

BookletChart™

Fort Pierce Harbor

NOAA Chart 11475

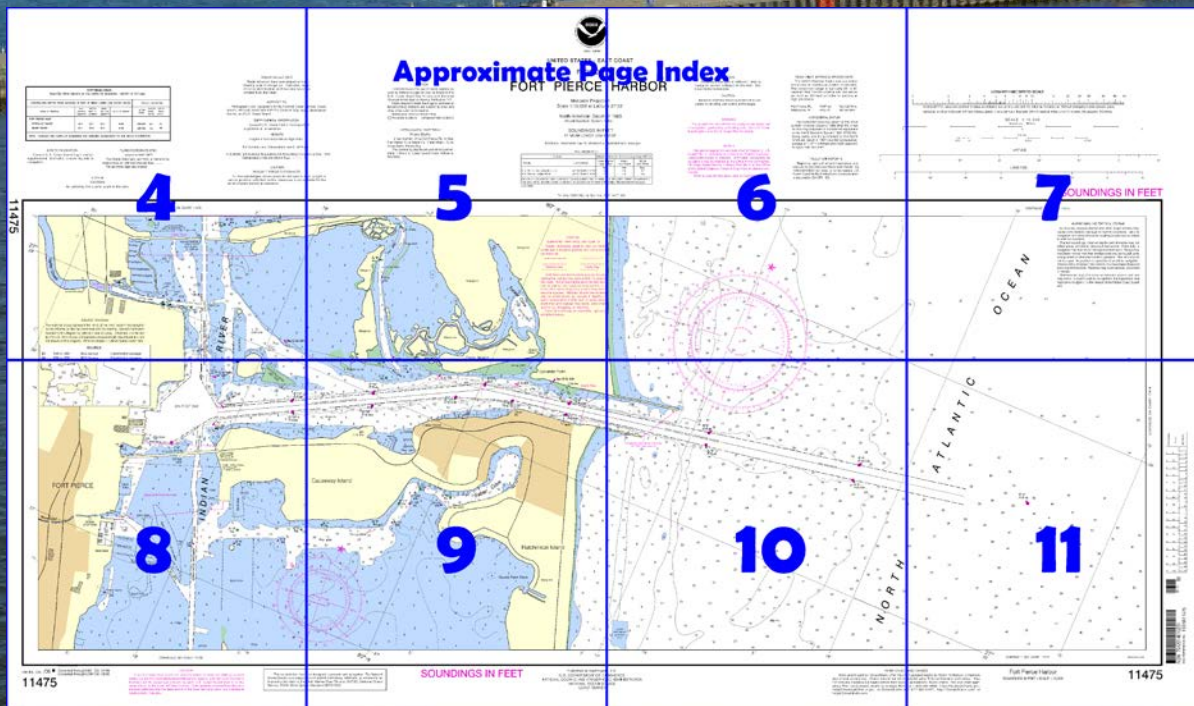


A reduced-scale NOAA nautical chart for small boaters

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.

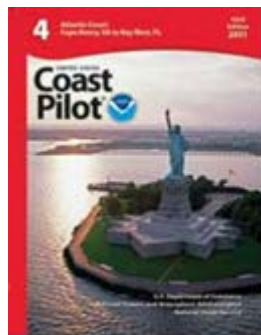
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11475>.



(Selected Excerpts from Coast Pilot)

Fort Pierce Inlet is 62 miles southward of Cape Canaveral Light and 33 miles northward of Jupiter Inlet Light. Care must be exercised in entering due to the strong currents. In southeasterly weather with an ebb tidal current the entrance is rough. **Fort Pierce**, on the west shore of the Indian River inside Fort Pierce Inlet, is the St. Lucie County Seat. The principal commodities received in the port are general cargo and citrus from the Bahamas. The principal

export is containerized cargo. Construction materials, industrial supplies, fuels and used automobiles are also shipped out of the port, primarily to the Bahamas.

Several fishing vessels operate in and out of the harbor. It is the distributing point for supplies to the surrounding country. The Intracoastal Waterway passes through the Indian River east of the city. (See chapter 12.)

Fort Pierce Coast Guard Station is on the south side of Fort Pierce entrance channel, on the west side of the cove immediately westward of **Faber Point**.

Prominent features.—A state park is located on the end of the north jetty.

Also prominent are 210-foot meteorological tower 7.2 miles south of the entrance, two 200-foot cement silos within the harbor, and the concrete towers of a nuclear powerplant about 7.6 miles southward of the entrance. The meteorological tower is marked by a fixed red light about halfway up and a flashing red light on top.

Channels.—A Federal project provides for an entrance channel 30 feet deep, and an inner channel and turning basin 28 feet deep. Depths in the channel may vary considerably between dredging operations. (See Notice to Mariners and latest edition of chart for controlling depths.) Two rubblestone jetties with revetment extensions protect the entrance. The channel is marked with lighted ranges and lighted buoys.

Dangers.—There are a number of shoals and wrecks in the approaches to the harbor; some of them are marked. A fish haven, about 1.7 miles long, from 0.8 mile to 1.2 miles offshore, is about 2 miles northward of the entrance. In the entrance channel, shoaling tends to build southward from the north side of the channel just inside the jetties, abeam Coon Island, and in the turning basin. Local knowledge is advised to determine the extent of shoaling in these areas.

