NAUTICAL CHART 11472
INTRACOASTAL WATERWAY

FLORIDA
PALM SHORES TO WEST PALM BEACH

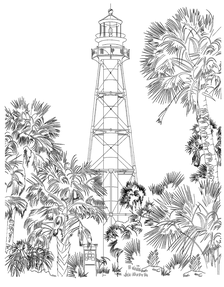


Chart 11472
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored craft resulting in navigation hazards to mariners.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged, destroyed, or lighted buoys may have been moved from their positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation or the charted depth of a waterway shown on a chart immediately 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.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the cooperation and assistance received from the officers of the Naval Facility Key West, Boca Chica Field, and the Banana River Power Squadron, District 23 in the Cape Canaveral area, Florida, in providing essential information for revising this chart.

RULES OF THE ROAD

(ABRIDGED)

Motorboats craft have the right-of-way in almost all cases. Generally, motorboats approaching head to head or nearly so should weight shift (not hard)port, 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 weight shift (not hard)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."

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

WARNING

The prudent mariner will not rely solely on any navigation aid. Vessels should maintain a safe clearance from aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas should be avoided.

Pipeline Area ..... Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Mariners are requested to be buried, and those that were originally buried may have become exposed. Mariners are requested to use caution when navigating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered aids may be marked by lighted or unlighted buoys.

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 require a mile or more to stop or turn, and may travel at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's presence in a channel is often first made known by its sounds and wakes and sailboats may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small craft. Large vessels may not be able to see small craft close to their bows.

RADAR REFLECTORS

Radar reflectors have been placed on many aids to navigation. Lack of a radar reflector or reflector identification on these aids has been omitted from this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open, the published horizontal clearances and vertical clearance is not available for the entire charted horizontal clearance.

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated)

ADPO aeronautical
Al alternating
B black
Bn beacon
C can
Dh daghesh
F fixed
H having
Iso isophase
L lighted
LM lighthouse
M mile
m meters
MONO TR monument-tower
Mo Morse
Oc occulting
Or orange
Q quick
R red
RW red and white
Rw reflectors
W white
Y yellow
Bn tb tripod beacon
Bn tr tripod
Dy daytime
F fixed
Fl flashing
Gp group
Iso isophase
LFl long flash
Mo Morse
Oc occulting
Q quick
R red
RW red and white
W white
Y yellow
Bn sp spar
Bn tb tripod
Bn tr tripod
Dy daytime
F fixed
Fl flashing
Gp group
Iso isophase
LFl long flash
Mo Morse
Oc occulting
Q quick
R red
RW red and white
W white
Y yellow
Bn sq square
Bn tr tripod
Dy daytime
F fixed
Fl flashing
Gp group
Iso isophase
LFl long flash
Mo Morse
Oc occulting
Q quick
R red
RW red and white
W white
Y yellow

Bottom characteristics

Cl clay
Co coral
G gravel
M mud
Sh shell
S sand
Sn snail
Cy cinder
M rock
S sand
Sy stony
Cl clay
Gn green
M mud
Co coral
G gravel
M mud
S sand
Sh shell
Sn snail
Cy cinder
M rock
S sand
Sy stony

Miscellaneous

AcPn aerofoil
Ch chimney
D dolphin
Dm daymark
F fog detector
Fl flare
Fm fog mark
Gen generator
Hel helicopter
Hs hoist
Ldg landing
Lt light
M mast
Mn monument
Pa pole
Pil pile
Pn pinnacle
Pt point
Sp spire
Tr tower
Wd windmill
Wm water mill
Wp water pump
Ch chimney
D dolphin
Dm daymark
F fog detector
Fl flare
Fm fog mark
Gen generator
Hel helicopter
Hs hoist
Ldg landing
Lt light
M mast
Mn monument
Pa pole
Pil pile
Pn pinnacle
Pt point
Sp spire
Tr tower
Wd windmill
Wm water mill
Wp water pump

WARNING

The prudent mariner will not rely solely on any navigation aid. Vessels should maintain a safe clearance from aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas should be avoided.

Pipeline Area ..... Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Mariners are requested to use caution when navigating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered aids may be marked by lighted or unlighted buoys.

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 Notices to Mariners. Information on navigation regulations may also be obtained at the Office of the Commander, Ninth 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

The drydocksons are private and positions are approximate.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center, (800) 424-8802. Report spills also to the U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

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

CAUTION

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

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

RACING BUOYS

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

CAUTION

Small craft should stay clear of large commercial vessels and tankers even if small craft have the right-of-way.

