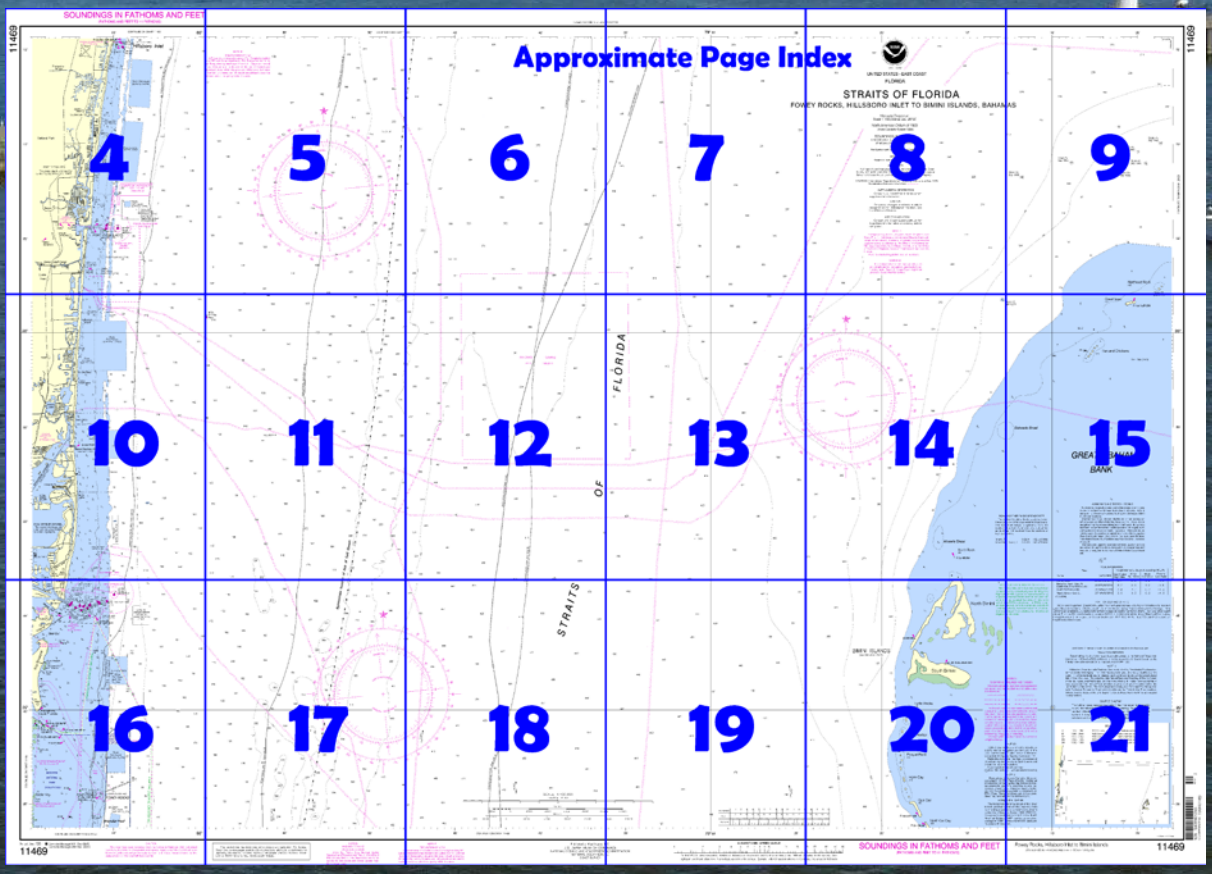
NOAA Chart 11469

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.

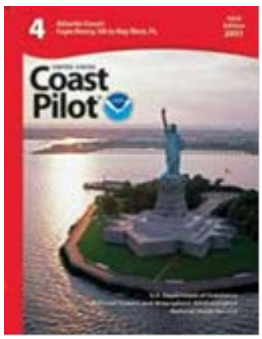
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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/coastpilot_w.php?book=4.



(Selected Excerpts from Coast Pilot)
Between **Jupiter Inlet** and **Lake Worth Inlet**, a distance of about 10.5 miles, the coast is clear of shoals with the 10-fathom curve about 1 mile offshore. A fishing pier extends about 340 yards seaward from about 26°53'37"N., 80°03'24"W.
Lake Worth Inlet is a dredged cut through the barrier beach 11 miles south of **Jupiter Inlet Light** and 31 miles north of **Hillsboro Inlet Entrance Light**. The entrance is protected by two jetties and the cut by revetments.
Port of Palm Beach is a deepwater port development 1.1 miles west of the entrance to Lake Worth Inlet. The port borders the communities of **Riviera Beach** on the north and **West Palm Beach** on the south. It is 259 miles south of Jacksonville and 68 miles north of Miami. There is extensive barge traffic. An extensive roll-on/roll-off operation is conducted in the Bahama Island trade. All of the wharves and warehouses are owned by the Port of Palm Beach District.
Coast Guard Station.–Lake Worth Inlet Coast Guard Station is inside the entrance about 0.7 mile north of Peanut Island on the west side of the Intracoastal Waterway.
Anchorages.–Two offshore anchorage grounds are close north and south of the channel entrance. (See **110.1** and **110.185**, chapter 2, for limits and regulations.) There is no deepwater anchorage in the harbor. Anchorage for craft drawing up to 8 feet is available in the vicinity of Palm Beach.
Dangers.–A reef in the form of a ridge with scattered boulders extends for about 300 yards eastward of Peanut Island about 25 feet north of the improved channel. The reef, with a least depth of about 4 feet over it, is extremely dangerous. On the ebb, the current sets across the reef in a northeasterly direction. Two fish havens are 0.7 and 1.5 miles off the north side of the entrance and another is 1.5 miles off the south entrance.
Pilotage, Port of Palm Beach.–Pilotage is compulsory for foreign vessels and for U.S. vessels under register in the foreign trade and drawing more than 7 feet of water. Pilotage is optional for U.S. coastwise vessels which have a pilot aboard licensed by the Federal Government.
The Port of Palm Beach is served by Palm Beach Pilots Association, at Riviera Beach Marina, 200 E. 13th Street, Suite B, Riviera Beach, FL 33404; telephone 561-845-2628, fax 561-845-2644. The office/station monitors VHF-FM radiotelephone channel 16 and works on channel 14.
Harbor regulations.–Copies of the Port Tariff may be obtained at the offices of the Port of Palm Beach District at the Maritime Office Building in Riviera Beach. The Port Operations Manager assigns berths and enforces the harbor regulations. The Port of Palm Beach is a public corporation created by the State Legislature. Port regulations state it shall be unlawful for any vessel, boat, barge, or other watercraft of any kind to anchor in the channel or turning basin, except in cases of actual emergency.
The coast between **Lake Worth Inlet** and **Port Everglades** is fairly bold. The 20-fathom curve runs parallel to the beach and for a greater part of the distance is less than 2 miles from it. Several wrecks and obstructions are within 0.5 mile of the shore.
Palm Beach, a resort on the narrow island between Lake Worth and the sea, is connected to West Palm Beach by highway bridges. The ocean pier here is used only for amusement purposes. Several other towns and cities are along the shores of Lake Worth.
Bakers Haulover Inlet has been dredged through the barrier beach at the north end of Biscayne Bay, 11.6 miles south of Port Everglades, to provide circulation of water in the bay. The channel leads westward through the inlet, thence northward to a boat basin on the east side of the channel and connects with the Intracoastal Waterway north of the basin and through a cut opposite the basin. In 2008, the controlling depth was 10.9 feet through the inlet to the highway bridge, thence 10 feet in the basin and 8 feet in the channels leading to the Intracoastal Waterway. Route A1A highway bridge over the inlet has a fixed span with a clearance of 32 feet; an overhead power cable just east of the bridge has a clearance of 53 feet.
The Florida Department of Natural Resources has established a **slow-no wake speed zone** in the Intracoastal Waterway where the channels converge in the vicinity of Bakers Haulover Inlet.

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

MIAMI HARBOR CHANNEL
The project depths are 42 to 44 feet. Use chart 11468 for controlling depths.

HEIGHTS
Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

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

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

NOTE D
PROHIBITED AREAS
(Areas to be avoided)
Under the Florida Keys National Marine Sanctuary and Protection Act. Pub. L. 101-605 and IMO advisary SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

Mercator Projection
Scale 1:100,000 at Lat. 26°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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 1.336" northward and 0.934" eastward to agree with this chart.

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

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.

