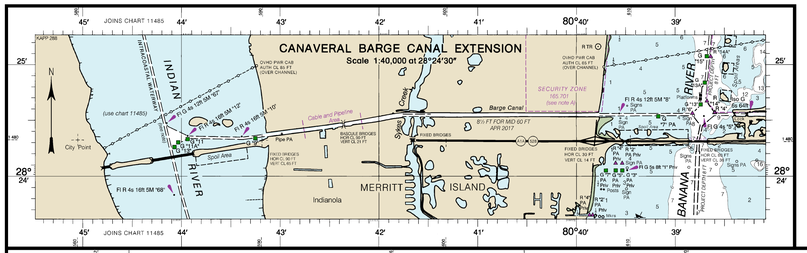


THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

FLORIDA

PORT CANAVERAL

Mercator Projection
Scale 1:10,000 at Latitude 28°24'30"
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical; Al alternating; Bl black; Bn beacon; C can; Dia diaphone; F fixed; Fl flashing; G green; IQ interrupted quick; Iso isophase; LT HO lighthouse; M nautical mile; m minutes; MONO 1ft microwave tower; Mnr manor; Mo morse code; N nun; OBSC obscured; Oc occulting; Or orange; Q quick; R red; Ra Ref radar reflector; R Bn radiobeacon; R TR radio tower; Rot rotating; s seconds; SEC sector; St M statute miles; VQ very quick; W white; W whis whistle; Y yellow
Bottom characteristics:
Blds boulders; bk broken; Cy clay; Co coral; gr grdy; h hard; M mud; Oys oysters; S sand; sft soft; Sh shells; sty sticky
Miscellaneous:
AUTH authorized; ED existence doubtful; Obstn obstruction; PD position doubtful; PA position approximate; Rep reported; Subm submerged; dang. rock, obstruction, or shoal (exact 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:

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Cape Canaveral	(28°26'N/80°34'W)	3.8	3.7	0.2
Port Canaveral	(28°23'N/80°36'W)	4.2	3.8	0.2

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

(Feb 2010)

Formerly C&GS 406, 1st Ed., Nov. 1967 KAPP 287

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, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

