CAUTION WARNINGS CONCERNING LARGE VESSELS The "Rules of the Road" state that recreational boats shall INTRACOASTAL WATERWAY AIDS 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 RULES OF THE ROAD 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. 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 NAUTICAL CHART DIAGRAM Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterpassage of a vessel which can navigate only inside that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous A motorboat being overtaken has the right-of-way. to small vessels. Large vessels may not be able to see small craft close to their bows. fotorboats approaching head to head or nearly so should When following the Intracoastal Waterway westward from the Caloosahatchee River to pass port to port.
When motorboats approach each other at right angles or RADAR REFLECTORS Anclote, FL, 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 laterage and lives the second of the vessel. Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart. obliquely, the boat on the right has the right-of-way in most Motorboats must keep to the right in narrow channels when Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication WARNING BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS 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. gation as marking the Intracoastal Waterway. BY MARINE RADIOTELEPHONE STATIONS STATION FREQ. DAILY BROADCAST-EST SPECIAL WARNING PLANE COORDINATE GRID POLLUTION REPORTS (based on NAD 1927) 
 St. Petersburg, FL
 NMA-21
 2670 kHz
 9:20 AM, 9:20 PM
 \*On receipt

 157.1 MHz
 8:00 AM & 6:00 PM
 \*On receipt
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or Pump-out facilities Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. Florida State Grid, west zone, is indicated by dashed ticks at 10,000 foot intervals, thus:-+The last three digits are omitted. to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153). \*Preceded by announcement on 2182 kHz/156.8 MHz CAUTION Improved channels shown by broken lines are subject to shoaling, particularly at the edges. SUPPLEMENTAL INFORMATION Limitations on the use of radio signals a 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: Consult U.S. Coast Pilot 5 for important CAUTION supplemental information. RACING BUOYS BASCULE BRIDGE CLEARANCES Racing boots

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. 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. NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm. ⊙(Accurate location) o(Approximate location) CAUTION SARASOTA Small craft should stay clear of large com-SUBMARINE PIPELINES AND CABLES NEW PASS CHANNEL mercial and government vessels even if small craft have the right-of-way. All craft should avoid areas where the skin Charted submarine pipelines and submarin The entrance channel is subject to continual change. Buoys are not charted because they are frequently shifted in position.

The controlling depth was 7 feet for a width of 100 feet from Lt "7" to the S R Bridge; thence 5 feet for a width of 100 to the IWW and 9 feet to the basin; 4 feet in the basin except for shoaling to 3½ feet in the east section of the basin.

Nov. 2018 BUTTONWOOD HARBOR HORIZONTAL DATUM Private daybeacons in Buttonwood Harbor are ~ The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which divers flag, a red square with a diagonal white stripe, is displayed. 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 1.161" northward and 0.657" eastward to agree with this chart. ne controlling depths through 8 feet from entrance to McNeil Pt (MID-50 FT), 4 feet to Rocky Bluff (MID-50 FT) 1/2 foot to Rye (Centerline) PALMA SOLA BAŸ SCALE 1:40,000 SCALE 1:40,000<sub>40</sub> 34 31 1, 45, 30, 515, 0, 50, 1, 45, 30, 15, 0, 50, 26 HURRICANES AND TROPICAL STORMS INTRACOASTAL WATERWAY Project Depth POLLUTION REPORTS Hurricanes, tropical storms and other major storms may Report all spills of oil and hazardous sub-stances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow WARNINGS CONCERNING LARGE VESSELS 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. 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. Pipulines may have been appropried. The "Rules of the Road" state that recreational boats shall Coast Guard facility if telephone communication is impossible (33 CFR 153). CAUTION 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 CAUTION AIDS TO NAVIGATION Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. are distributions.

Mileage distances shown along the Waterway are in Statute Miles, based on zero northward from the junction with the Okeechobee Waterway, and are indicated thus:

One Statute Mile equals 0.87 Nautical Miles. **FLORIDA** Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the or restrictions.

Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:
http://nauticalcharts.noaa.gov/staff/contact.htm RADAR REFLECTORS nsit at speeds in excess of 12 knots, requiring a great CHARLOTTE HARBOR TO 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 ished 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 Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart. distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that CAUTION Improved channels shown by broken lines are divers flag, a red square with a diagonal white stripe, is displayed. 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. rom charted locations. Pipelines may have become uncovered WARNING 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. subject to shoaling, particularly at the edges. f the District Engineer, Corps of Engineers in Jacksonville, PLANE COORDINATE GRID 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. Mariners are urged to exercise extreme caution and are (based on NAD 1927) Pump-out facilities requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard Florida State Grid, west zone, is indicated by Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject dashed ticks at 10,000 foot intervals thus: \_
The last three digits are omitted. Formerly 857-SC, 1st Ed., 1961 KAPP 158 **TAMPA BAY** 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 1.161" northward and 0.657" eastward to agree with this chart. GASPARILLA MARINA CHANNEL The daybeacons are private and positions are approximate. Not all daybeacons have been BOCA GRANDE PASS to MIDNIGHT PASS N. W. 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. The natural channel location through Stump Big Sarasota Pass-----Sarasota Bay, south end, bridge---Hydrography and shorelines in this area are subject to continual changes. Published at Washington, D.C. U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEAN SERVICE COAST SURVEY Additional information can be obtained at nauticalcharts.noaa.gov. The National Ocean Service acknowledges th providing essential information for revising this MERCATOR PROJECTION AT SCALE 1:40,000 SOUNDINGS IN FEET MEAN LOWER LOW WATER North American Datum of 1983 (World Geodetic System 1984) are subject to continual changes. HEIGHTS Heights in feet above Mean High Water. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological  $_{37}$  G U  $_{32}$  F  $_{37}$  O F  $_{35}$   $\stackrel{35}{M}$   $\stackrel{35}{E}$  X  $_{34}$  I  $\stackrel{\circ}{C}$   $\stackrel{\circ}{}$  OSurvey, and U.S. Coast Guard. SUPPLEMENTAL INFORMATION Consult U.S. Coast Pilot 5 for important supplemental information 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. For Symbols and Abbreviations see Chart No. 1 COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ———— 38 SCALE 1:40,000 Nautical Miles SCALE 1:40,000

Nautical Miles Statute Miles

1 ½ 0 Yards 1000 0 1000 2000 CONTINUED ON CHART 11426 CONTINUED ON CHART 11424 This chart is canceled. No new editions will be issued.

41st Ed., Jun. 2019. Last Correction: 4/22/2024. Cleared through:
LNM: 1624 (4/16/2024), NM: 1724 (4/27/2024)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).