BookletChart™

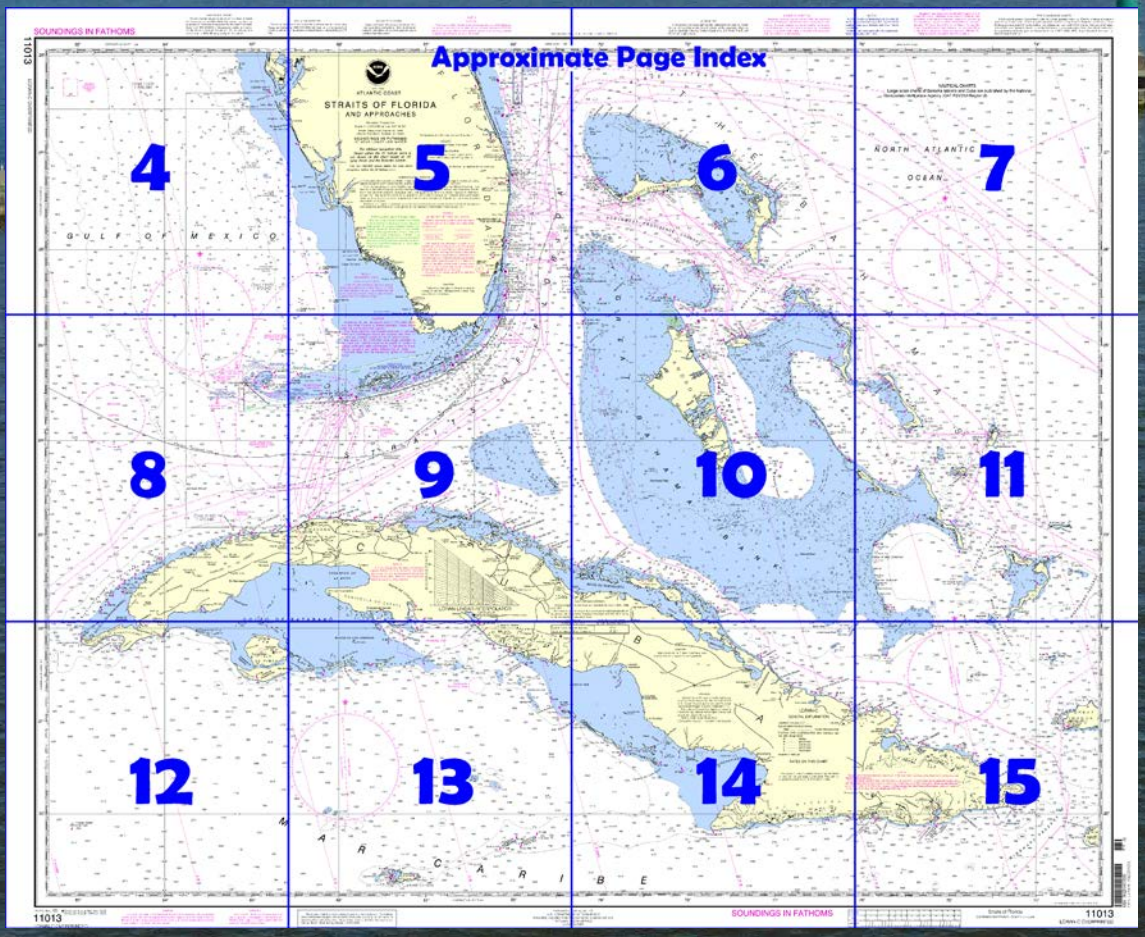
Straits of Florida and Approaches

NOAA Chart 11013

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.

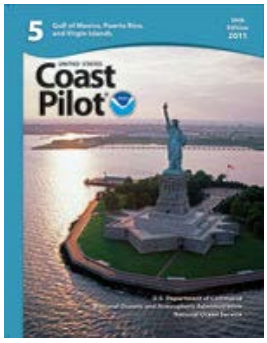
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11013.



(Selected Excerpts from Coast Pilot)

The Gulf of Mexico coast of the United States, from Key West, FL, to the Rio Grande, is low and mostly sandy, presenting no marked natural features to the mariner approaching from seaward; shoal water generally extends well offshore. The principal points and harbor entrances are marked by lights, which are the chief guides for approaching or standing along the coast.

From the S shore of the Florida mainland, the Florida Keys and Florida Reefs extend for about 134 miles in the SW curve to Sand Key Light, and about 58 miles in a W direction to Loggerhead Key. These keys and reefs are of sand, shell, and coral formation. The reefs have frequent shoal patches. The keys are generally low and covered with mangrove. Together, they form the N boundary of the Straits of Florida. Toward the W end are several openings between the keys offering passage from the straits into the Gulf.

The SW extremity of the Florida mainland is part of the Everglades National Park and Big Cypress Swamp. Much of these areas are under water throughout the year and are nearly all covered during the rainy summer season. Fronting the swampy areas are the Ten Thousand Islands, a group of low mangrove-covered islands divided by tidal channels. N of the Ten Thousand Islands the coast is low, sandy, and generally backed by pine forests and Hammocks. These hammocks are a jungle of tropical trees, mostly hardwood, which appear as an impenetrable green wall.

From Cape Romano to Anclote Keys the coast becomes a barrier beach of low islands separated by inlets, most of which are small and cannot be distinguished from offshore. Between Anclote Keys and St. James Island, the W side of Apalachee Bay, the coast is low and marshy for 1 to 2 miles inland then backed by pine forests. The shoreline is broken by a number of unimportant rivers and creeks.

W of St. James Island to the South Pass of the Mississippi River, the coast is mostly a barrier beach of low, wooded, sand islands. The general drift of these islands is to the W which causes an encroachment upon the channels between them. Hurricanes and heavy gales will sometimes change the shape of these islands and in some cases they have washed away leaving only shoals.

Dangers.–Danger zones and Restricted areas, extending as much as 100 miles offshore, are located in the Gulf of Mexico from Key West to the Rio Grande. (See Parts **162 and 334**, chapter 2, for limits and regulations.)

Fish havens, some marked by privately maintained buoys, are numerous along the coast of the Gulf of Mexico. Navigators should be cautious about passing over fish havens or anchoring in their vicinity.

Wrecks.–Numerous wrecks, submerged and showing above water, in the bays, sounds, rivers, and along the coast of the Gulf of Mexico are obstructions to navigation. A careful check should be made of the chart to insure that dangerous wrecks are not along the routes selected. Periodically, District Engineer, New Orleans Corps of Engineers, publishes in a navigation bulletin the locations of obstructions affecting navigation in navigable waterways within the State of Louisiana which are within the New Orleans district boundaries. (See Appendix A for extent of the New Orleans District.) This list includes obstructions in the Gulf within the 3-mile limit.

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

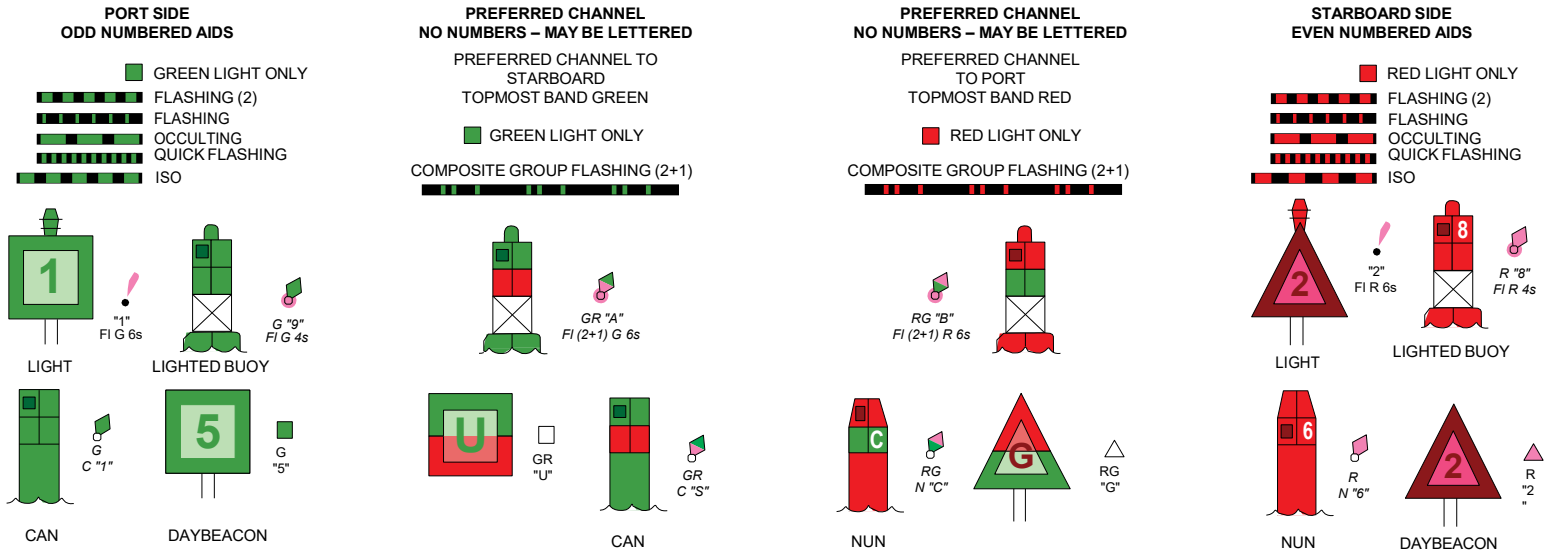
RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Manager Regions

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
These volumes are available online at *http://www.navcen.uscg.gov*

11013

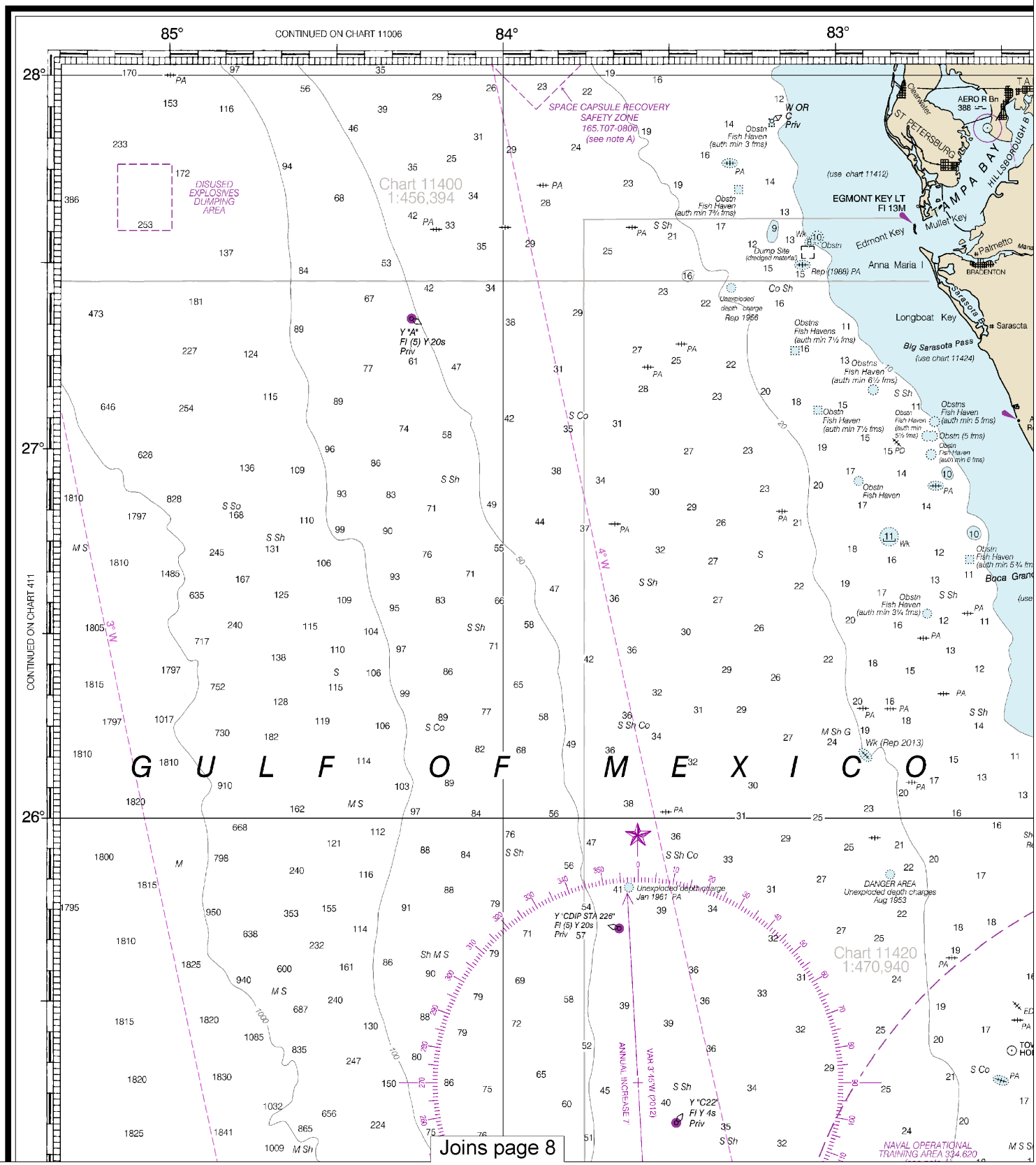
SOUNDINGS IN FATHOMS

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

POLLUT

Report all spills of oil and h
Response Center via 1-800-424
Coast Guard facility if telephone
153).



Joins page 8

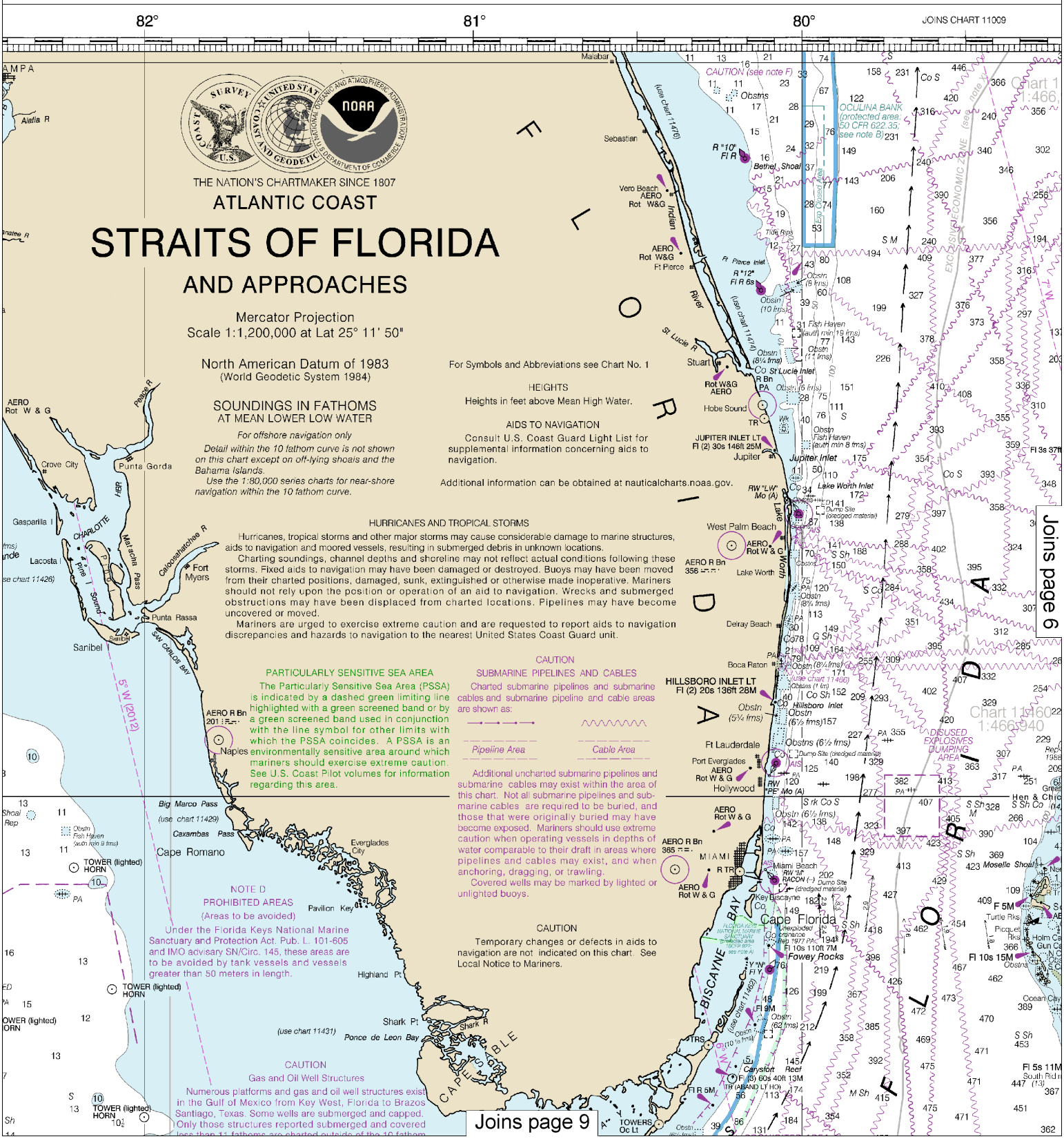
Note: Chart grid lines are aligned with true north.

UTION REPORTS
hazardous substances to the National
24-8802 (toll free), or to the nearest U.S.
he communication is impossible (33 CFR

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.

NOTE F
CAUTION
Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40 mile radius of Cape Canaveral, Florida, since it is known that missile debris, some of which may contain unexploded ordnance, exists in this area.

Formerly C&GS 1002, 1st. Ed.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:1600000. Barscales have also been reduced an
are accurate when used to measure distances in this BookletChart.

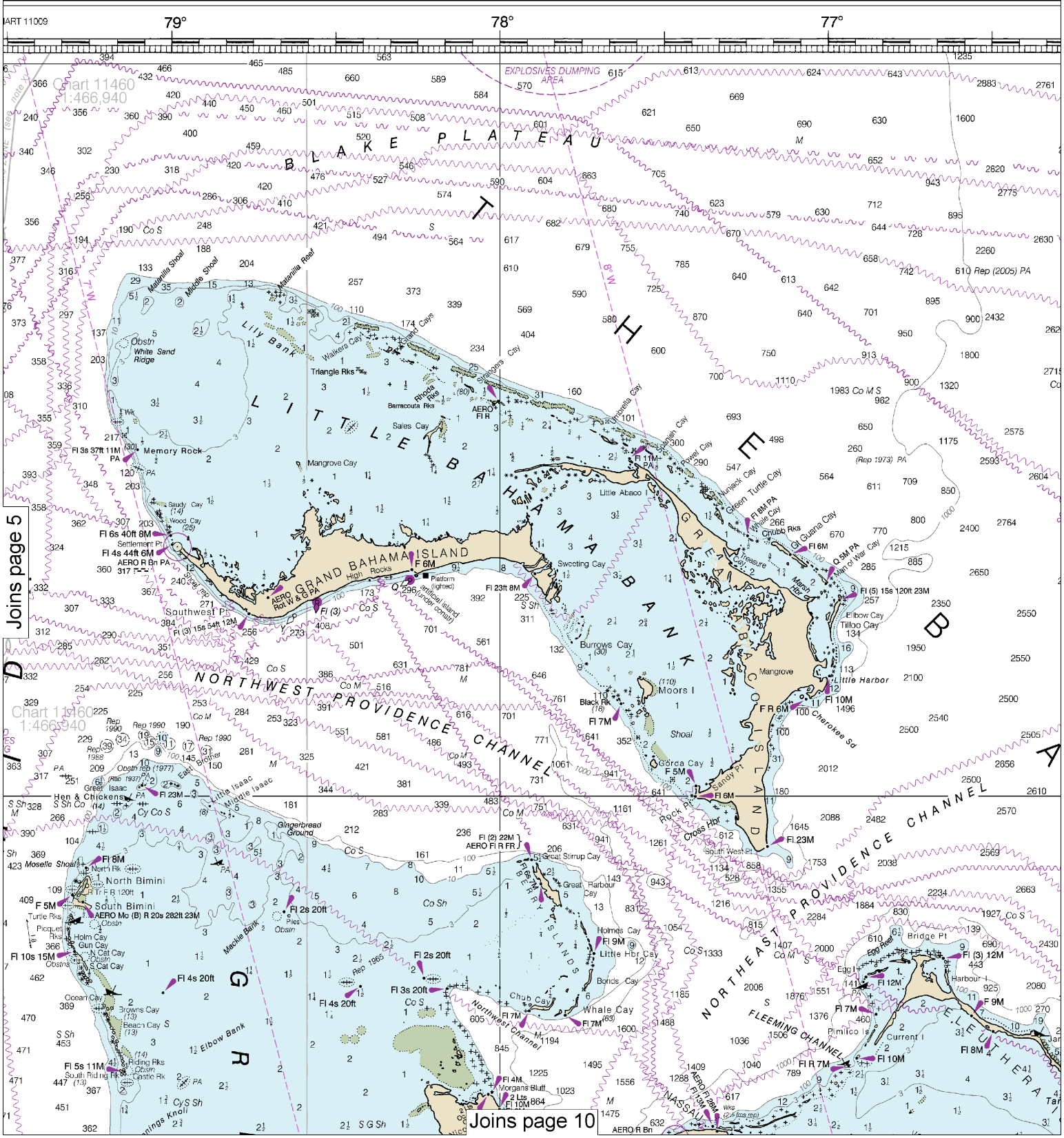
merly C&GS 1002, 1st. Ed., July 1900 C-1906-61 KAPP 379

AUTHORITIES

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

MAGNETIC VARIATION

Magnetic variation curves are for 2012 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.



6

Note: Chart grid lines are aligned with true north.

NOTE B

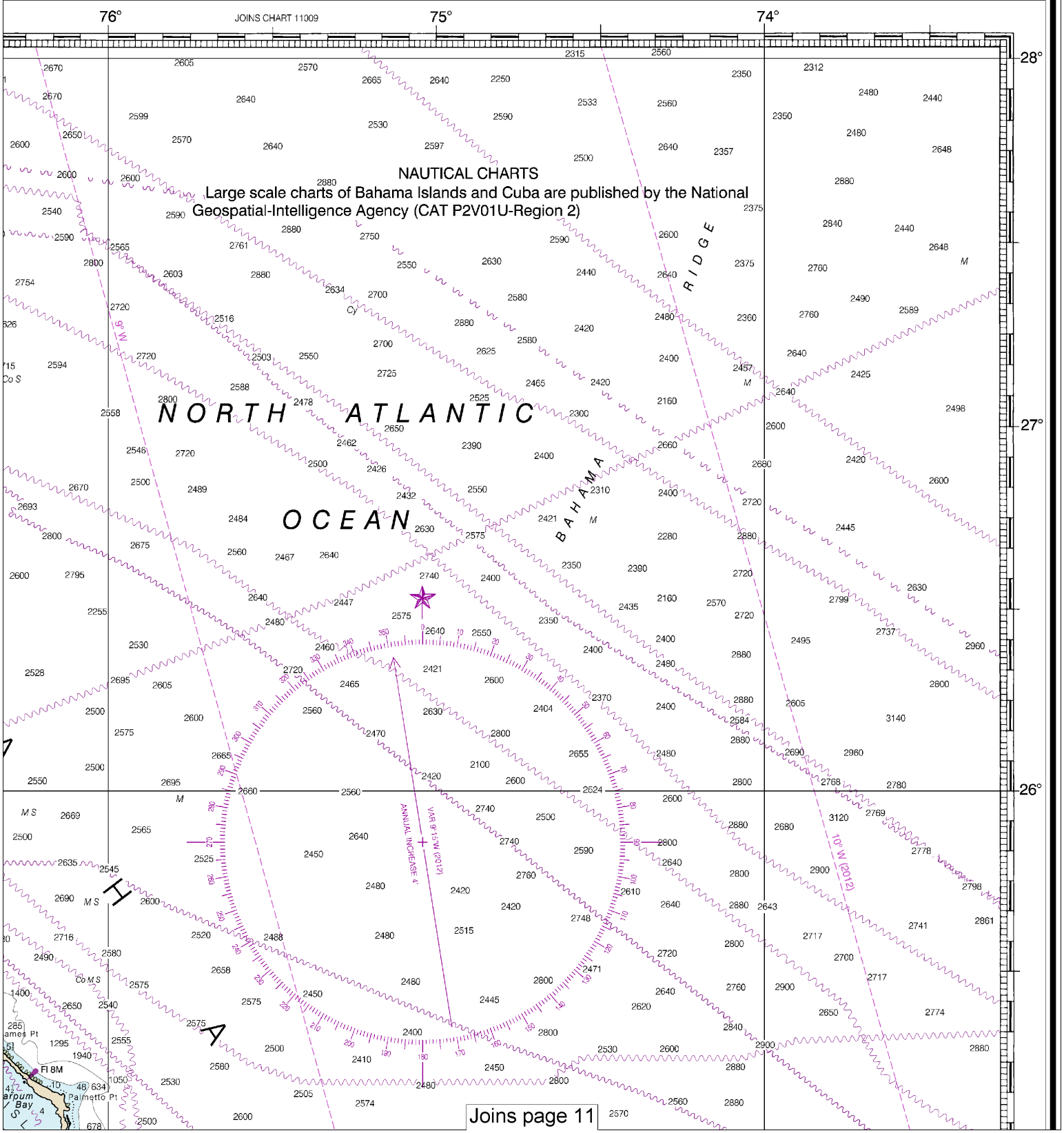
The Oculina Bank (protected area: 50 CFR 622.35) the following restrictions apply: Fishing with bottom longlines, traps, pots, dredges, and bottom trawls is prohibited.

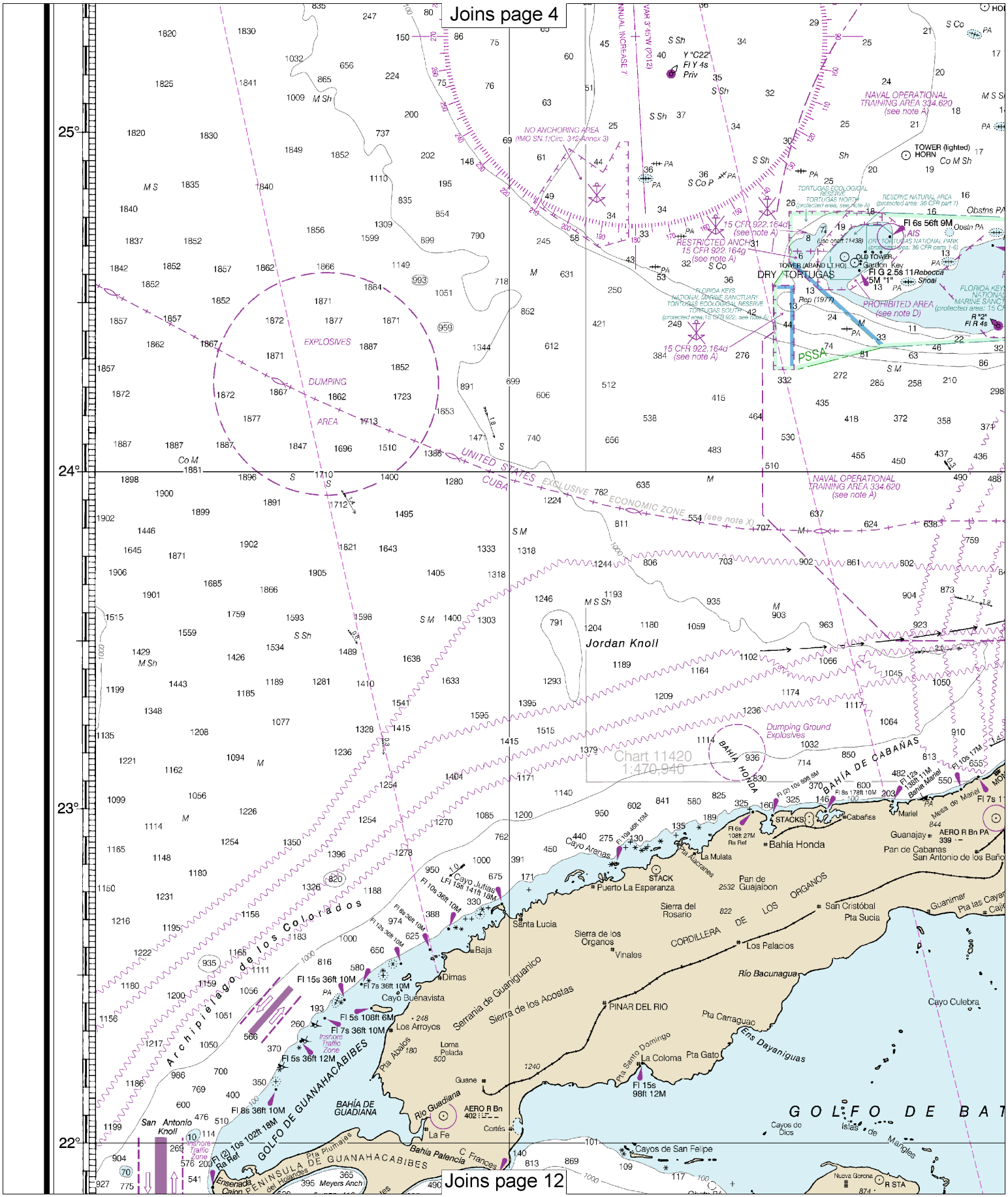
Additional restrictions apply within the experimental closed area (see chart 11460).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4 & 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, FL, and 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

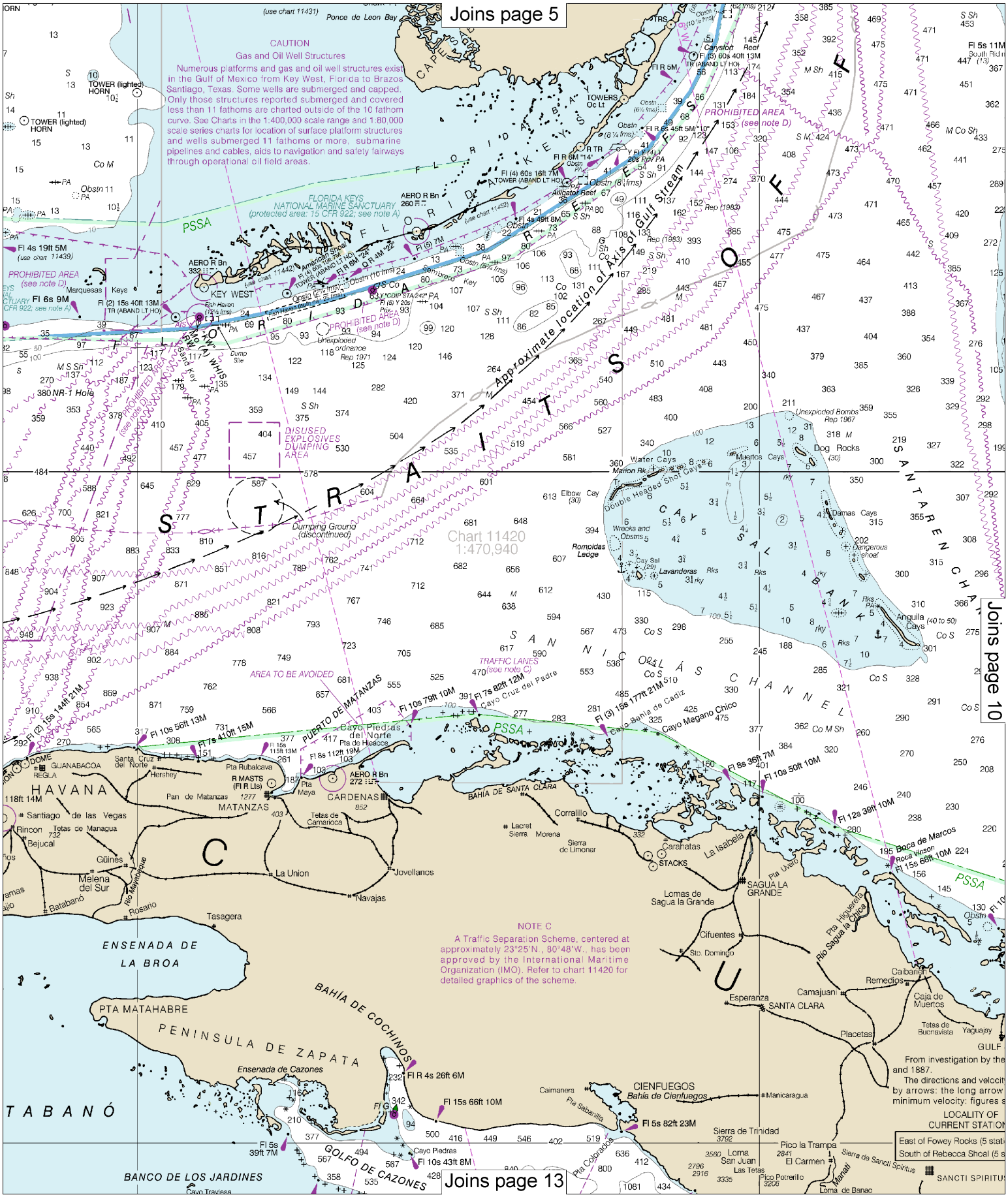
Refer to charted regulation section numbers.

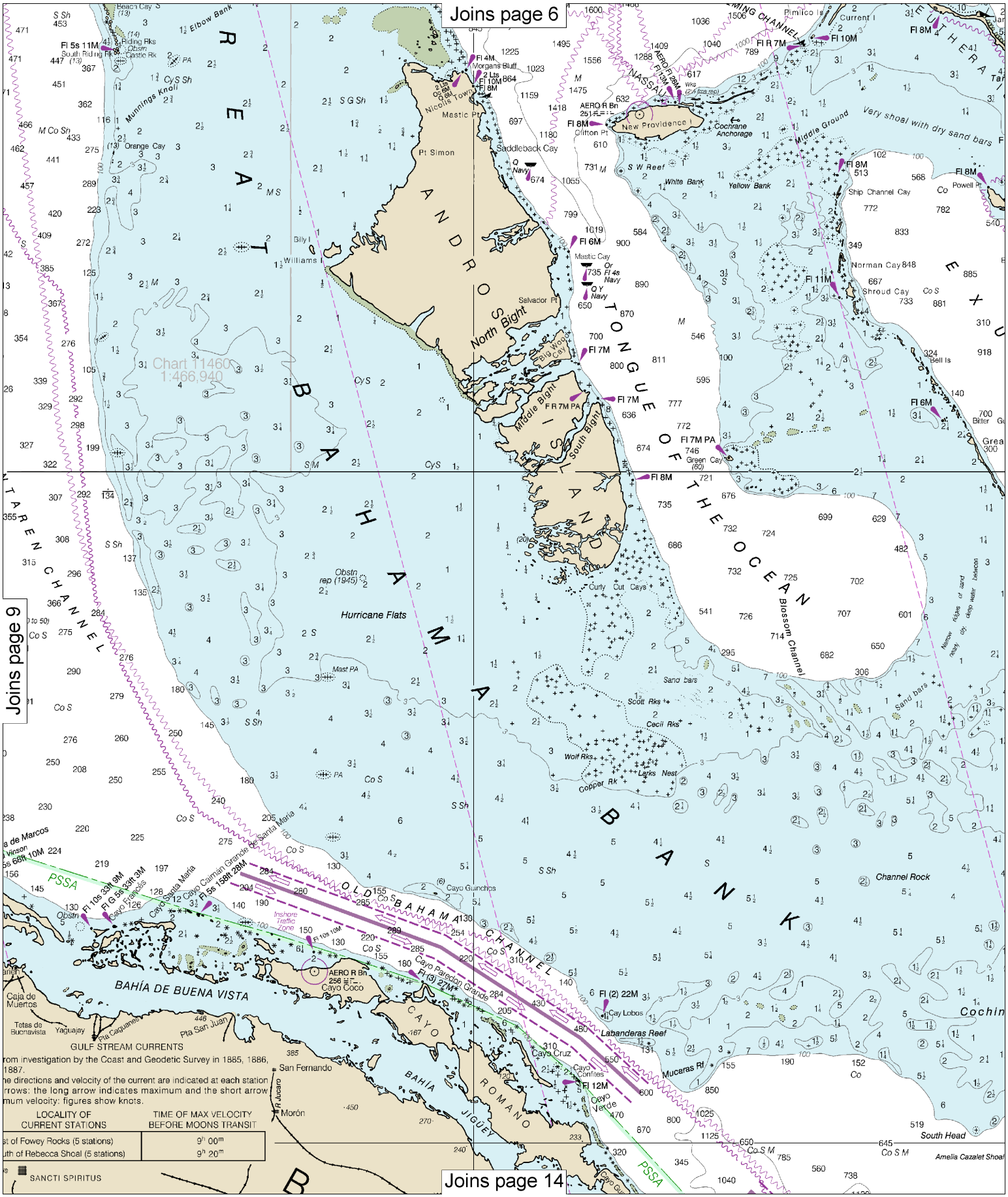




8

Note: Chart grid lines are aligned with true north.

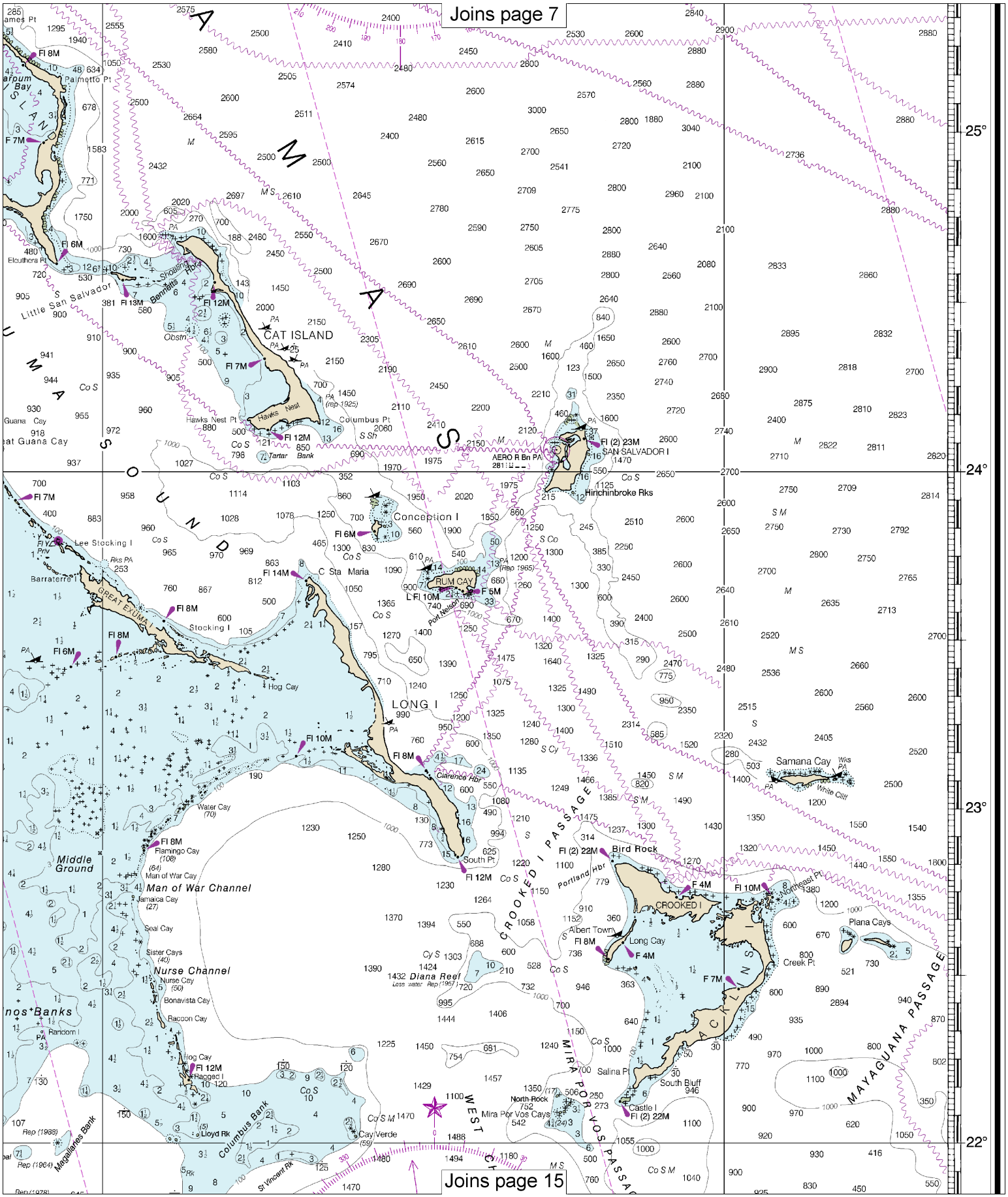

Joins page 5
Joins page 10
Joins page 13
CAUTION
Gas and Oil Well Structures
Numerous platforms and gas and oil well structures exist in the Gulf of Mexico from Key West, Florida to Brazos Santiago, Texas. Some wells are submerged and capped. Only those structures reported submerged and covered less than 11 fathoms are charted outside of the 10 fathom curve. See Charts in the 1:400,000 scale range and 1:80,000 scale series charts for location of surface platform structures and wells submerged 11 fathoms or more, submarine pipelines and cables, aids to navigation and safety fairways through operational oil field areas.
FLORIDA KEYS NATIONAL MARINE SANCTUARY (protected area: 15 CFR 922; see note A)
PSSA
PROHIBITED AREA (see note D)
KEY WEST
Approximate location of Gulf Stream
DISUSED EXPLOSIVES DUMPING AREA
Dumping Ground (discontinued)
Chart 11420
1:470,940
TRAFFIC LANES (see note C)
AREA TO BE AVOIDED
PUERTO DE MATANZAS
Cayo Piedras del Norte
HAVANA
MATANZAS
CARDENAS
BAHÍA DE SANTA CLARA
SAGUA LA GRANDE
SANTA CLARA
CIENFUEGOS
Bahía de Cienfuegos
ENSENADA DE LA BROA
PTA MATAHABRE
PENINSULA DE ZAPATA
BAHÍA DE COCHINOS
Ensenada de Cazones
GOLFO DE CAZONES
BANCO DE LOS JARDINES
TABANÓ
NOTE C
A Traffic Separation Scheme, centered at approximately 23°25'N., 80°48'W., has been approved by the International Maritime Organization (IMO). Refer to chart 11420 for detailed graphics of the scheme.
LOCALITY OF CURRENT STATION
East of Fowey Rocks (5 stati
South of Rebecca Shoal (5 s



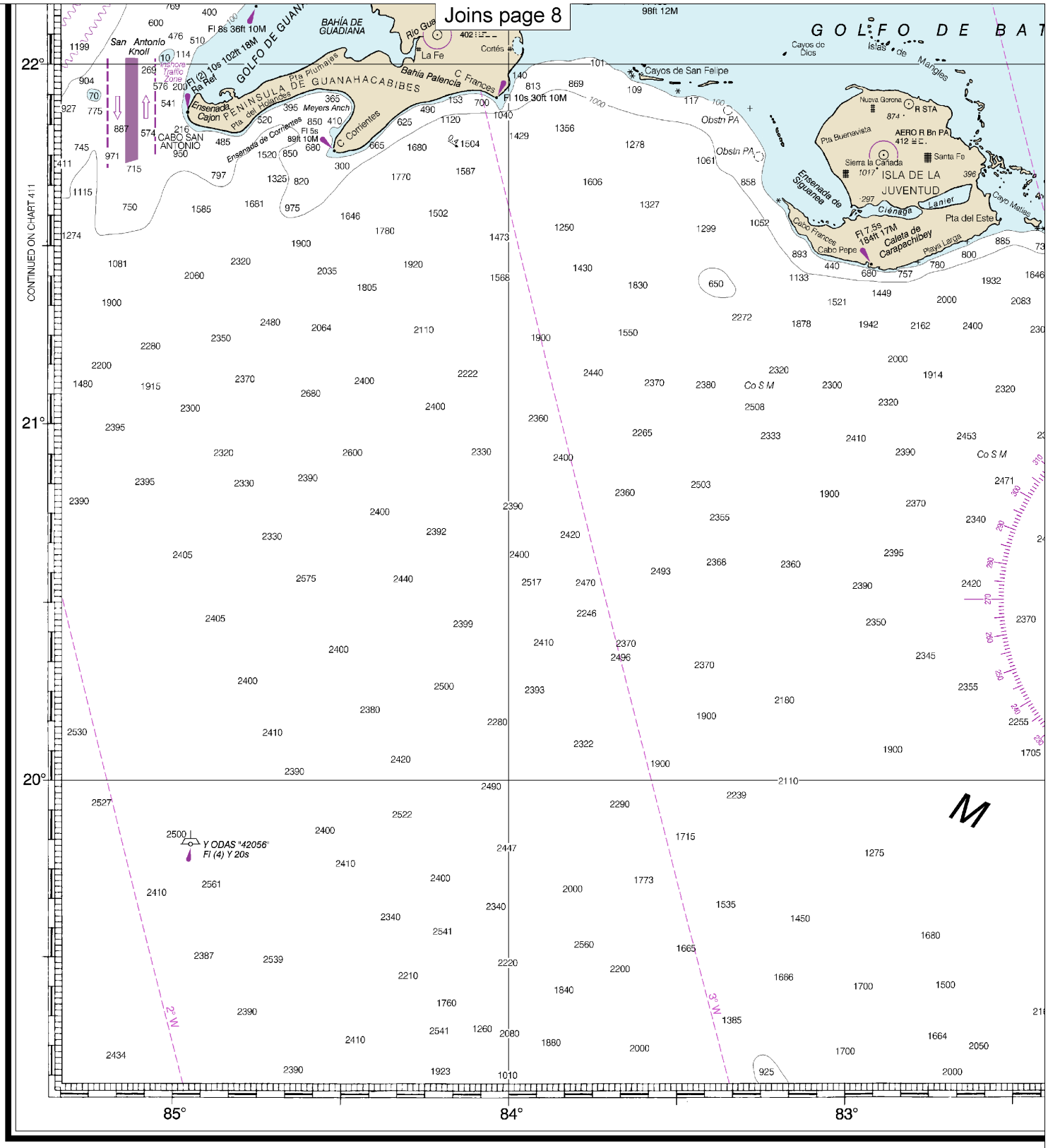
10

Note: Chart grid lines are aligned with true north.

Joins page 7



Joins page 15



11013

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.

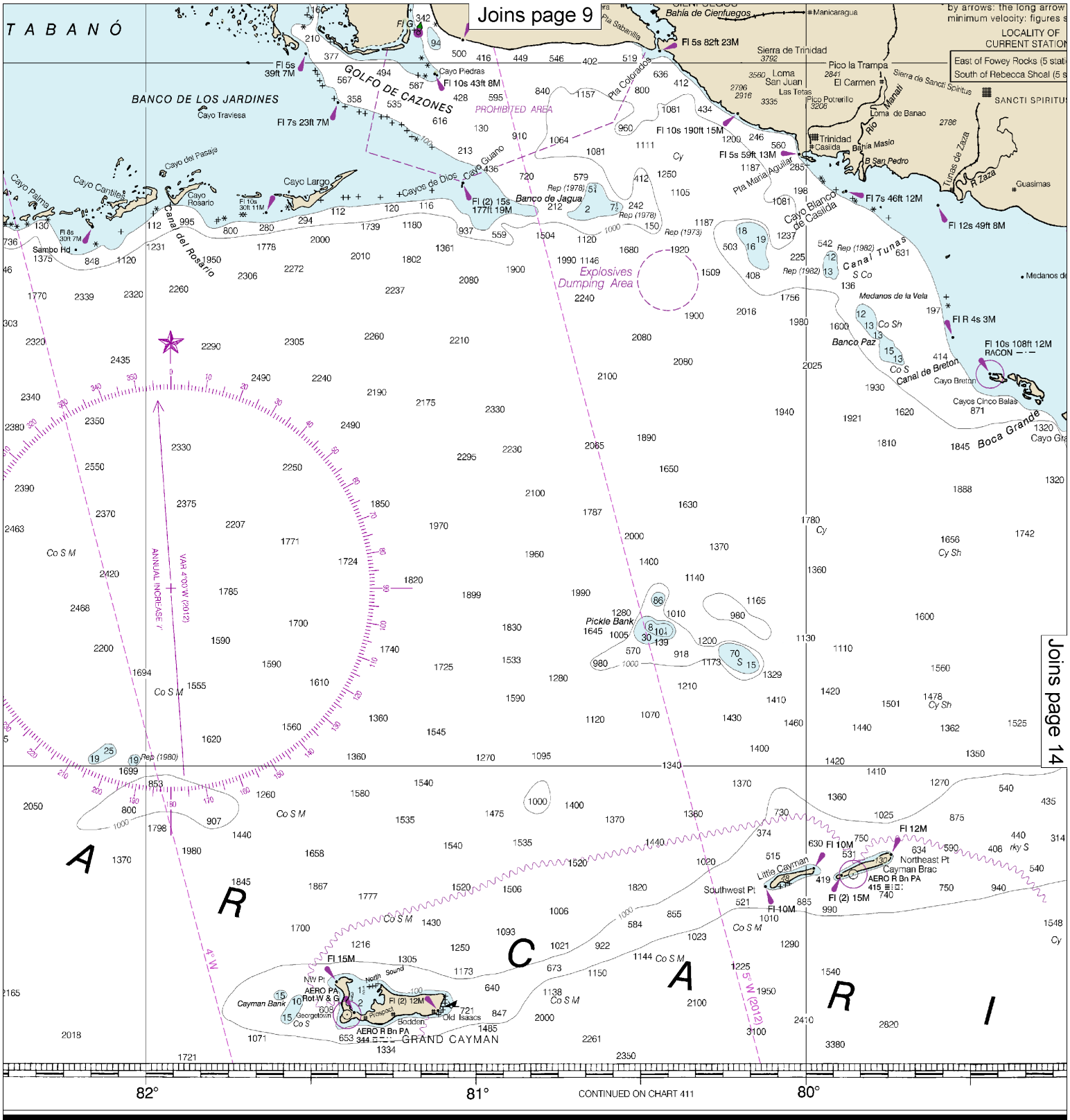
WARNING

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.

This is the Last Edition of this chart. It will be canceled on Sep 4, 2024

48th Ed., Feb. 2012. Last Correction: 6/5/2024. Cleared through:
LNM: 2224 (5/28/2024), NM: 2324 (6/8/2024)

Note: Chart grid lines are aligned with true north.



NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

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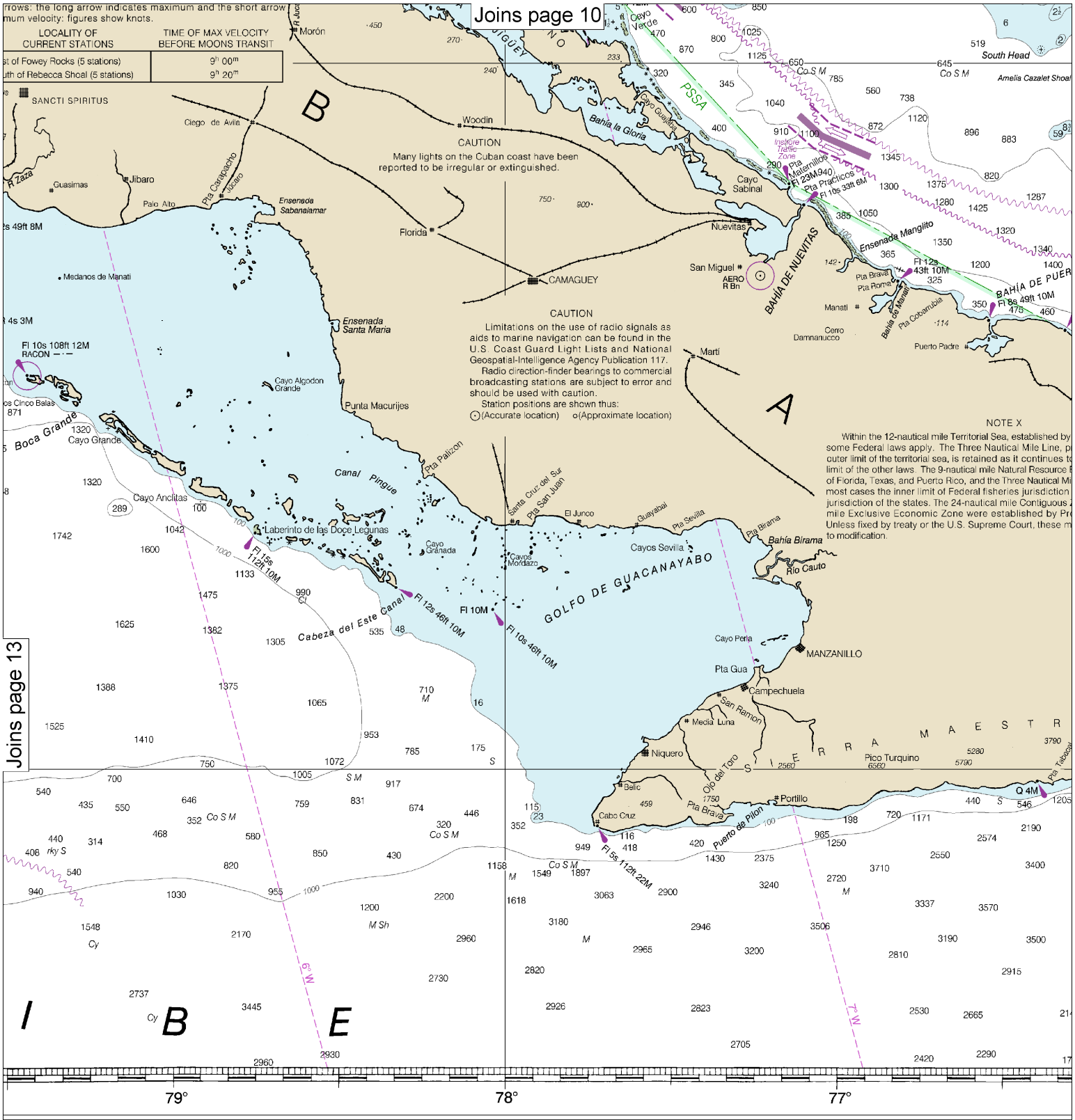

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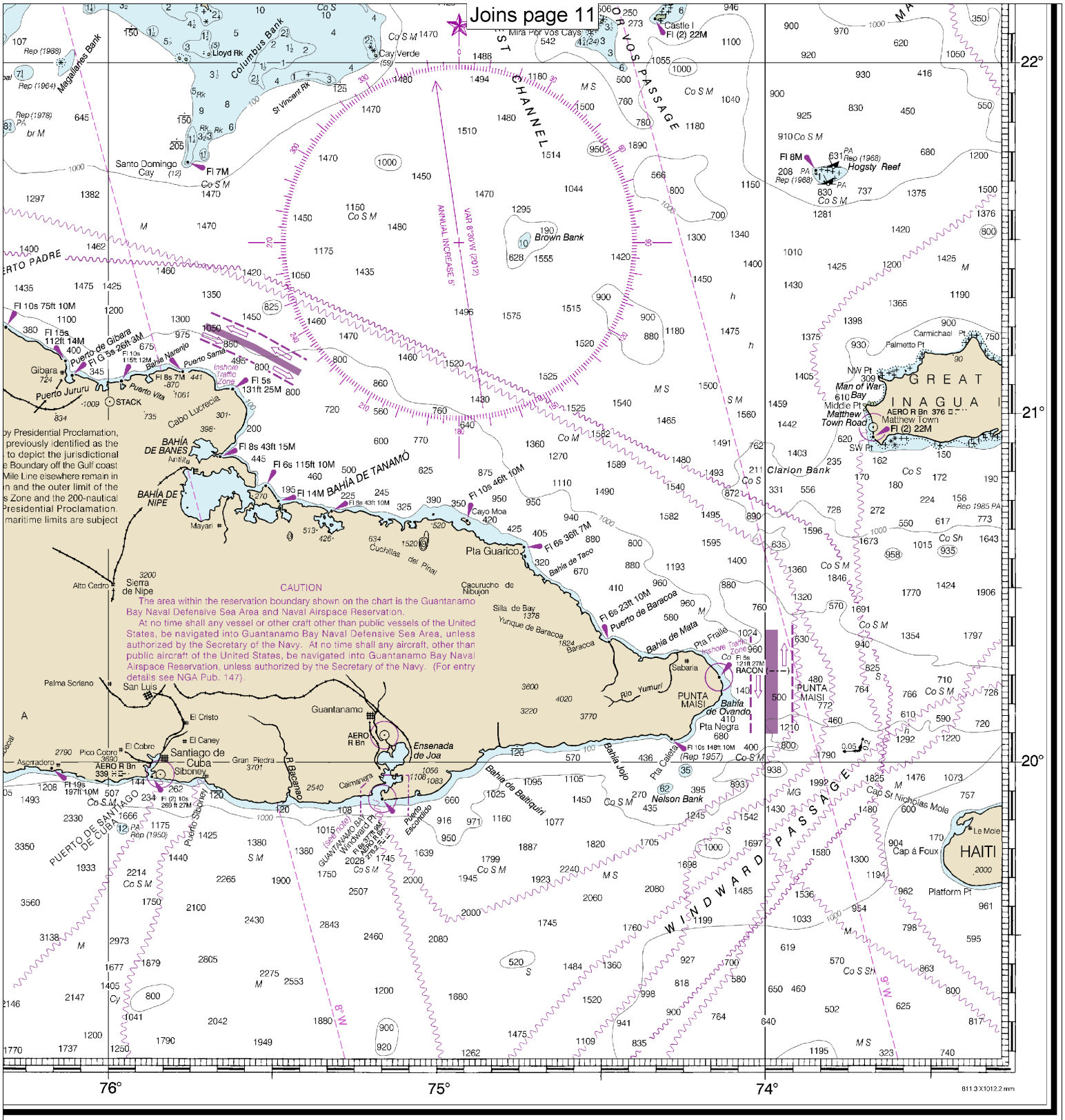
DEPARTMENT OF COMMERCE
ANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHOMS

Note: Chart grid lines are aligned with true north.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

Straits of Florida

SOUNDINGS IN FATHOMS - SCALE 1:1,200,000

11013

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**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
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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Note on Printing

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