PLANE COORDINATE GRID

(based on NAD 1927)

Plane coordinates for Zone 901 are indicated by diamond ticks on the chart neatline.

The last three digits are omitted.

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 Caesar Creek, FL.

Consult the U.S. Army Corps of Engineers for Intracoastal Waterway 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 to navigation to:

http://nauticalcharts.noaa.gov/staff/contact.html

Distances

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

Mileage distances shown along the Waterway are in Statute Miles, southeast from Norfolk, VA, unless otherwise noted. Example:

One Statute Mile equals 0.87 Nautical Miles

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

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use in conjunction with the Intracoastal Waterway. Aids to navigation may not be clear across the waterway as a channel is constructed.

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

Aids marking the Intracoastal Waterway southward from Norfolk, VA to Cape Sable in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

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.

AIDS TO NAVIGATION

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

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 D

Depths charted within limits of Dredge Sites are from surveys prior to 1963.

NOTE E

Regulations for Dredge and Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and regulated sites may be obtained at the Office of Water from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Some dredging and dumping sites may have reduced the depths shown.

Pump-out facilities

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

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

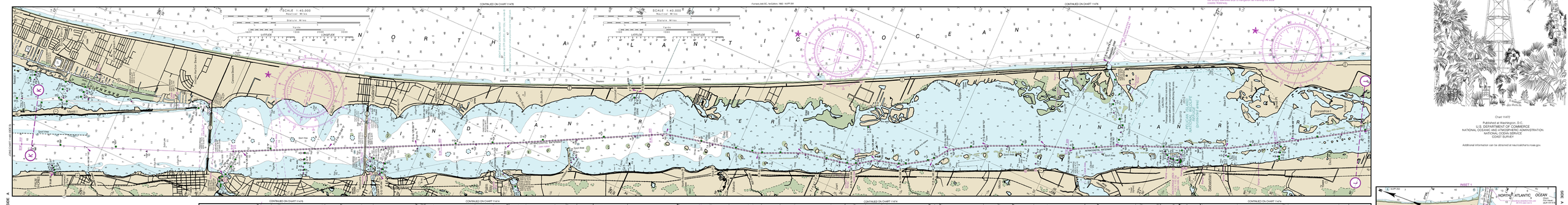
Consult U.S. Coast Pilot 4 for important supplemental information.

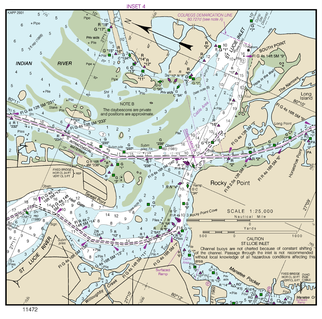
CAUTION

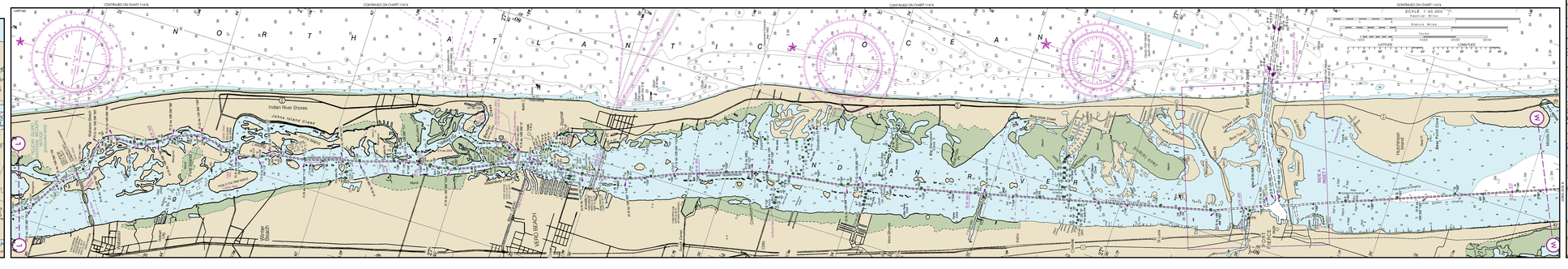
This chart has been corrected from the Notice to Mariners (NM) published weekly by the Coast Guard and distributed by Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district for the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

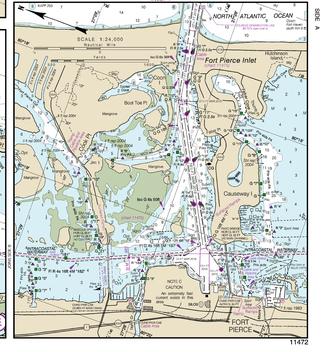
HORIZONTAL DATUM

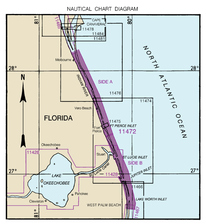
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which is the datum used for all Global Positioning System (GPS) to the World Geodetic System 1984 (WGS 84). Geographic positions referenced to the North American Datum of 1927 must be corrected an average of 2.21" northward and 9.65" eastward to agree with this chart.











SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each time you use the chart.
3. Learning the meaning of each color and abbreviation on your chart from Chart No. 1.
4. Be alert to errors on your chart. Note the variation from true to magnetic on your chart and 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 the shoreline on 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 throughout the United States. For more information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27623; 919-861-5261.

USCGAUX - 7th Coast Guard District, Brickell Plaza Federal Building, 909 S.E. 1st Ave., Miami, FL 33130-3050; 305-350-5687 or USCG Headquarters (G-BAS), Washington, D.C. 20593-0001.

CAUTION

Survey platforms, signs, pipes, poles, and stakes are frequently found in the vicinity of maintained channels. Piles and platforms are not charted when they interfere with a light symbol.

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 daily

*Recorded (24 hours daily)

WEATHER INFORMATION BY MARINE RADIOTELEPHONE

CITY	STATION	FREQUENCY	DAILY BROADCAST-EST	SPECIAL WARNING
Mequon, FL	Moto 13	2670 kHz	1:20 A.M. & 8 P.M.	-On Request
		157.1 MHz	7:15 A.M. & 5:15 P.M.	-On Request
Miami, FL	NCF	2670 kHz	12:50 A.M. & 8 P.M.	-On Request

-Preceded By Announcement on 2182 kHz/156.8 MHz

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQUENCY	BROADCAST TIMES
West Palm Beach, FL	KEC-60	162.475 MHz	24 Hours Daily
Fort Pierce, FL	WXF-60	162.425 MHz	24 Hours Daily
Melbourne, FL	WXJ-72	162.55 MHz	24 Hours Daily

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open, the published horizontal clearances and vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

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

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.

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 slicks on your AM radio which may indicate approaching bad weather.
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 last few minutes (rarely up to 30 minutes) and are almost without warning. To survive is equal, you must prevent being capsized or broken to leeward into danger.

NOTE A

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, the boundary line is the limit of the State of Florida's jurisdiction. Beyond the outer limit of the territorial sea, is referred as it continues to depict the jurisdictional limit of the other laws. The Broadcast into Natural Resource Boundary off the Gulf coast of Florida is the boundary line between the Gulf of Mexico Fishery Management Council and 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.

PROJECT DEPTHS

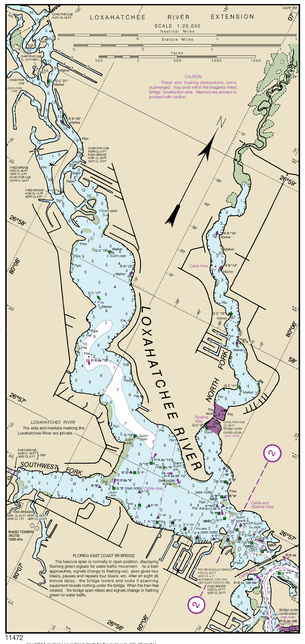
Channel legends and tabulations, where indicated, reflect the project depth. Shoaling and/or dredging to project depth in channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Mariners Navigational Chart, USACE surveys and channel condition reports are available at http://navigation.usace.army.mil/Surveys/hydro.

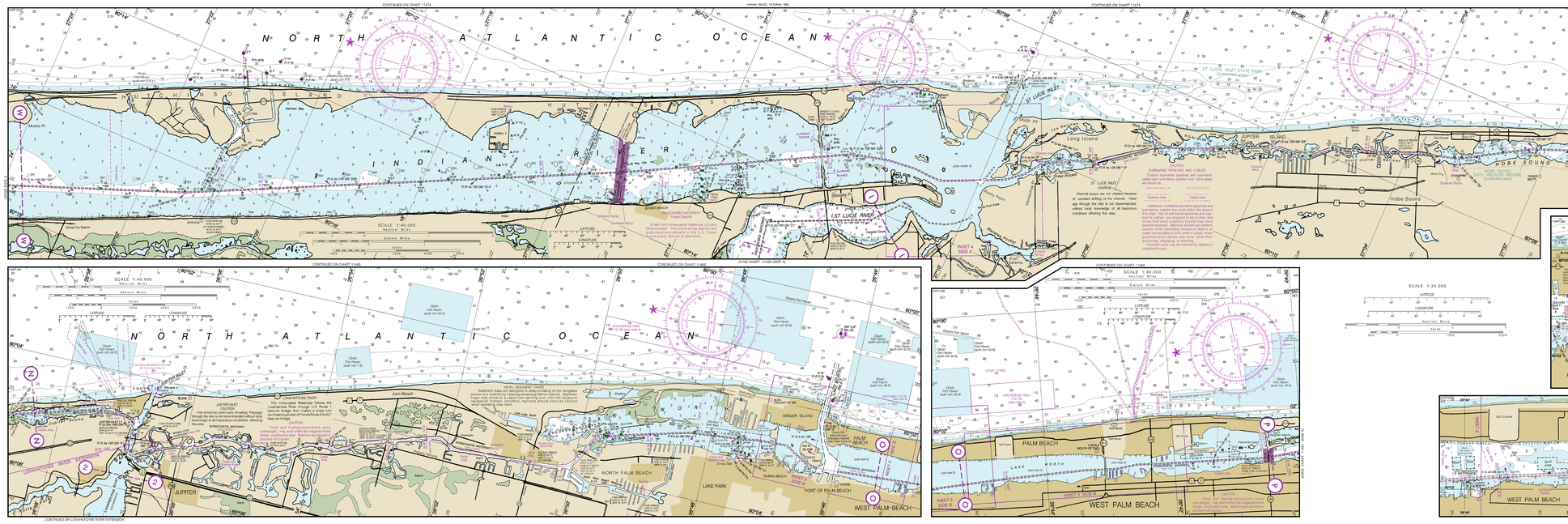
TIDAL INFORMATION

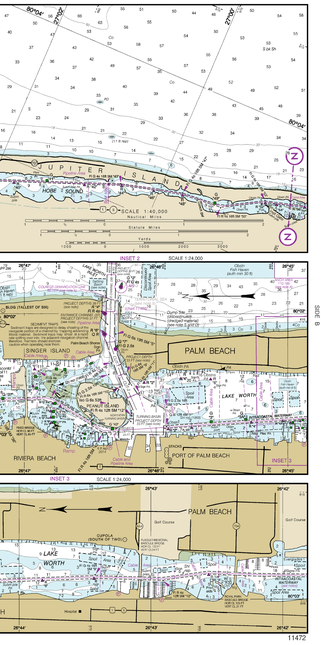
NAME	PLACE LATITUDE	PLACE LONGITUDE	Height referred to datum of soundings (MLLW) Mean High Water	Mean High Water Spring	Mean Low Water
Jupiter	27°19.7N	080°07.0W	0.8	0.9	0.7
Hobe Sound	27°05.7N	080°07.0W	0.9	0.9	0.7
Stuart, Indian River	27°12.0N	080°15.0W	0.9	0.9	0.7
Fort Pierce Inlet, South Jetty	27°28.7N	080°17.0W	0.9	0.9	0.7
Envoy Dock	27°28.1N	080°17.0W	0.9	0.9	0.7
Fort Pierce, Indian River	27°27.0N	080°19.0W	0.9	0.9	0.7
Arkansas	27°31.0N	080°18.0W	0.9	0.9	0.7
Vero Beach	27°38.0N	080°23.0W	0.9	0.9	0.7
Sewall Point	27°10.0N	080°11.0W	1.0	1.1	0.1
Palm City Bridge	27°09.0N	080°16.0W	1.0	1.1	0.1
I-95 Highway Bridge	26°54.0N	080°04.0W	1.0	1.1	0.1
PGA Boulevard Bridge	26°52.0N	080°06.0W	0.9	1.0	0.1
Jupiter Inlet, Ocean	26°57.0N	080°04.0W	0.9	0.9	0.1
Lake Worth Pier	26°46.7N	080°02.0W	0.9	0.9	0.1
Lake Worth Intracoastal Waterway	26°36.0N	080°02.0W	0.9	0.9	0.1

Datums ... Heights in feet above local datum (mean sea level, low water, etc.). Read this chart with the latest edition of Tide Tables and Current Tables. Tide and current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

Last 3D FIX ...







Use NOAA electronic navigational charts for the most up-to-date information.
Chart 11472 (2005 Edition, Corrected through 05/28/2016, Cleared through 05/28/2016)
Use Notices to Mariners to update this chart as corrections are published.
To ensure that this chart was printed at the proper scale, the bars below should measure as follows: (10) millimeters
If the bars do not measure as follows this printer is not certified safe for navigation.

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a); POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod