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

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

FLORIDA

APPROACHES TO PORT CANAVERAL

Mercator Projection
Scale 1:25,000 at Lat. 28°25'N

North American Datum of 1983

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):

ARPC aeronautical	G green	Mo morse code	R fR racon tower
Al alternating	ID interrupted quick	N nun	Rot rotating
Bn beacon	Iso isophase	Obscd obscured	S seconds
Bn beacon	LFl LIGHT	Or orange	Vi vertical
C can	M mahogany	Or orange	Q,V metallic hitch
Dia diaphone	Horizons	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mr marker	Ra Ref radar reflector	WHG whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

bld boulders	Co coral	gy gritty	sh soft	
bk broken	G gravel	h hard	Sk shells	
Cy clay	Grs grass	M mud	So stones	

Miscellaneous:

Ch charted	Obstn obstruction	PD position doubtful	(Subm submerged)	
EO wreck(s) doubtful	Pa position approximate	Rep reported		

Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
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: ———

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

TIDAL INFORMATION

PLACE	Heights referred to datum of soundings (MLLW)			
NAME	(LAT/LONG)	Mean higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port Canaveral	(28°24'N/80°34'W)	3.8	3.5	0.0
Port Canaveral Entrance	(28°25'N/80°36'W)	4.2	3.8	0.2

Caution: (–) located in tidal/coastal waters indicate unreliable datum values for a time station. Read the water levels time predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Aug 2014)

HEIGHTS
Heights in feet above Mean High Water.

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.

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

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 Pub. 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)

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
BASCULE BRIDGE CLEARANCES
For bascule bridges with drawspans shown do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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 the North American Datum of 1927 must be corrected an average of 1.01" northwest and 0.819' eastward to agree with this chart.

NOTE A
Navigation regulations are published in Chapter 2; U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in Notice to Mariners and Local Notice to Mariners. Copies of 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 C
WEATHER ROCKET IMPACT AREA
Mariners are cautioned against possible hazards in the impact area, enclosed by thin dashed magenta line, due to falling rocket casings.

NOTE E
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 Sector Miami hazard areas specific to each launch and the times they will be in effect.

FISHING AND HUNTING STRUCTURES
Unchartered fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

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 surveyed by the U.S. Army Corps of Engineers and Canaveral Port, USACE surveys and channel condition reports are available at http://navigation.usace.army.mil/Survey/Hydro.

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 limit of the Territorial Sea, remains in effect for certain State laws and as the inner limit of the other laws. The 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, floating aids may be found in other than 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.

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.

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.

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

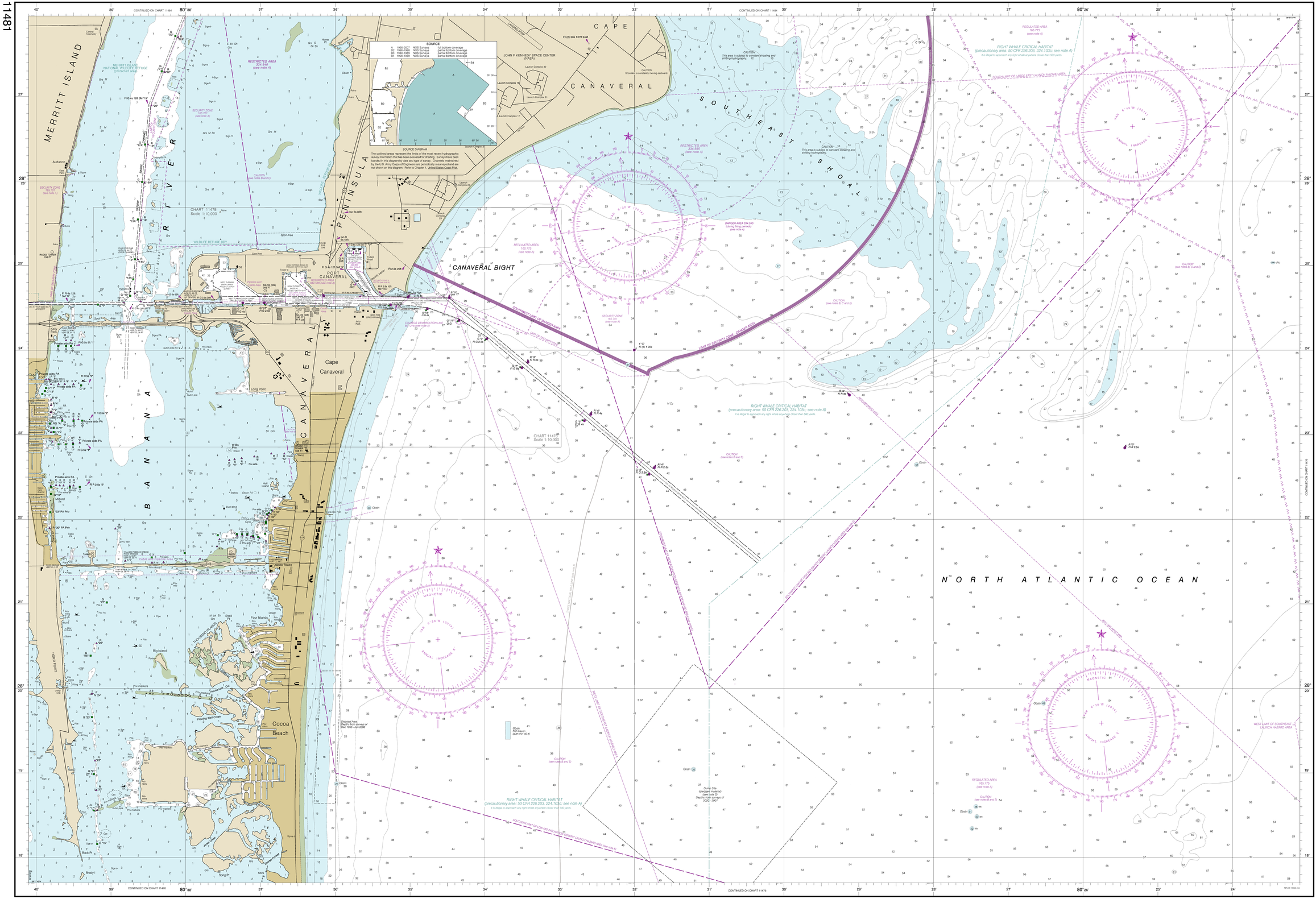
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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, WJK-70 162.550 MHz

NOTE B
Regulations for Cape Canaveral Dumping Sites are contained in 40 CFR, Parts 229-229. Additional information on ocean dumping sites and permits for dumping for use of the sites may be obtained from the Environmental Protection Agency (EPA), Region IV, 345 Courtland Street, Atlanta, Georgia EPA offices. Dumping subsequent to the survey dates may have excluded the depths shown.

NOTE D
Travelers or other vessels should exercise caution while dragging the ocean floor within the area of this chart. Wreckage, cables, pipelines, debris, some of which may contain unexploded ordnance, exists in this area.



SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been made at various times and with various methods. Navigation areas surveyed 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.

SOURCE		
A	1990-2007	NOS Surveys full bottom coverage
B1	1930-1989	NOS Surveys full bottom coverage
B2	1930-1989	NOS Surveys partial bottom coverage
B3	1930-1989	NOS Surveys partial bottom coverage
B4	1930-1939	NOS Surveys partial bottom coverage

SOUNDINGS IN FEET

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.

SCALE 1:25,000
Nautical Miles
Yards
Meters

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Approaches to Port Canaveral
SOUNDINGS IN FEET - SCALE 1:25,000

11481

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

10th Ed., Oct. 2018. Last Correction: 6/2/2023. Cleared through
LNM: 3231 (08/29/23), NM: 3423 (8/26/2023).
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).