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.

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.

CAUTION

SUBMARINE PIPELINES AND CABLES

Dredging or anchoring near submarine cables and submarine pipelines and cable areas are shown as:

Pipeline Area — Cable Area

Additional unmarked submarine pipelines and submarine cables may exist within the area of this chart. Hull damage and propeller damage are required to be reported, 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.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the navigable limits of the waterway. Mariners are advised to proceed with caution.

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 require a greater distance in which to maneuver or stop. The distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that a sailboat becomes unmanageable. Sailboats may become 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.

SIGNAL INFORMATION

NAME	LAT/LONG	Height Above High Water (Feet)	Height Above Water (Feet)	Mean Low Water
Palm Beach, Lake Worth, FL	(26°42'N/80°02'W)	3.1	3.6	0.2
Port Everglades, Entrance, FL	(26°05'N/80°06'W)	2.8	3.3	0.2
Fleet Point Beach, Canal, Lake Worth, FL	(26°37'N/80°02'W)	2.8	3.3	0.2
Lake Worth Pier, Ocean, FL	(26°36'N/80°02'W)	3.0	3.6	0.1
Lake Worth Inlet, Ocean, FL	(26°46'N/80°02'W)	3.0	3.6	0.1
Delray Beach, ICWW, FL	(26°26'N/80°04'W)	2.9	3.4	0.2
South Delray Beach, ICWW, FL	(26°26'N/80°04'W)	2.7	3.5	0.2
Boca Raton Inlet, FL	(26°21'N/80°04'W)	3.0	3.6	0.1
Lake Worth, ICWW, FL	(26°37'N/80°04'W)	0.13	0.4	0.0
Hillsboro Inlet (CG Station), FL	(26°15'N/80°05'W)	2.6	3.6	0.2
Hillsboro Inlet, Lighthouse Point, FL	(26°15'N/80°05'W)	2.8	3.3	0.2
Whiskey Creek, south entrance, FL	(26°15'N/80°07'W)	0.3	0.4	0.0
Fishermans Bay, FL	(26°21'N/80°08'W)	2.2	3.0	0.1
Hillsboro Inlet, Intracoastal Fishing Pier, FL	(26°15'N/80°08'W)	2.8	3.3	0.2
Harbour Pier, N. Miami Beach, FL	(25°54'N/80°07'W)	0.7	0.8	0.1
Miami Waterworks, Biscayne Bay, FL	(25°47'N/80°11'W)	2.4	2.3	0.1
Miami Beach, Government Cut, Miami, FL	(25°46'N/80°07'W)	2.8	3.3	0.2
Biscayne Creek, Miami, FL	(25°52'N/80°10'W)	2.5	2.5	0.1
Lake Worth, ICWW, Lake Worth, FL	(26°37'N/80°04'W)	0.2	0.3	0.0

Tide and current data are based on the latest information available at the time of publication. Predictions are printed in the Tide and Current tables published annually by the National Ocean Service. Additional corrections for locations not listed in the Tide and Current publications are available on the Internet from http://tidesandcurrents.noaa.gov. (Dec 2011)

TIDAL DATUMS

MHW Mean High Water
MLW Mean Low Water
MSL Mean Sea Level
NGVD National Geodetic Vertical Datum of 1929
NAVD North American Vertical Datum of 1988

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

RACING BUOYS

Racing buoys within the limits of this chart are not shown thereon. Information may be obtained from the U.S. Coast Guard Local Notice to Mariners. Offices are racing and similar private buoys are not at listed in the U.S. Coast Guard Light List.

PLANE COORDINATE GRID

Based on NAD 1983.

Florida East Zone, East Zone is indicated by dashed tick marks and values.
The four 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 weekly in the Local Notice to Mariners. Copies of regulations may be obtained by 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 B

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and restrictions for the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot5 appendix for addresses of EPA offices. Disposal operations in the survey dates may have included the depths shown.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center on 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility. Immediately notify the Coast Guard if your radio is inoperative. (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 broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
(LO)Accurate location) (xApproximate 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 World Geodetic System 1984 (WGS 84). Geographic positions referenced to this North American Datum of 1927 must be corrected an average of 1.913" northward and 0.807" eastward to agree with this chart.

NOTE C

PRECAUTIONARY AREA

A Precautionary Area exists around Port Everglades Lighted Buoy "P" at 26°04'.8N 80°05'.9W, 5 miles offshore. Lighted Buoys "A" and "B", Large commercial ships inbound and outbound of the port will board and disembark pilots within this area. Vessels operating within the Precautionary Area 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/mcd/contact.htm.

RULES OF THE ROAD

NARROWGES

Motorboats shall have 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.

A motorboat 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 most directly.

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 as published by U.S. Coast Guard publication "Navigation Rules."

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 you chart, each is vital to your safety afloat.
3. Chart all courses you intend to steer and all bearings you intend to take.
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. Maintain a vigilant lookout by sight and hearing in all directions at 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 and courtesy examination programs. For more information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commandant or USPS Headquarters, Post Office Box 3043, Raleigh, N.C. 27612, 919-821-0281

USCGAUX - 7th Coast Guard District, 51 Southwest Ave., Miami, FL 33130 800-336-2628 or USCG Headquarters (G-BAX-3), Washington, D.C. 20590-0001

CAUTION

Fixed and floating obstructions, some submerged, may exist within the navigable limits of the waterway. Mariners are advised to proceed with caution.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine facilities, as well as navigation and moored vessels, resulting in submerged debris in unknown locations.

After the storm has passed, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may be carried away from their charted positions, capsized, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Mariners should watch for changes in aids to navigation reported 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 pile structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged float. The aid may be marked by lighted or unlighted buoys.

MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Melbourne, FL	(321) 255-0132	8:00 AM-4:30 PM (Mon.-Fri.)
Miami, FL	(305) 229-4522	8:00 AM-4:30 PM (Mon.-Fri.)
Tampa Bay, FL	(813) 645-2323	8:30 AM-4:00 PM (Mon.-Fri.)
Key West, FL	(305) 292-1316	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 miles, but may be greater from high antennas or much as 100 nautical miles for stations at high elevations.

West Palm Beach, FL	KEC-30	162.475 MHz
Miami, FL	KHB-34	162.550 MHz
Pinnacle, FL	WNG-562	162.425 MHz

CAUTION

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

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) around Miami Lighted Buoy "M" is charted and highlighted with a green screened band or by a green screened band used in conjunction with a magenta tinted area, the limits of which U.S. PSSA coincides. A PSSA is an environmentally sensitive area around which ships operate with special care. See U.S. Coast Pilot sources for information regarding this area.

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROADCASTS-EST	SPECIAL WARNINGS
Miami, FL	NOT	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

RADIOLE 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 K

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Territorial Sea Line, previously described as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The Straight Line Natural Resource Boundary of the Gulf coast of Florida, which is the outer limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 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 D

PRECAUTIONARY AREA

A Precautionary Area exists around Miami Lighted Buoy "M", at 25° 46' 09"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.

NOTE E

CAUTION

Cross-channel current velocities in parts of the Cut-2 and in the Cut-3 Jetty are exclusively difficult to negotiate because of variances between predicted and actual currents. Caution should be exercised when navigating in these areas. Vessels should not attempt to navigate in a strong turning torque occurs when just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tides. Vessels should not attempt to navigate in the vicinity of the northeast corner of Dodge Island, which may make maneuvering difficult. Ships may encounter current anomalies at the mouth of the Miami River.

MIAMI RIVER

The controlling depths were 6 feet for a width of 150 feet from the Intracoastal Waterway to South Fork Miami River, thence 6 feet for a width of 100 feet to Miami River Canal; thence 11 feet for a width of 80 feet to Flagler Boulevard Coast Line (RC) Railroad bridge; thence 6½ feet for a first-width of 40 feet to the dock at the 36th St. bridge.

Jul 2000 - Feb 2011

NOTE F

PROHIBITED AREAS

(Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub.L. 101-605 (16 USC 1433), vessels are prohibited from operating in the areas to be avoided by tank vessels and vessels greater than 50 meters in length.

NORTH & YENDKIN CAUSEWAY BRIDGES

(1) BASCULE BRIDGE (CLR) 65 FT (20 M) AT CENTER
(2) FIXED BRIDGE (HOR CL) 11 FT (3 M) AT CENTER
(3) FIXED BRIDGE (HOR CL) 65 FT (20 M) AT CENTER
(4) FIXED BRIDGE (HOR CL) 10 FT (3 M) AT CENTER
(5) BASCULE BRIDGE (CLR) 15 FT (5 M) AT CENTER

CAUTION

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CAUTION

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CAUTION

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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

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WARNINGS CONCERNING LARGE VESSELS

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NAUTICAL CHART 11467
INTRACOASTAL WATERWAY

FLORIDA
WEST PALM BEACH TO MIAMI

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 published weekly by the U.S. Coast Guard. Mariners should apply all notices shown in the lower left-hand corner. Other updates corrected from Notice to Mariners published after the dates shown in the lower left-hand corner are available at nauticalcharts.noaa.gov.

NAUTICAL CHART DIAGRAM

FLORIDA
ATLANTIC OCEAN
LAKE OKEECHOBEE
WEST PALM BEACH
LAKE WORTH INLET
PALM BEACH
Lake Worth
Boynton Beach
BOCA RATON INLET
Boca Raton
Deerfield Beach
HILLSBORO INLET
Pompano Beach
Hillsboro Inlet
Lighthouse Point
Fort Lauderdale
PORT EVERGLADES
Hollywood
HALLANDALE
Golden Beach
MIAMI
MIAMI RIVER
Miami River
Miami Beach
Key Biscayne
Virginia Key
Fisher Island
Government Cut
Port of Miami
Dodge Island
Fisherman's Channel
Safety Fairway
Miami Harbor Channel
Miami Harbor Entrance
Miami Harbor Entrance Channel
Miami Harbor Entrance Channel (Deep Draft)
Miami Harbor Entrance Channel (Shallow Draft)