Currents.—The ocean currents typically run across the channel and there is considerable set when entering or leaving. With an incoming tide, there is a very strong set to the north at the seaward end of the south jetty. The tidal currents in the inlet have a velocity of about 3 knots. (For predictions see the Tidal Currents Tables.) The currents run through the cut parallel to the channel and can reach velocities of 4 to 6 knots. From the turn in the channel and along the Inner Range for about 0.8 mile, the current sets at an angle to the channel, pushing inbound vessels to the west on an incoming tide and outbound vessels to the east on an outgoing tide. At the western end of Causeway Island, where the channel crosses the Intracoastal Waterway, strong cross currents are also encountered with the set to the south on the flood and to the north on the ebb. These currents are influenced by wind and heavy rain runoff or discharge of freshwater from inland areas. Vessels are advised to use caution when making their approach to the bridge that crosses the Intracoastal Waterway between Causeway Island and Fort Pierce and when mooring at the facilities just northward of the bridge.

The municipal yacht basin, just south of **Moore Creek**, has a marked approach channel from the Intracoastal Waterway. The entrance is immediately south of the bridge. Extreme caution should be exercised as strong crosscurrents exist. The overhead power cable crossing this channel has a clearance of 85 feet. In 2010, the reported controlling depth in the channel was 7 feet. Berths, gasoline, diesel fuel, ice, water, electricity, pump-out station, and limited marine supplies are available. The yacht basin is controlled by a **dockmaster**.

There is a 1,000-ton lift at the railway drydock located 6 miles north on the Intracoastal Waterway. On the north side of Taylor Creek there is a marina and boat repair facility with a 150-ton travel lift. Sea going ships may be drydocked at Port Everglades and Jacksonville.

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

| | | |
|-----------|-----------------|----------------|
| RCC Miami | Commander | |
| | 7th CG District | (305) 415-6800 |
| | Miami, FL | |

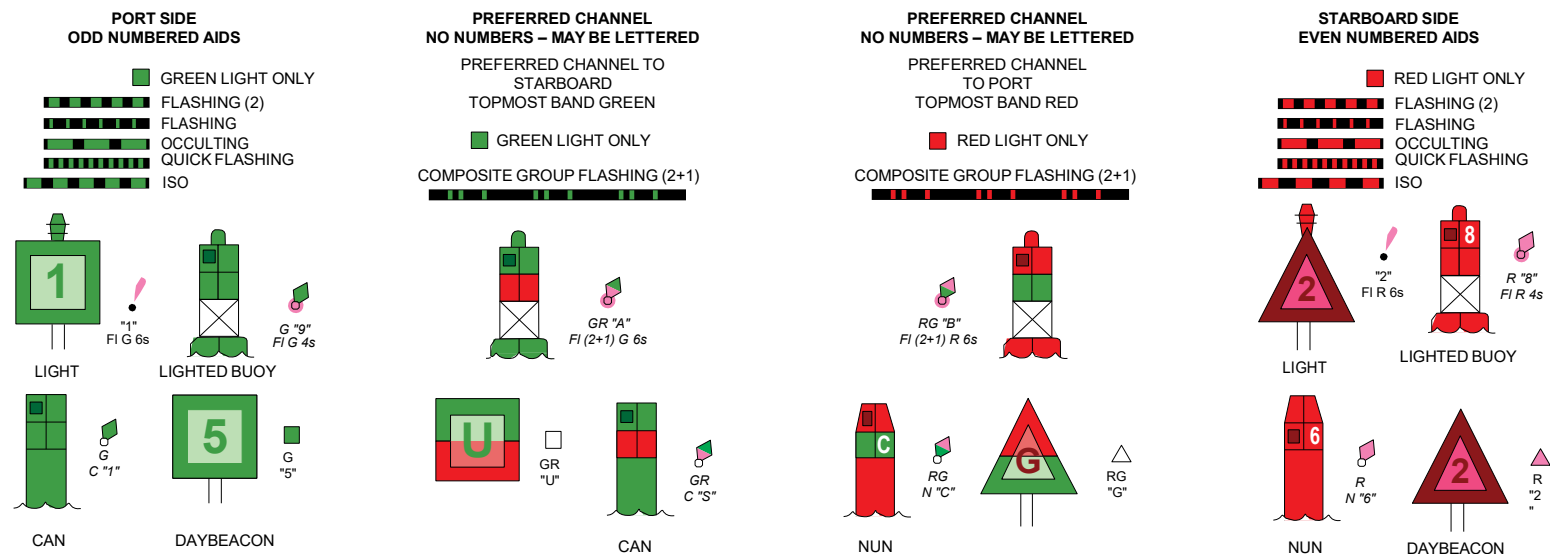
Navigation Manager Regions



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>

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.

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.

HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

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.

FORT PIERCE HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2018

| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | | PROJECT DIMENSIONS | | |
|--|----------------------------|---------------------------|-----------------------------|-----------------------------|----------------|--------------------|----------------------------|-------------------------|
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) | DEPTH MLLW (FEET) |
| FORT PIERCE HARBOR | | | | | | | | |
| CUT 1 (30) | 22.7 | 24.9 | 24.4 | 28.6 | 3-18 | 250-400 | 1.8 | 30 |
| CUT 1 (28) | 27.2 | 27.3 | 28.0 | 30.1 | 3-18 | 250-375 | 0.6 | 28 |
| CUT 2A (28) | 27.6 | 39.6 | 43.8 | 28.7 | 3-18 | 360-375 | 0.0 | 28 |
| CUT 2 (31) | 27.1 | 27.6 | 26.5 | 29.5 | 3-18 | 250-360 | 0.1 | 31 |
| CUT 2B (28) | 19.6 | 19.0 | 20.1 | 18.3 | 3-18 | 280 | 1.1 | 28 |
| CUT 3 | 17.4 | 13.7 | 27.8 | 23.7 | 3-18 | 233-290 | 0.4 | 28 |
| TURNING BASIN NORTH | 23.0 | 23.0 | 23.0 | 23.0 | 3-18 | 865-1450 | 0.2 | 28 |
| TURNING BASIN SOUTH | 15.3 | 15.3 | 15.3 | 15.3 | 3-18 | 700-1400 | 0.1 | 28 |

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

AIDS TO NAVIGATION

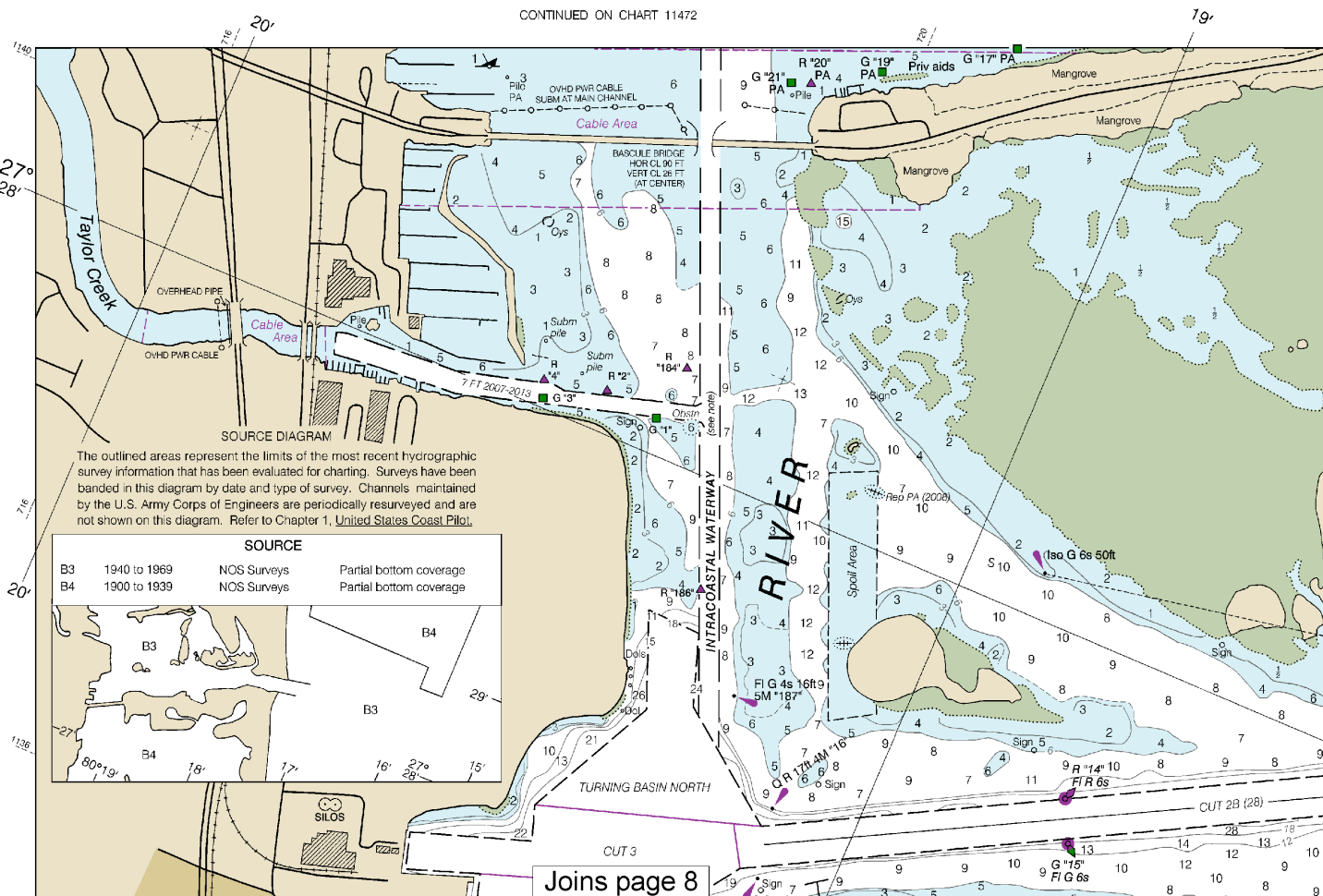
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

PLANE COORDINATE GRID

(based on NAD 1927)

The Florida State Grid, east zone, is indicated by dashed ticks at 4,000 foot intervals thus: ---
The last three digits are omitted.

CONTINUED ON CHART 11472

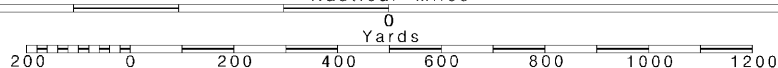


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.



11475

4



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

FLORIDA

FORT PIERCE HARBOR

Mercator Projection

Scale 1:10,000 at Latitude 27°28'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

