

BookletChart™

Havana to Tampa Bay

NOAA Chart 11420

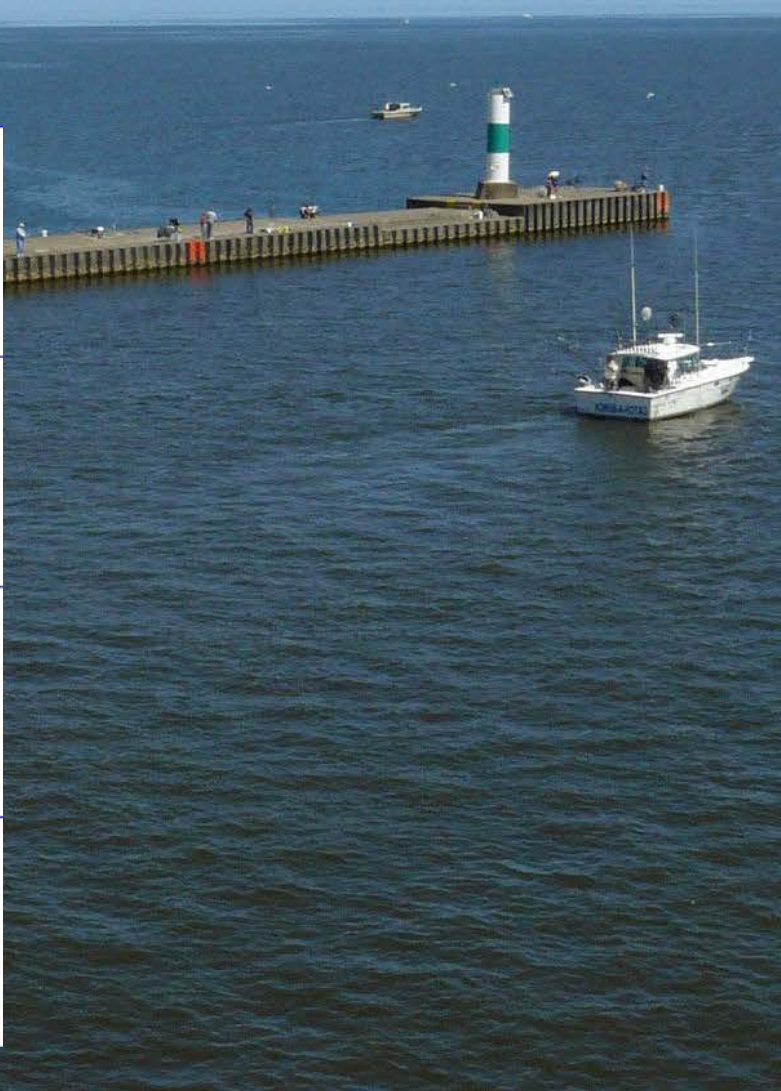
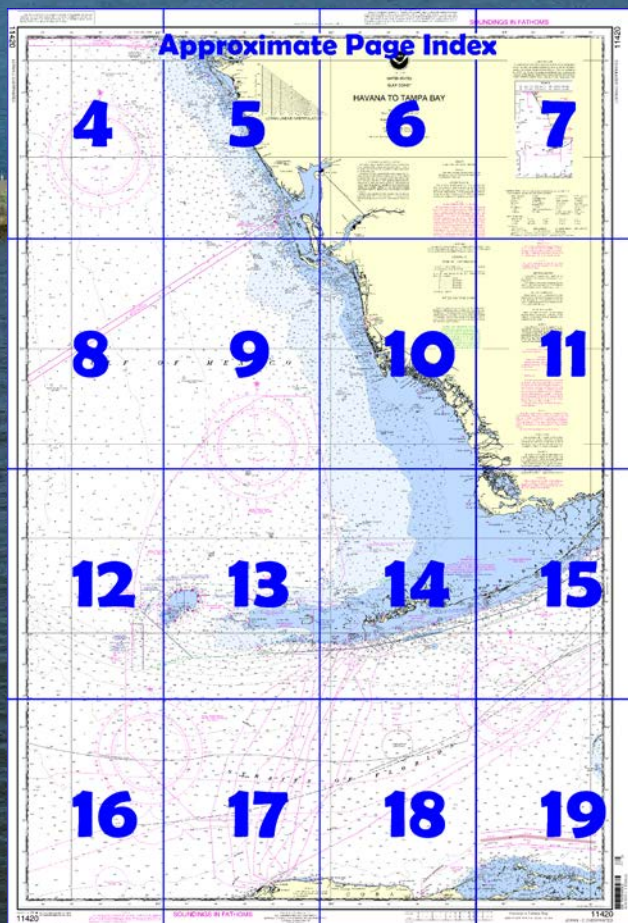


A reduced-scale NOAA nautical chart for small boaters

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=11420>.



(Selected Excerpts from Coast Pilot)

The coast, for nearly 115 miles, from Key West to San Carlos Bay is low, sandy, and generally wooded. Innumerable small islands and keys, interlaced by many small rivers and bayous, make up Everglades National Park and the Ten Thousand Islands. From San Carlos Bay N to Tampa Bay the coast is made up of nearly straight sandy beaches of the barrier islands.

The **Florida Keys** comprise a chain of low islands along the SW coast of the Florida

Peninsula extending W in a wide arc to the Dry Tortugas. The keys are mostly of coral formation and are generally covered with dense mangrove, though some have stands of pine and a few have coconut

groves. **Florida Keys National Marine Sanctuary**, a Marine Protected Area (MPA), surrounds the keys from Biscayne Bay to Dry Tortugas. On the straits side of the keys, and at an average distance of 5 miles, are the **Florida Reefs**, a dangerous line of shoals which extend along the entire length of the chain. The reefs are particularly hazardous because they do not break in smooth weather and few of them are exposed. The water shoals abruptly between the reefs and along their outer edges. When approaching the reefs from seaward, their proximity usually is indicated by a change in color of the water from deep blue to light green or by the bank blink, described in chapter 3. However, too much reliance should not be placed on such indications. Lights and daybeacons facilitate navigation along the reefs in clear weather, but soundings should be resorted to in thick weather. Depths of 50 fathoms indicate a distance of 2 to 3 miles from the reefs, and great caution should be used in approaching closer. Fogs are infrequent in this area.

The water always becomes milky following windy weather. The usual color is bluish green on the reefs, while the rock patches are dark, shading through brown to yellow as they approach the surface. Sand patches are bright green. Grass patches at depths of 10 to 15 feet have the appearance of rocks.

The **Florida Keys Particularly Sensitive Sea Area (PSSA)** is an IMO-designated zone that encircles the sea area around all of the Florida Keys. The PSSA includes the entire Florida Keys National Marine Sanctuary as well as Biscayne National Park at the northeastern end of the keys.

Domestic law and regulations adopted by the United States for the Sanctuary apply within the PSSA. Several of these concern shipping activities:

Areas To Be Avoided (ATBAs).—There are four ATBAs in the Sanctuary: in the vicinity of the Florida Keys; in the vicinity of Key West Harbor; in an area surrounding the Marquesas Islands; and in an area surrounding the Dry Tortugas Islands. All tank vessels and vessels greater than 50 meters in registered length are prohibited from operating within the ATBAs. The ATBAs are described and the coordinates are provided in Chapter 3.

Areas closed to anchoring.—All vessels are prohibited from anchoring in the Tortugas Ecological Reserve. Vessels that are 100 feet or less in length (30.48 meters) may request permission from the Sanctuary to use mooring buoys in the northern portion of the Reserve (Tortugas North). Vessels 50 meters or greater in registered length are prohibited from anchoring on the portion of Tortugas Bank west of Dry Tortugas National Park. (This area was modified in January 2001 by the establishment of the Tortugas Ecological Reserve.)

Anchoring restriction.—In areas of the Sanctuary identified as Ecological Reserves and Sanctuary Preservation Areas all anchor apparatus (including the anchor, chain, or rope) must not touch any coral, living or dead, or any attached organism. In all other areas of the Sanctuary, vessels are prohibited from anchoring on living coral in water depths of less than 40 feet when visibility is such that the seabed can be seen.

Restricted access.—Vessels are not allowed to stop in the southern portion of the Tortugas Ecological Reserve (Tortugas South) and must receive permission in advance in order to stop in the northern portion of the Reserve (Tortugas North).

Discharge restriction.—In Ecological Reserves and Sanctuary Preservation Areas, all discharges and deposits are prohibited except cooling water or engine exhaust.

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

RCC New Orleans

Commander

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

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/>

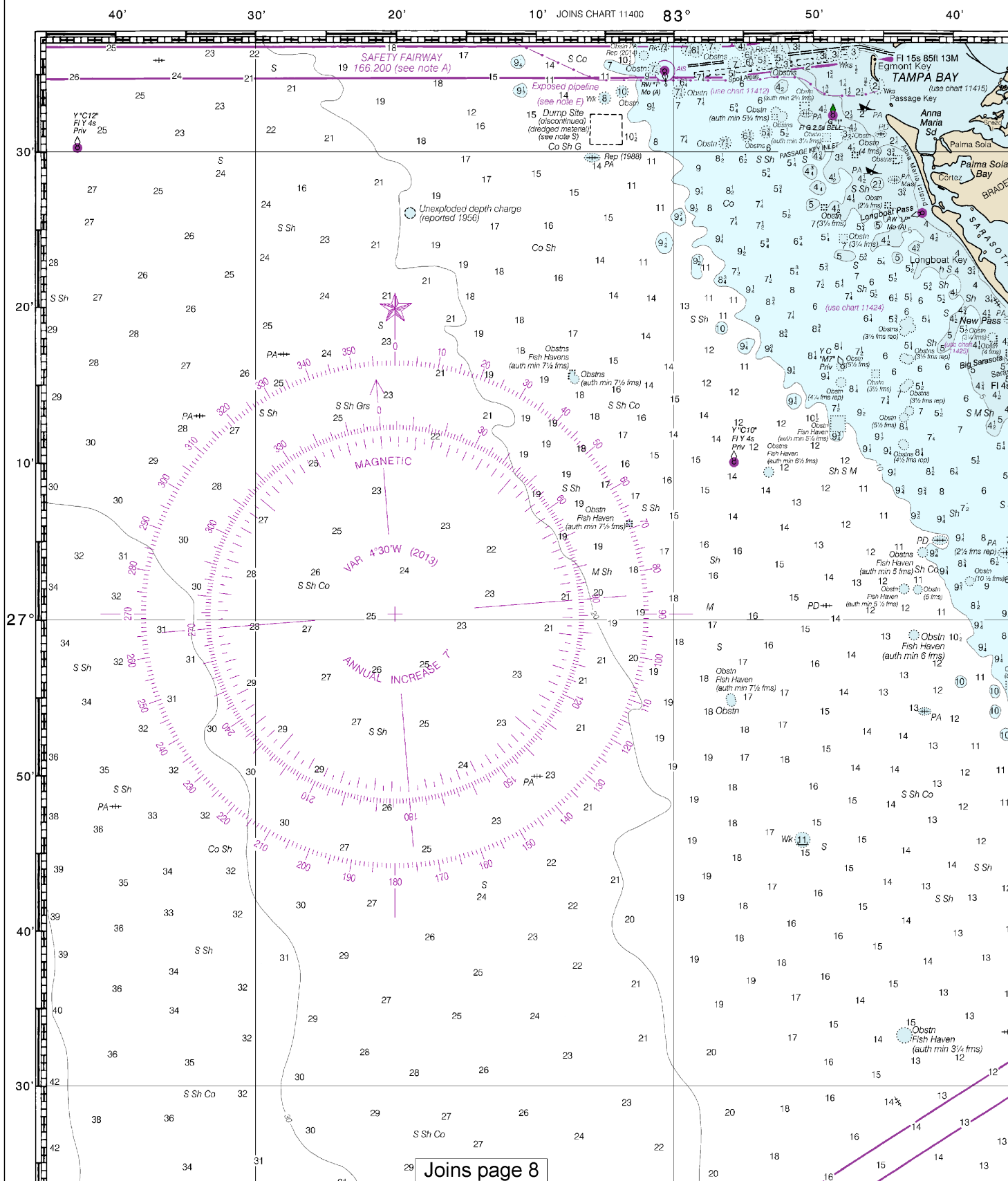
Lateral System As Seen Entering From Seaward

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>

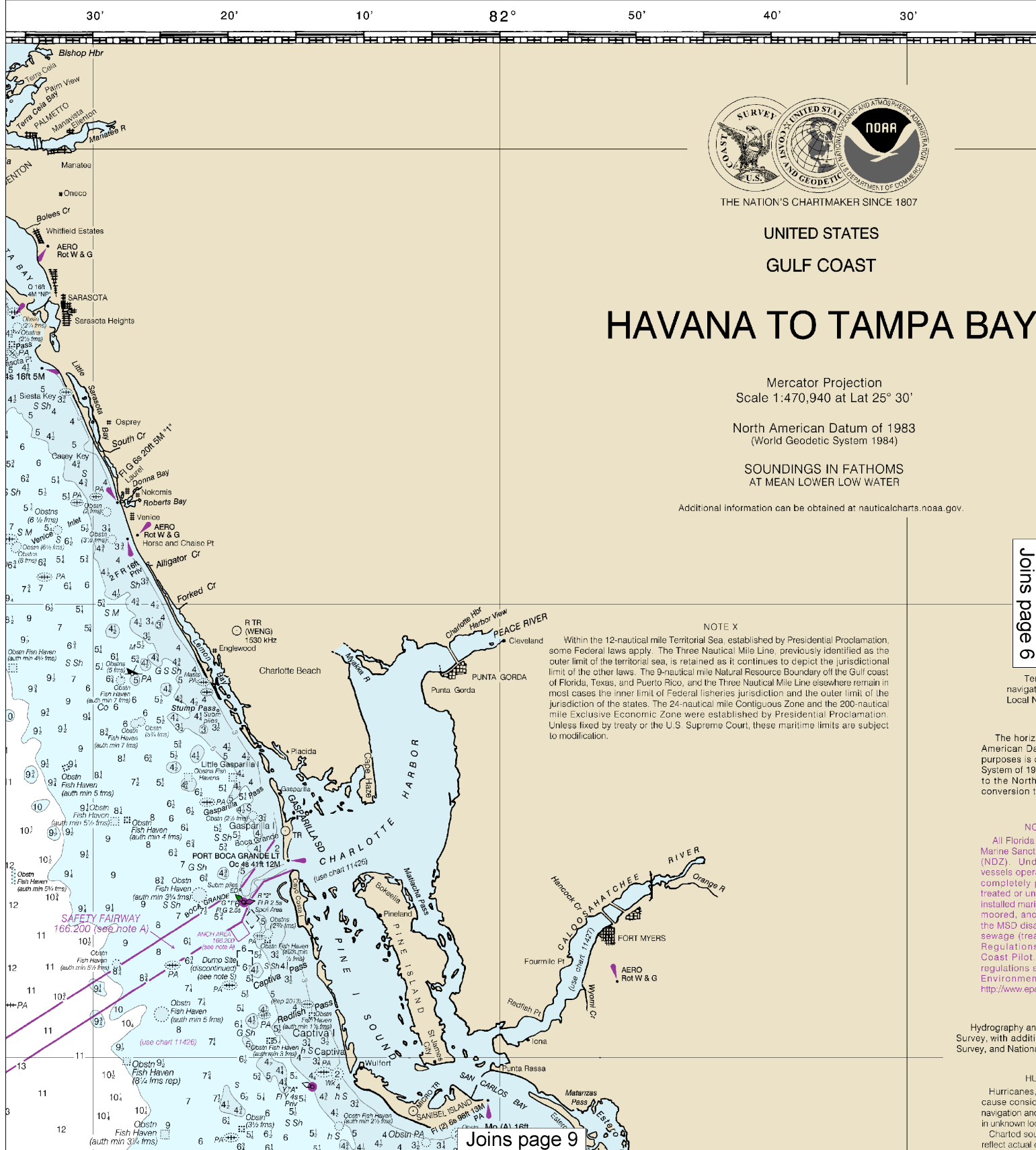
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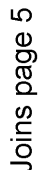
Joins page 8