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
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

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

PARTICULARLY SENSITIVE SEA AREA
The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Miami, FL	KHB-34	162.550 MHz
West Palm Beach, FL	KEC-50	162.475 MHz

17

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

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

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

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

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

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

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

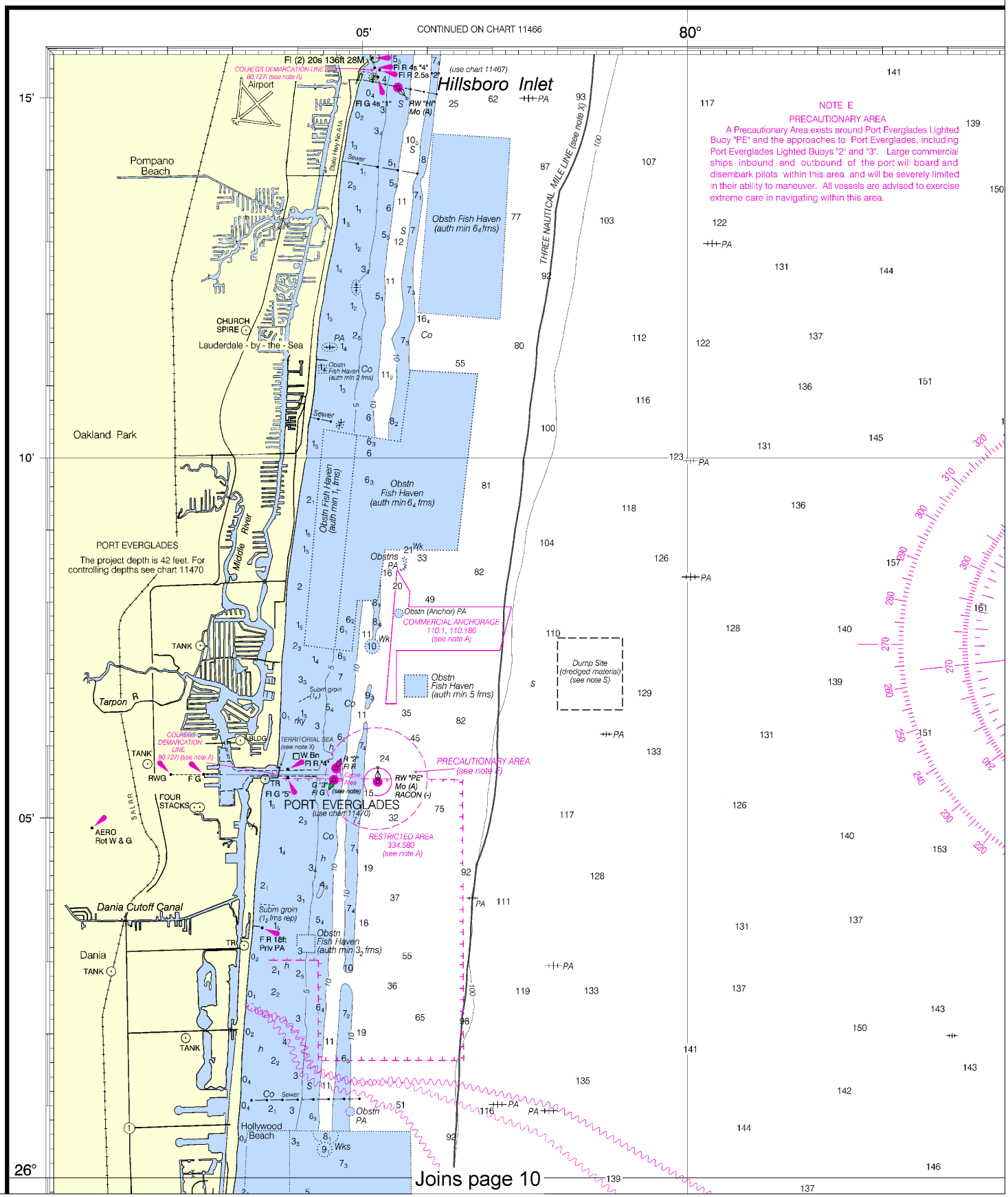
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE 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.

SOUNDINGS IN FATHOMS AND FEET

(FATHOMS AND FEET TO 11 FATHOMS)

11469



4

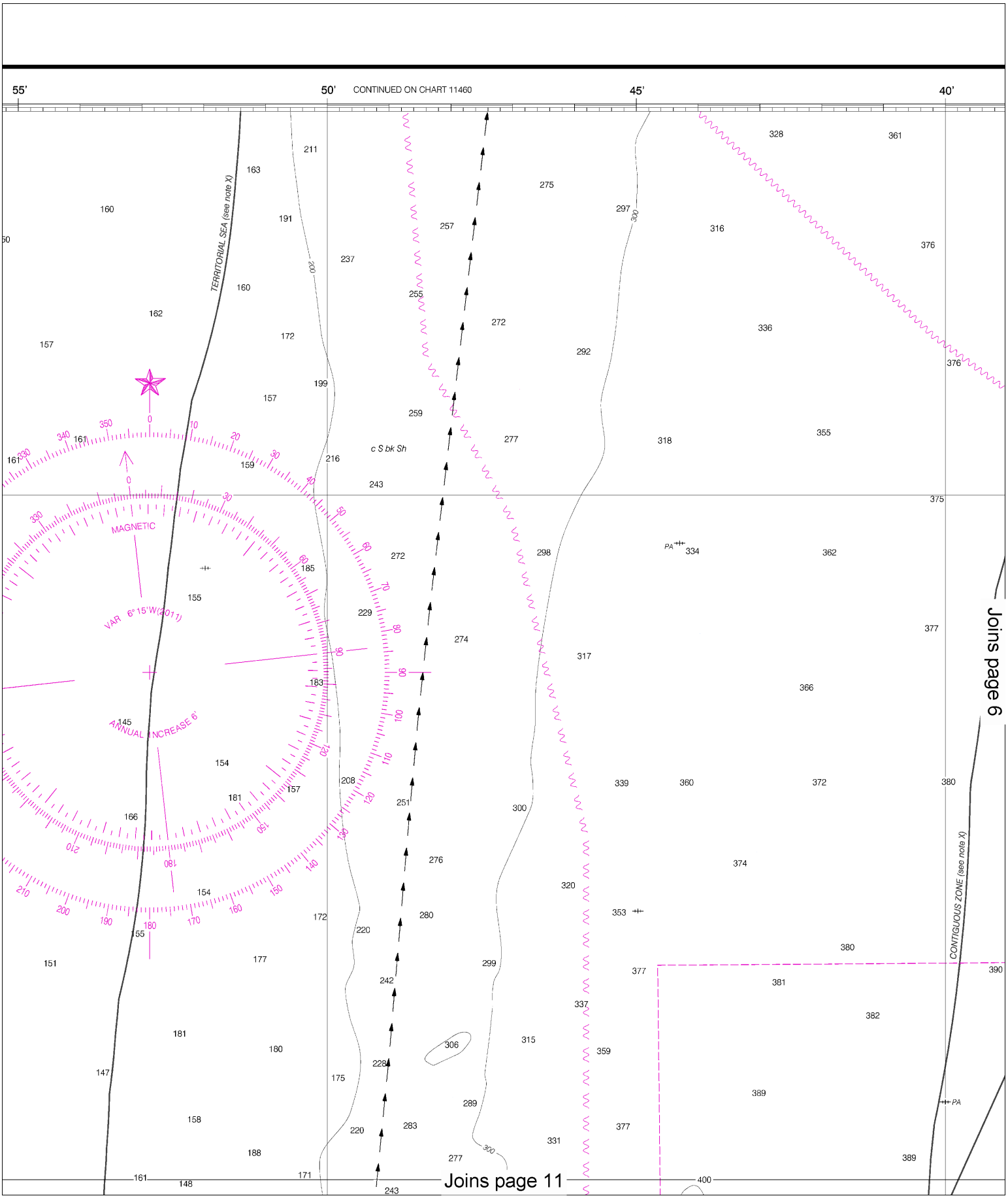
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

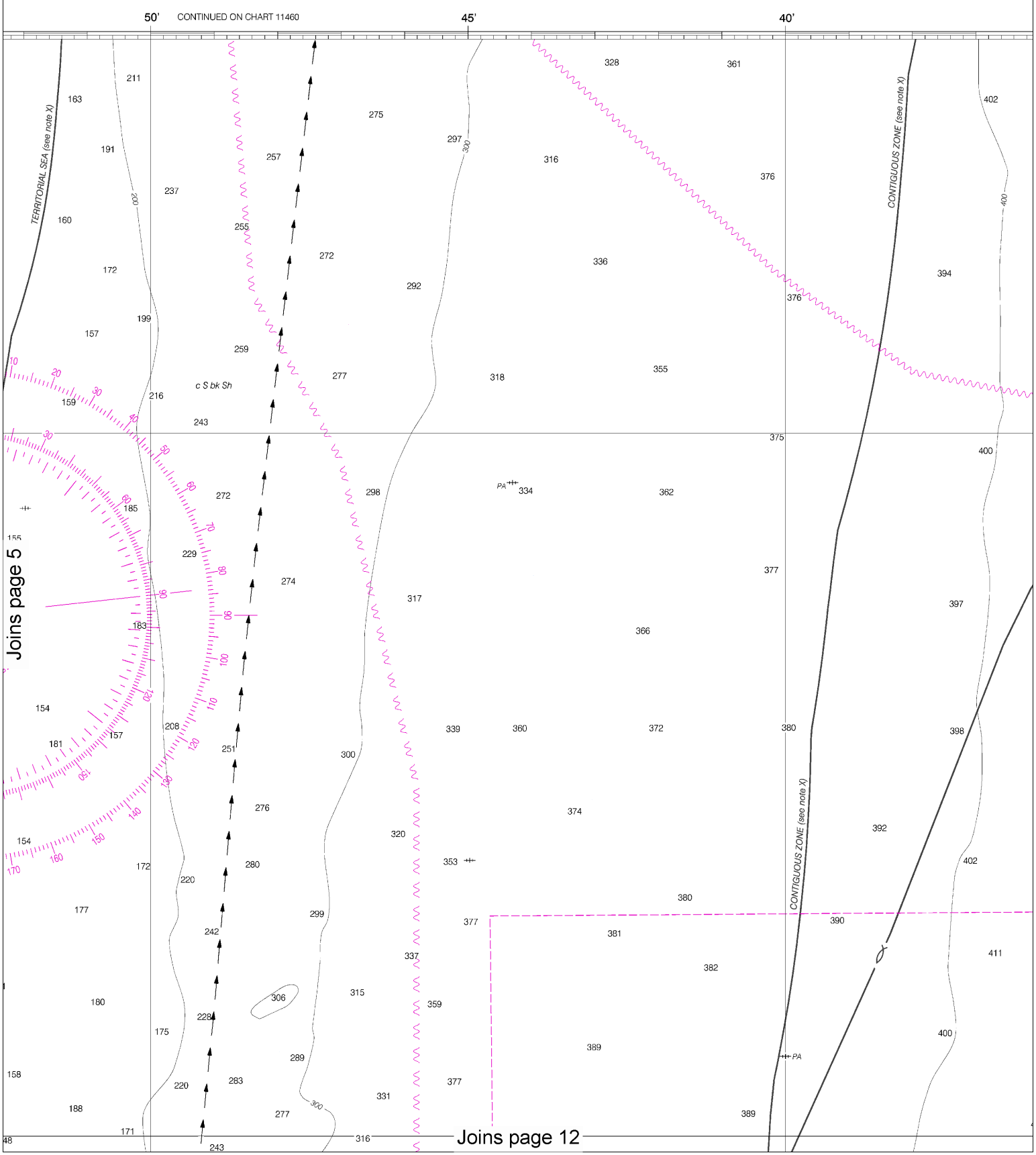
Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:133333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:100,000