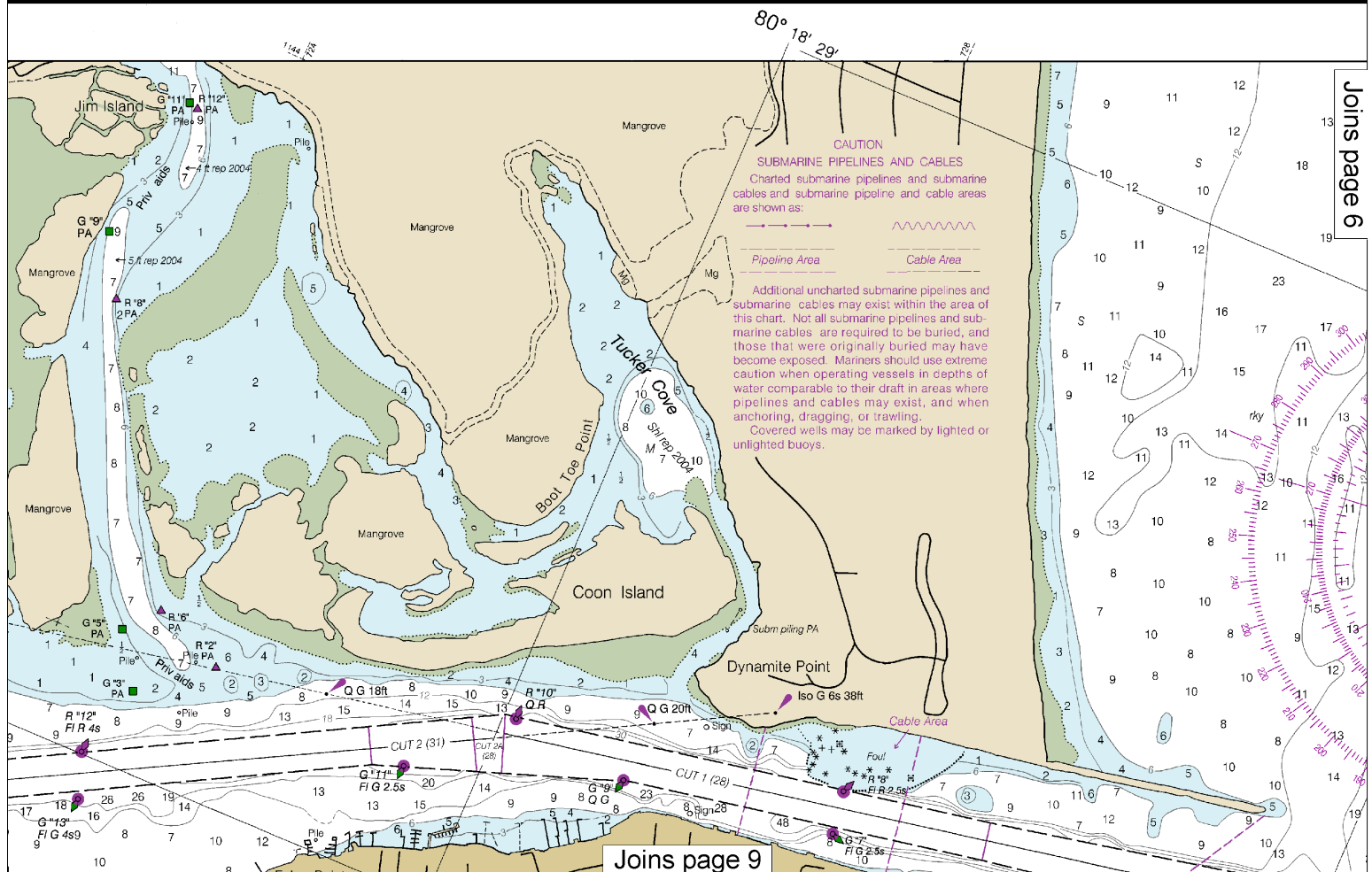
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◊ (Approximate location)

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, 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.

NOTE B
CAUTION
An extremely fast current exists in this area.

| TIDAL INFORMATION | | | | |
|--|--------------------|--|-----------------|----------------|
| PLACE | | Height referred to datum of soundings (MLLW) | | |
| NAME | (LAT/LONG) | Mean Higher High Water | Mean High Water | Mean Low Water |
| Fort Pierce Inlet (South Jetty) | (27°28'N/080°17'W) | feet | feet | feet |
| Fort Pierce, Indian River | (27°27'N/080°19'W) | 3.0 | 2.6 | 0.2 |
| | | 1.5 | 1.4 | 0.2 |
| Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov . (Mar 2009) | | | | |

Formerly C&GS 582, 1st. Ed., Mar, 1938 KAPP 290



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

FLORIDA

FORT PIERCE HARBOR

Mercator Projection
Scale 1:10,000 at Latitude 27°28'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

| PLACE | NAME | (LAT/LONG) | Height referred to datum of soundings (MLLW) | | |
|---------------------------------|---------------------------|--------------------|--|-----------------|----------------|
| | | | Mean Higher High Water | Mean High Water | Mean Low Water |
| Fort Pierce Inlet (South Jetty) | Fort Pierce, Indian River | (27°28'N/080°17'W) | feet | feet | feet |
| | | (27°27'N/080°19'W) | 3.0 | 2.8 | 0.2 |

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Mar 2009)

Formerly C&GS 582, 1st. Ed., Mar., 1938 KAPP 290

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.

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.

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.

NOAA WEATHER RADIO BROADCAST

The NOAA Weather Radio station below provide continuous weather to the reception range is typically nautical miles from the antenna site, as much as 100 nautical miles for high elevations.

Fort Pierce, FL WWF-69 16
Melbourne, FL WXJ-70 16

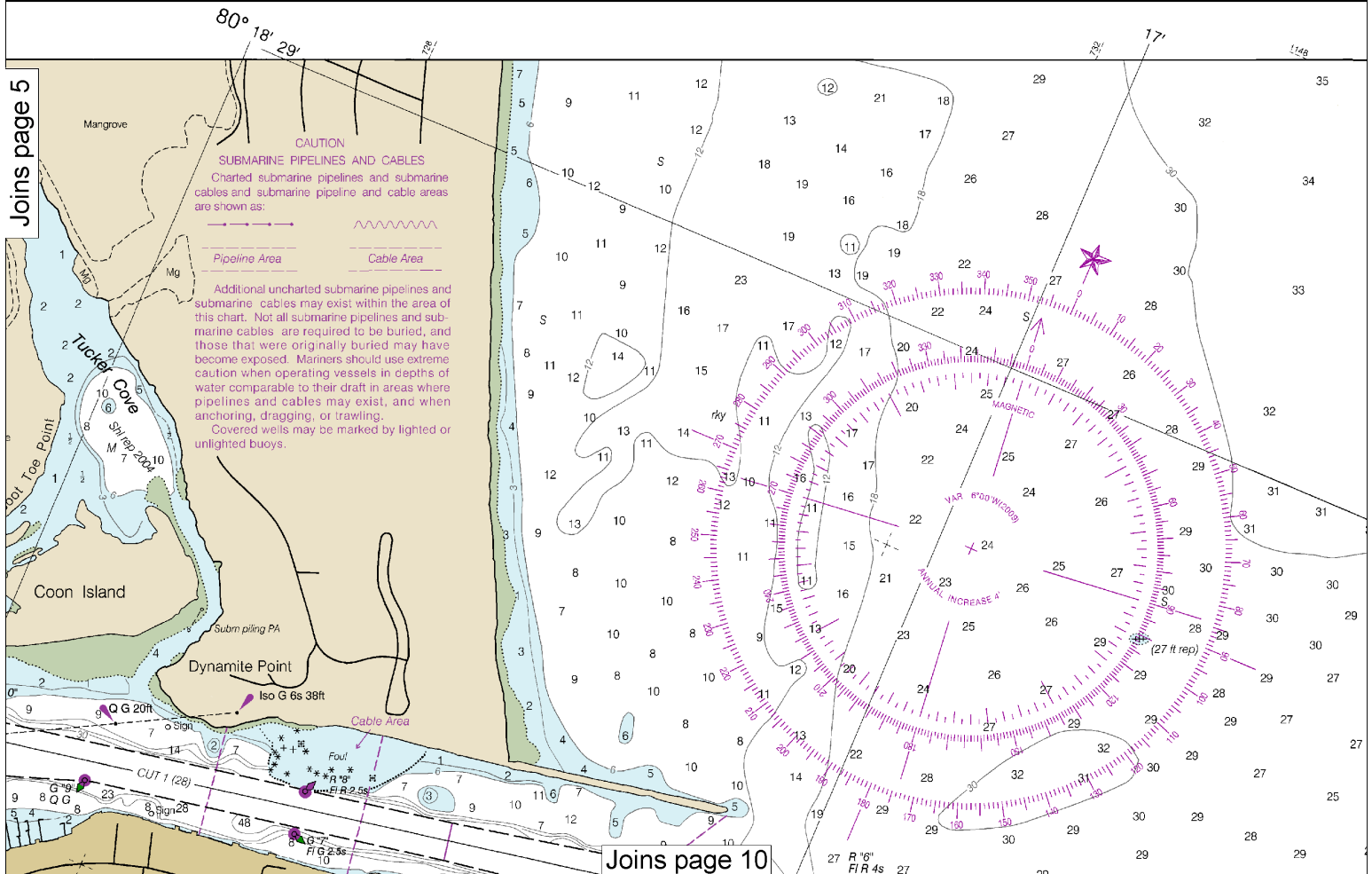
HORIZONTAL DATUM

The horizontal reference datum is North American Datum of 1983 (NAD 83) for charting purposes is considered to the World Geodetic System 1984. Geographic positions referred to American Datum of 1927 must be corrected by an average of 1.137' northward and 0.82' to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center 1-800-424-8802 (toll free), or to the Coast Guard facility if telephone contact is impossible (33 CFR 153).

Joins page 5



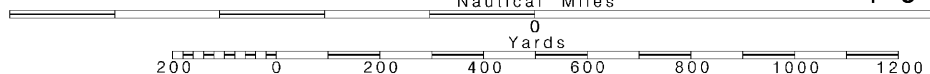
Joins page 10

6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.