4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:627920. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMA

HAVANA TO T

North American Datum
(World Geodetic System 1984)

SOUNDINGS IN
AT MEAN LOWER L

Additional information can be obtained

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 coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line establish the outer 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.

6

Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

11420



TAMPA BAY

projection
at Lat 25° 30'

Datum of 1983
System 1984)

N FATHOMS
LOW WATER

ed at nauticalcharts.noaa.gov.

Proclamation,
identified as the
jurisdictional
the Gulf coast
there remain in
er limit of the
e 200-nautical
proclamation.
is are subject

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

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

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.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National
Marine Sanctuary are designated as a No-Discharge Zone
(NDZ). Under the Clean Water Act, Section 312, all
vessels operating within a No-Discharge Zone (NDZ) are
completely prohibited from discharging any sewage,
treated or untreated, into the waters. All vessels with an
installed marine sanitation device (MSD) that are navigating,
moored, anchored, or docked within a NDZ must have
the MSD disabled to prevent the overboard discharge of
sewage (treated or untreated) or install a holding tank.
Regulations for the NDZ are contained in the U.S.
Coast Pilot. Additional information concerning the
regulations and requirements may be obtained from the
Environmental Protection Agency (EPA) web site:
http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

AUTHORITIES

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

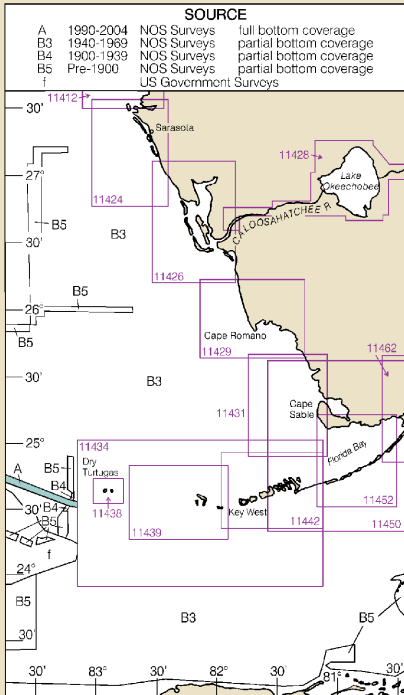
HURRICANES AND TROPICAL STORMS

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

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. Consult larger scale charts for survey information
in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.



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 run	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 grasse	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
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.			

