BookletChart™

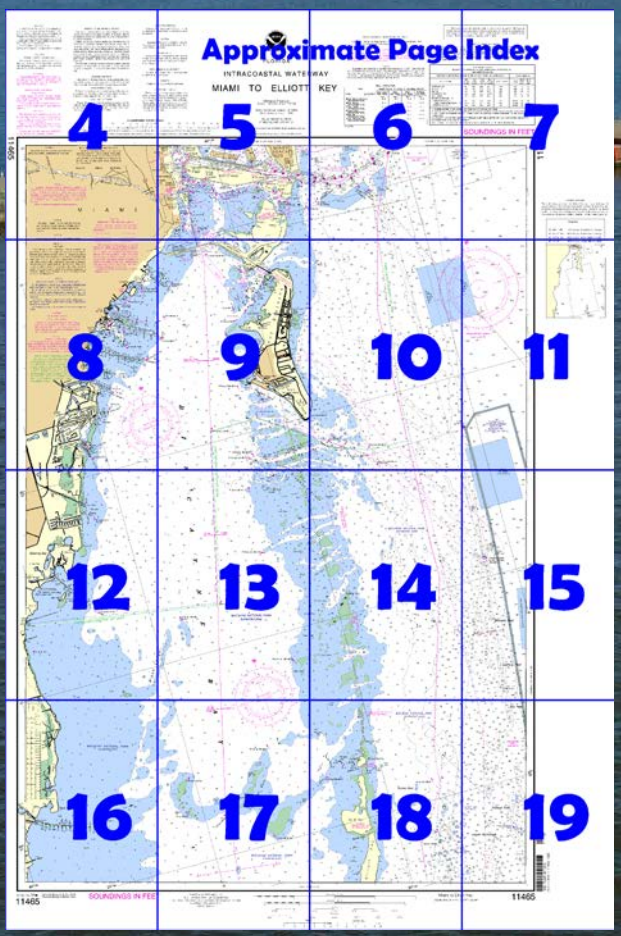
Intracoastal Waterway – Miami to Elliott Key

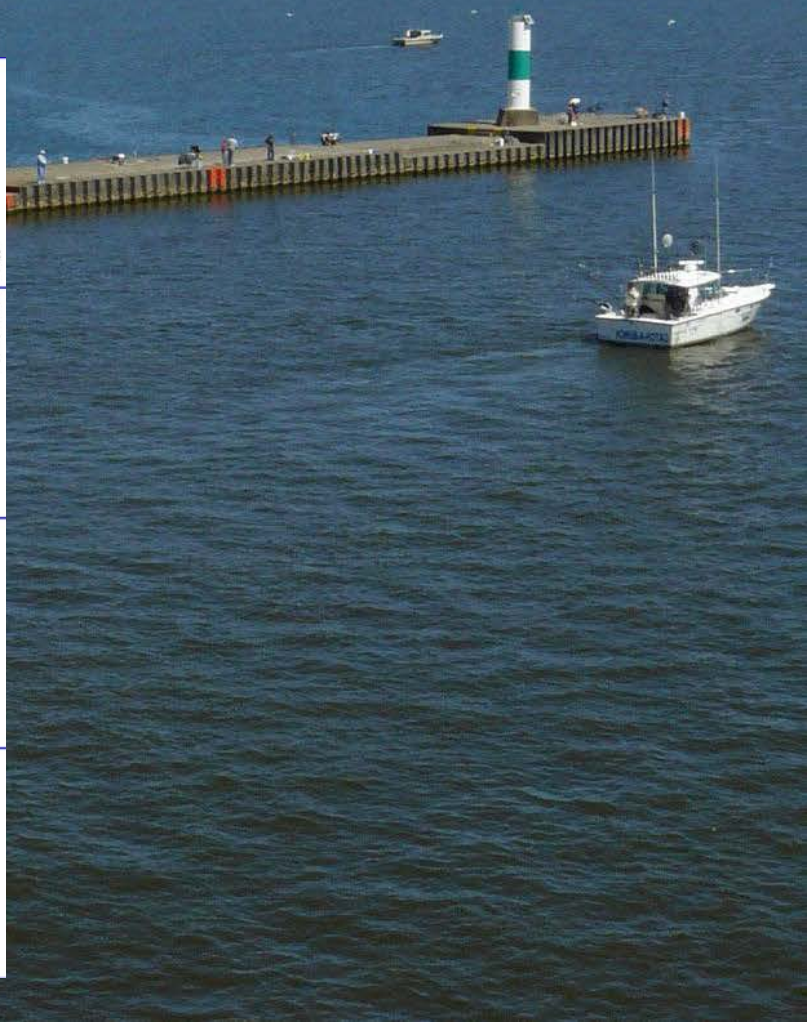
NOAA Chart 11465

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.

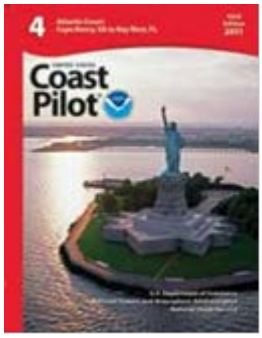
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11465.



(Selected Excerpts from Coast Pilot)
Norris Cut is a shallow inlet just south of the Main Channel to Miami Harbor between Fisher Island and **Virginia Key**. A prominent stack and tanks are near the center of Virginia Key.
Key Biscayne is connected to the mainland by a bridge-causeway which crosses Bear Cut, Virginia Key, and Biscayne Bay. The highway bridge over Bear Cut has a 48-foot fixed span with a clearance of 16 feet. A shoal, reported bare at mean high water, extends about 0.6 mile in a north-south direction about 0.2 mile off the eastern shore of Key Biscayne. An abandoned lighthouse is on **Cape Florida,** the southern point of Key Biscayne.
Biscayne Channel leads through the shoals south of Cape Florida into Biscayne Bay. It is partially dredged, but the channel has shoaled. The channel is marked by lights and daybeacons. Craft whose draft is close to the limiting depth of the channel should exercise extreme caution in navigating it. Several channels leading through the shoals between Biscayne Channel and Key Biscayne are used by local boats.
Cape Florida Anchorage, with depths of 12 to 20 feet, is about 300 yards westward of the south end of Cape Florida with the lighthouse tower bearing northward of 069°. This is a poor anchorage with southerly winds.
Miami South Channel is a dredged cut leading from Biscayne Bay, westward of Virginia Key, to the Miami waterfront. One branch of it leads into the Miami River, and the other leads directly to the basin off **Bay Front Park.** The Intracoastal Waterway southward to Key West passes through Miami South Channel. Clearance of the Rickenbacker Causeway bridge is given in chapter 12.
Fowey Rocks Light (25°35'26"N., 80°05'48"W.), 110 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation enclosing a white dwelling and stair cylinder; a racon is at the light. A fish haven, covered 65 feet, is about 2.1 miles north-northeastward of the light in about 25°37'24"N., 80°04'54"W.
Bowles Bank Anchorage, 6.5 miles south-southwestward of Fowey Rocks Light (25°35'26"N., 80°05'48"W.), is fair in all but southerly winds. It has depths of 14 to 16 feet and soft bottom in places, and lies about 0.5 mile north of the light of Bache Shoal and eastward of the north end of **Elliott Key.**
Legare Anchorage, 7 miles southward of Fowey Rocks Light, lies between the reefs westward of **Triumph Reef**. The bottom is mostly hard, but there are some soft spots on which vessels may anchor. The entrances are not marked, and the anchorage is not generally used.
Caesar Creek Bank Anchorage, 12 miles south-southwestward of Fowey Rocks Light, is fair in all but southerly winds. It lies on the west side of Hawk Channel between **Margot Fish Shoal** and **Caesar Creek Bank,** with depths of 10 to 12 feet, soft bottom.
Excellent anchorage for small craft will be found in **Caesar Creek,** just north of Caesar Creek Bank. The entrance is marked by a light, and private daybeacons mark the channel. There was a reported depth of 6 feet through the entrance channel in 1983.
There is also a secure anchorage between **Adams Key**, **Meigs Key**, and **Elliott Key**. In 1983, it was reported that with local knowledge a draft of 4 feet could be carried into Biscayne Bay through a privately marked channel which leads north along the west side of Adams Key.
Pacific Reef, 13.4 miles southward of Fowey Rocks Light, is marked by **Pacific Reef Light** (25°22'16"N., 80°08'31"W.), 44 feet above the water and shown from a black skeleton tower on piles. A channel, marked by daybeacons, leads from the ocean 0.6 mile southward of Pacific Reef Light to Caesar Creek; the reported controlling depth was 8 feet in 1983.
Angelfish Creek, 17.5 miles southwestward of Fowey Rocks Light, is used by vessels proceeding to Card Sound and the Intracoastal Waterway. The reported controlling depth through the creek was 5 feet in 1983. The channel is marked by lights and daybeacons. The outer end of the creek offers good protection, but the bottom is rock ledge and the anchor should be buoyed.

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

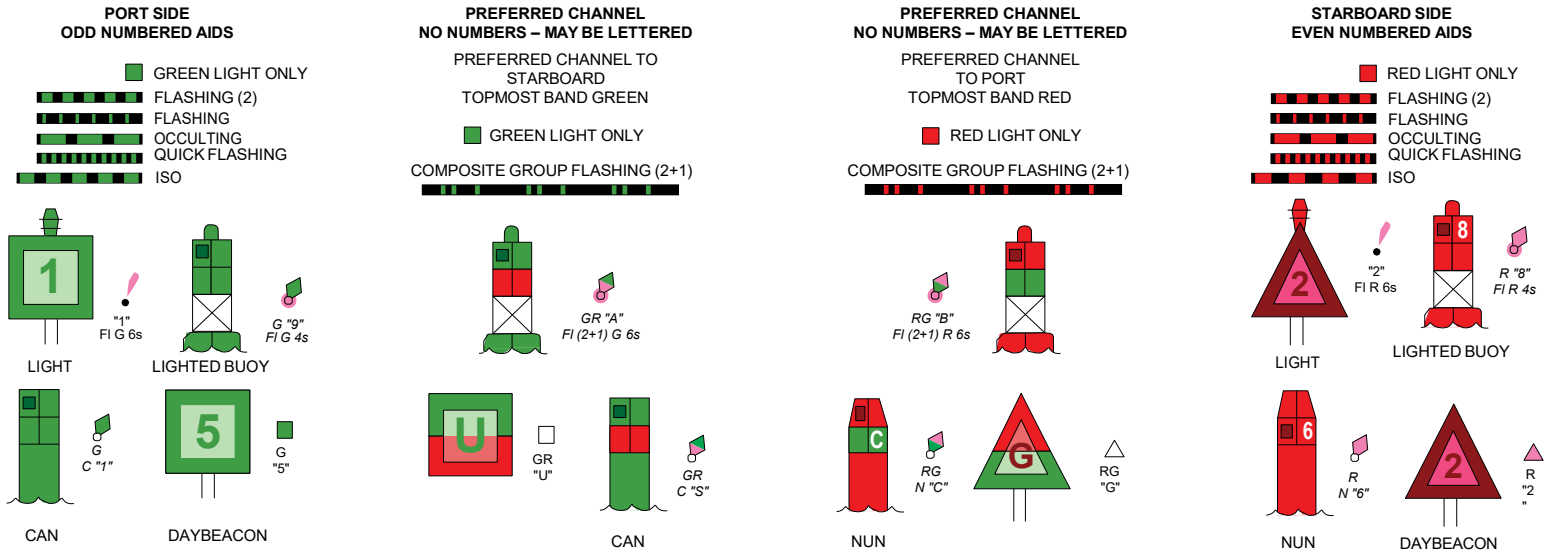
RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

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*

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) o(Approximate location)

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.

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 in 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.

Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:
http://nauticalcharts.noaa.gov/staff/contact.htm

Distances

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

Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ——●——

One Statute Mile equals 0.87 Nautical Miles.

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

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.

CHANNEL MARKERS

Reflectors on daybeacons and buoys along the Intracoastal Waterway are white or green on the left-hand and red on the right-hand side when proceeding southward.

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.

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).

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.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental 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.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers 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.

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 1.366" northward and 0.825" eastward to agree with this chart.

INTRA

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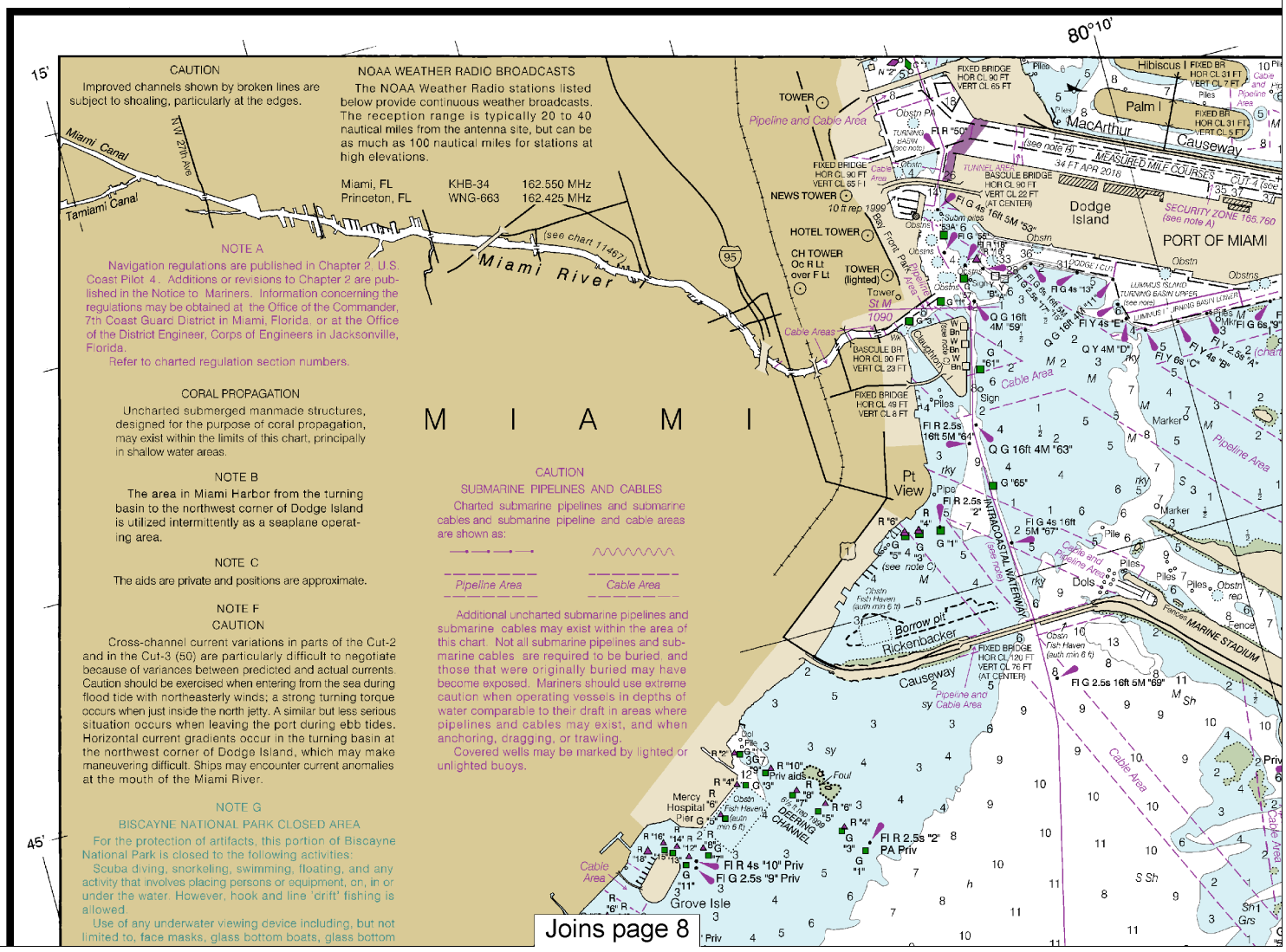


4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

THE NATION'S CHARTMAKER SINCE 1807

FLORIDA

ACOASTAL WATERWAY

II TO ELLIOTT KEY

Mercator Projection
Scale 1:40,000 at Lat. 25°38'

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.

Formerly C&GS 848, 1st Ed., October 1939 C-1939-498 KAPP 310

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ———

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.

NOTE S

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Miami Marina	(25°47'N/080°11'W)	2.4	2.3	0.1
Miami Harbor Entrance	(25°46'N/080°08'W)	2.7	2.6	0.2
Cutler, Biscayne Bay	(25°37'N/080°18'W)	2.1	2.1	0.1
Ragged Keys	(25°32'N/080°10'W)	1.9	1.8	0.1
Elliott Key Harbor	(25°27'N/080°12'W)	1.6	1.6	0.1

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.

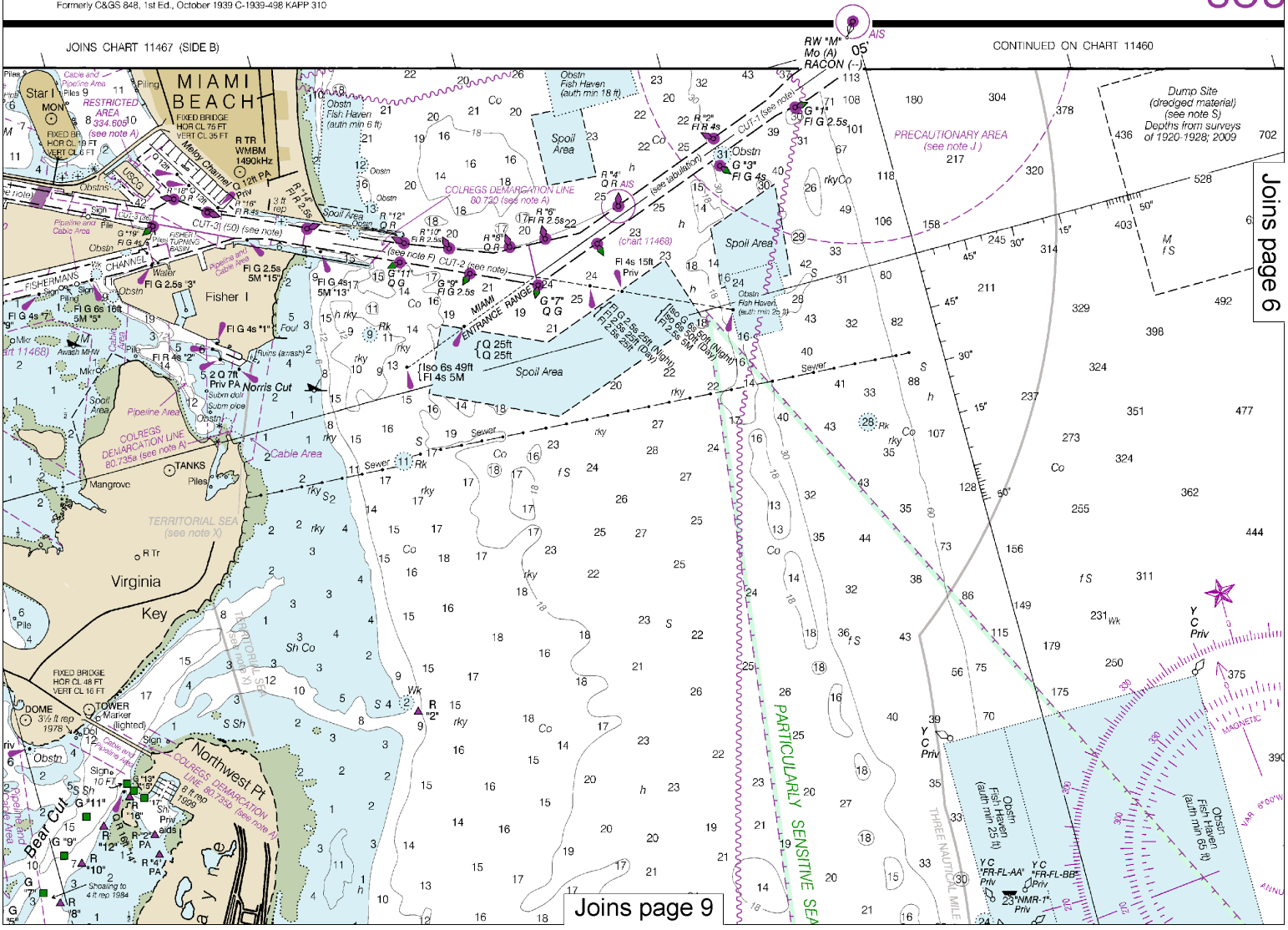
(Mar 2011)

NOAA encourages users to
about this chart at http://www.na

PR
Channel legends and t
U.S. Army Corps of Eng
channel may be significa
For detailed channel in
reported by USACE, use
USACE surveys and cha
http://navigation.usace.a

MIAMI HARB
NAME OF C
CUT - 1
CUT - 2
CUT - 3 (50)
CUT - 3 (36)
CUT - 4
FISHR ISLAND TURN
FISHERMANS CHANN
LUMMUS ISLAND TUR
LUMMUS ISLAND TUR
DODGE ISLAND CUT
TURNING BASIN