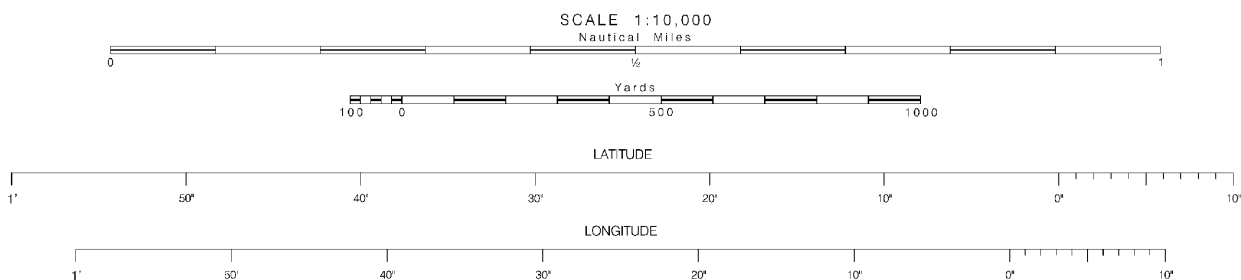


ADCASTS
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or stations at

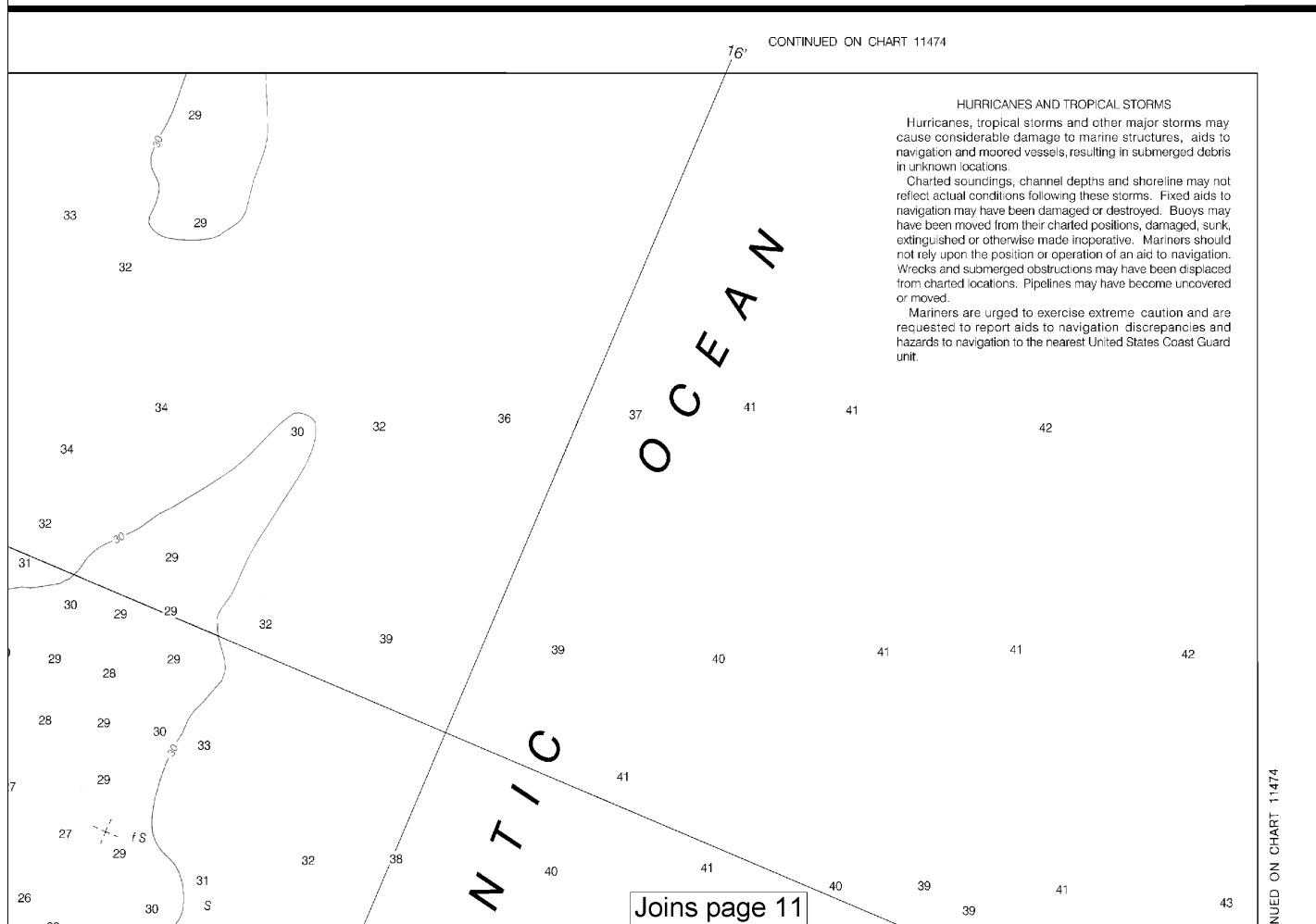
162.425 MHz
162.55 MHz

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(AD 83), which
ed equivalent
84 (WGS 84).
to the North
corrected an
820" eastward

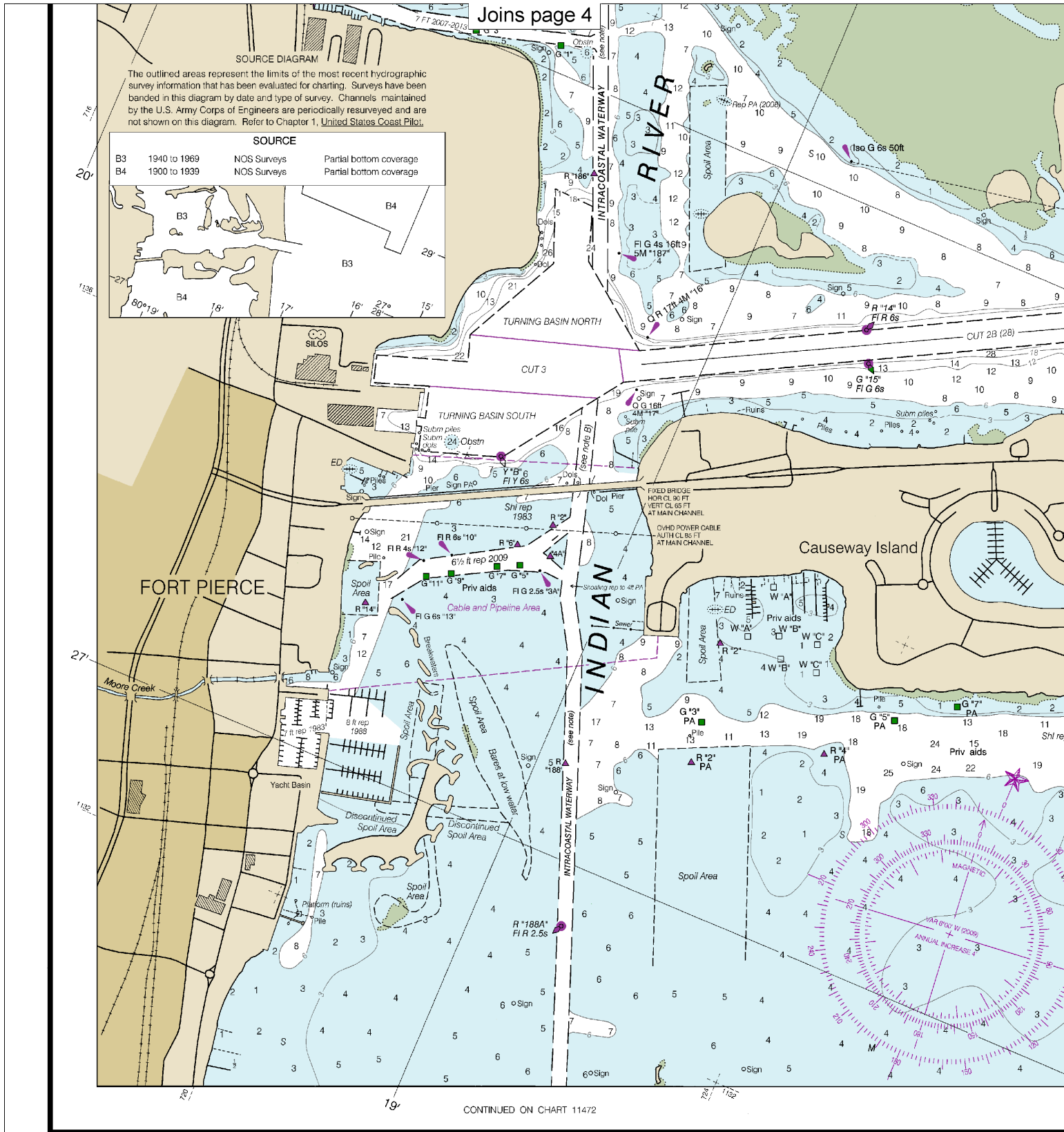
TS
azardous subse
se Center via
he nearest U.S.
ommunication



SOUNDINGS IN FEET



This is the Last Edition of this chart. It will be canceled on Apr 3, 2024
19th Ed., Jun. 2009. Last Correction: 9/29/2023. Cleared through:
LNM: 1224 (3/19/2024), NM: 1324 (3/30/2024)



11475

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.

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

This is the Last Edition of this chart. It will be canceled on Apr 3, 2024
19th Ed., Jun. 2009, Last Correction: 9/29/2023, Cleared through:
LNM: 1224 (3/19/2024), NM: 1324 (3/30/2024)

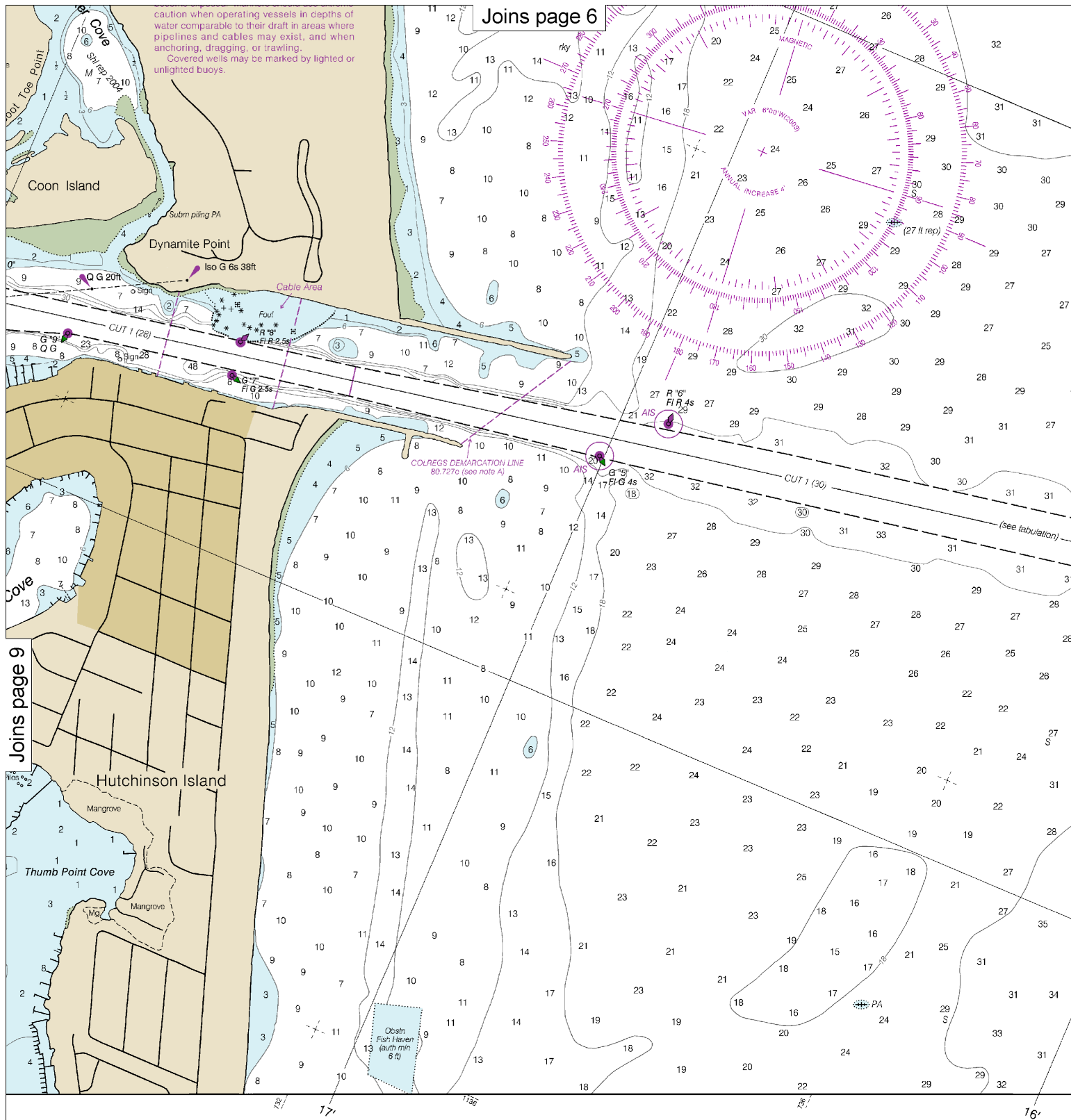
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
Nautical Miles

See Note on page 5.

0
Yards
200 0 200 400 600 800 1000 1200



10 FEET

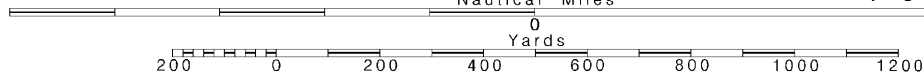
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

10

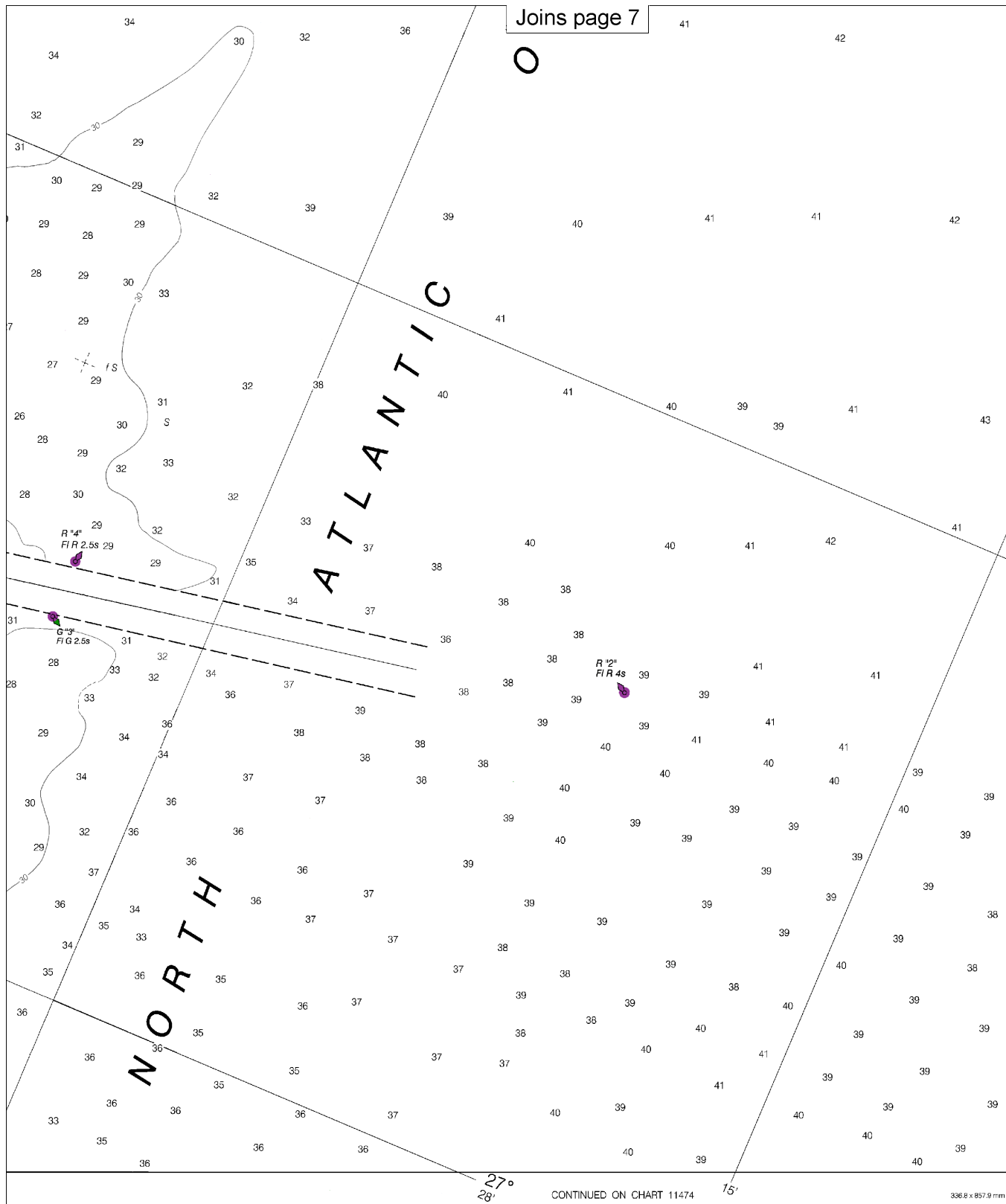
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



Joins page 7



CONTINUED ON CHART 11474

| FATHOMS | FEET | METERS |
|---------|------|--------|
| 1 | 6 | 1.1 |
| 2 | 12 | 2.2 |
| 3 | 18 | 3.3 |
| 4 | 24 | 4.4 |
| 5 | 30 | 5.5 |
| 6 | 36 | 6.6 |
| 7 | 42 | 7.7 |
| 8 | 48 | 8.8 |
| 9 | 54 | 9.9 |
| 10 | 60 | 11.0 |
| 11 | 66 | 12.1 |
| 12 | 72 | 13.2 |
| 13 | 78 | 14.3 |
| 14 | 84 | 15.4 |
| 15 | 90 | 16.5 |
| 16 | 96 | 17.6 |
| 17 | 102 | 18.7 |

CONTINUED ON CHART 11474

336.8 x 857.9 mm

Fort Pierce Harbor
SOUNDINGS IN FEET - SCALE 1:10,000

11475



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.

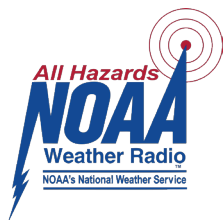
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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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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.