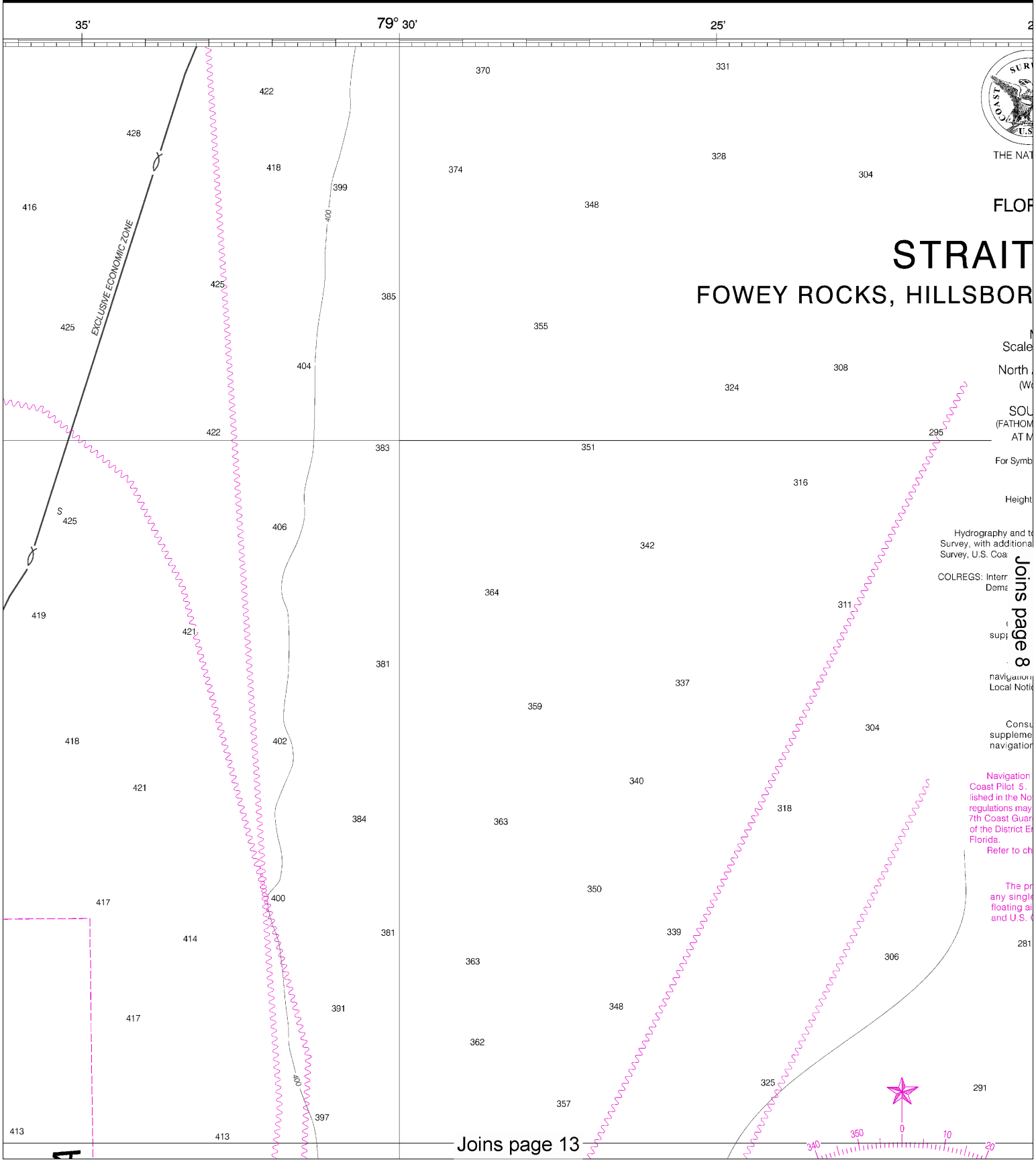
Nautical Miles

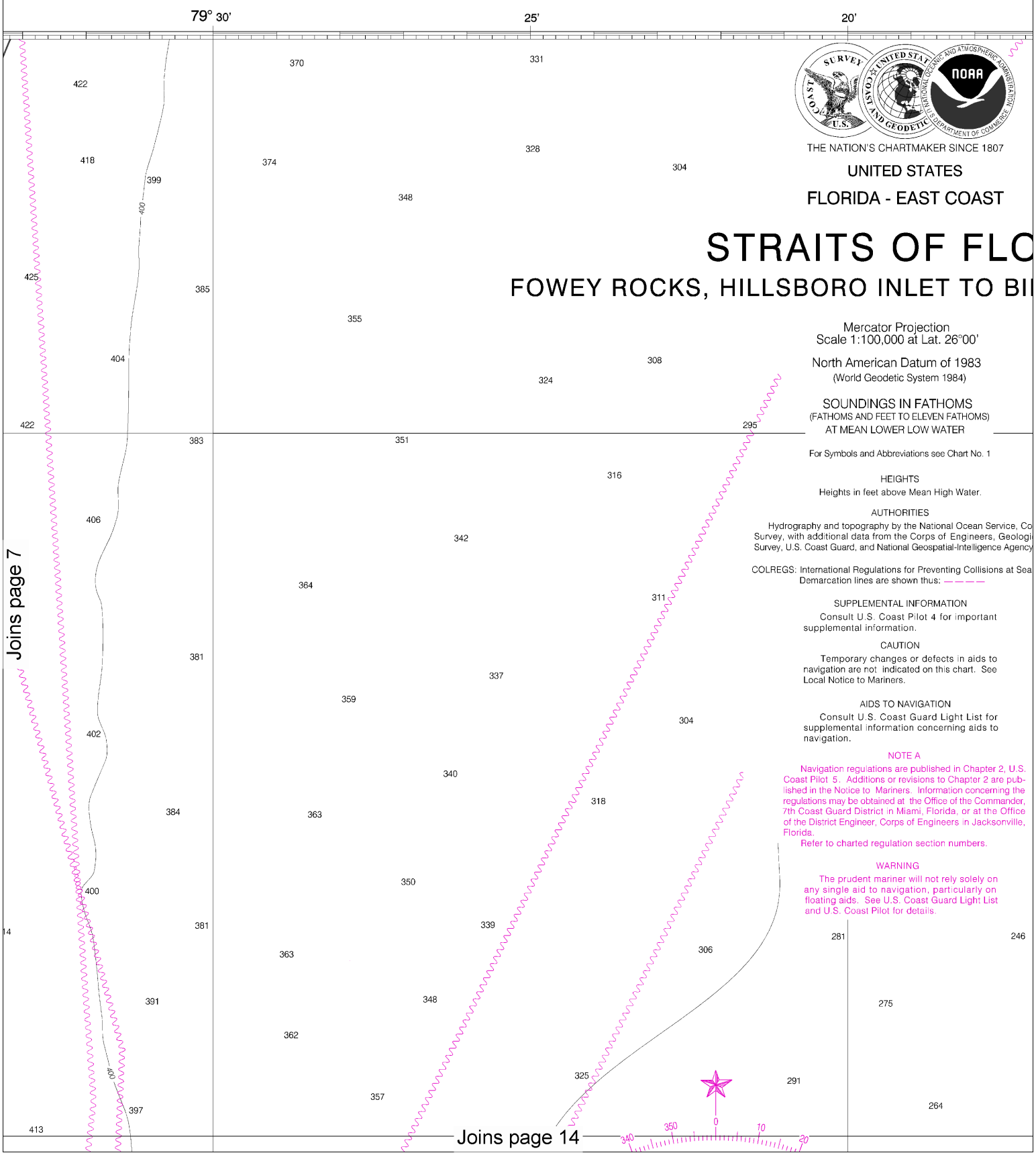
1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


35'
79° 30'
25'
EXCLUSIVE ECONOMIC ZONE
STRAIT
FOWEY ROCKS, HILLSBOR
Joins page 8
Joins page 13



Note: Chart grid lines are aligned with true north.

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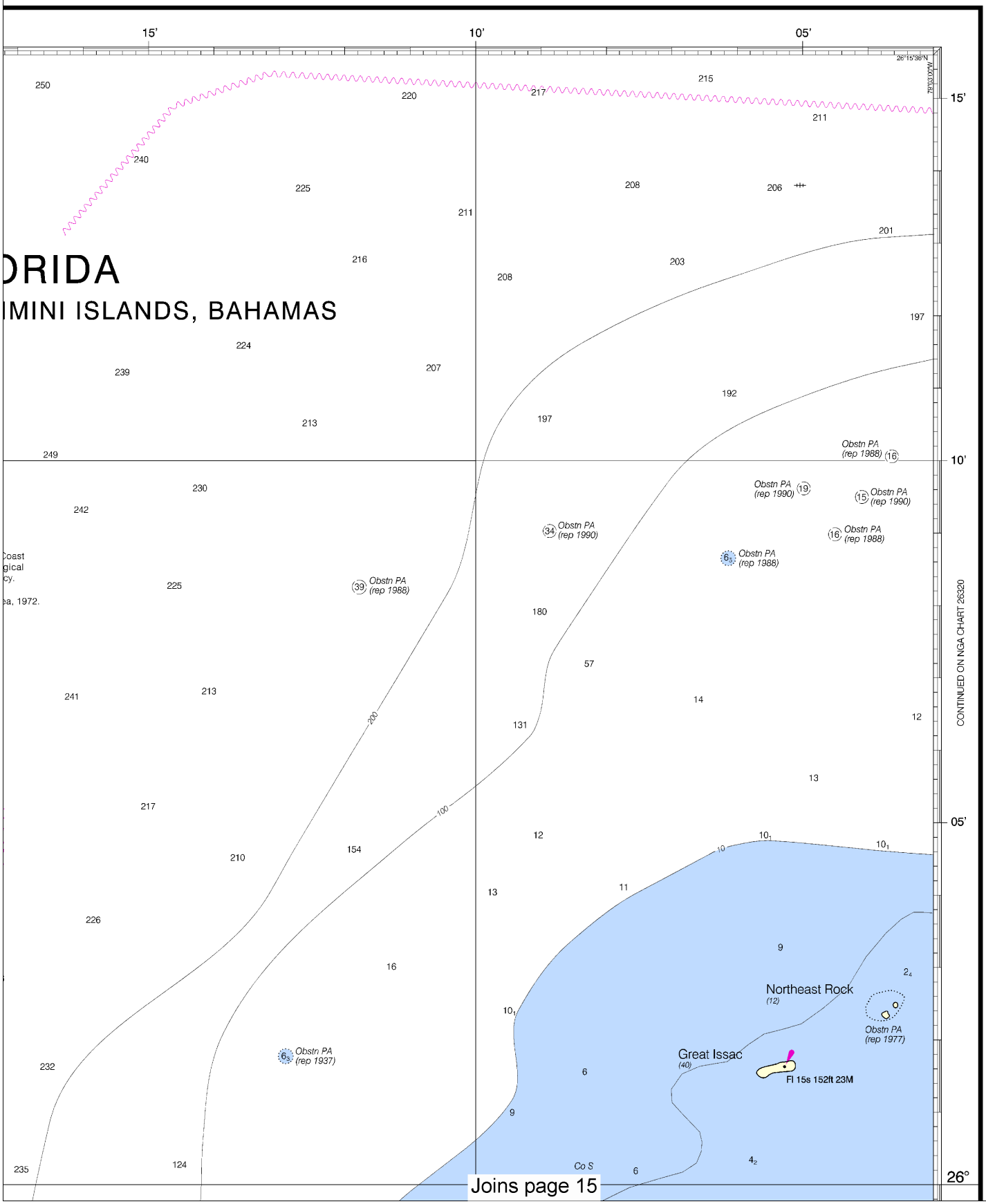
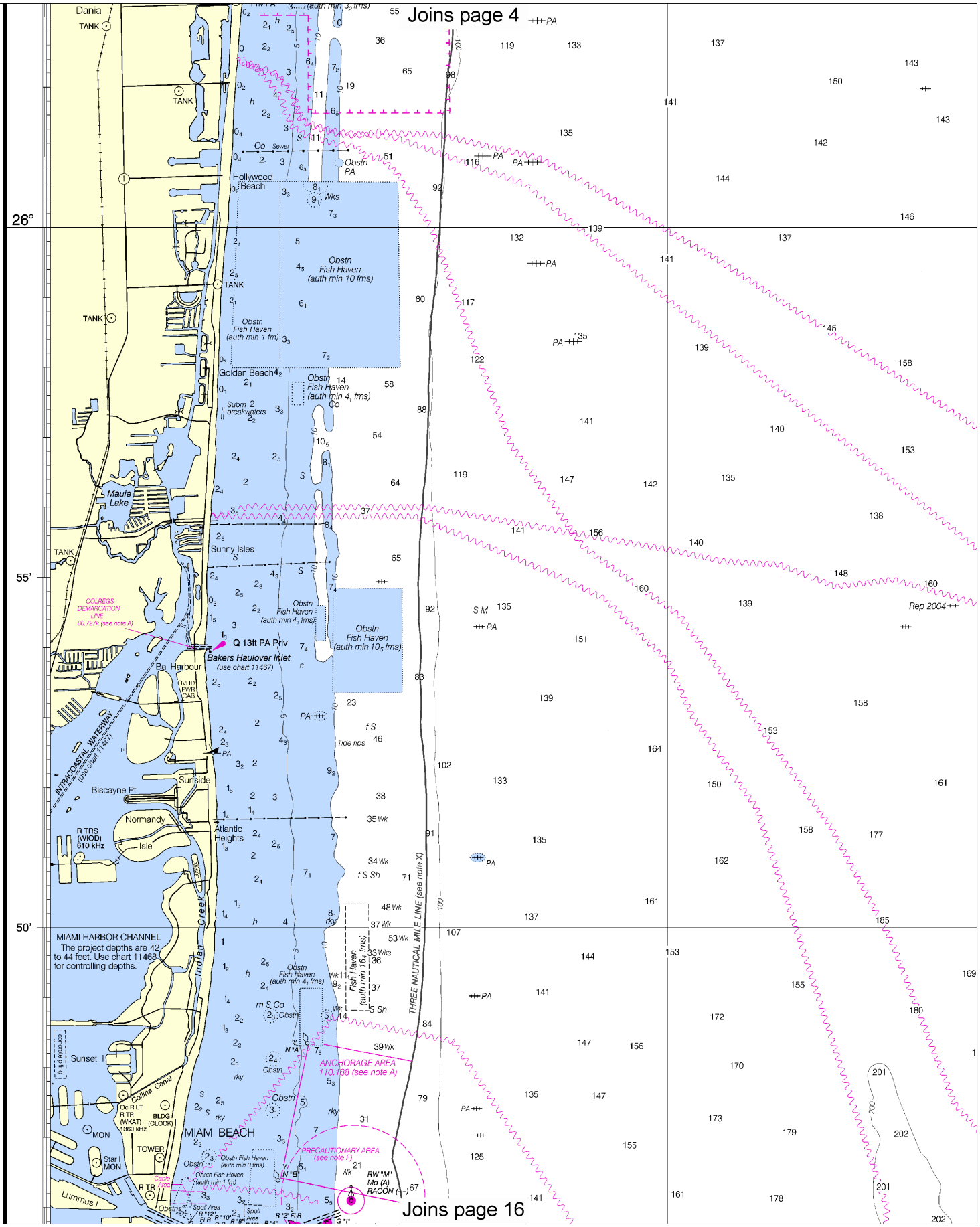
Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


15'
10'
05'
15'
10'
05'
26°
ORIDA
IMINI ISLANDS, BAHAMAS
Coast
gical
cy.
ea, 1972.
Obstn PA (rep 1988) (16)
Obstn PA (rep 1990) (19)
Obstn PA (rep 1990) (15)
Obstn PA (rep 1990) (34)
Obstn PA (rep 1988) (16)
Obstn PA (rep 1988) (6)
Obstn PA (rep 1988) (39)
Obstn PA (rep 1937) (6)
Northeast Rock (12)
Obstn PA (rep 1977)
Great Issac (40)
Fl 15s 152ft 23M
Co S
CONTINUED ON NGA CHART 26320
Joins page 15



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

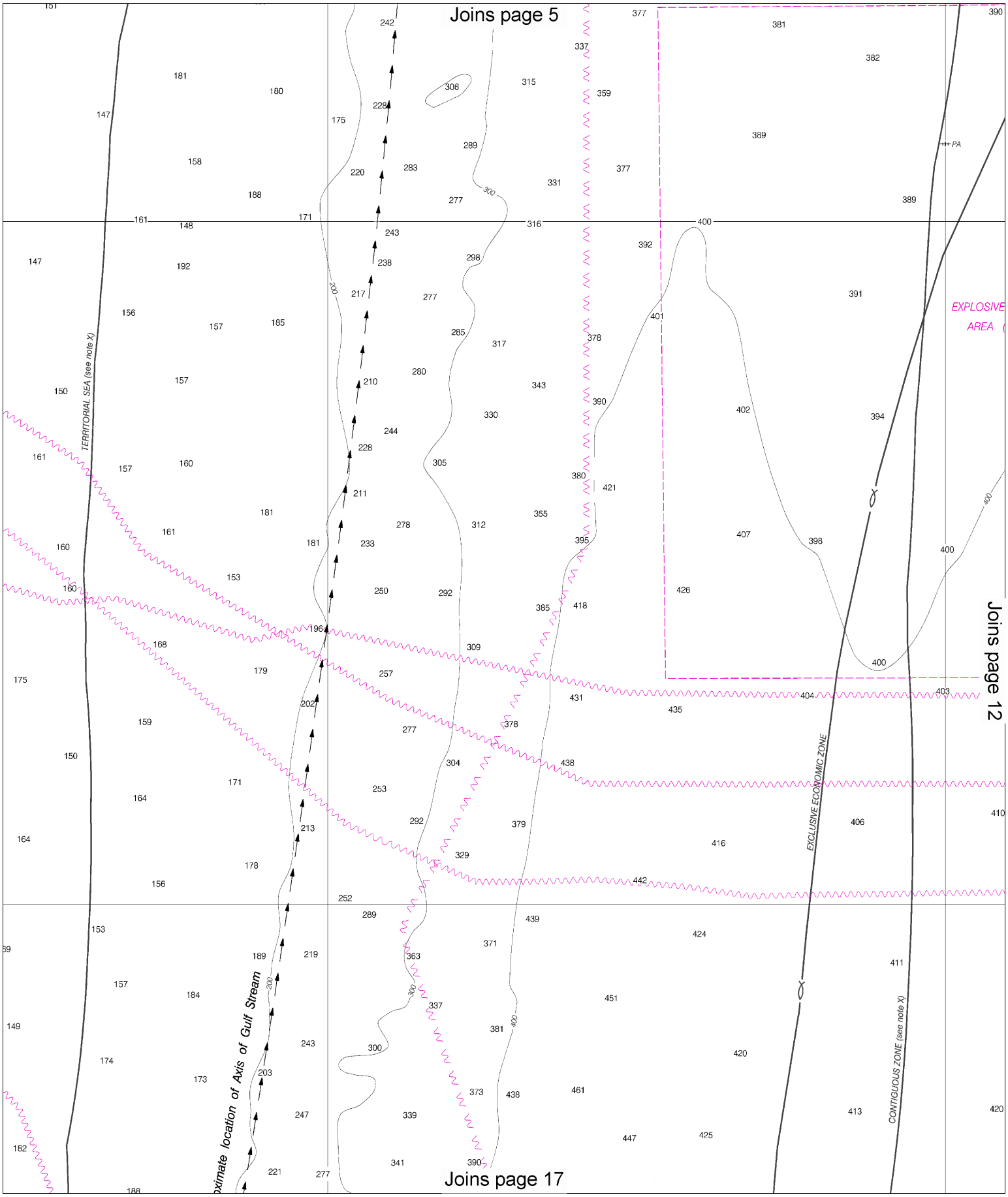
See Note on page 5.

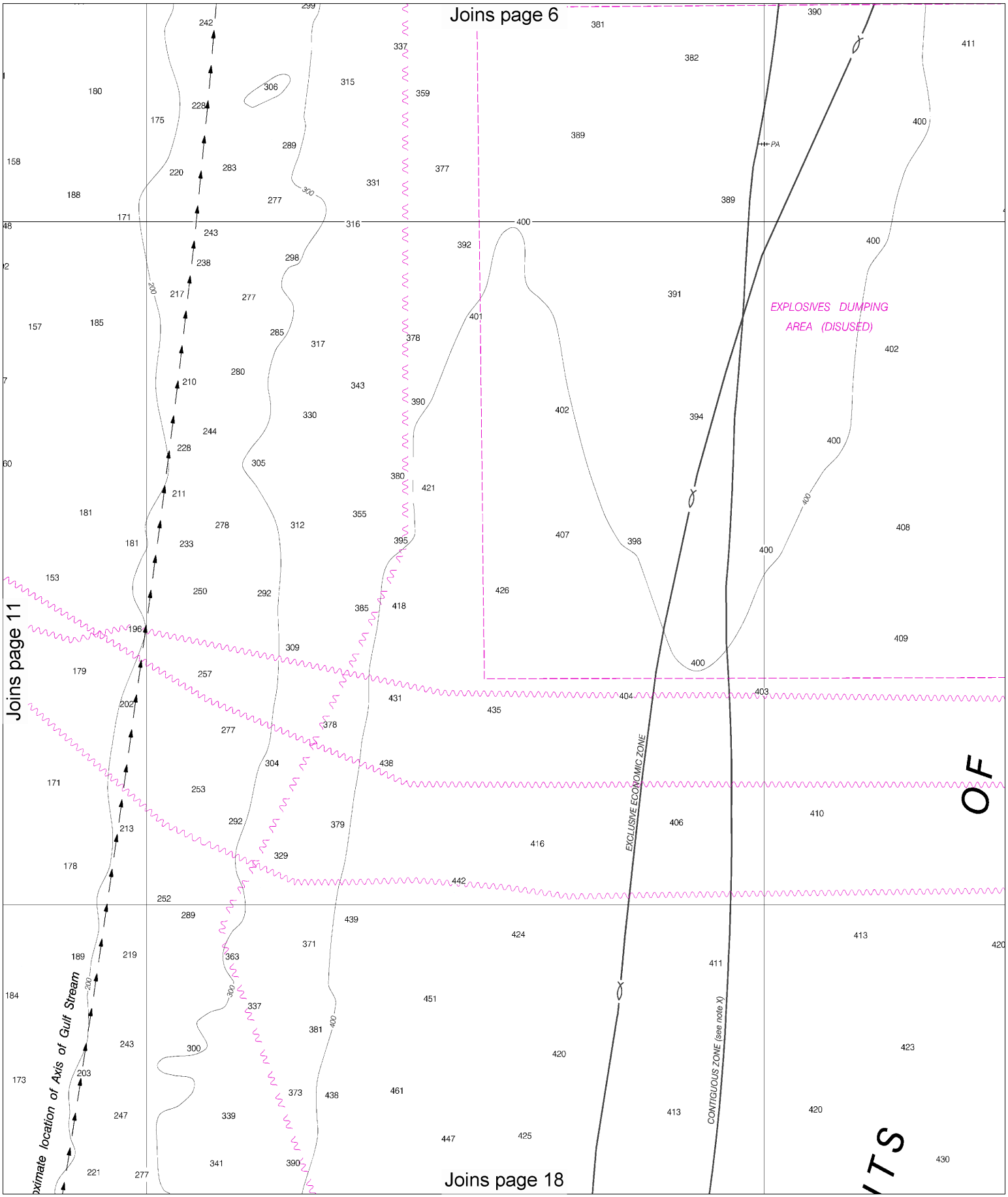
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000


Joins page 5
Joins page 12
Joins page 17
TERRITORIAL SEA (see note X)
EXCLUSIVE ECONOMIC ZONE
CONTIGUOUS ZONE (see note X)
EXPLOSIVE
AREA
PA
Approximate location of Axis of Gulf Stream



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Printed at reduced scale.

SCALE 1:100,000

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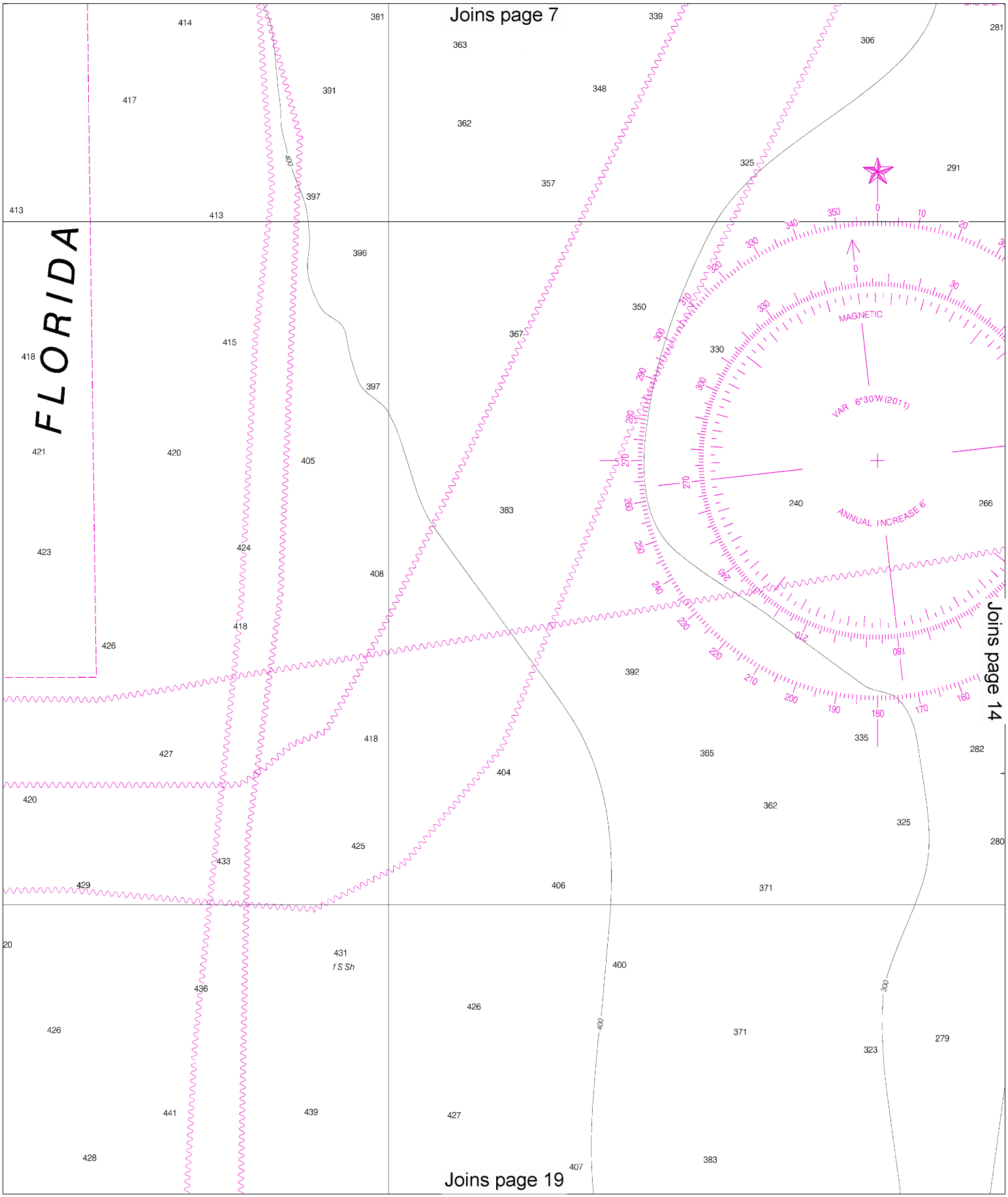
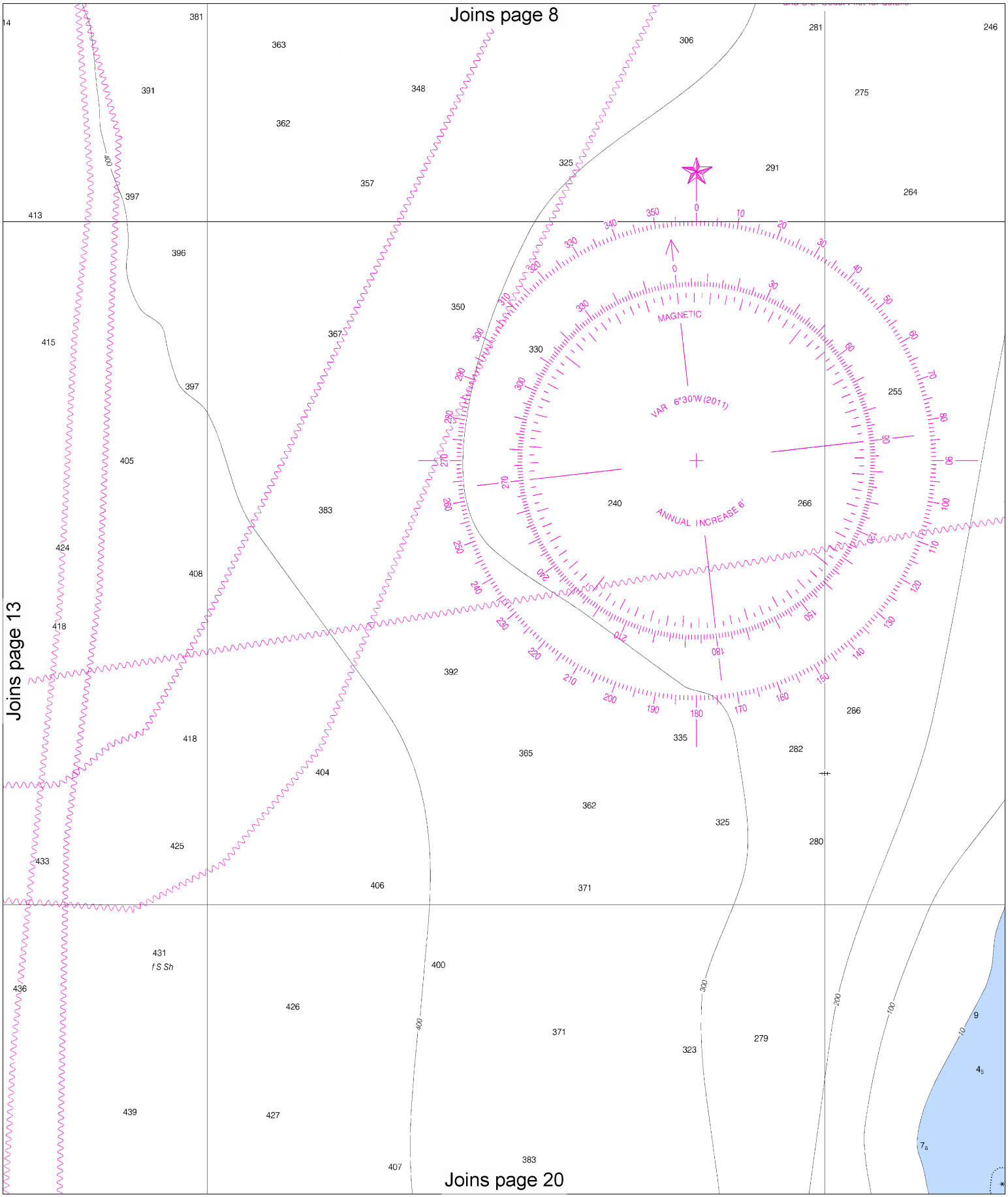
Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


Joins page 7
FLORIDA
MAGNETIC
VAR 6°30'W (2011)
ANNUAL INCREASE 6'
Joins page 14
Joins page 19



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:100,000

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

Joins page 9

Northeast Rock
(12)
Obstn PA
(rep 1977)
Great Issac
(40)
Fl 15s 152ft 23M
Obstn PA
(rep 1937)
Co S
26°
PA
(14)
Hen and Chickens
Rep (1978)
55'
Eldorado Shoal
Cy S
GREAT BAHAMA
BANK
50'
Moselle Shoal
North Rock
(6)
Fl 3s 40ft 8M
Wk

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TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Bahia Mar Yacht Club, Ft. Lauderdale	(26°07'N/080°07'W)	2.7	2.6	0.2
New River Sound				
South Port Everglades	(26°05'N/080°07'W)	2.8	2.7	0.2
Miami, Government Cut	(25°46'N/080°08'W)	2.5	2.5	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels. ...urrent predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

PARTICULARLY SENSITIVE SEA AREA

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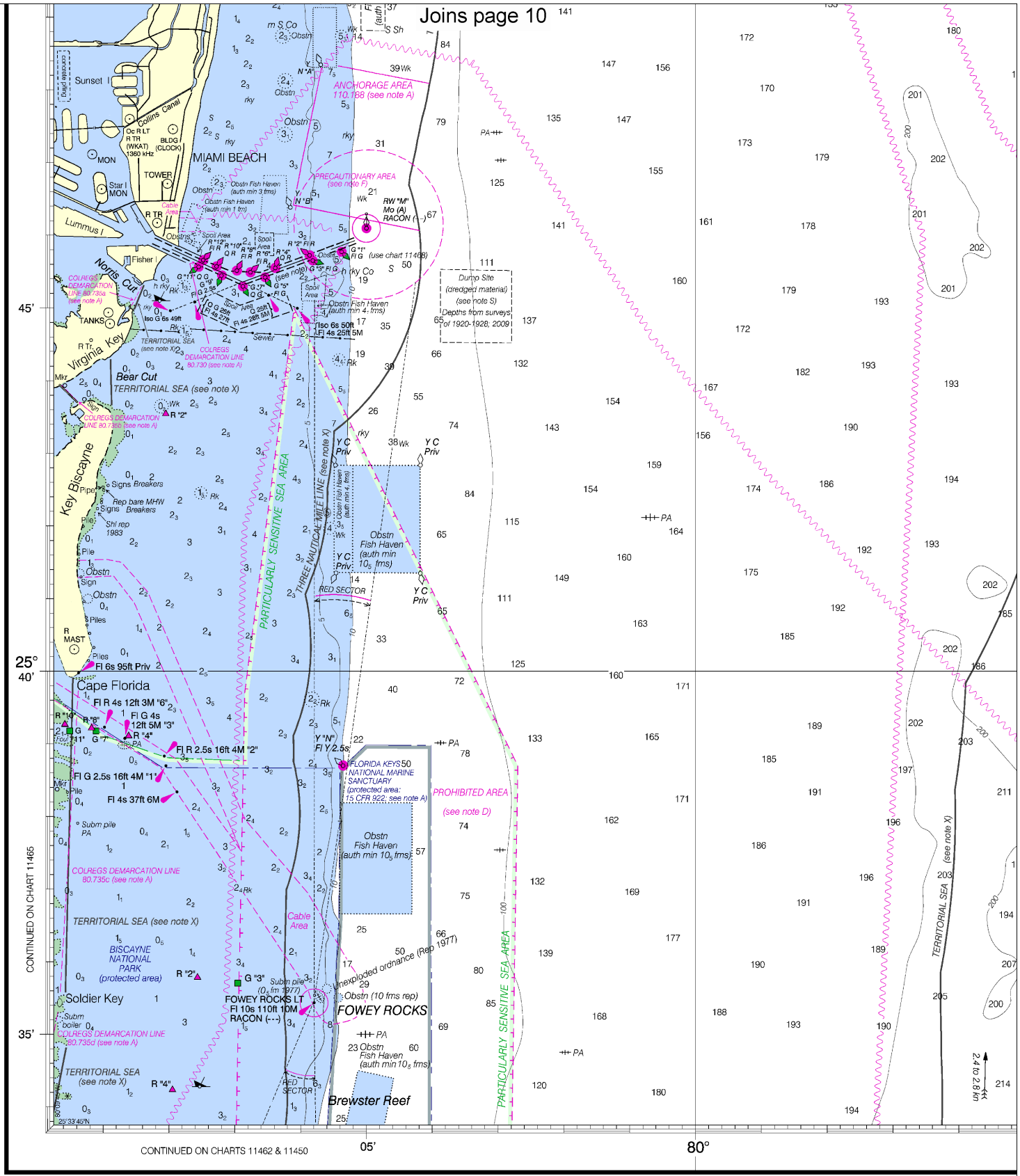
Joins page 21



9th Ed., Jul. / 11 ■ Corrected through NM Jul. 30/11
Corrected through LNM Jul. 19/11

11469

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.