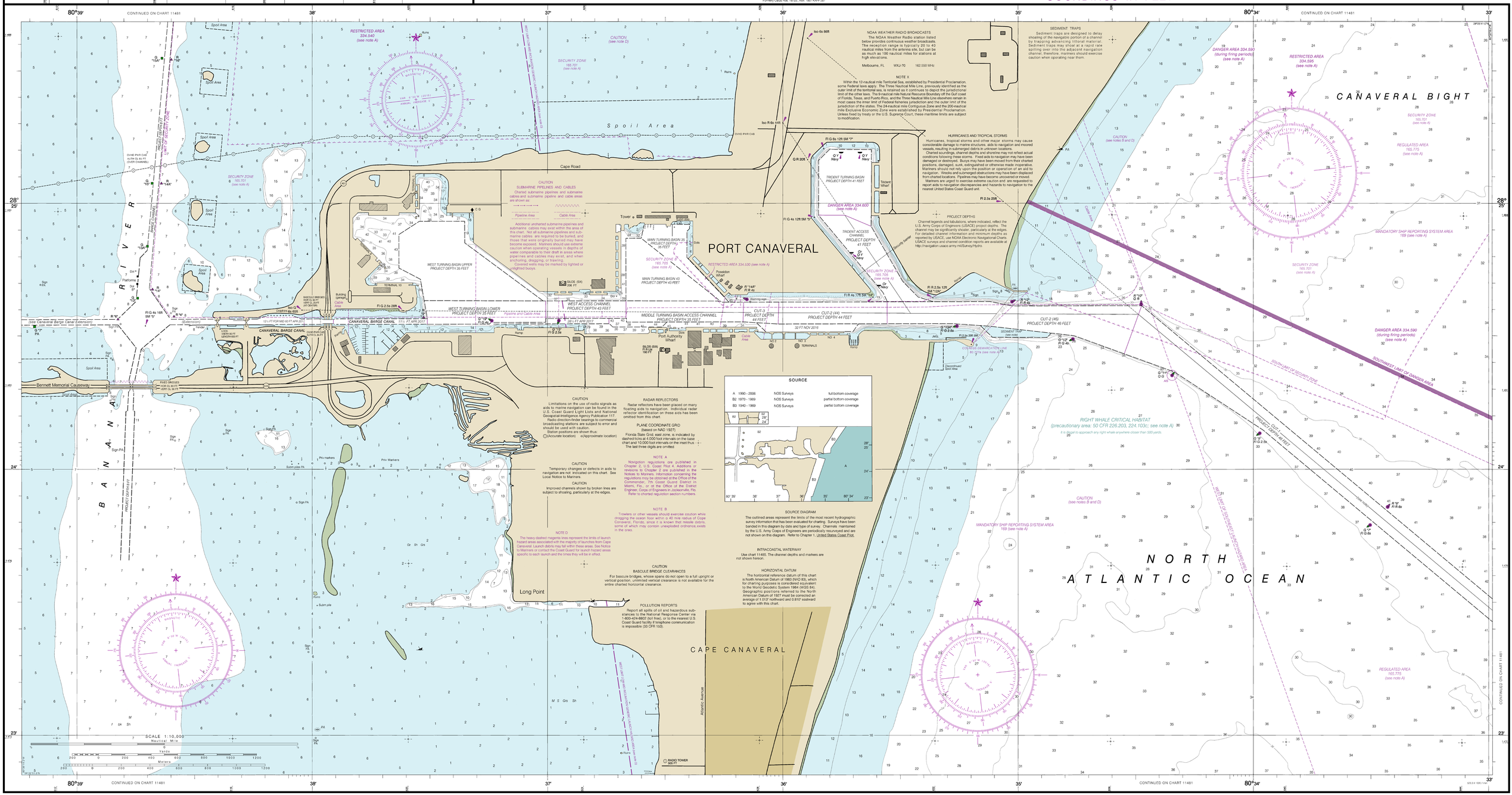
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

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

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.

SCALE 1:10,000
Nautical Mile
Yards
Meters

SOUNDINGS IN FEET



NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides 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.

Melbourne, FL	WXJ-70	162.550 MHz

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.

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.

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, particulary 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/Surveys/Hydro.

SEDIMENT TRAPS
Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

SOURCE

A	1990 - 2006	NOS Surveys	full bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

INTRACOASTAL WATERWAY
Use chart 11485. The channel depths and markers are not shown hereon.

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 1.013" northward and 0.819" eastward to agree with this chart.

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:
(A)Accurate location o(Approximate location)

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.

NOTE D
The heavy dashed magenta lines represent the limits of launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazard areas specific to each launch and the times they will be in effect.

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.

PLANE COORDINATE GRID
(Based on NAD 1927)
Florida State Grid, east zone, is indicated by dashed ticks at 4,000 foot intervals on the base chart and 10,000 foot intervals on the inset thus :
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 Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Fla., or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Fla. Refer to charted regulation section numbers.

NOTE B
Trawlers or other vessels should exercise caution while dragging the ocean floor within a 42 mile radius of Cape Canaveral, Florida, since it is known that missile debris, some of which may contain unexploded ordinance, exists in the area.

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.

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
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 for 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.

This chart is canceled. No new editions will be issued.

26th Ed., Oct. 2018. Last Correction: 6/2/2023. Cleared through:
LNM 3029 (06/06/2023), NM 3420 (06/06/2023)
Check ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

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

SOUNDINGS IN FEET

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

FATHOMS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
FEET	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
METERS	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36

Port Canaveral
SOUNDINGS IN FEET - SCALE 1:10,000