NOTE B

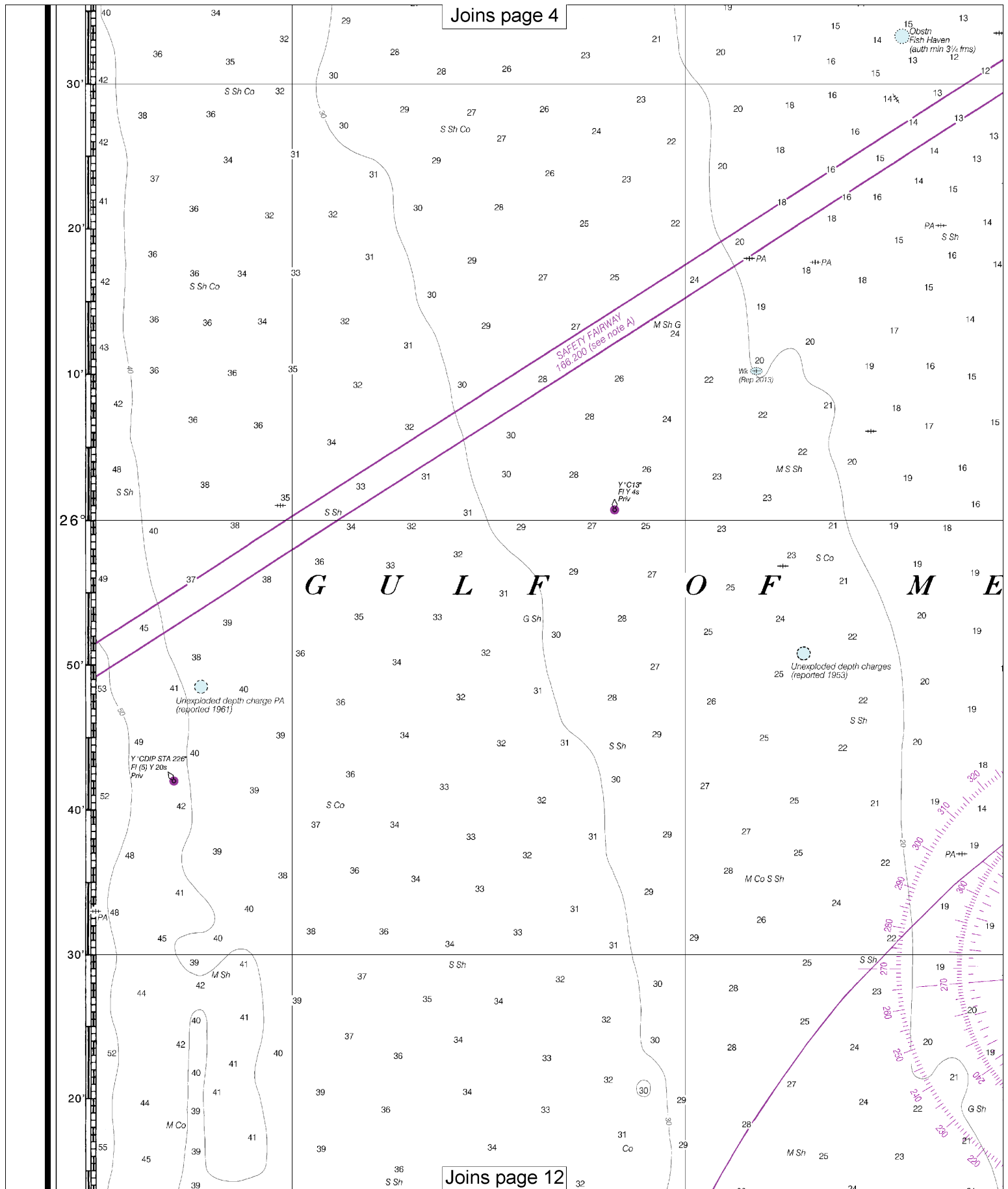
DANGER AREA

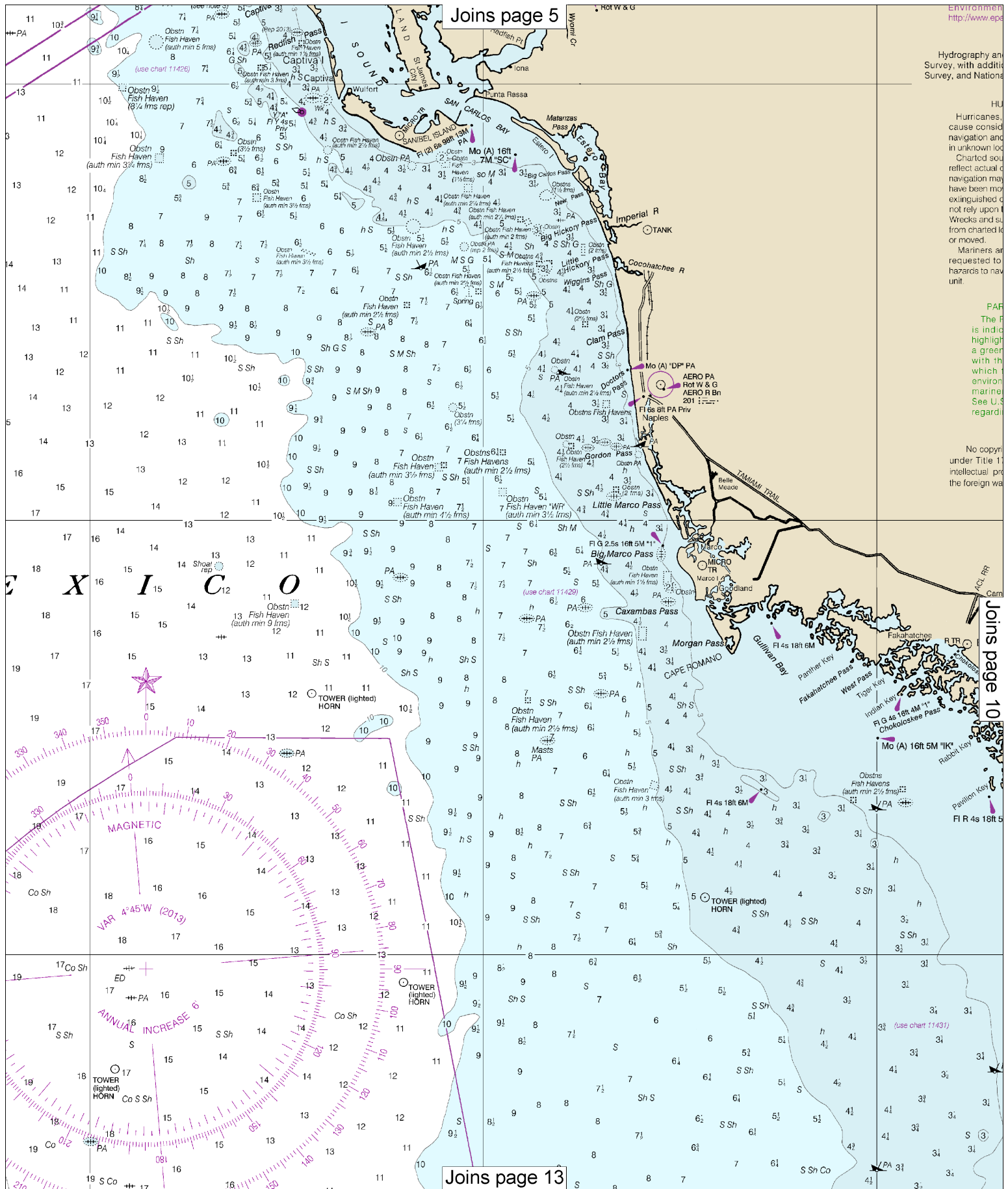
Area is open to unrestricted surface navigation
but all vessels are cautioned neither to anchor,
dredge, trawl, lay cables, bottom, nor conduct
any other similar type of operation because of
residual danger from mines on the bottom.

NOTE

The Traffic Separation Scheme on this chart
is approved by the International Maritime
Organization (IMO).

Joins page 11





Hydrography and
Survey, with additional
Survey, and National

HURRICANES
cause considerable
navigation and
in unknown locations
Charted soundings
reflect actual conditions
may have been not
extinguished or
not rely upon 1
Weeks and soundings
from charted locations
or moved.
Mariners are
requested to
hazards to navigation
unit.

FAIR
The Fair
is indicated
highlight a green
with the
which the
environment
marine
See U.S.
regarding

No copyright
under Title 17
intellectual property
the foreign waters

Joins page 10

Mo (A) 16ft 5M "IK"

Mo (A) 16ft 5M "IK"

Mo (A) 16ft 5M "IK"

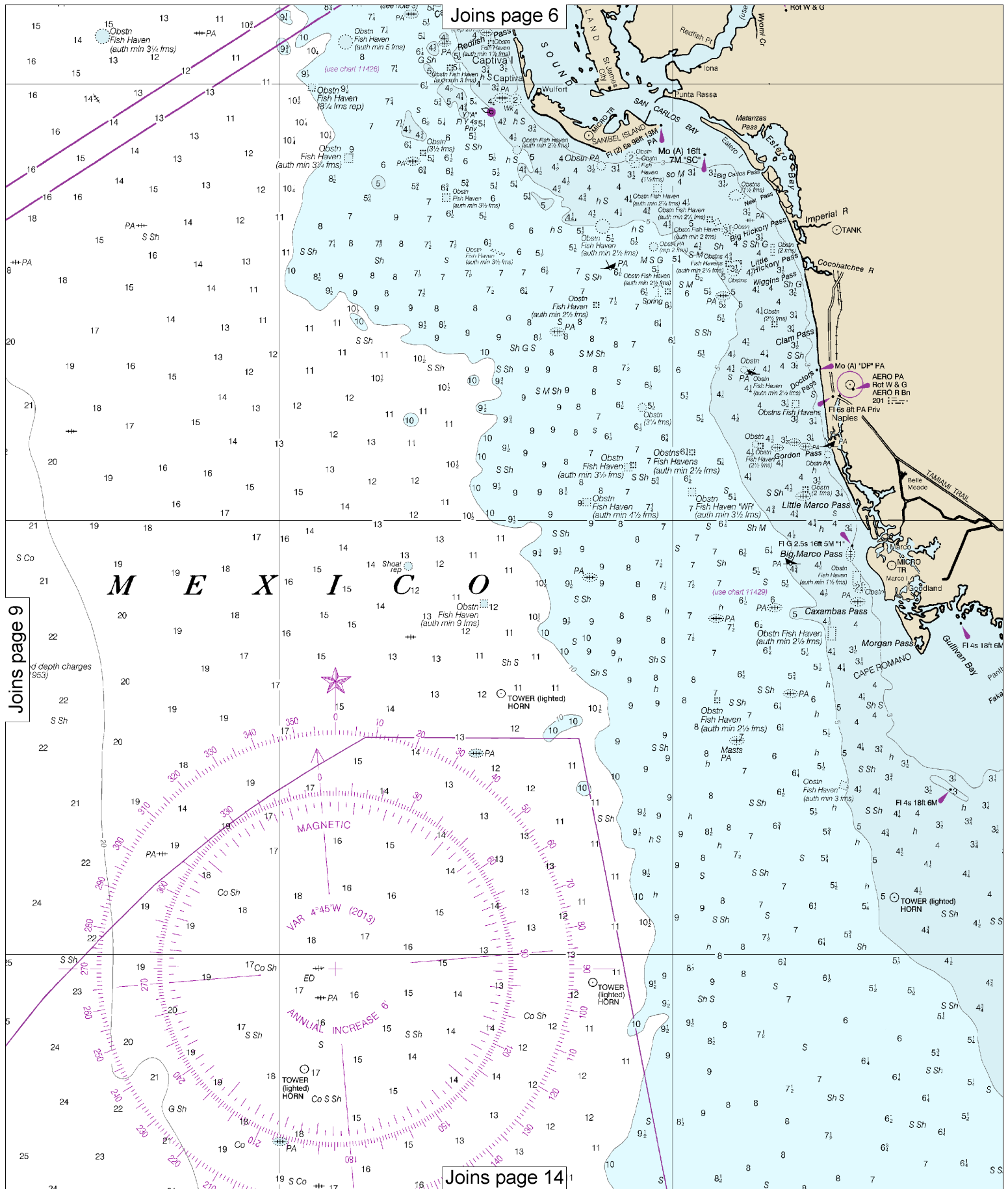
Mo (A) 16ft 5M "IK"

Mo (A) 16ft 5M "IK"

Mo (A) 16ft 5M "IK"

Mo (A) 16ft 5M "IK"

Mo (A) 16ft 5M "IK"



10

Note: Chart grid lines are aligned with true north.

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

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.

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.

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

The Traffic Separation Scheme on this chart is approved by the International Maritime Organization (IMO).

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

See National Geospatial-Intelligence Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

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).

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

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.

Sections of this submarine pipeline are known to be exposed.

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.

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, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers

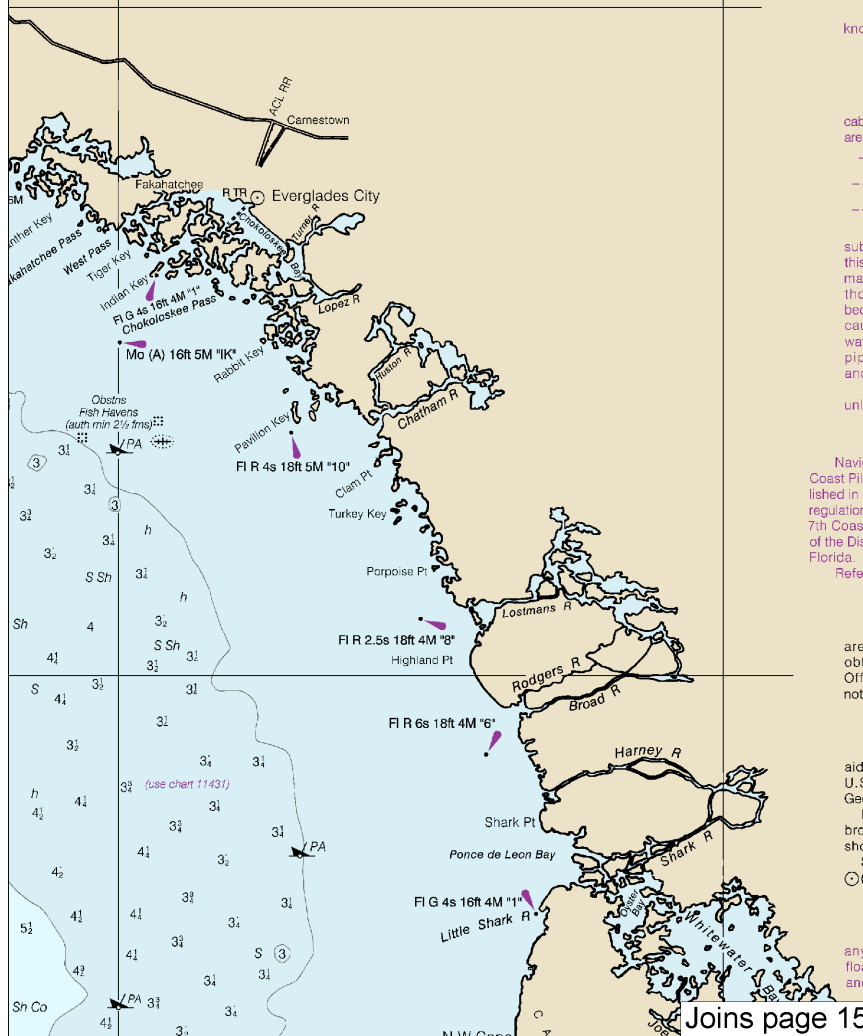
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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.

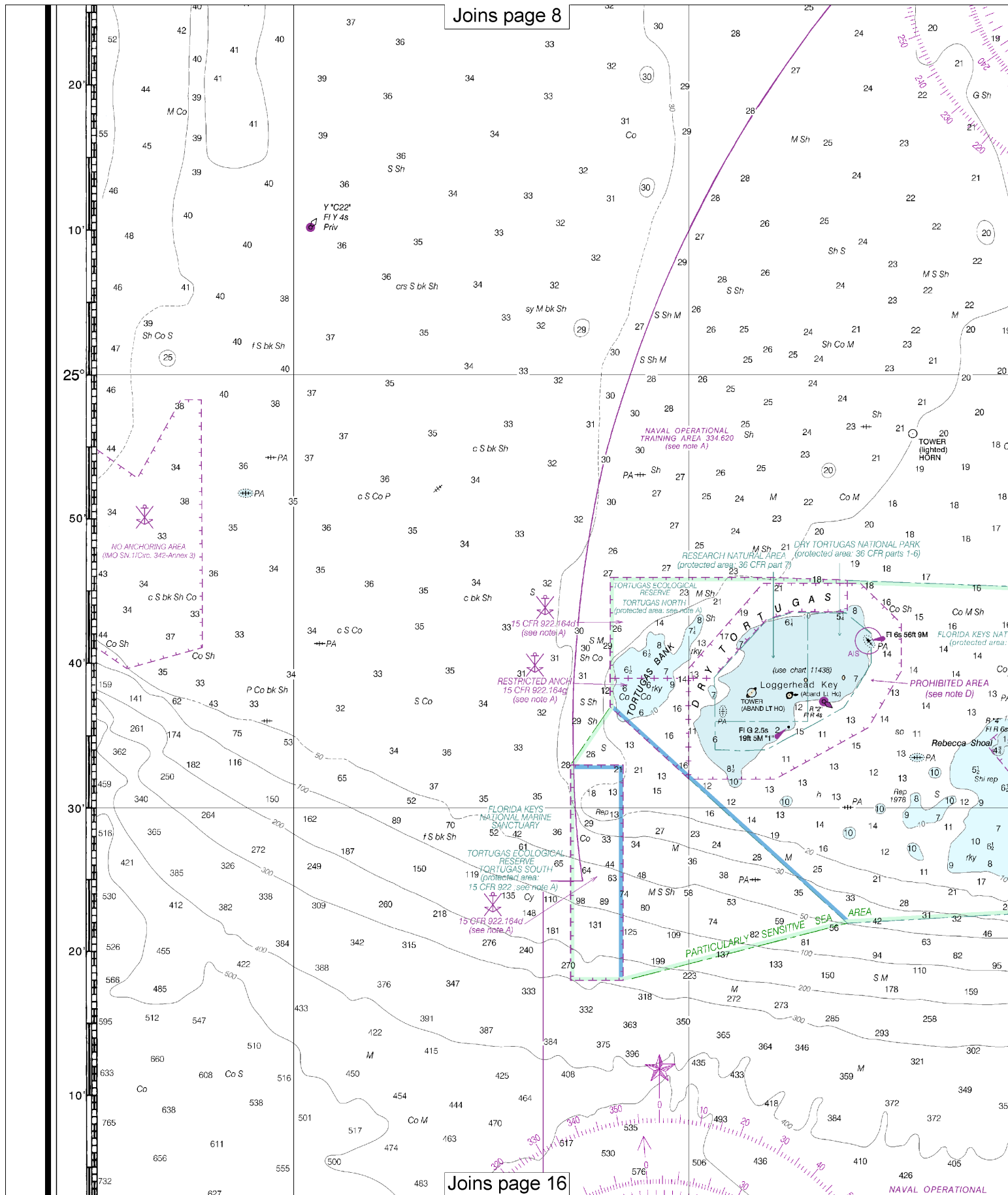
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
 (●) (Accurate location) (○) (Approximate location)

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.

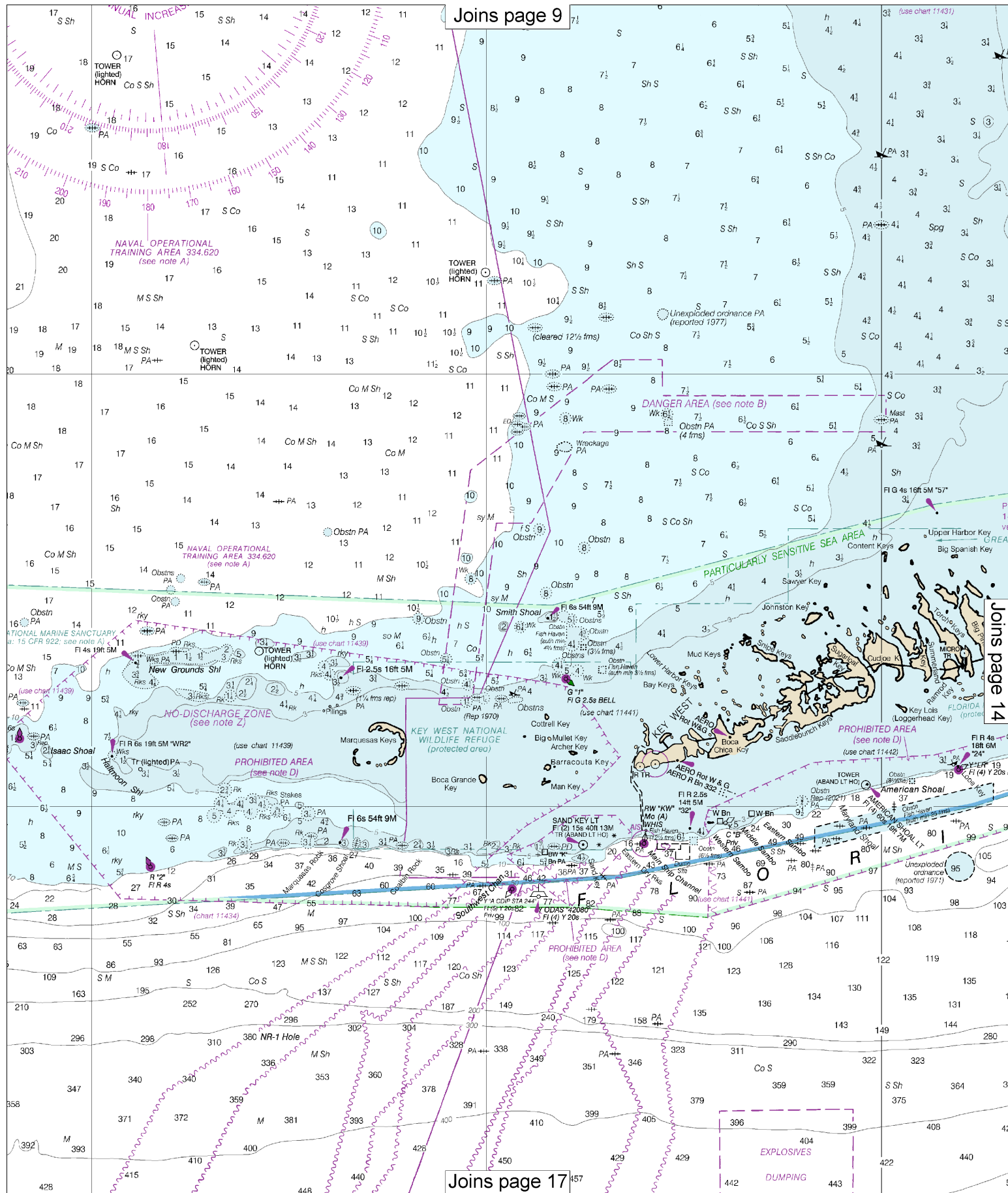


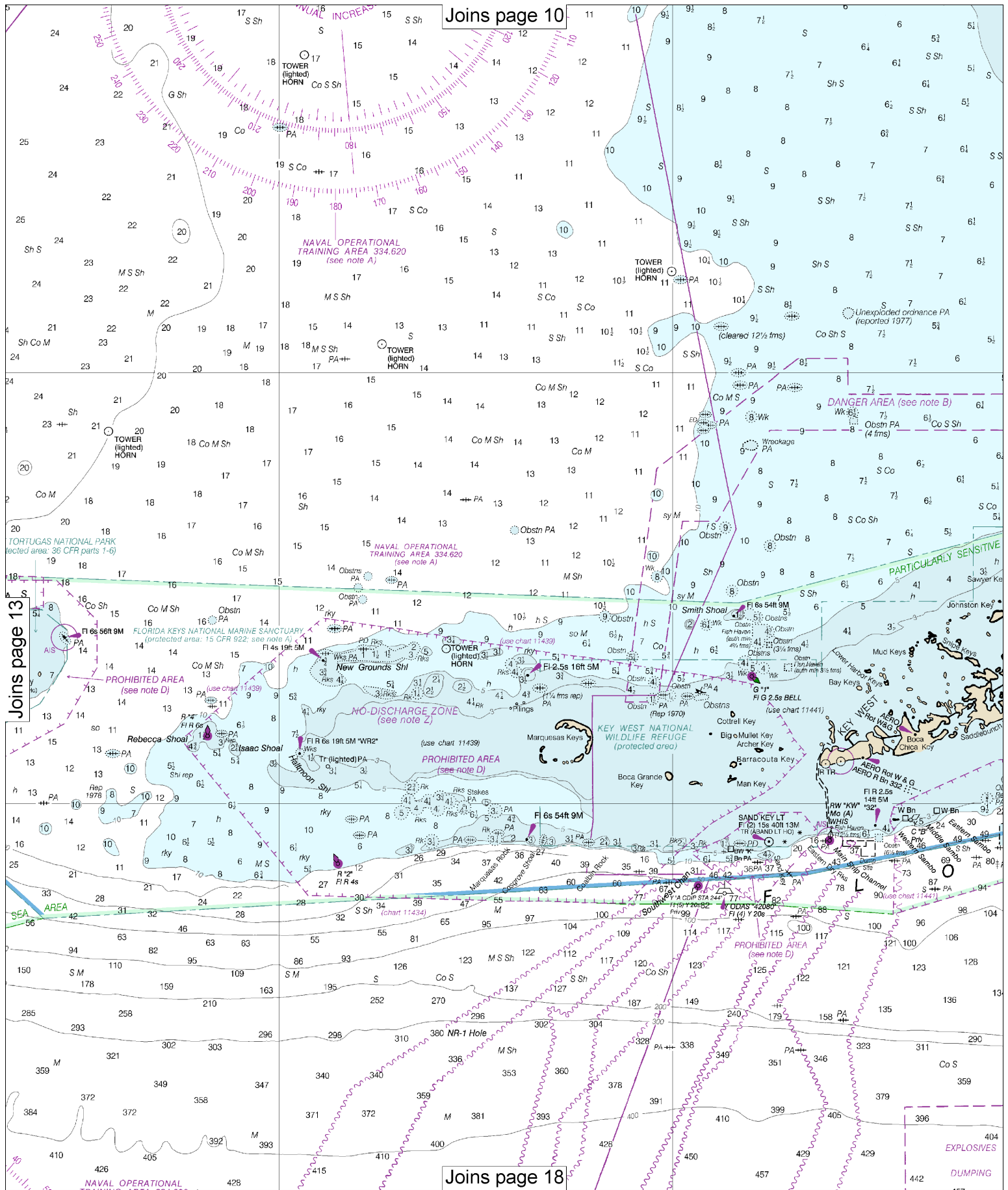
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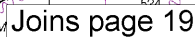
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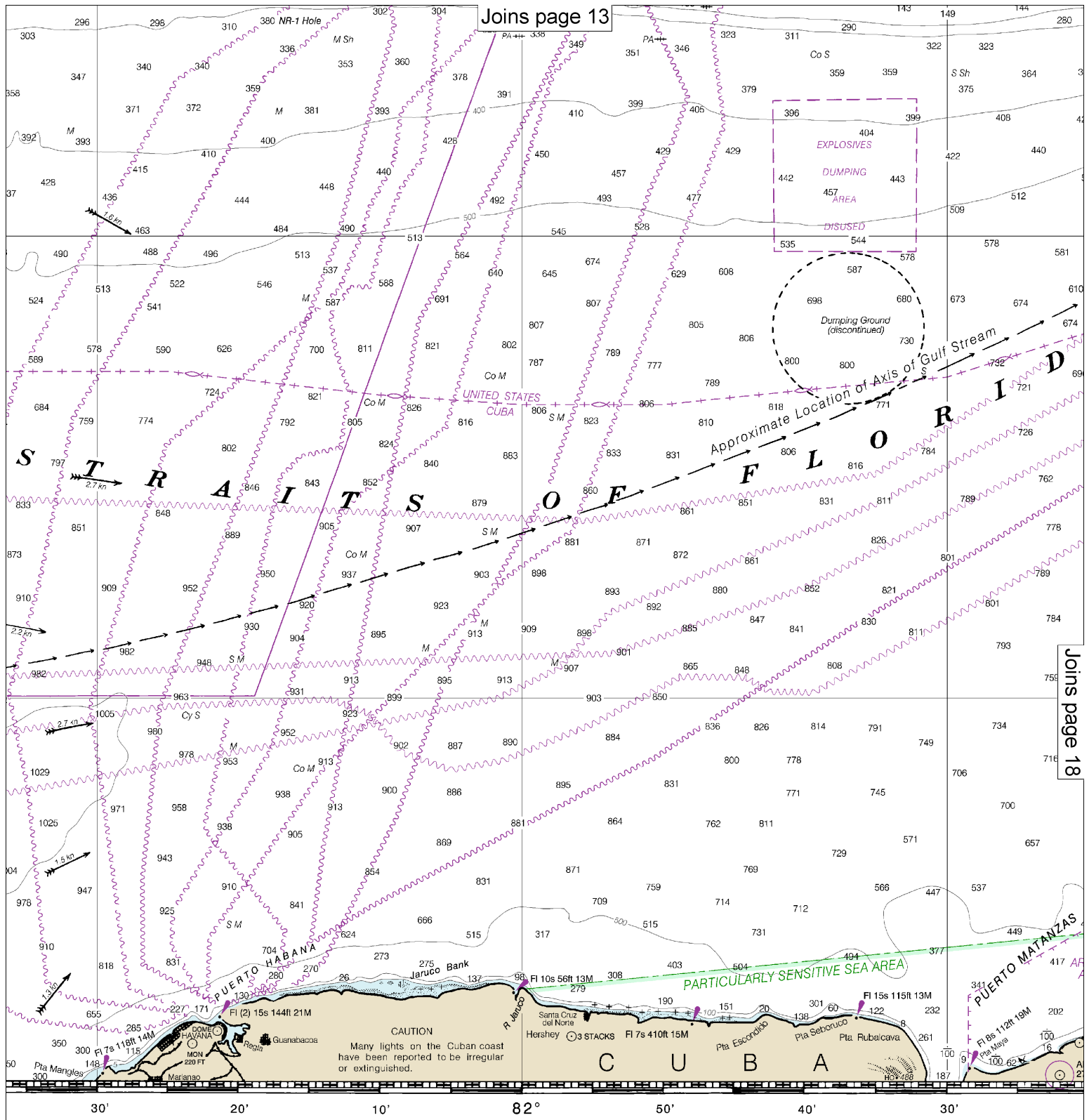
Note: Chart grid lines are aligned with true north.





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.

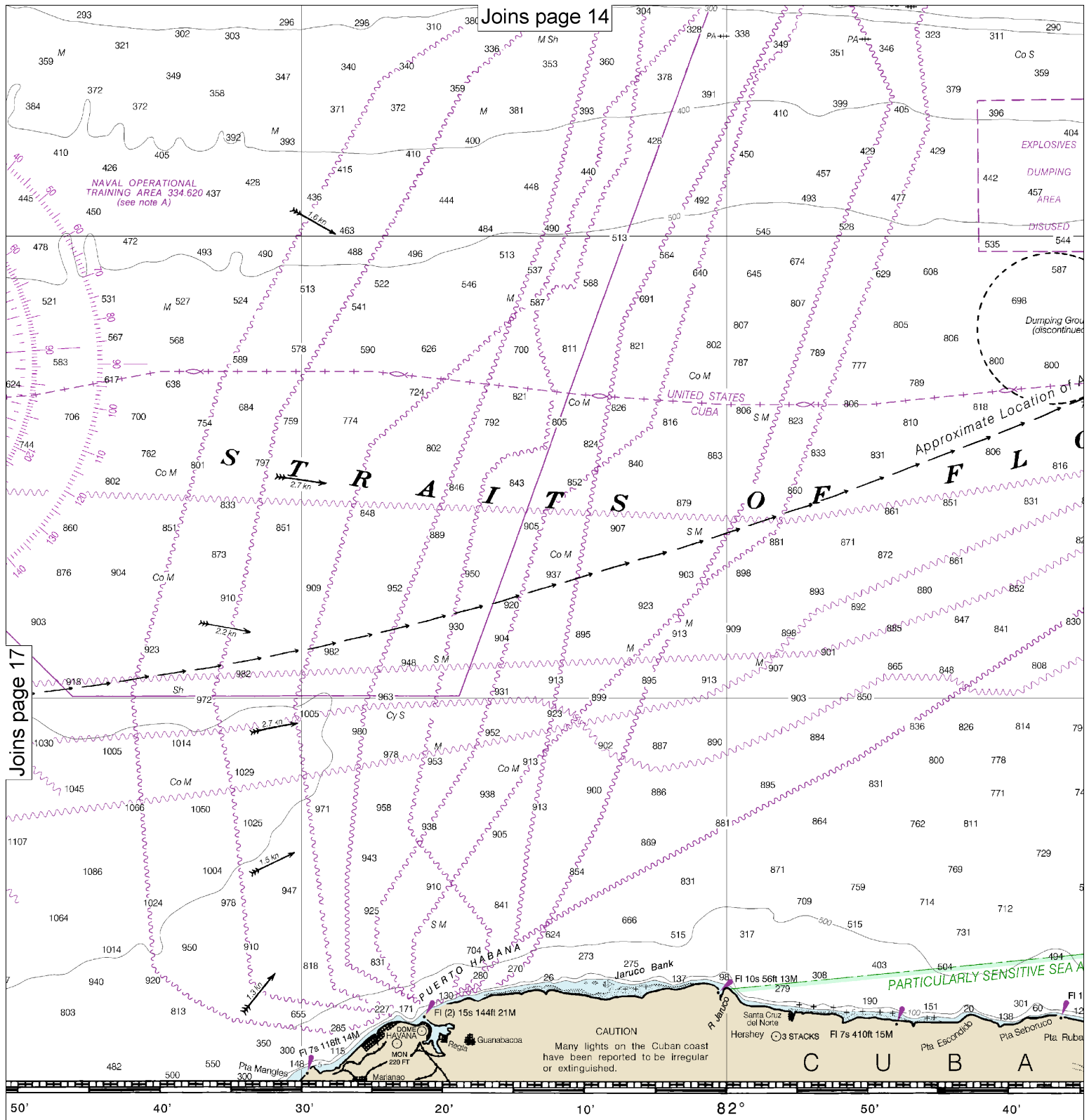


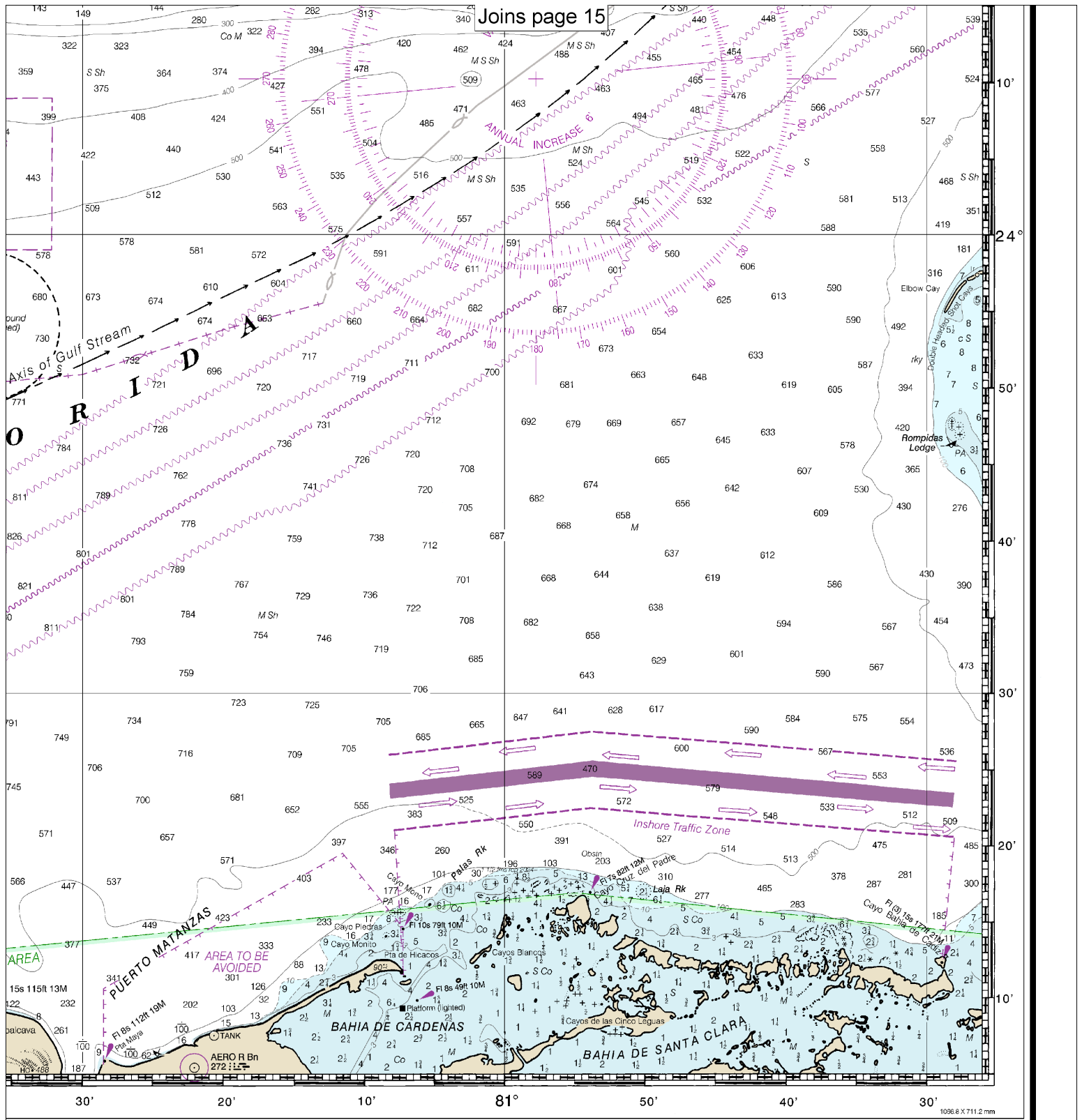


DEPT OF COMMERCE

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

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6





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

Havana to Tampa Bay
SOUNDINGS IN FATHOMS - SCALE 1:470,940

11420



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

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



— For the latest news from Coast Survey, follow **@NOAAcharts**



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.