This nautical chart has been designed to promote safe nav
Ocean Service encourages users to submit corrections, additio
improving this chart to the Chief, Marine Chart Division (N/C
Service, NOAA, Silver Spring, Maryland 20910-3282.

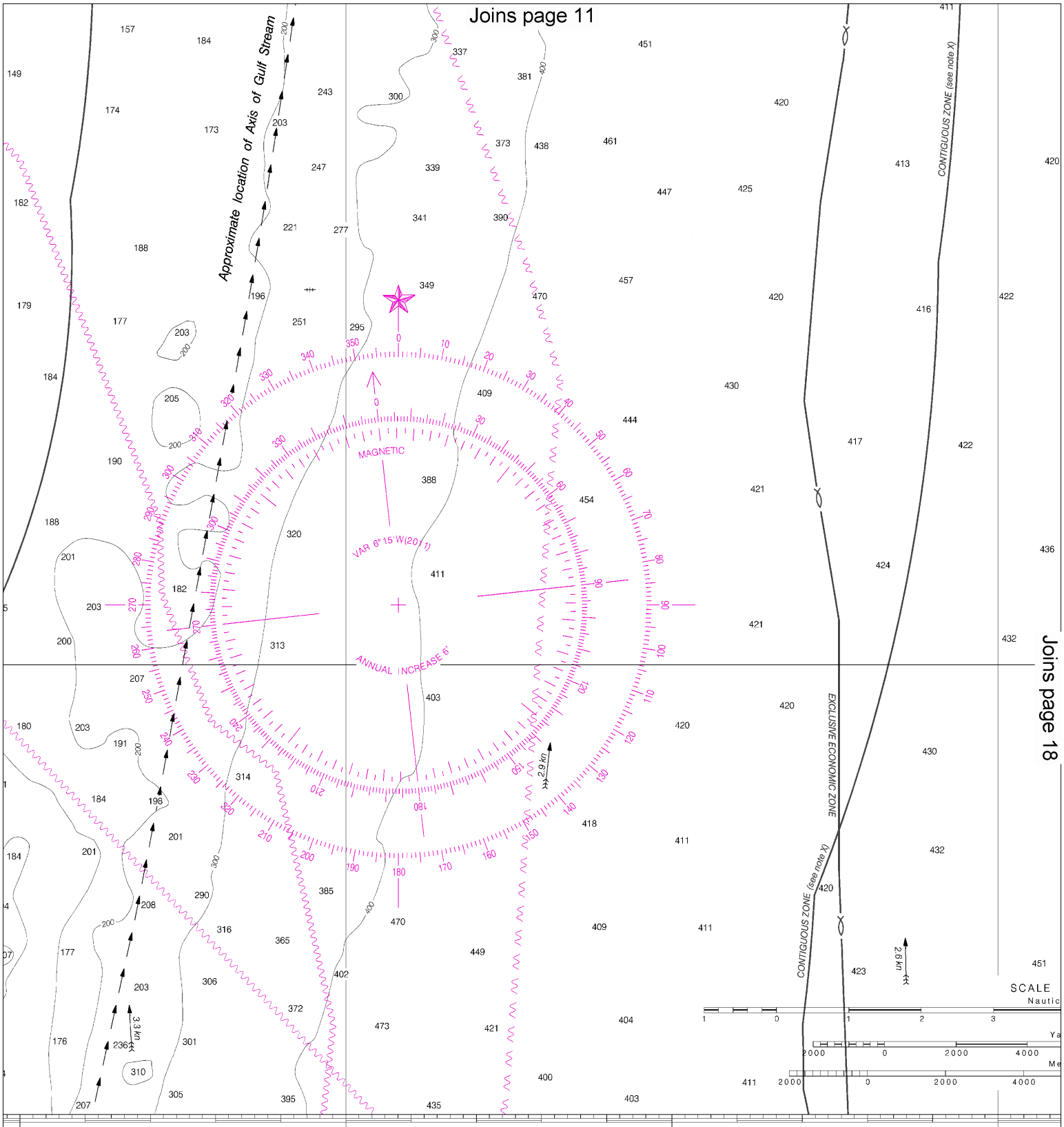
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7 8 9

Yards
2000 0 2000 4000 6000 8000 10000 12000

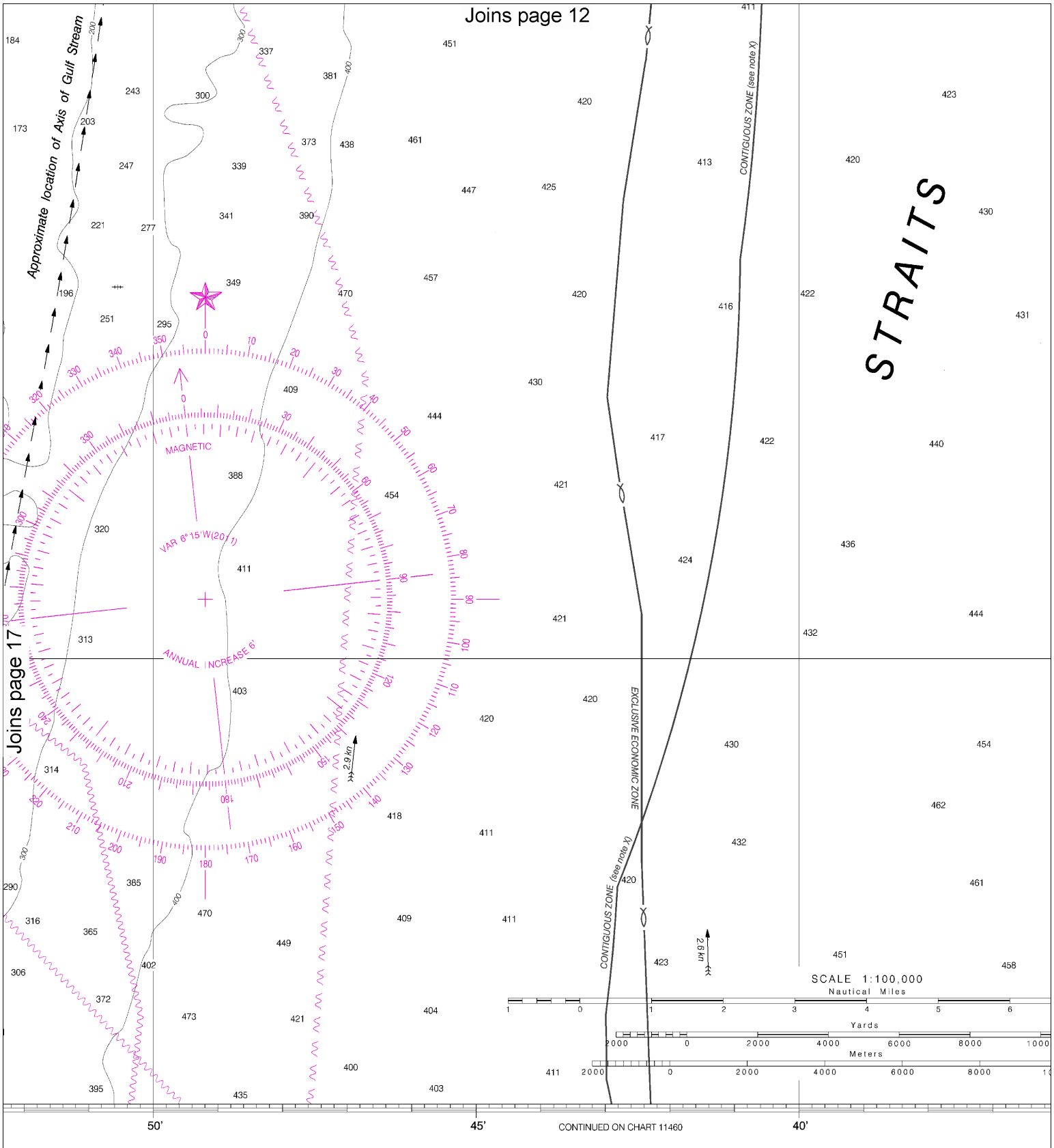


avigation. The National
tions, or comments for
/CS2), National Ocean

NOTE D
PROHIBITED AREAS
(Areas to be avoided)
Under the Florida Keys National Marine Sanctuary and Protection Act. Pub. L. 101-605 and IMO advisary SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

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

NATI



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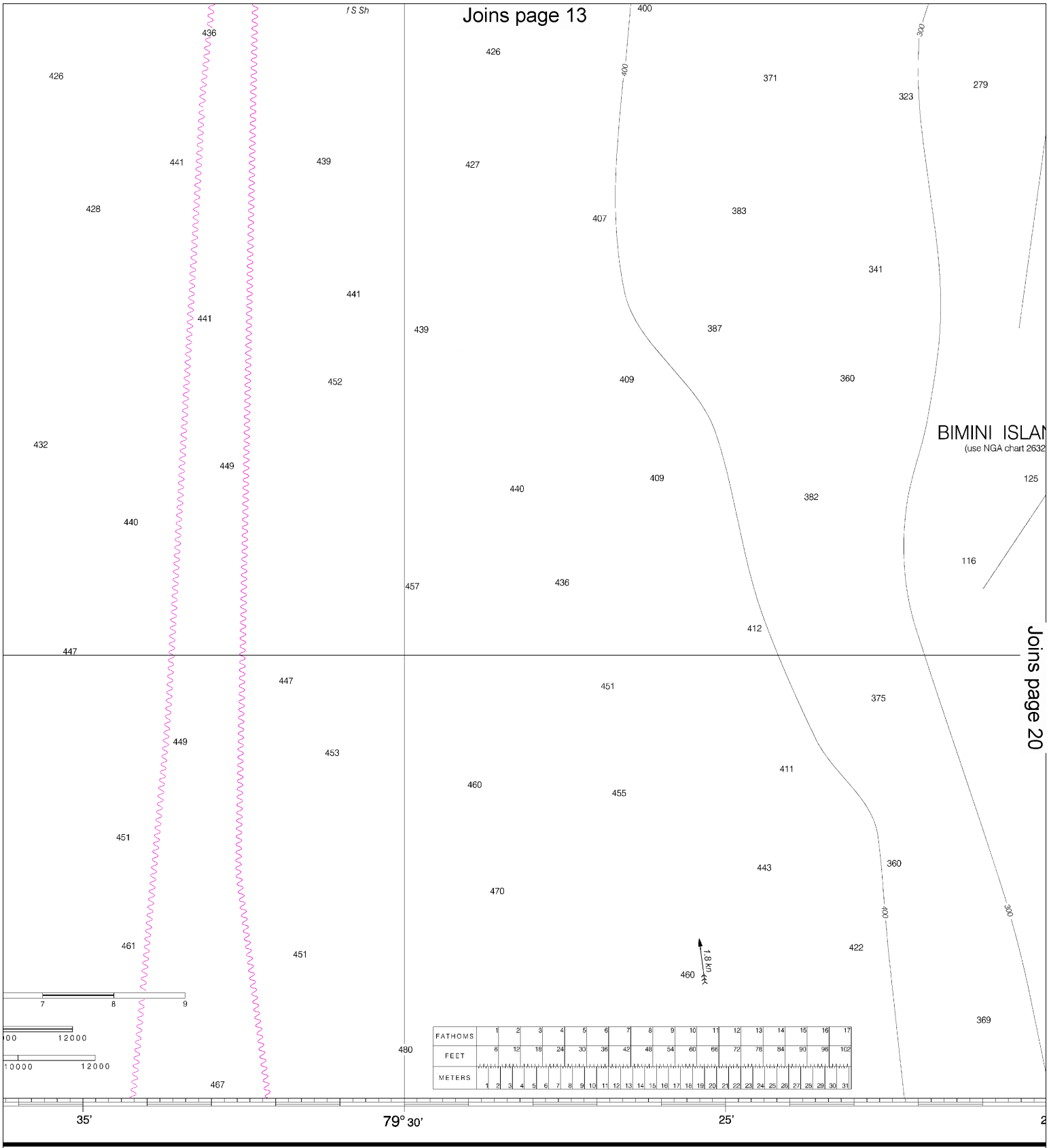
Published at Washington, D.
U.S. DEPARTMENT OF COMM
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEAN SERVIC
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~
Nautical Miles
Yards

See Note on page 5.



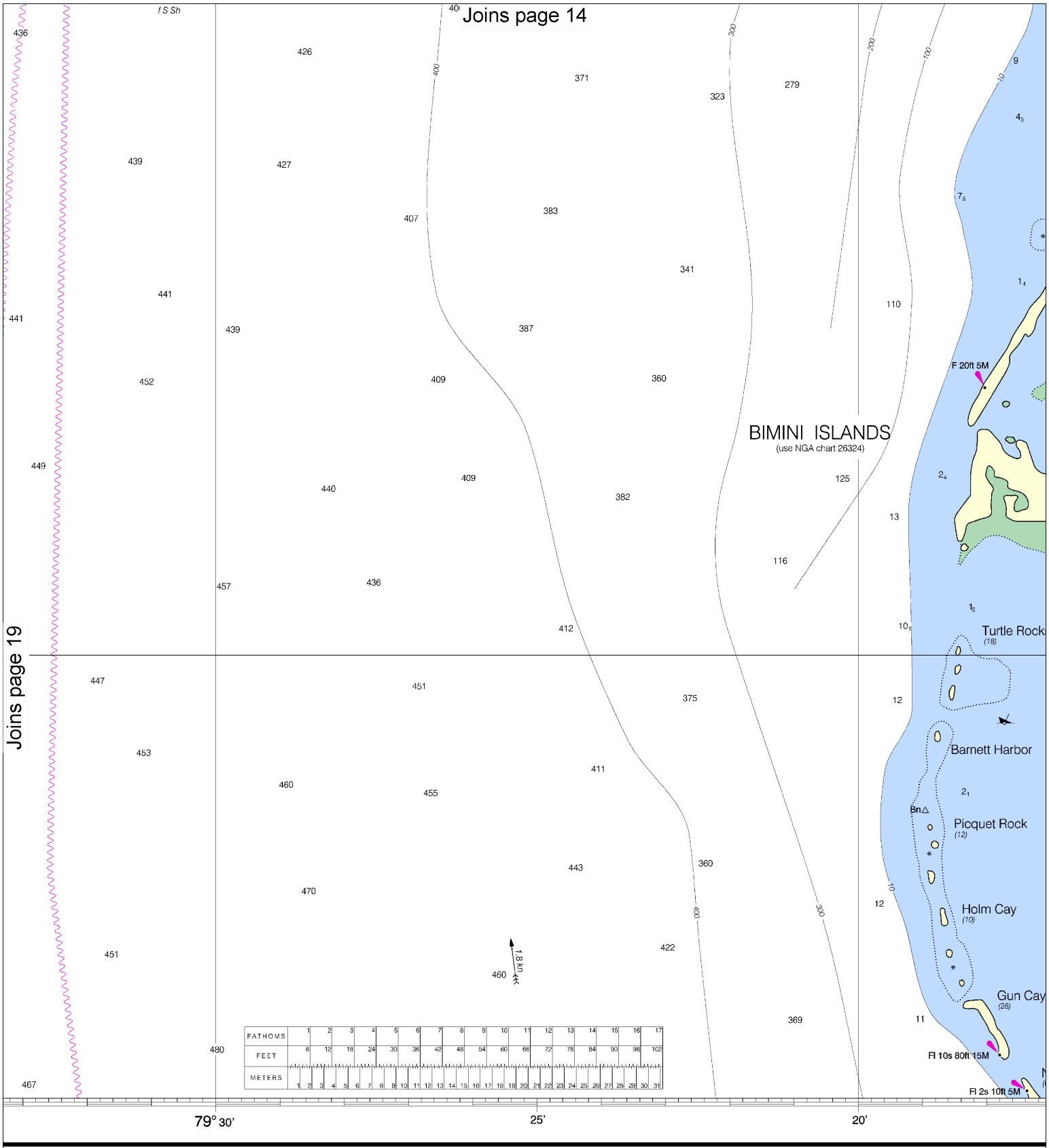
D.C.
MMERCE
C ADMINISTRATION
ICE

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

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 spread is 16.0 knots

SOUN



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SOUNDINGS IN FA
(FATHOMS AND FEET

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7 8 9

Yards
2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

Miami, FL KHB-34 162.550 MHz
West Palm Beach, FL KEC-50 162.475 MHz

Joins page 15

Moselle Shoal

North Rock
(6)
Fl 3s 40ft 8M

North Bimini

Mo (B) R 20s 282ft 23M

South Bimini

North Cat Cay
(62)

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

CAUTION

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.

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)

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.

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 1.336" northward and 0.934' eastward to agree with this chart.

charted locations. Pipelines may have become uncovered
oved.

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.

Wk

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
Bahia Mar Yacht Club, Ft. Lauderdale	(26°07'N/080°07'W)	2.7	2.6	0.2
New River Sound				
South Port Everglades	(26°05'N/080°07'W)	2.8	2.7	0.2
Miami, Government Cut	(25°46'N/080°08'W)	2.5	2.5	0.1

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

(Jun 2011)

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.

Additional information can be obtained 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).

NOTE X

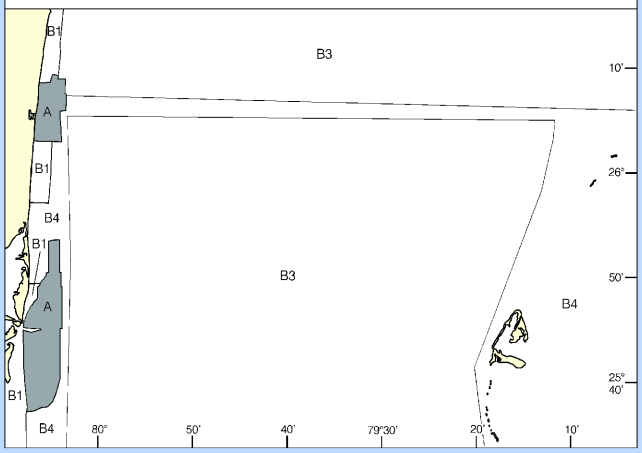
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical 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.

SOURCE DIAGRAM

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

SOURCE

A	1990 - 2009	NOS Survey	full bottom coverage
B1	1990 - 2008	NOS Survey	partial bottom coverage
B3	1940 - 1969	NOS Survey	partial bottom coverage
B4	1900 - 1939	NOS Survey	partial bottom coverage



772.8 X 1113.8 mm

ED. NO. 9

NSN 7642014010145 NGA REFERENCE NO. 11AHA11469

ATHOMS AND FEET
T TO 11 FATHOMS)

Fowey Rocks, Hillsboro Inlet to Bimini Islands

SOUNDINGS IN FATHOMS AND FEET - SCALE 1:100,000

11469

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/

Quick References

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

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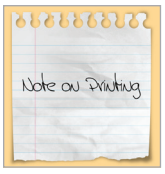

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker