

BookletChart™

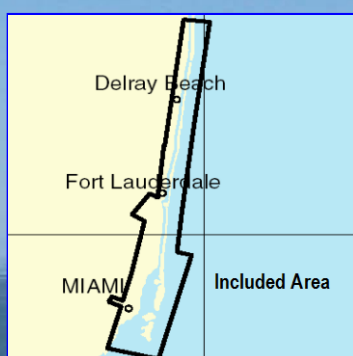


Intracoastal Waterway – West Palm Beach to Miami

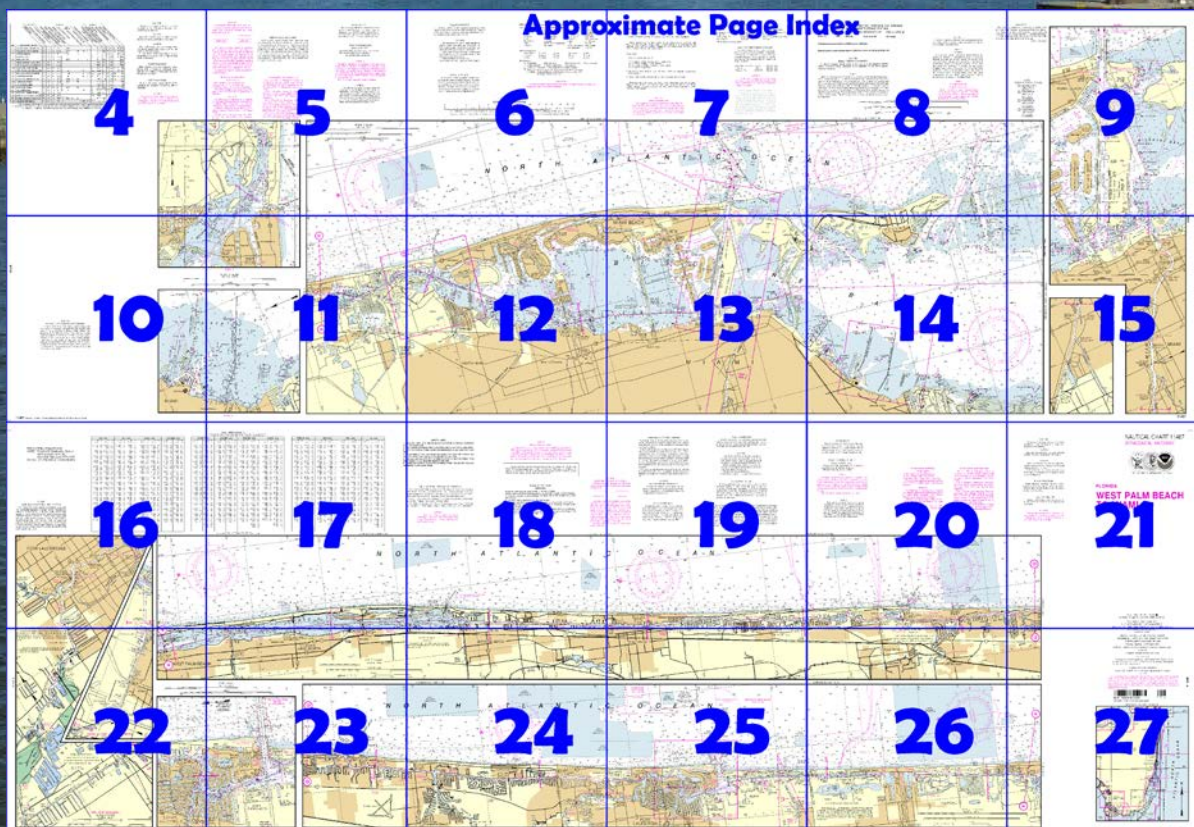
NOAA Chart 11467

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.

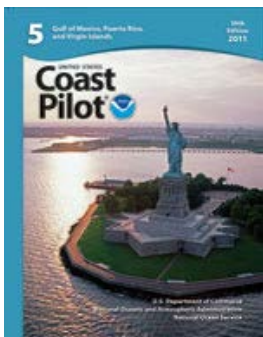
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11467>.



(Selected Excerpts from Coast Pilot)

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.

Miami River trends westward then northwestward through the heart of the city of Miami for about 2.8 miles to the confluence of **South Fork Miami River** and **North Fork Miami River**. North Fork leads northwest for another 0.6 mile to the

junction with **Miami Canal**, thence Miami Canal continues northwest for about 1.8 miles to a dam below the NW 36th Street bridge. Miami Canal is navigable for small boats for about 10 miles above the dam, however,

the head of navigation from seaward is at the dam. Tamiami Canal leads westward from Miami Canal to **Sweetwater** in the Everglades. A dam is about 1.2 miles above its junction with Miami Canal.

Miami River and Tamiami Canal are **Regulated Navigation Areas**. (See **165.1 through 165.13, and 165.726**, chapter 2, for limits/regulations.) The Coast Guard reports that ships may encounter current anomalies at the mouth of Miami River which have caused occasional groundings. Currents in the river are strong on the ebb and cause swirls at the bends. From West Palm Beach, the waterway continues southward to the south end of Lake Worth at **Mile 1034.3**, thence through a cut to Lake Wyman at **Mile 1045.7**.

Southern Boulevard Bridge (State Route 80), **Mile 1024.7**, has a bascule span with clearance of 14 feet at the center. The bridgetender monitors VHF-FM channel 16, call sign WHW-777. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

West Palm Beach Canal enters the waterway at **Mile 1026.8**. A fixed highway bridge with a clearance of 12 feet is about 0.3 mile above the mouth. In 1983, the reported controlling depth in the canal was 7 feet. At **Lake Worth, Mile 1028.8**, State Route 802 highway bridge (locally known as Lake Worth Avenue bridge) crossing the waterway has a span with a clearance of 38 feet at the center and 35 feet elsewhere. The bridgetender monitors VHF-FM channel 16 and works channel 13.

A repair yard in the yacht basin on the west side of the lake at **Mile 1030.5** has berths with electricity, gasoline, water, a pump-out station, ice, marine supplies and dry storage. Hull, engine and electronic repairs can be made. In 2007, an approach depth of 7 feet was reported.

At **Lantana, Mile 1031.0**, Lantana Avenue bridge crossing the waterway has a bascule span with a clearance of 13 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM 16 and works channel 13. There are small-craft facilities at **Miles 1032.6 and 1033.1**. Berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, wet and dry storage are available. A lift to 85 tons is available for hull and engine repairs.

The waterway enters a cut at **Mile 1034.3**. East Ocean Avenue/State Route 804 highway bridge crossing the waterway at **Boynton Beach, Mile 1035.0**, has a span with a clearance of 21 feet. The bridgetender monitors VHF-FM channel 16 and works channel 13; call sign WHW-773. Just north of the bridge on the western shore of the lake there are two small-craft facilities where berths with electricity, gasoline, diesel fuel, a pump-out facility, water and ice are available. In 2007, the reported approach depth was 10 feet with 8 feet alongside.

At **Mile 1035.8**, Woolbright Road highway bridge with a bascule span and clearance of 25 feet crosses the waterway. The bridgetender monitors VHF-FM channel 16 and works channel 13.

The Eighth Street highway bridge over the waterway at **Mile 1038.7** has a bascule span with a clearance of 9 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 16 and works channel 13. A boatyard is on the north shore of Little River, about 0.6 mile above the mouth. The yard has a 20-ton marine lift, and a marine railway that can handle craft up to 50 feet. Gasoline, water, ice, electricity, and marine supplies are available. There is berthage for about 15 boats with 7 to 10 feet reported alongside in 1983. There is a machine shop on the premises; hull and engine repairs can be made.

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

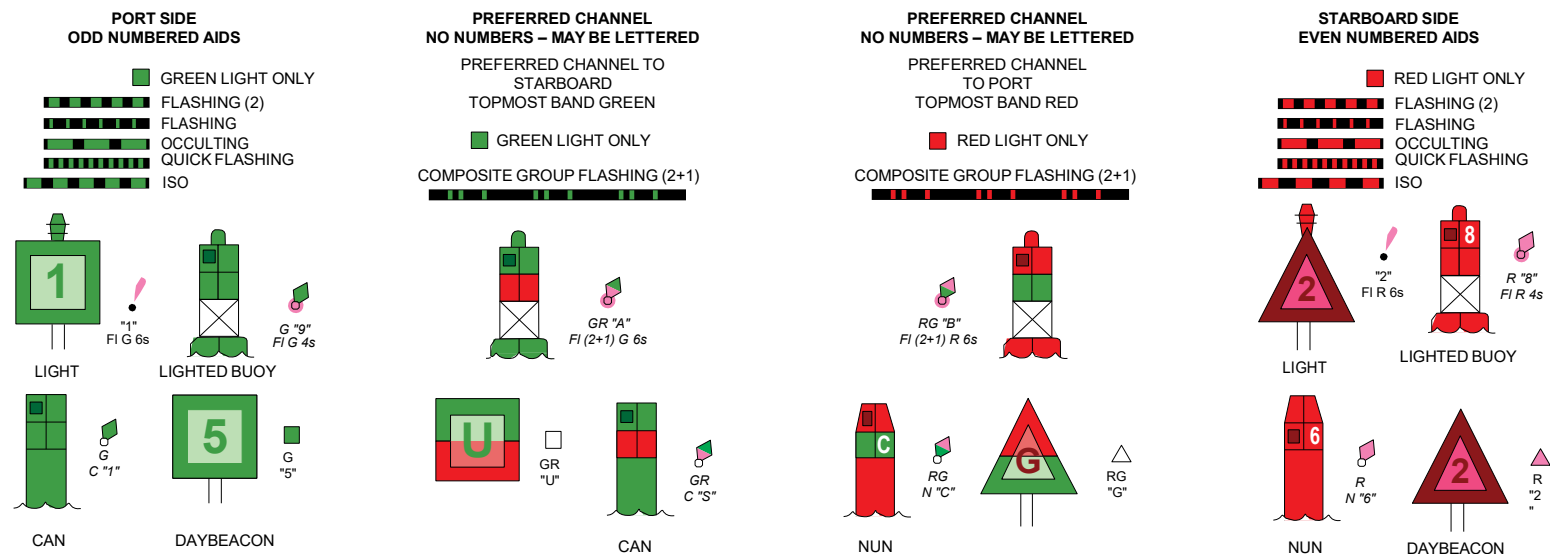
Navigation Manager Regions



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>

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

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

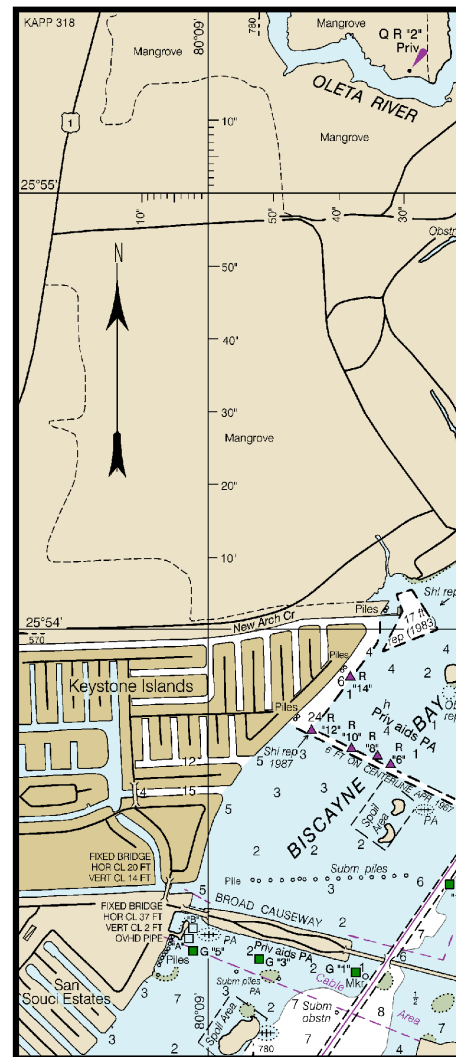
CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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

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

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.

SUBM
Charter cables and are shown
Pipeline
Additional submarine this chart. marine ca those tha become e caution w water con pipelines anchoring Covered unlighted
INT
The U.S. signed for meaning d unless the Aids to Waterway distinguish ways. When t southward Florida B be kept of aids with port side d A horizi informati gation as



CAUTION
MARINE PIPELINES AND CABLES
Submarine pipelines and submarine
cables may exist within the area of
this chart. Not all submarine pipelines and
cables are required to be buried, and
what were originally buried may have
been exposed. Mariners should use extreme
caution when operating vessels in depths
comparable to their draft in areas where
pipelines and cables may exist, and when
digging, dragging, or trawling.
Red buoys may be marked by lighted or
daymarks.

PIPELINE AREA
Cable Area

Uncharted submarine pipelines and
cables may exist within the area of
this chart. Not all submarine pipelines and
cables are required to be buried, and
what were originally buried may have
been exposed. Mariners should use extreme
caution when operating vessels in depths
comparable to their draft in areas where
pipelines and cables may exist, and when
digging, dragging, or trawling.
Red buoys may be marked by lighted or
daymarks.

INTRACOASTAL WATERWAY AIDS
U.S. Aids to Navigation System is de-
scribed on nautical charts, and the exact
location of an aid to navigation may not be clear
from the appropriate chart is consulted.
To navigation marking the Intracoastal
Waterway exhibit unique yellow symbols to
distinguish them from aids marking other water-
ways.

Following the Intracoastal Waterway
from Norfolk, VA to Fort Pierce, FL, aids with yellow triangles should
be on the starboard side of the vessel and
yellow squares should be kept on the
port of the vessel.
A horizontal yellow band provides no lateral
information, but simply identifies aids to nav-
igation marking the Intracoastal Waterway.

Ⓟ Pump-out facilities

INTRACOASTAL WATERWAY Project Depths

12 feet Norfolk, VA to Fort Pierce, FL; 10 feet
Fort Pierce, FL to Miami, FL; 7 feet Miami, FL to
Cross Bank in Florida Bay.

Consult the U.S. Army Corps of Engineers for
controlling depths and U.S. Coast Guard Local
Notice to Mariners for other navigation hazards
or restrictions.

Uncharted shoals may exist in areas which
have not been recently surveyed. Please report
shoals and obstructions at:
<http://nautocharts.noaa.gov/staff/contact.htm>

Distances

The general location of the Waterway is indicated
by a magenta line. Mariners are advised to follow
the aids to navigation and avoid charted shoals
and obstructions.

Mileage distances shown along the Waterway
are in Statute Miles, southward from Norfolk, VA,
and are indicated thus: ————

One Statute Mile equals 0.87 Nautical Miles.

Courses are TRUE and must be CORRECTED
for any variation and compass deviation.

RACING BUOYS

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

PLANE COORDINATE GRID

(based on NAD 1927)

Florida State Grid, East Zone, is indicated by
dashed ticks at 10,000 foot intervals.
The last three digits are omitted.

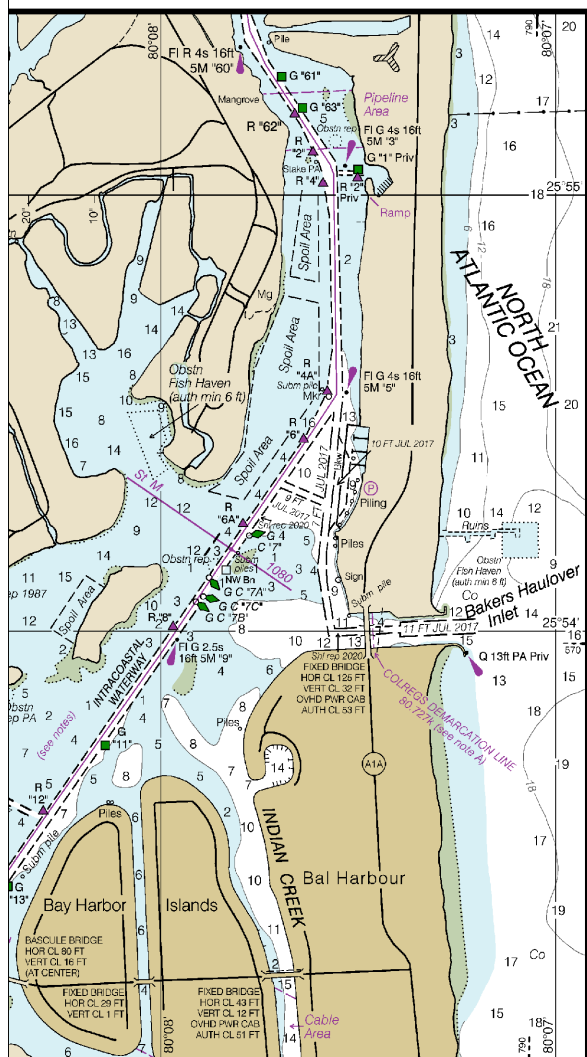
NOTE A

Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 4. 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.

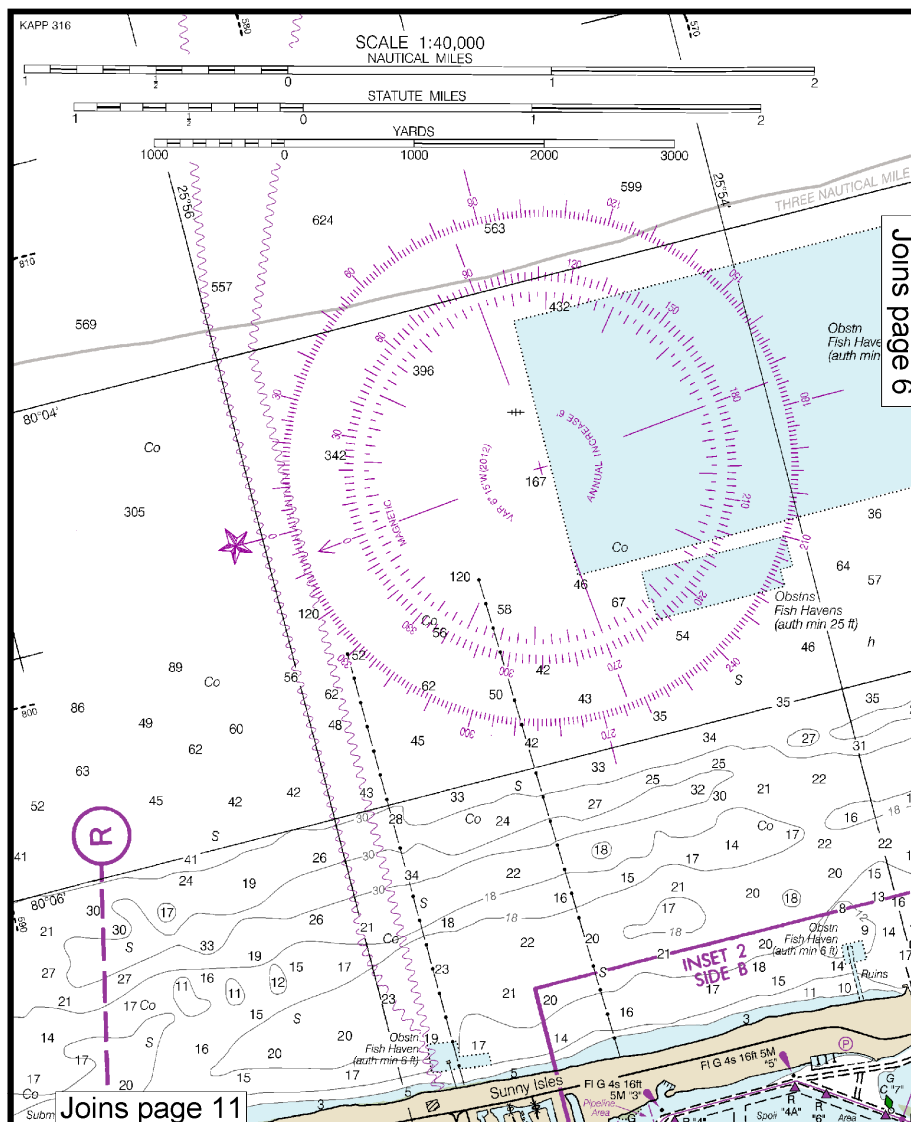
Refer to charted regulation section numbers.

NOTE S

Regulations for Ocean Dumping Sites are
contained in 40 CFR, Parts 220-229. Additional
information concerning the regulations and re-
quirements for use of the sites may be obtained
from the Environmental Protection Agency (EPA).
See U.S. Coast Pilot's appendix for addresses of
EPA offices. Dumping subsequent to the survey
dates may have reduced the depths shown.



INSET 2
SCALE 1:24,000
NAUTICAL MILES



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

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).

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)

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled 'Arr'.

CORAL PROPAGATION

Uncharted submerged manmade structures, designed for the purpose of coral propagation, may exist within the limits of this chart, principally in shallow water areas.

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	Is: isophase	OBSC: obscured	s: seconds
Bn: beacon	LT: 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	Wh: whistle
		R Bn: radiobeacon	Y: yellow

Bottom characteristics:

Bld: boulders	Co: coral	gy: gray	Oys: oysters	so: soft
bk: broken	G: gravel	h: hard	Rk: rock	Sh: shells
Cy: clay	Grs: grass	M: mud	S: sand	sy: sticky

Miscellaneous:

AUTH: authorized	Obstr: obstruction	PD: position doubtful	Subm: submerged
ED: existence doubtful	PA: position approximate	Reo: reported	
21: Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2): Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			

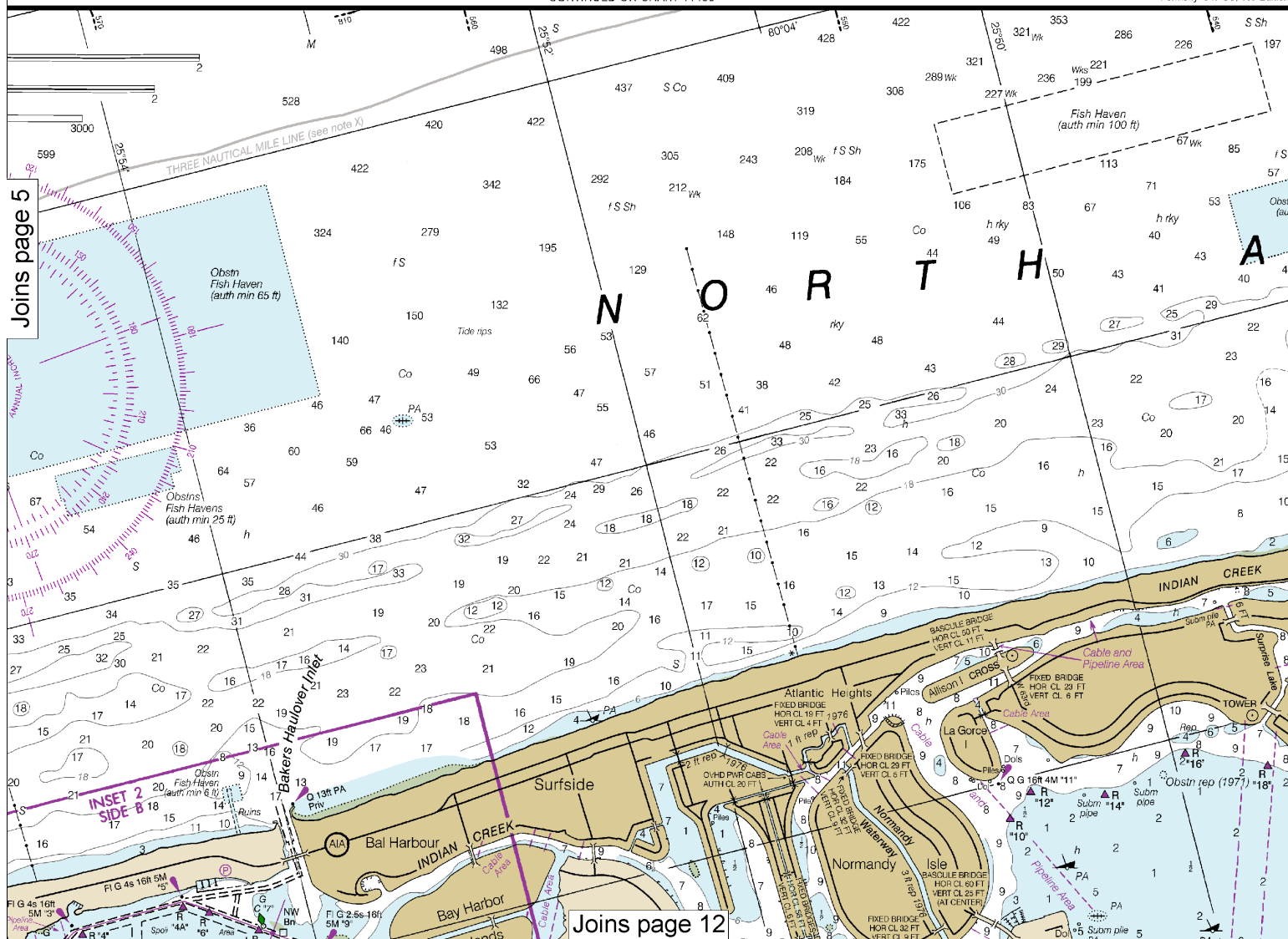
Demarcation lines are shown thus: ---

PROJECT DEPTHS

Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shallower, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at <http://navigation.usace.army.mil/Survey/Hydro>.

CONTINUED ON CHART 11466

Formerly 847-SC, 1st Edition



Joins page 5

Joins page 12

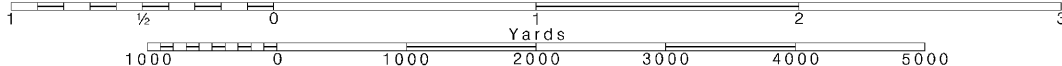
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SCALE 1:40,000
Nautical Miles

See Note on page 5.

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Note: Chart grid lines are aligned with true north.



WEATHER RULES FOR SAFE BOATING

Before setting out:

1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea. Be cautious when you see warning displays at U.S. Coast Guard stations, yacht clubs, marinas, and at other coastal points.

While afloat:

1. Keep a weather eye out for:
 - A. A sudden vertical cumulus cloud development
 - B. A sudden change in wind direction
 - C. A sudden noticeable increase in wind velocity
 - D. A drop in temperature
2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms.
3. Check radio weather broadcasts for latest forecasts and warnings.

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

NOTE D

PRECAUTIONARY AREA

A Precautionary Area exists around Miami Lighted Buoy "M", at (25° 46' 08" N, 80° 04' 59" W). 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.

MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Melbourne, FL	*(321) 255-0212	8:00 AM-4:00 PM (Mon.-Fri.)
Miami, FL	(305) 229-4522	24 hours
Tampa Bay, FL	*(813) 645-2506	9:00 AM-4:00 PM (Mon.-Fri.)
Key West, FL	(305) 295-1316	24 hours

*Recording (24 hours daily)

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.

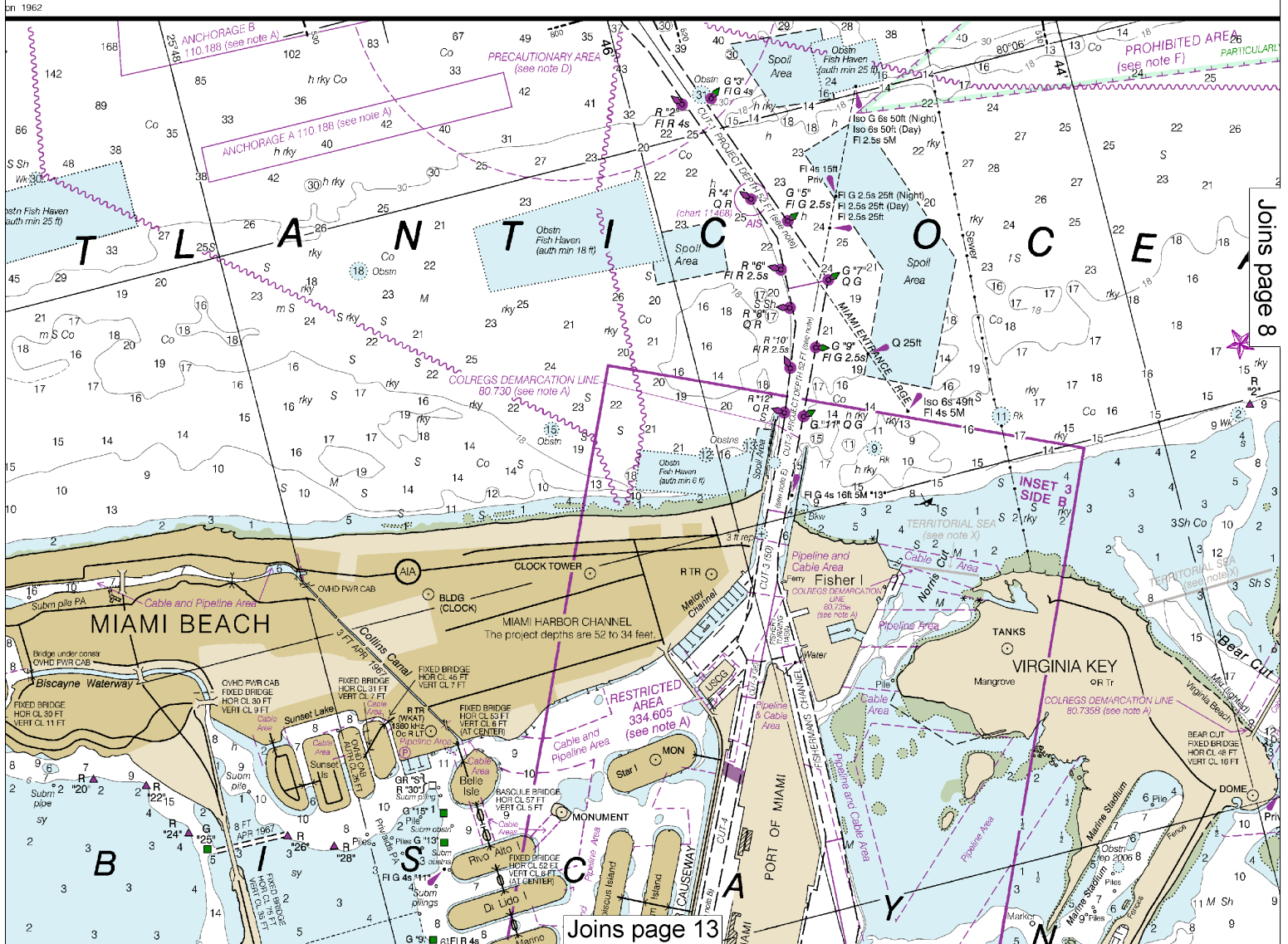
West Palm Beach, FL	KEC-50	162.475 MHz
Miami, FL	KHB-34	162.550 MHz
Princeton, FL	WNG-663	162.425 MHz

CAUTION

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

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.



BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROCASTS-EST	SPECIAL WARNING
Miami, FL	NCF	2670 kHz	10:50 AM & PM	†On receipt

†Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF

CAUTION BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTE 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.

NOTE B

The area in Miami Harbor from the turning basin to the northwest corner of Dodge Island is utilized intermittently as a seaplane operating area.

NOTE E CAUTION

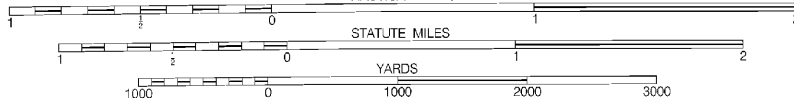
Cross-channel current variations in parts of the Cut-2 and Cut-3 (50) are particularly difficult to negotiate because of variation between predicted and actual currents. Caution should be exercised when entering from the sea during flood tide with northeasterly a strong turning torque occurs when just inside the north jetty. A but less serious situation occurs when leaving the port during ebb. Horizontal current gradients occur in the turning basin at the northwest corner of Dodge Island, which may make maneuvering difficult and may encounter current anomalies at the mouth of the Miami

NOTE F

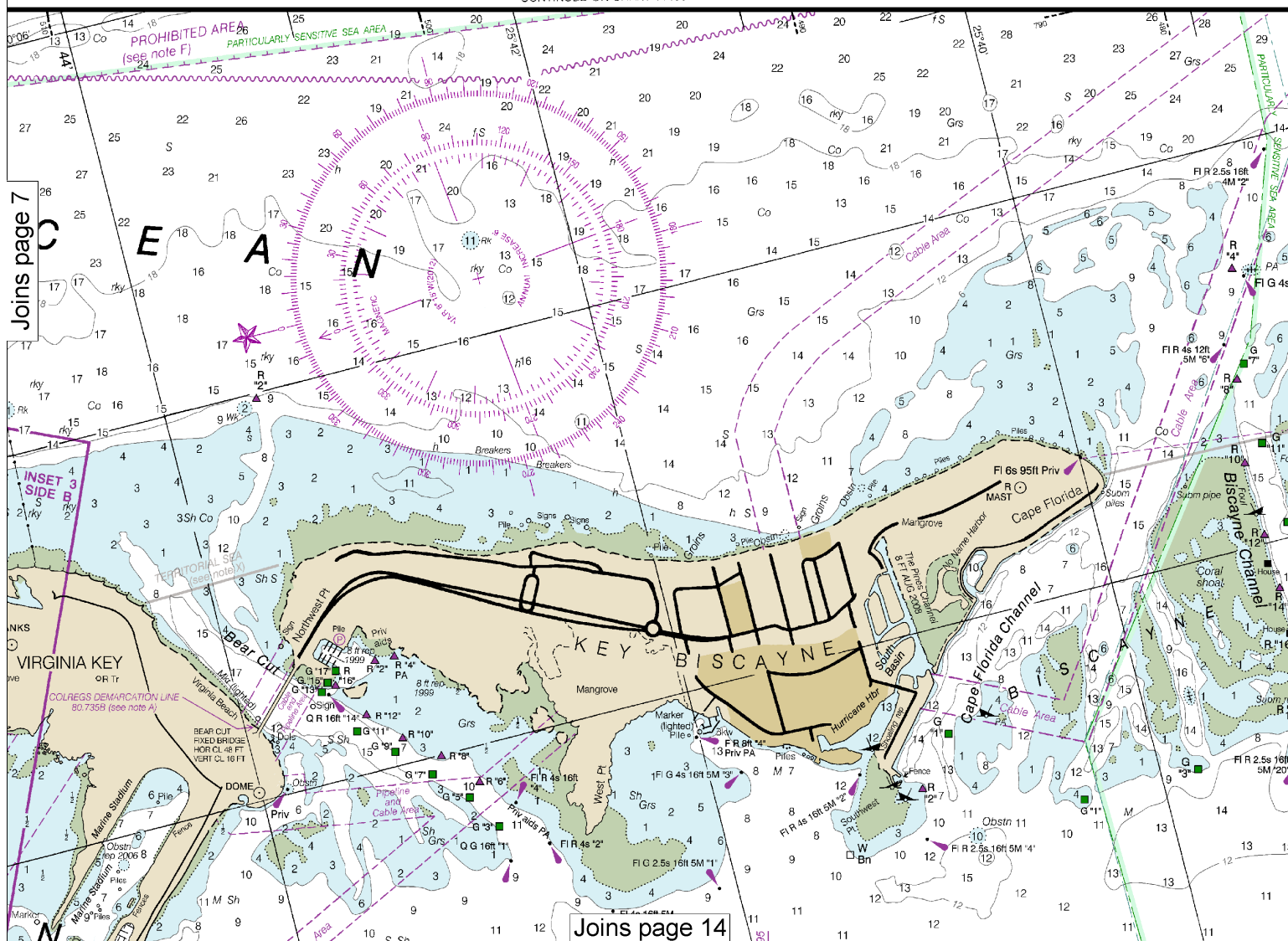
PROHIBITED AREAS (Areas to be avoided)

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

SCALE 1:40,000
NAUTICAL MILES



CONTINUED ON CHART 11466



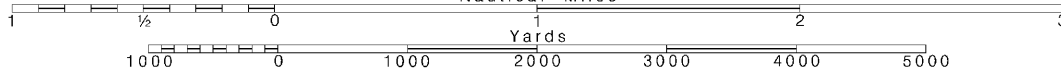
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SCALE 1:40,000
Nautical Miles

See Note on page 5.

8

Note: Chart grid lines are aligned with true north.



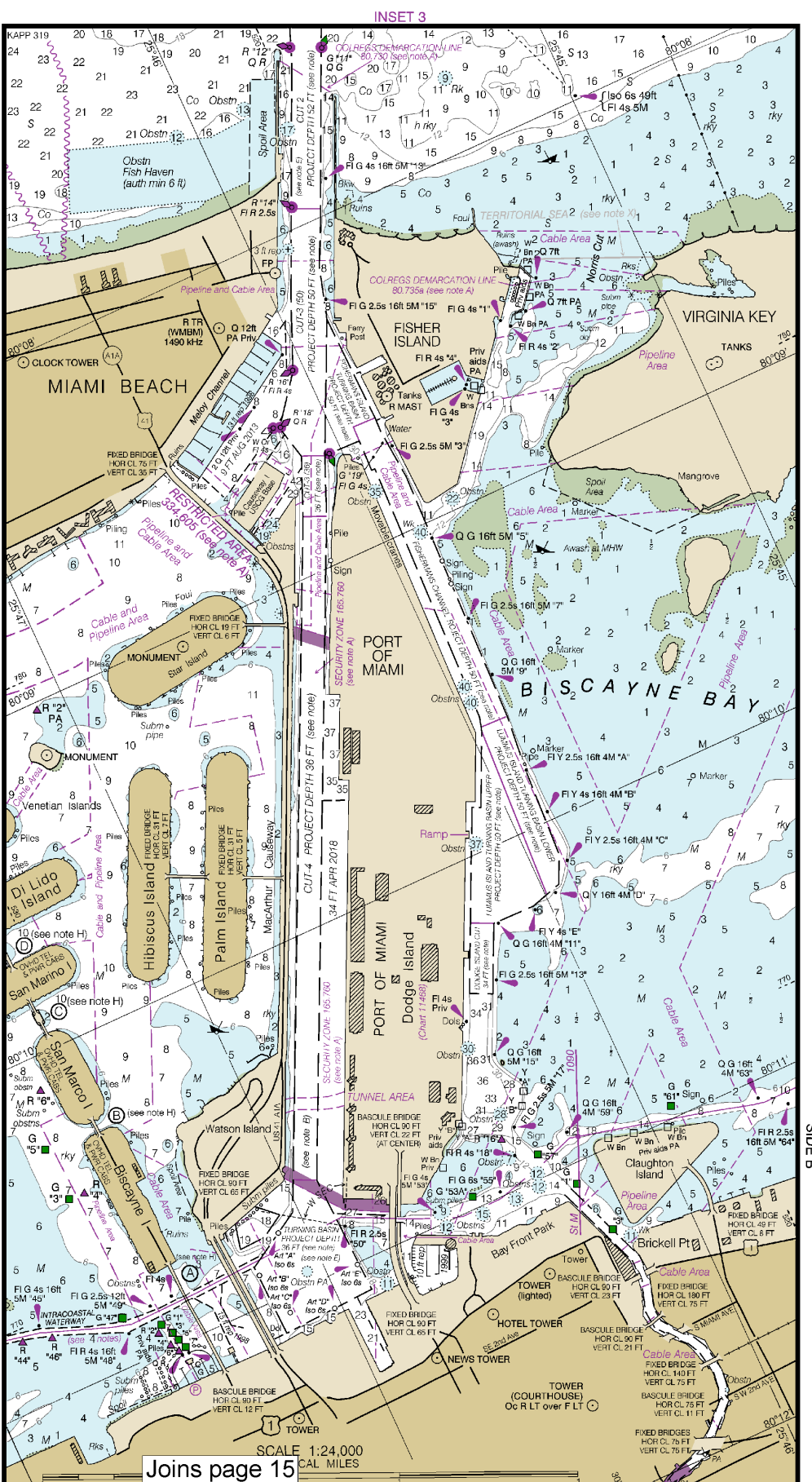
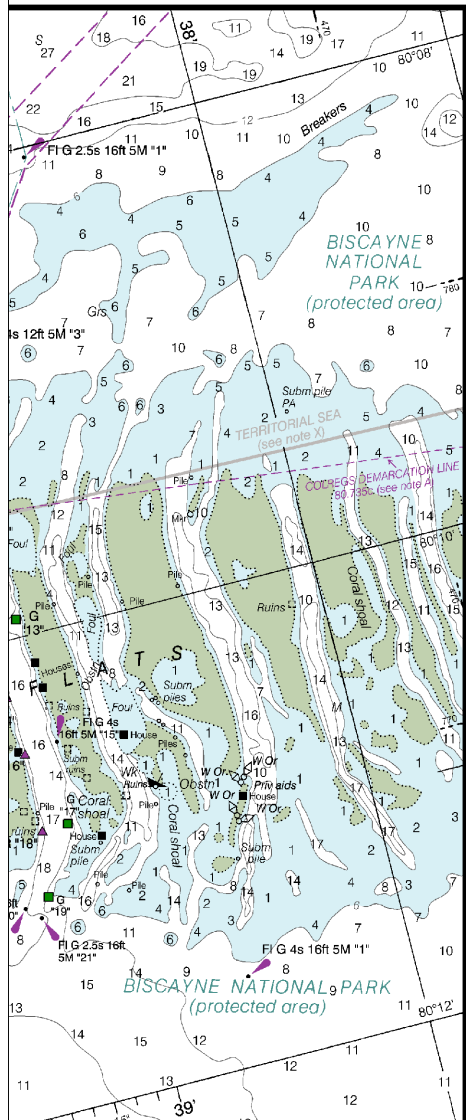
MIAMI RIVER

The controlling depths were 8 feet for a width of 150 feet from the Intracoastal Waterway to South Fork Miami River; then 9 feet for a width of 125 feet to the Tamiami Canal; then 11 feet for a width of 90 feet to the Seaboard Coast Line (SCL) Railroad bridge; then 6½ feet for a mid-width of 45 feet to the dam at the 36th St. bridge.

Jul 2000 - Feb 2017

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by winds;
A similar
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northwest
ilt. Ships
mi River.

- NOTE H
VENETIAN CAUSEWAY BRIDGES
- (A) BASCULE BRIDGE
HOR CL 90 FT
VERT CL 12 FT
 - (B) FIXED BRIDGE
HOR CL 51 FT
VERT CL 6 FT
(AT CENTER)
 - (C) FIXED BRIDGE
HOR CL 52 FT
VERT CL 6 FT
(AT CENTER)
 - (D) FIXED BRIDGE
HOR CL 52 FT
VERT CL 6 FT
(AT CENTER)

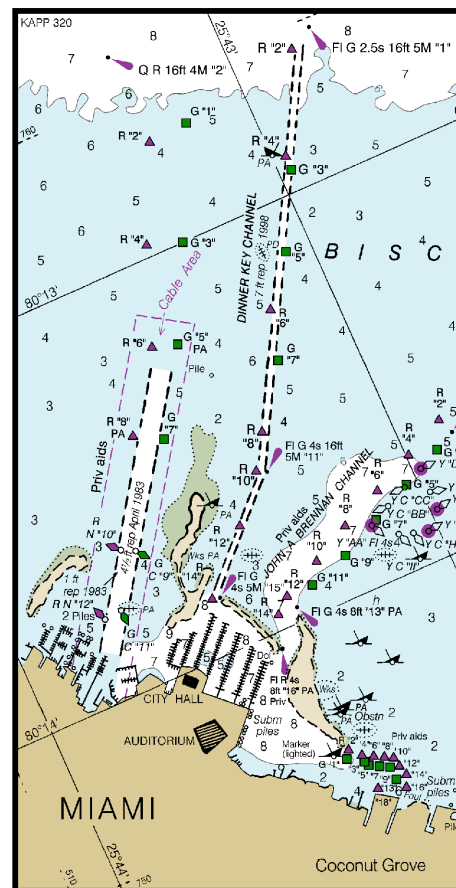
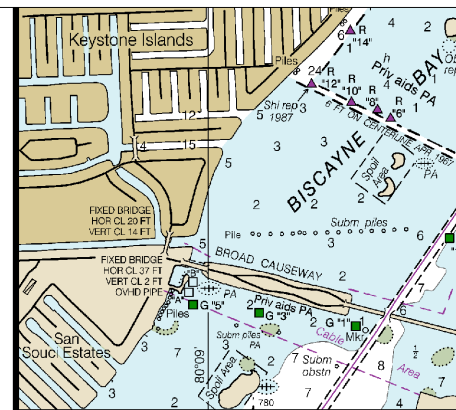


SCALE 1:24,000
CAL MILES

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

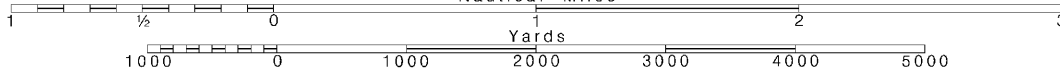
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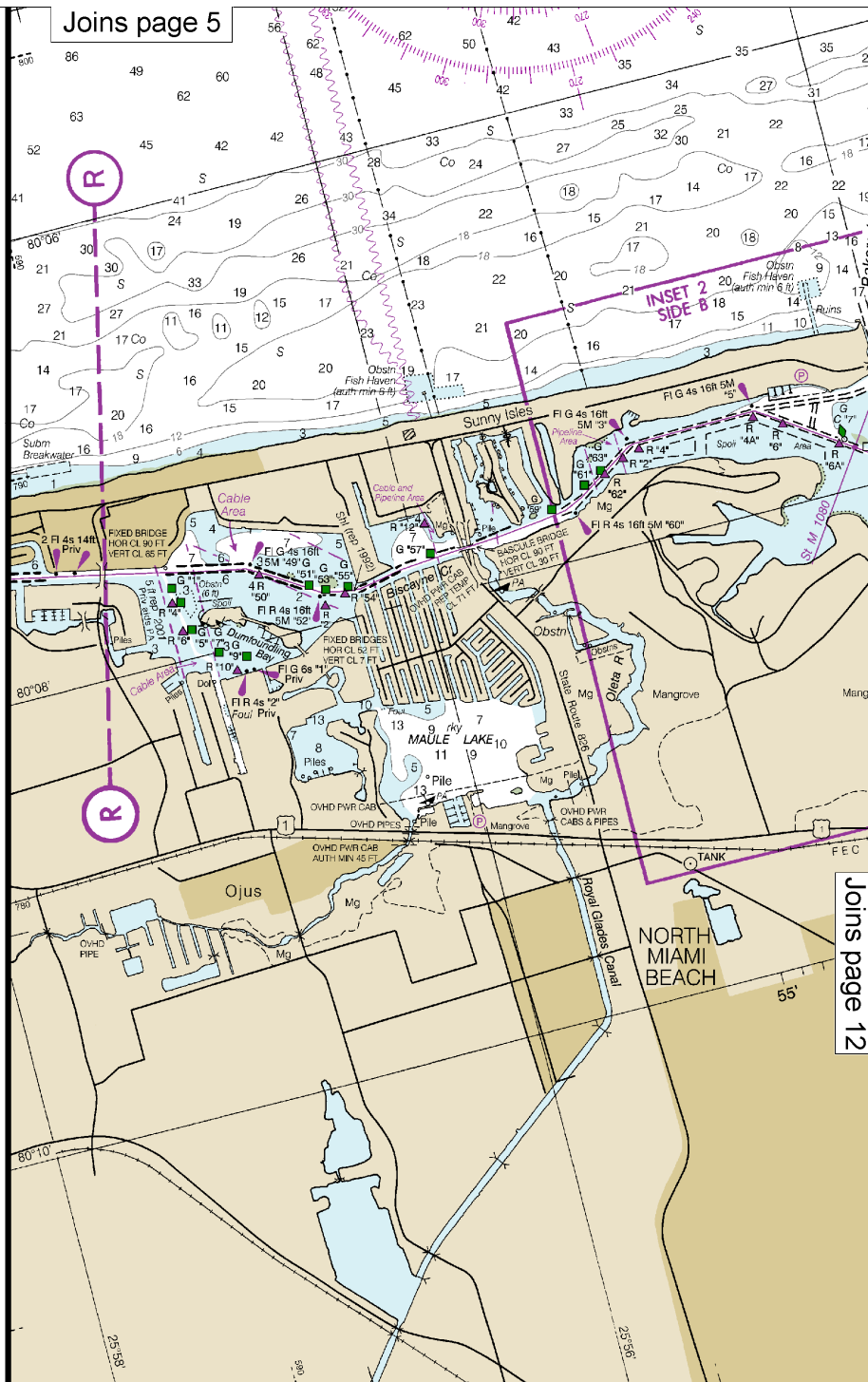
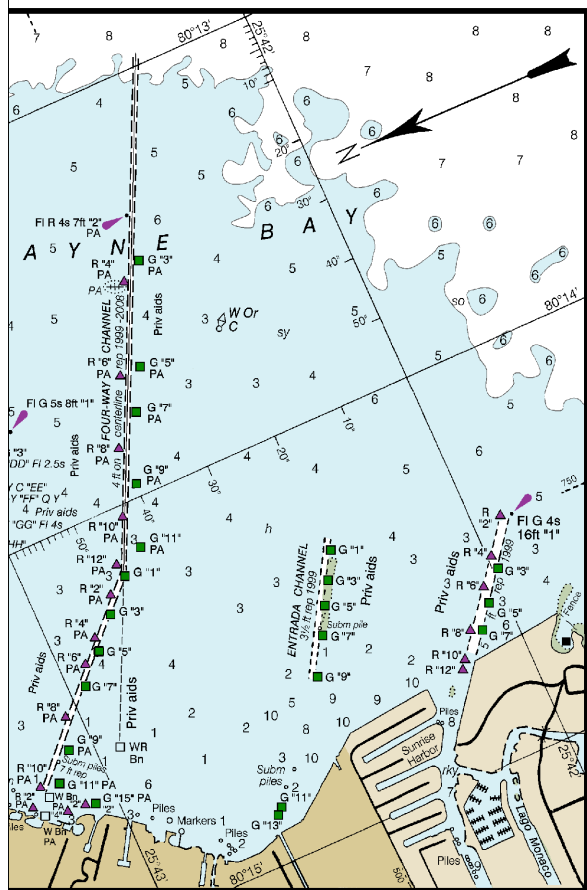
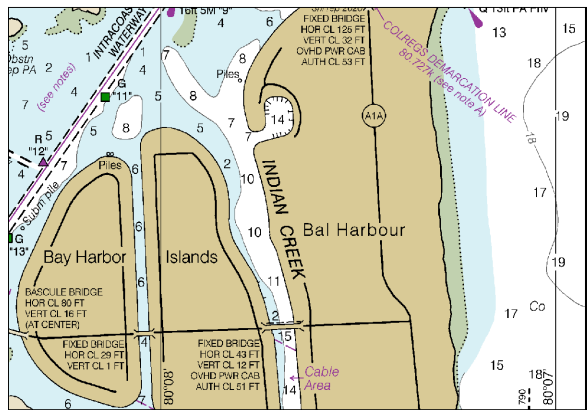
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Nautical Miles

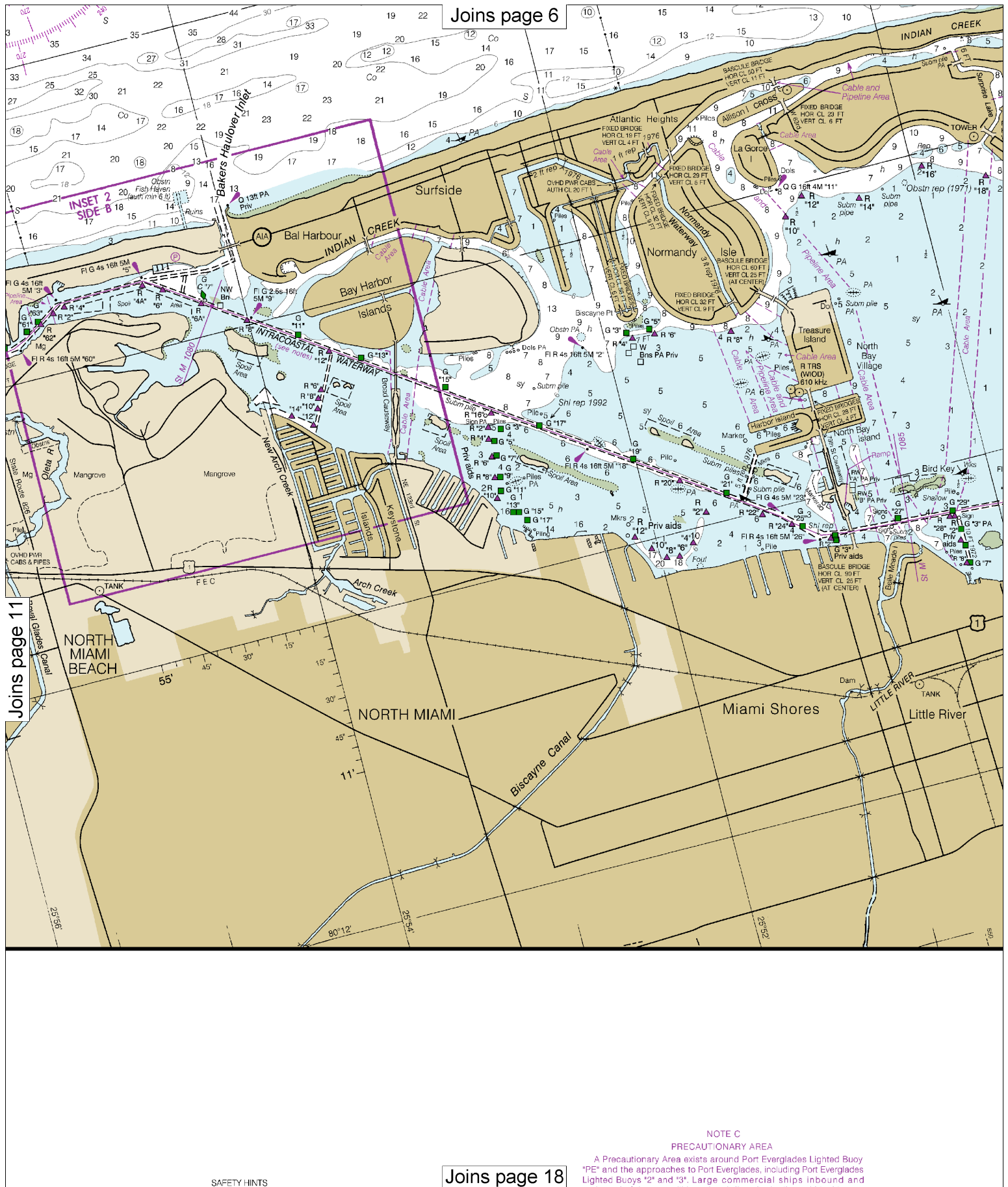
See Note on page 5.



Note: Chart grid lines are aligned with true north.



Joins page 17



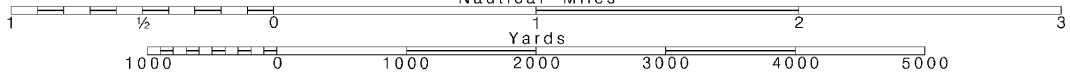
12

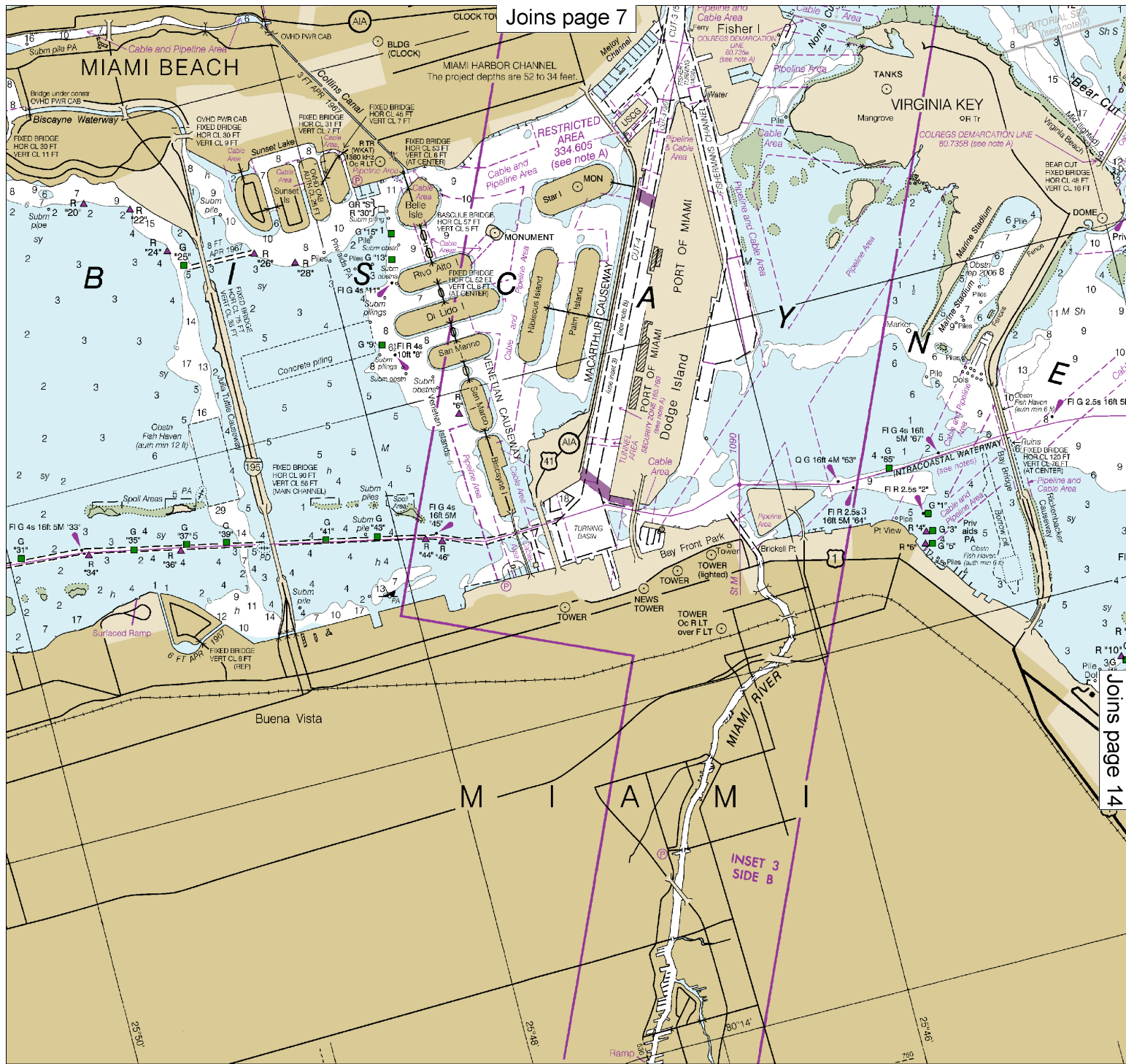
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 7

Joins page 14

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

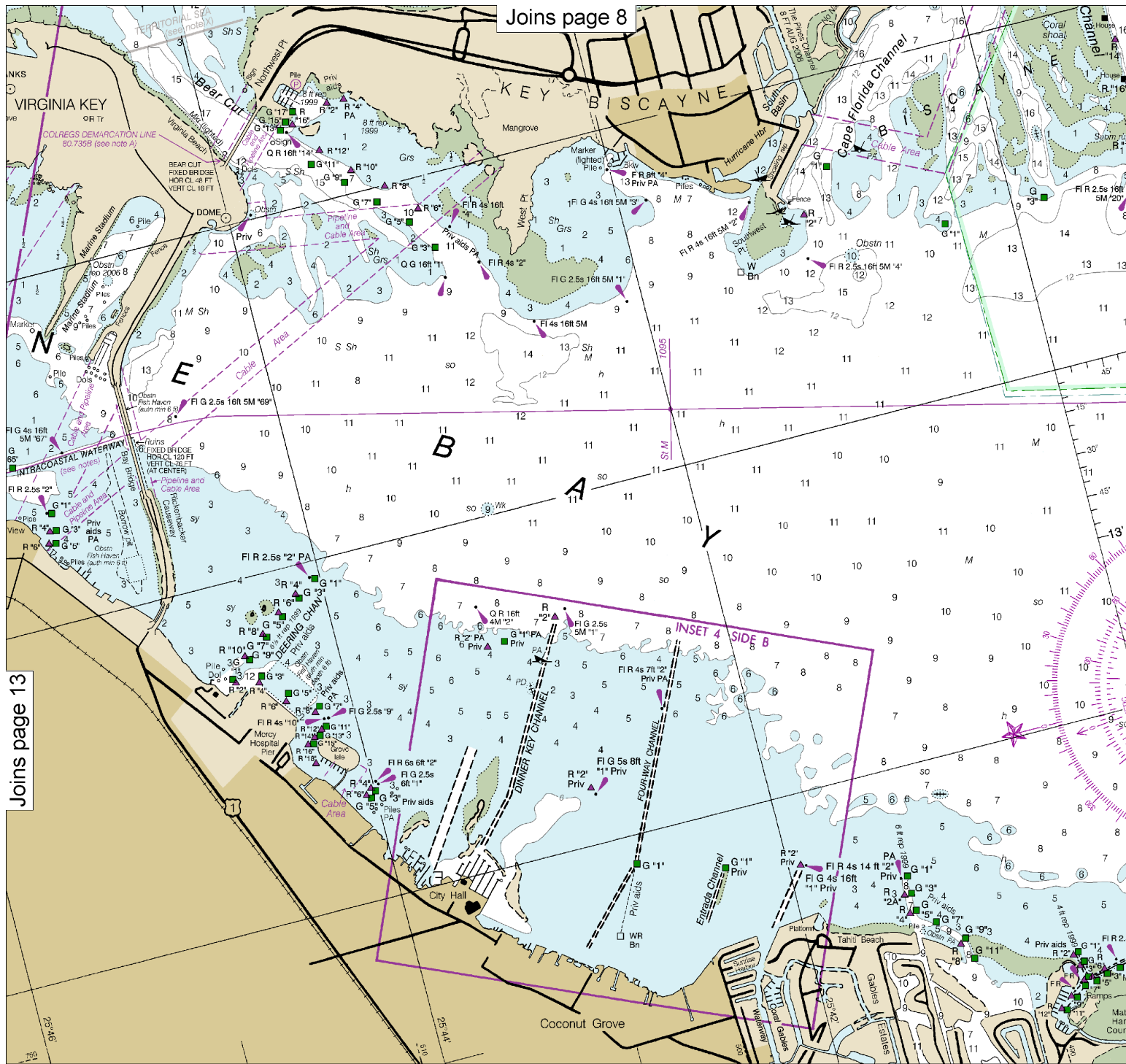
POLLUTION REPORTS

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).

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

Joins page 19



Joins page 8

Joins page 13

RACING BUOYS
 Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not listed on the U.S. Coast Guard charts.

Joins page 20

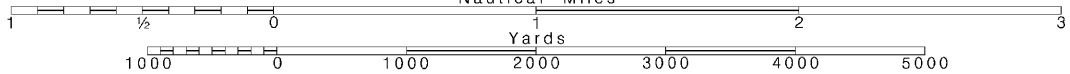
14

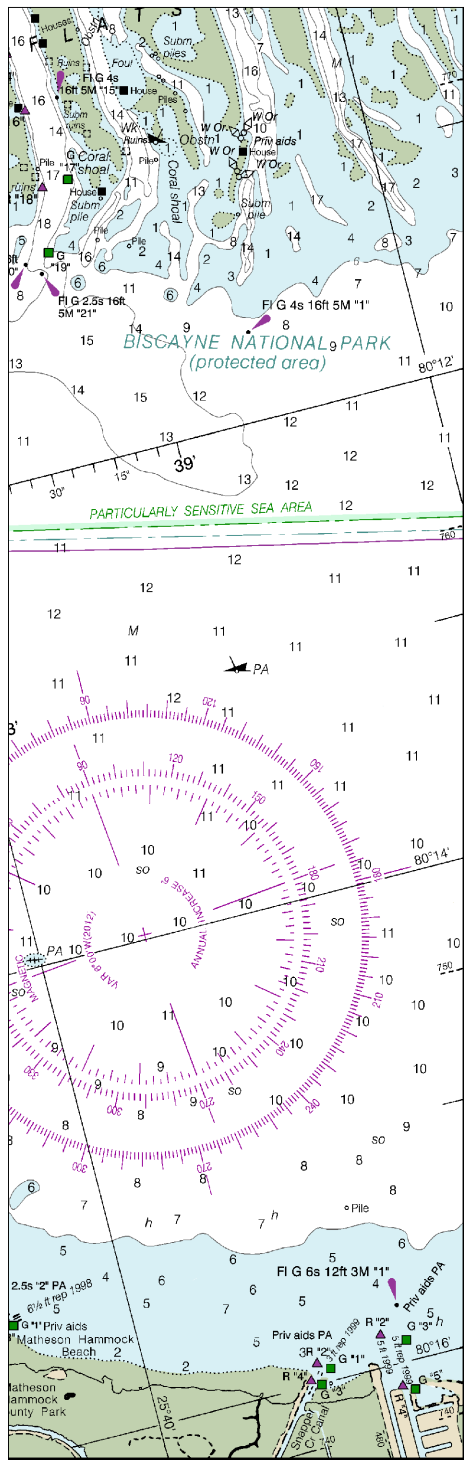
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

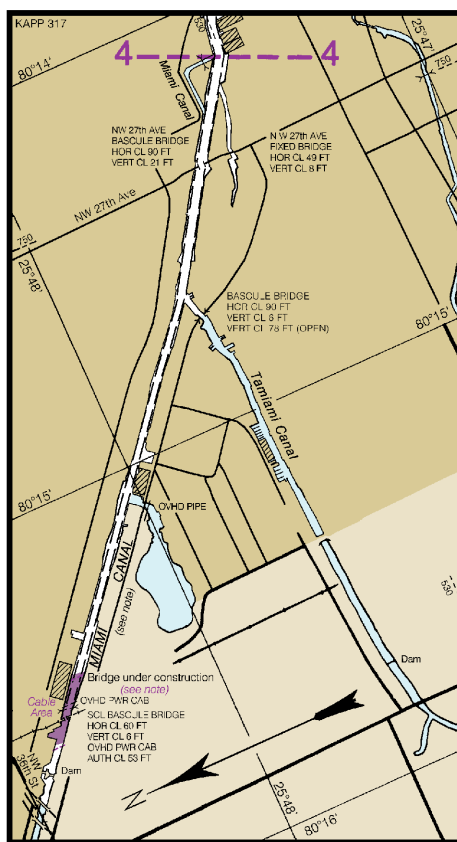
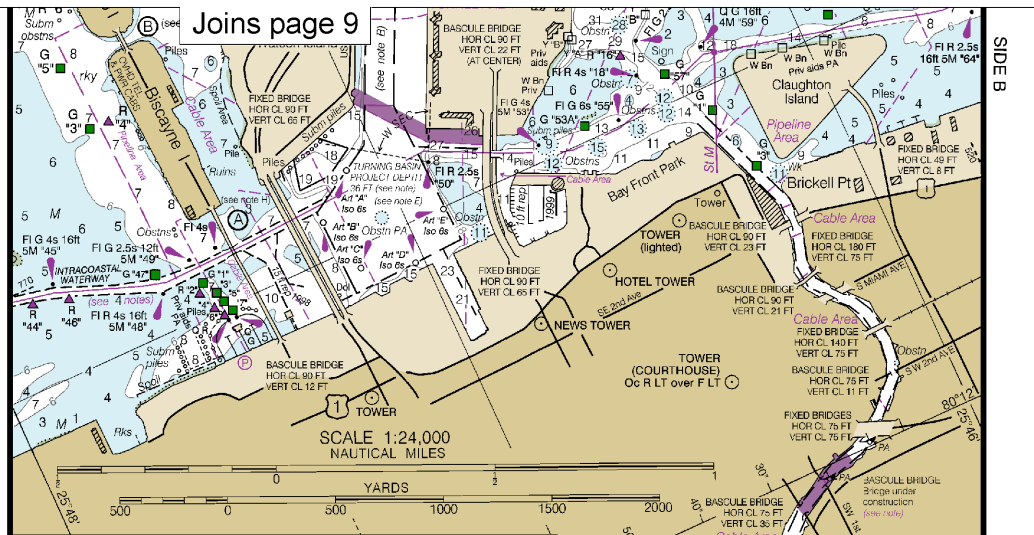
See Note on page 5.





JOINS page 9

CONTINUED ON CHART 11451 (PAGE A)



11467

CAUTION

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

CAUTION

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



THE NATION'S CHARTMAKER SINCE 1807

FLORIDA

WEST PALM BEACH

Joins page 21

15

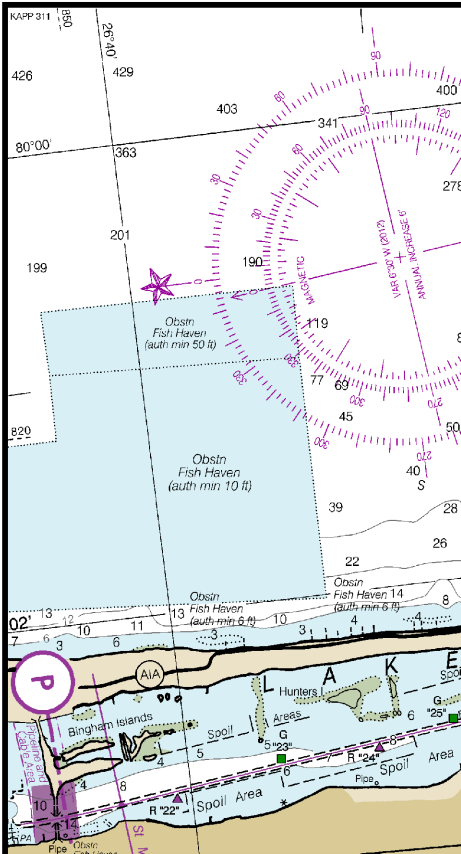
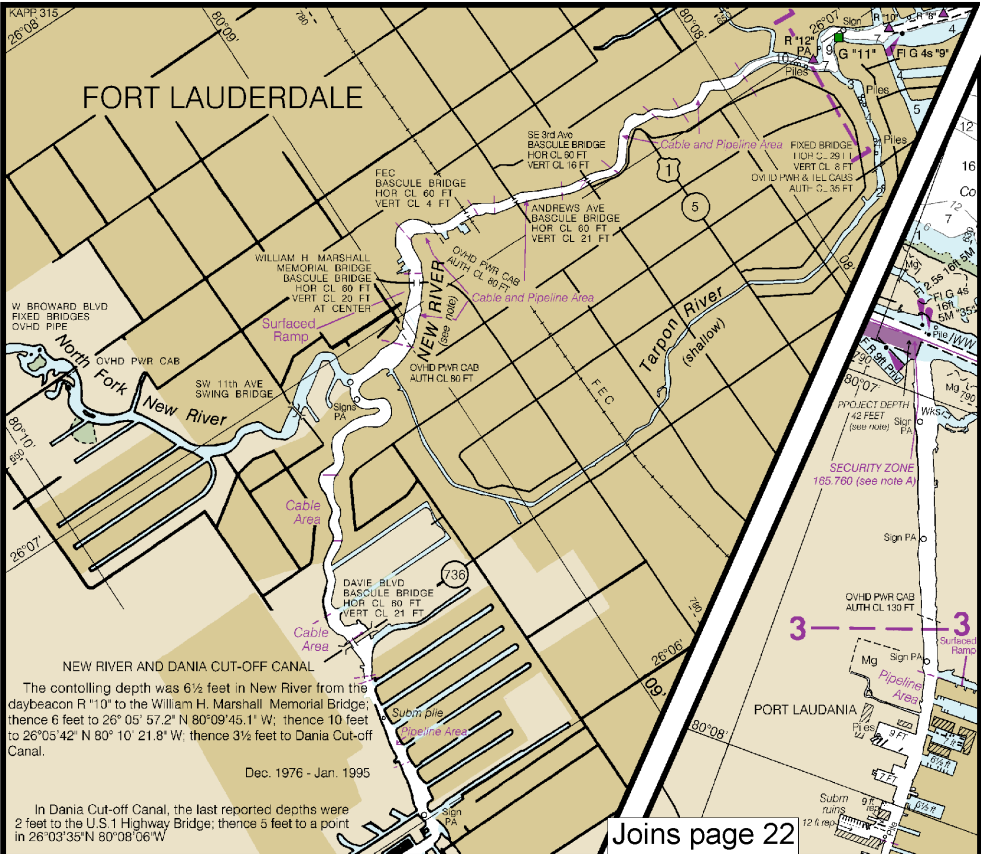


11467

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

TIDAL INF	
PLACE	
NAME	(LAT/LON)
Palm Beach, Lake Worth, FL	(26°44'N/0°)
Palm Beach, Hwy. 704 bridge, FL	(26°42'N/0°)
West Palm Beach, Canal, Lake Worth, FL	(26°39'N/0°)
Lake Worth Pier, ocean, FL	(26°37'N/0°)
Boynton Beach, Lake Worth, FL	(26°35'N/0°)
Delray Beach, ICWW, FL	(26°28'N/0°)
South Delray Beach, ICWW, FL	(26°27'N/0°)
Yamato, ICWW, FL	(26°24'N/0°)
Lake Wyman, ICWW, FL	(26°22'N/0°)
Hillsboro Inlet (CG Station), FL	(26°16'N/0°)
Port Everglades, Turning Basin, FL	(26°06'N/0°)
Whiskey Creek, south entrance, FL	(26°03'N/0°)
Dumfries Bay, FL	(25°57'N/0°)
N. Miami Beach, Newport Fishing Pier, FL	(25°56'N/0°)
Haulover Pier, N. Miami Beach, FL	(25°54'N/0°)
Miami Miamarina, Biscayne Bay, FL	(25°47'N/0°)
Miami Harbor Entrance, ocean pier, FL	(25°46'N/0°)
Biscayne Creek, ICWW, FL	(25°53'N/0°)
Lake Worth ICWW, Lake Worth, FL	(26°37'N/0°)

Dashes (---) located in datum columns indicate unavailable tide predictions, and tidal current predictions are available (Dec 2011)



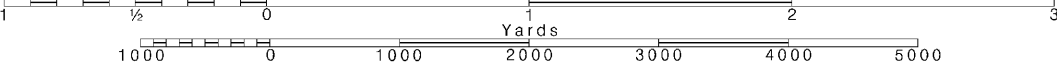
16

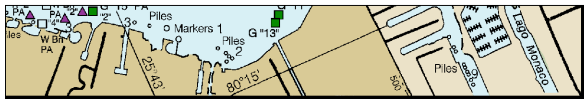
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 11



INSET 4

INFORMATION

LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
080°03'W)	3.1	2.9	0.2
080°03'W)	2.9	2.7	0.1
080°03'W)	2.8	2.6	0.2
080°02'W)	3.0	2.9	0.1
080°03'W)	2.8	2.6	0.1
080°04'W)	2.9	2.6	0.2
080°04'W)	2.7	2.6	0.2
080°04'W)	2.6	2.5	0.2
080°04'W)	2.5	2.4	0.2
080°05'W)	2.6	2.6	0.2
080°07'W)	2.6	2.7	0.2
080°07'W)	2.5	2.4	0.2
080°08'W)	2.2	2.2	0.1
080°07'W)	2.6	2.6	0.2
080°07'W)	2.7	2.6	0.1
080°11'W)	2.4	2.3	0.1
080°08'W)	2.7	2.6	0.2
080°10'W)	2.4	2.3	0.1
080°03'W)	3.1	2.9	0.1

tabular datum values for a tide station. Real-time water levels, available on the Internet from <http://tidesandcurrents.noaa.gov>.

PROJECT DEPTHS

Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at <http://navigation.usace.army.mil/Survey/Hydro>.

1. Keep your chart up to date by a when you receive them.
2. Read carefully all notes printed on
3. Learn the meaning of each symbol a
4. The compass on your chart show must also correct your bearing for the d
5. Constantly use your chart from the the orientation of your boat with respect
6. Maintain your position on the cha can identify in your surroundings.

PUBLIC BOATING

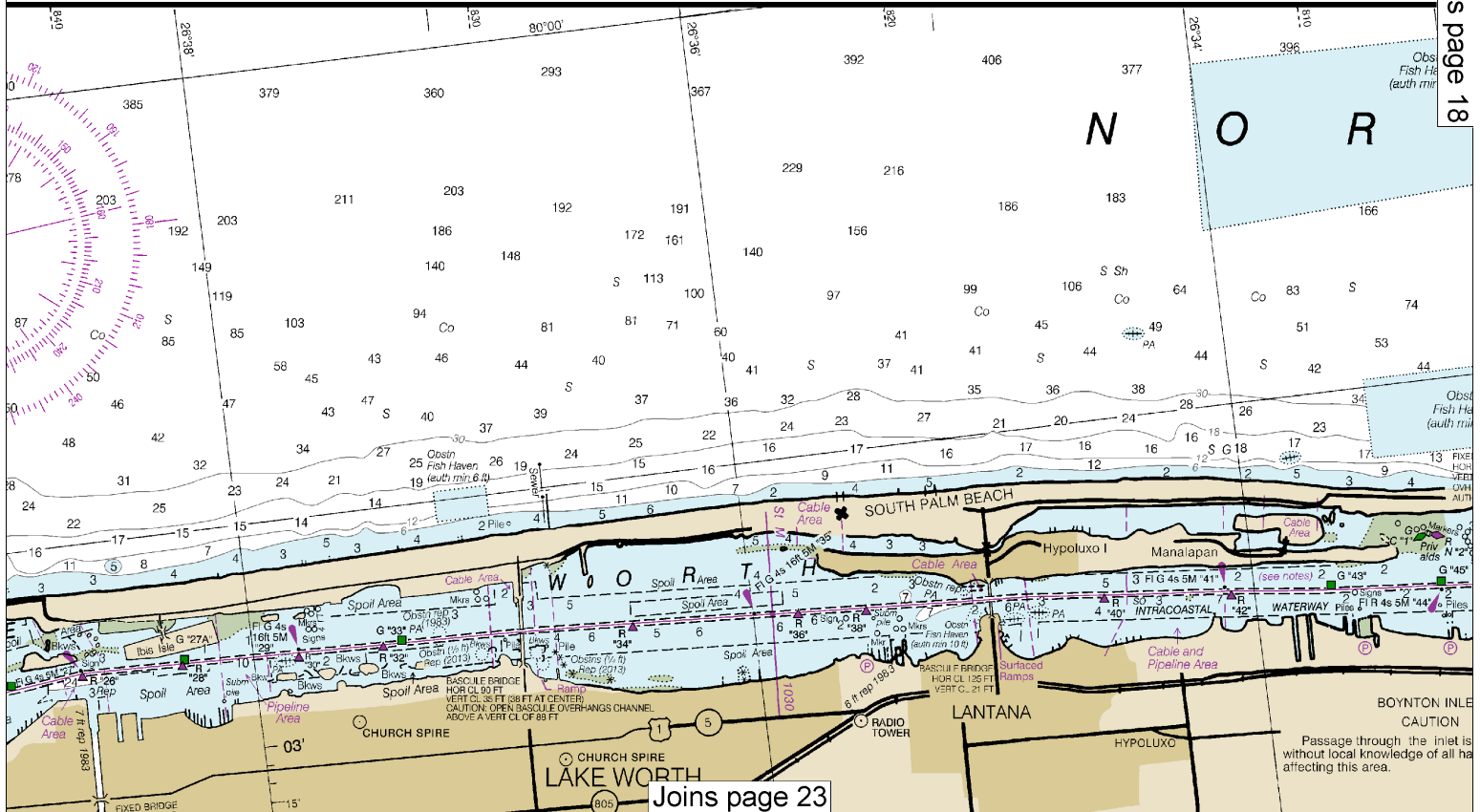
The United States Power Squad (USCGAUX), national organizations struction programs in communities t regarding these educational courses.

USPS - Local Squadron Comm Box 30423, Raleigh, N.C. 27612

USCGAUX - 7th Coast Guard D 305-350-5697 or USCG Headquar

Fixed and f submerged, may ex bridge construction proceed with o

CONTINUED ON CHART 11466



Joins page 23

SAFETY HINTS

1. Keep your chart up to date by applying all Notice to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

PUBLIC BOATING INSTRUCTION PROGRAMS

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

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281

USCGAUX - 7th Coast Guard District, 51 Southwest Ave., Miami, FL 33130 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

CAUTION

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

NOTE C

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.

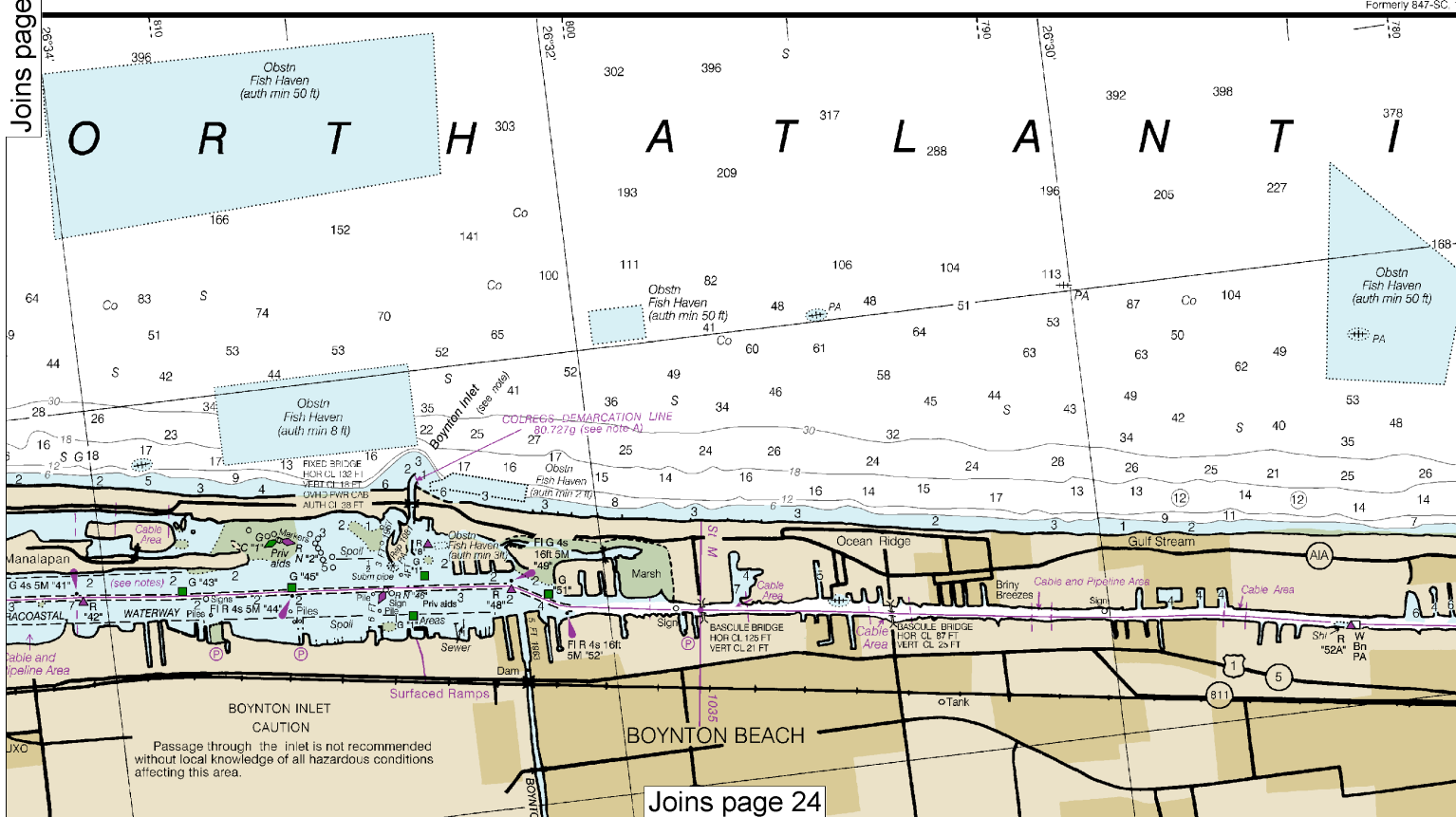
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

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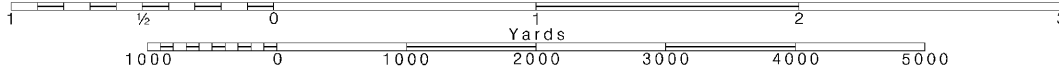
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

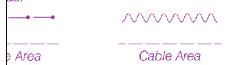
SCALE 1:40,000
Nautical Miles

See Note on page 5.



Ⓟ Pump-out facilities

CAUTION
MARINE PIPELINES AND CABLES
submarine pipelines and submarine
submarine pipeline and cable areas
as:



Not all uncharted submarine pipelines and
cables may exist within the area of
Not all submarine pipelines and sub-
marines are required to be buried, and
they were originally buried may have
exposed. Mariners should use extreme
caution when operating vessels in depths of
parallel to their draft in areas where
and cables may exist, and when
dragging, or trawling,
and wells may be marked by lighted or
buoys.

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.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labeled "Art".

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).

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)

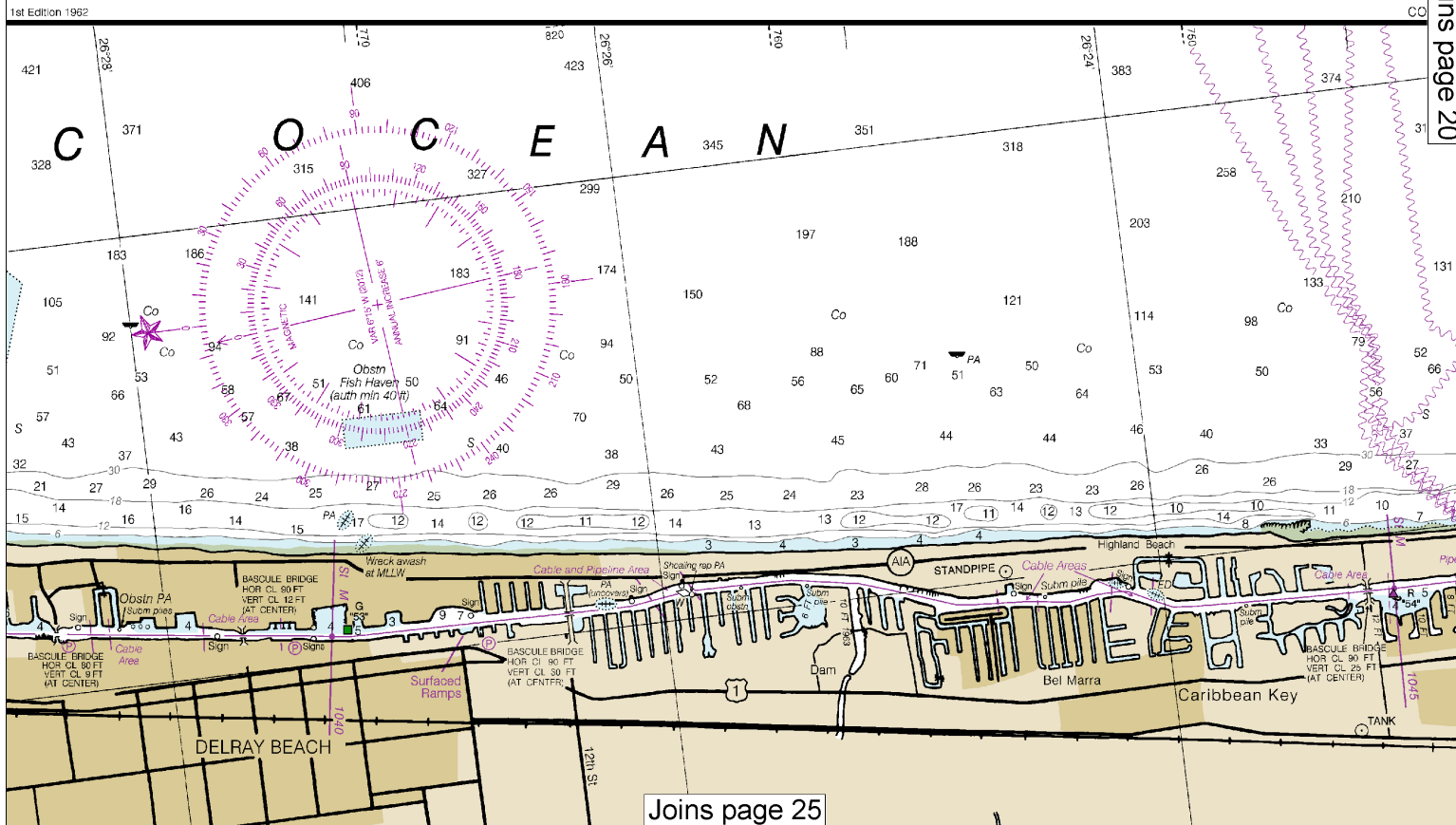
HORIZONTAL DATUM

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 1.315" northward and 0.827" eastward to agree with this chart.

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.

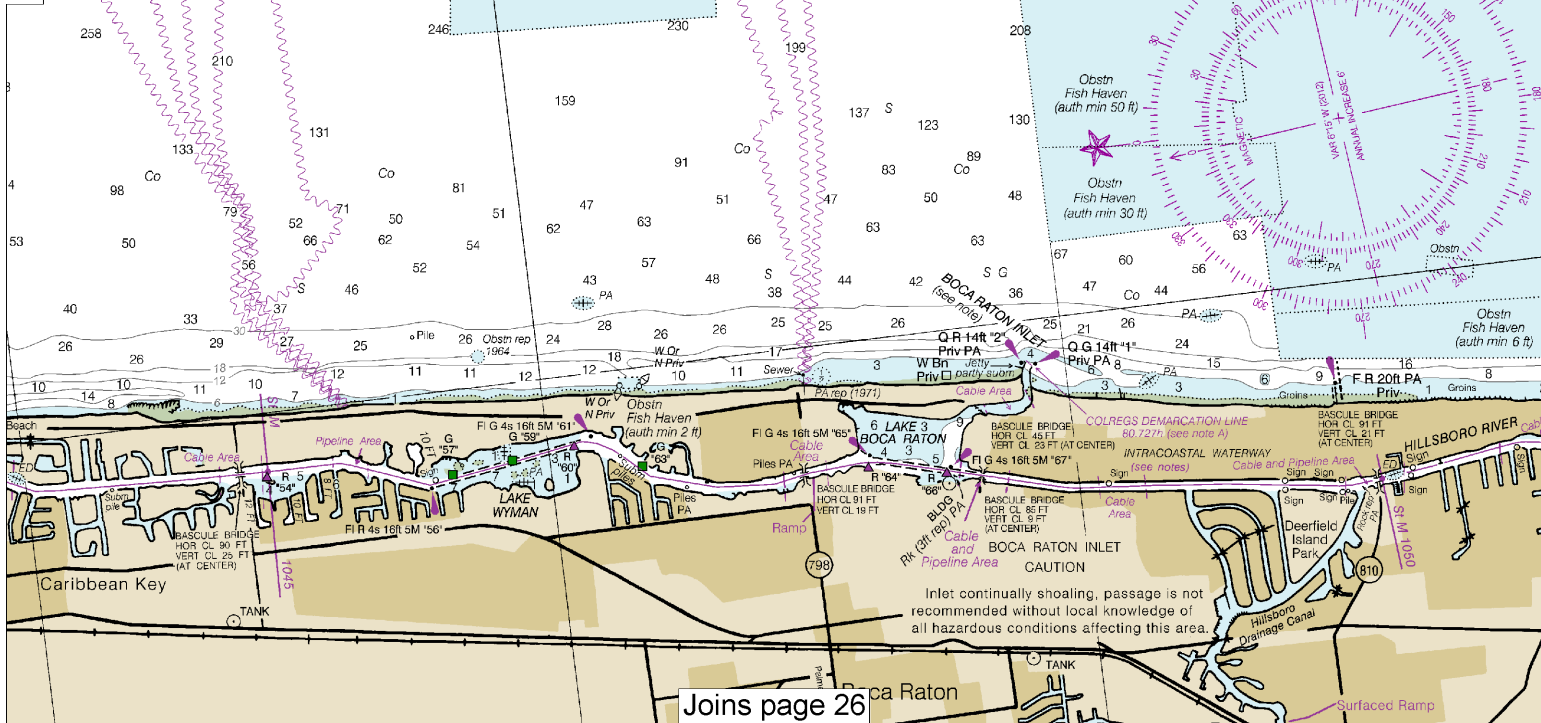
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Joins page 19



RACING BUOYS

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

PLANE COORDINATE GRID

(based on NAD 1927)
Florida State Grid, East Zone is indicated by dashed ticks at 10,000 foot intervals.
The last three digits are omitted.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. 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 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.

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce, FL; 10 feet Fort Pierce, FL to Miami, FL; 7 feet Miami, FL to Cross Bank in Florida Bay.

Consult the U.S. Army Corps of Engineers for controlling depths and U.S. Coast Guard Local Notice to Mariners for other navigation hazards 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>

Distances

The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow the aids to navigation and avoid charted shoals and obstructions.

Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus:

One Statute Mile equals 0.87 Nautical Miles.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

CORAL PROPAGATION

Uncharted submerged manmade designed for the purpose of coral propagation may exist within the limits of this chart in shallow water areas.

INTRACOASTAL WATERWAY

The U.S. Aids to Navigation System is designed for use with nautical charts, and the meaning of an aid to navigation may be found in the appropriate chart or compass.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow squares to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles are kept on the starboard side of the aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides information, but simply identifies the aid as marking the Intracoastal Waterway.

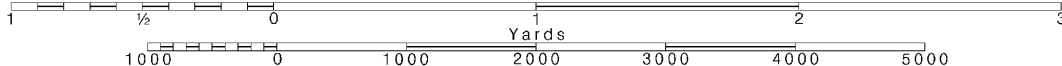
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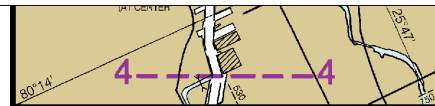
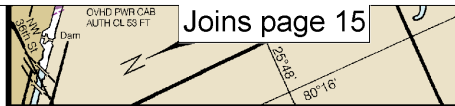
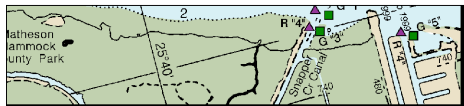
SCALE 1:40,000
Nautical Miles

See Note on page 5.

20

Note: Chart grid lines are aligned with true north.





11467



NAUTICAL CHART 11467 INTRACOASTAL WATERWAY

FLORIDA WEST PALM BEACH TO MIAMI

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

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

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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

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

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

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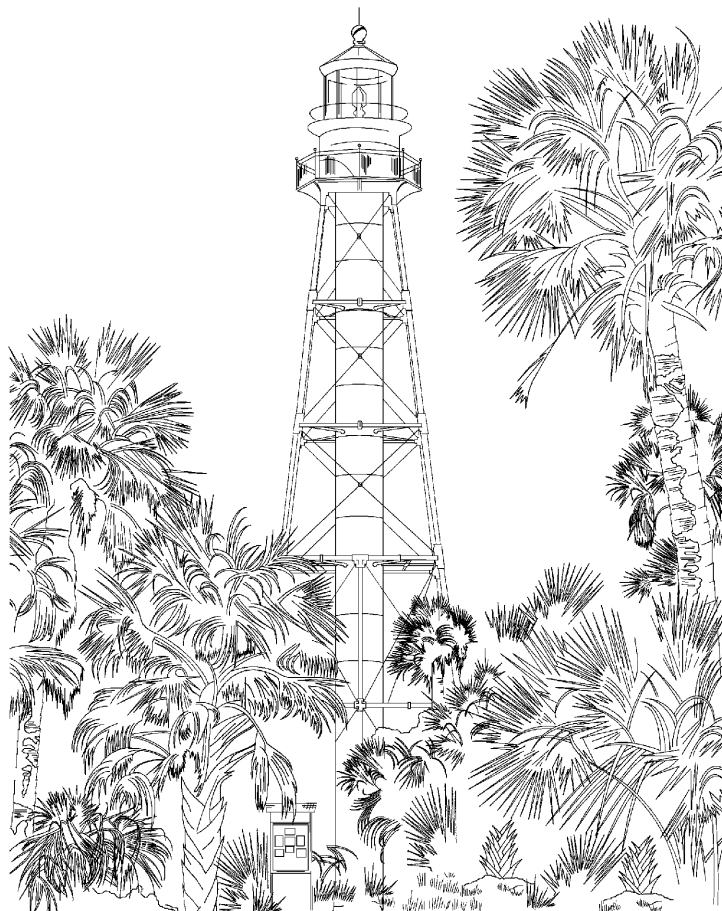
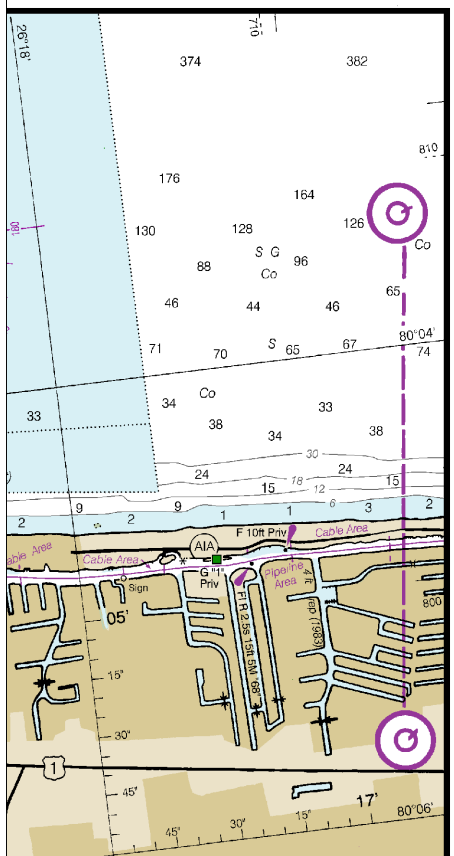


Chart 11467

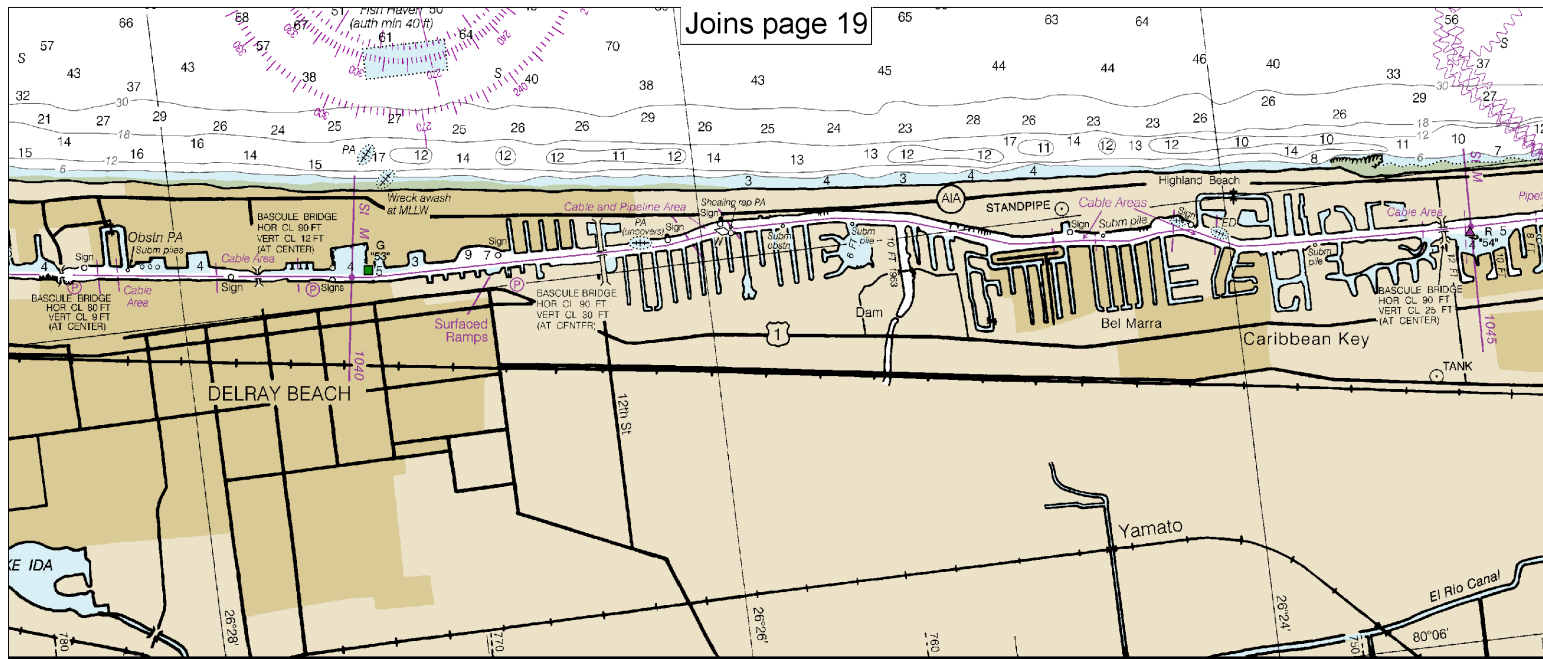
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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

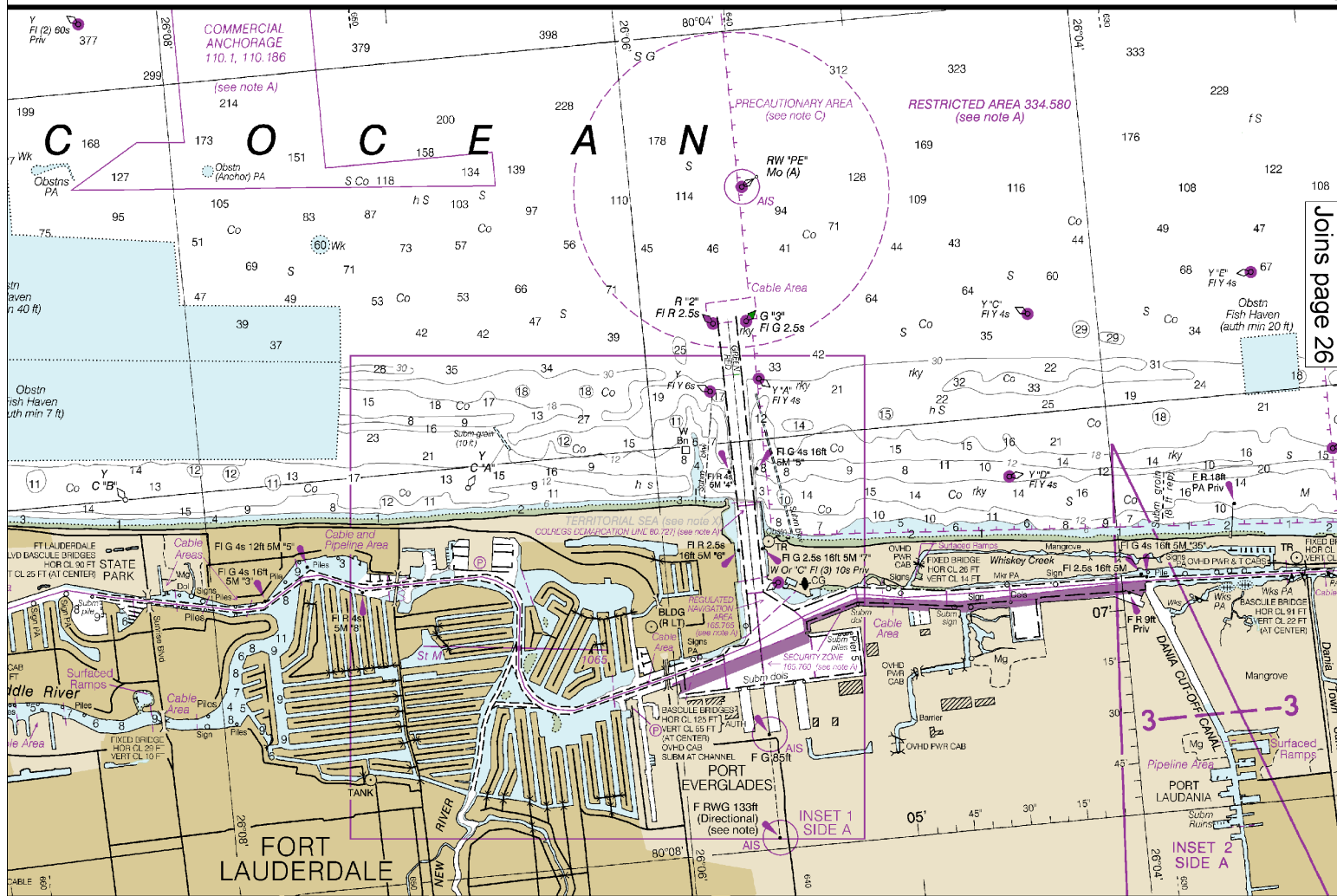
Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water

Joins page 27



Joins page 19



Joins page 26

CONTINUED ON NEW RIVER EXTENSION

CONTINUED ON DANIA CUT-OFF



Chart 11467

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

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

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

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

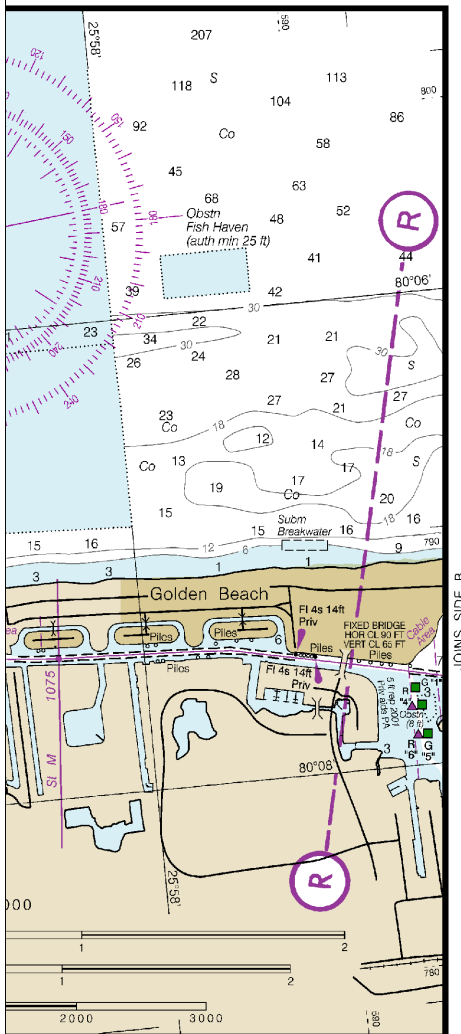
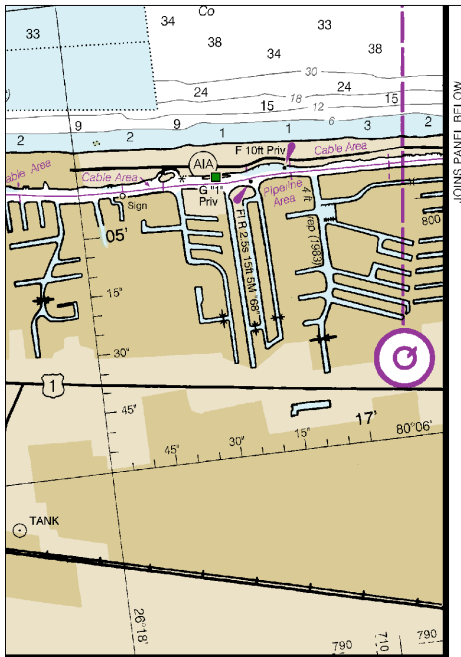
SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

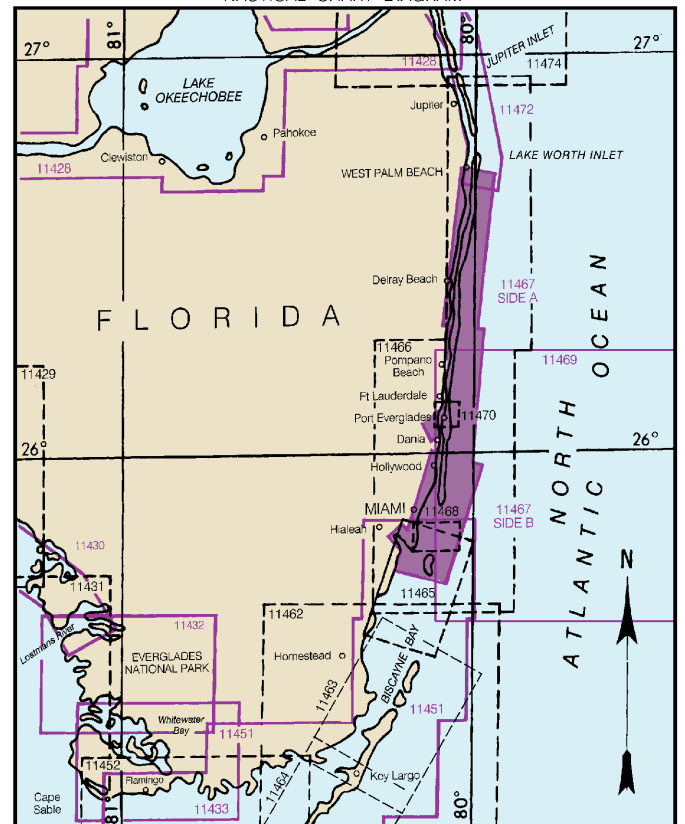
CAUTION

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.

SIDE A



NAUTICAL CHART DIAGRAM



11467



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.

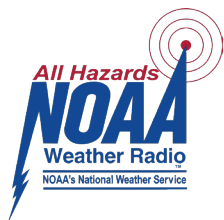
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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



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