SOU



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

AIDS TO NAVIGATION

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

CAUTION

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MIAMI TO ELLIOTT KEY

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Scale 1:40,000 at Lat. 25°38'

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For Symbols an

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U.S. Coast Pilots appendix for ad
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PLACE	
NAME	
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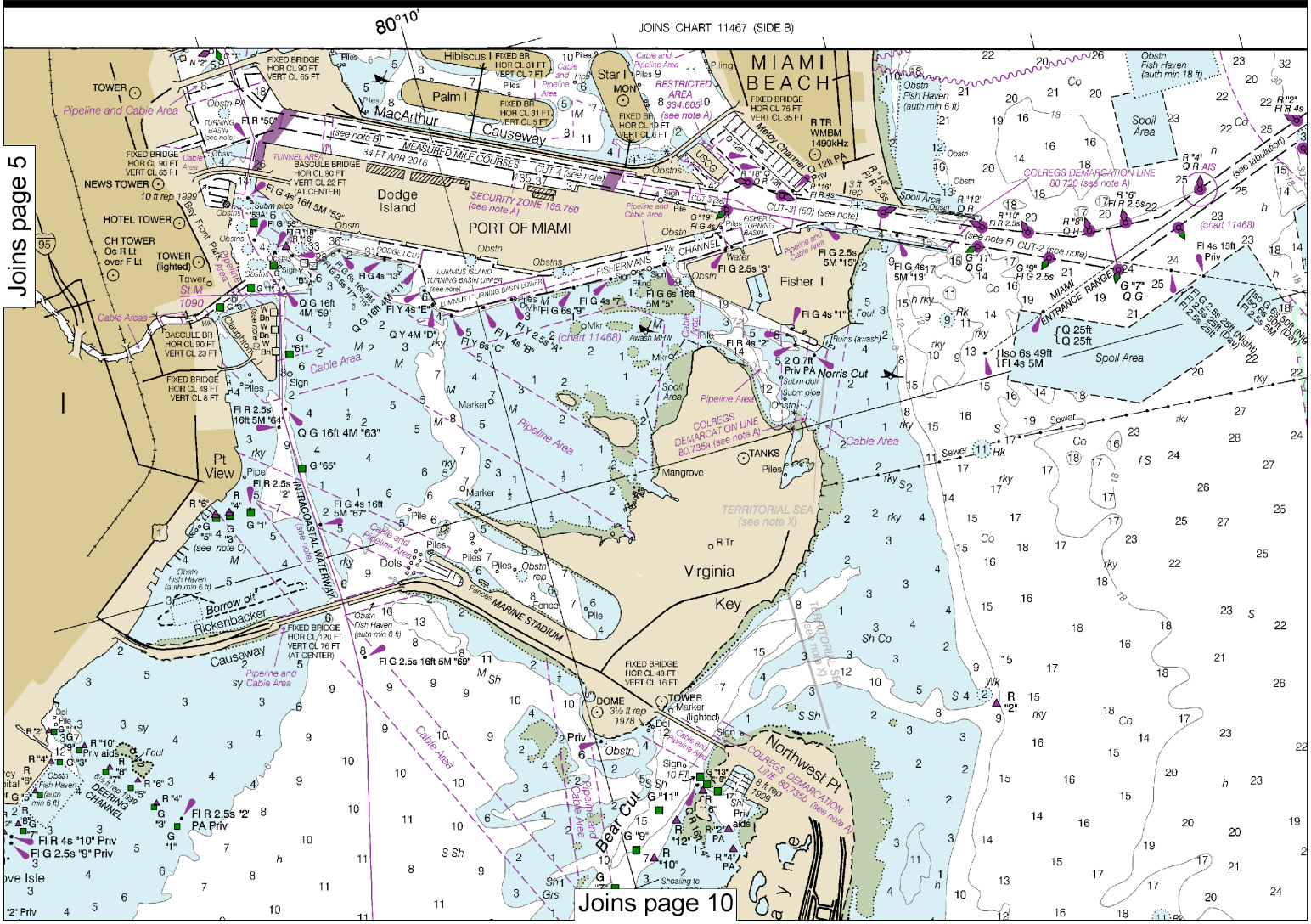
Miami Harbor Entrance	(25
Cutler, Biscayne Bay	(25
Ragged Keys	(25
Elliott Key Harbor	(25

Dashes (- - -) located in datum columns indicate tide predictions, and tidal current predictions are

(Mar 2011)



Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

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Note: Chart grid lines are aligned with true north.

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are available on the Internet from http://tidesandcurrents.noaa.gov.

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

PROJECT DEPTHS

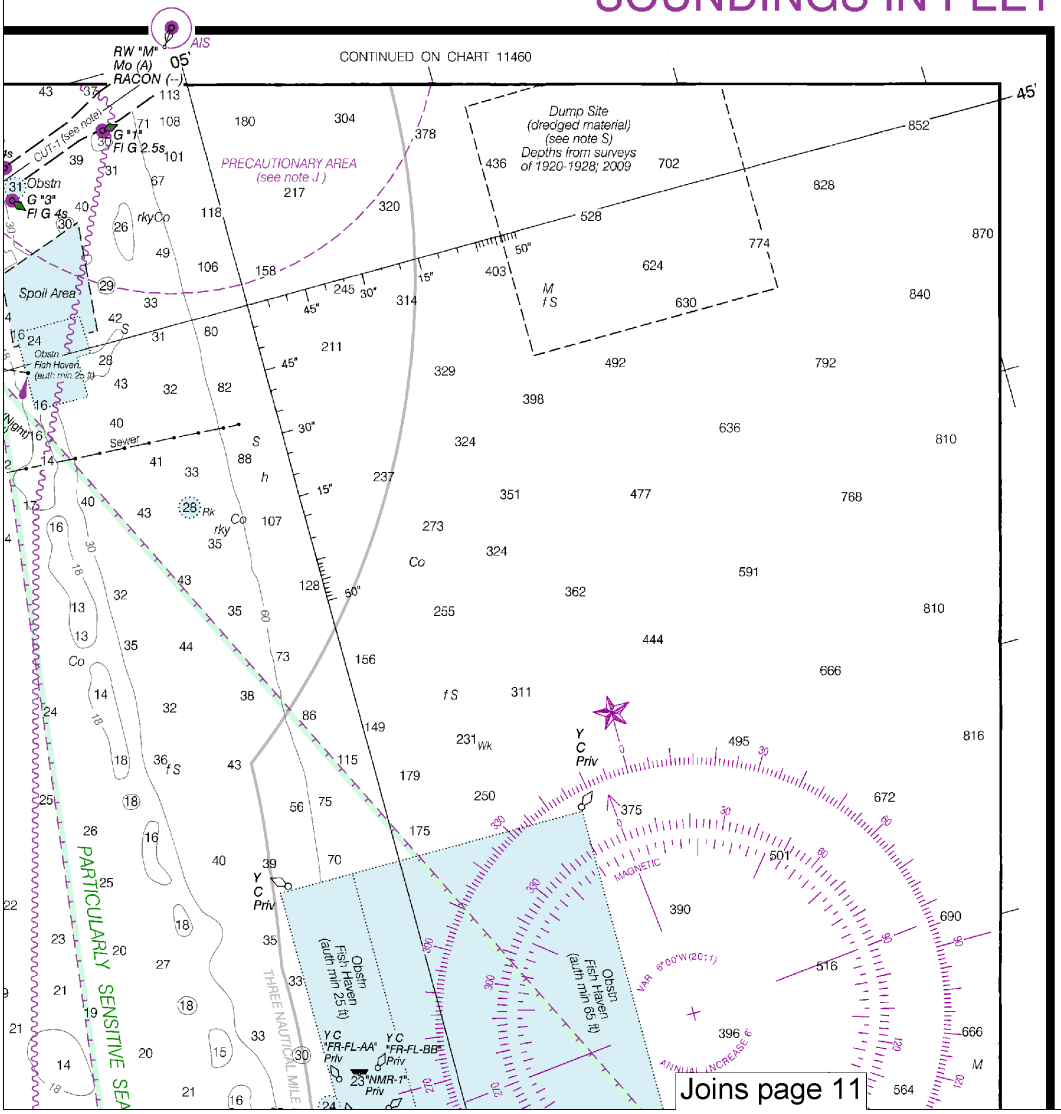
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at http://navigation.usace.army.mil/Survey/Hydro.

MIAMI HARBOR CHANNEL PROJECT DEPTHS
(see note)

NAME OF CHANNEL	PROJECT DEPTH MLLW (FEET)
CUT - 1	52
CUT - 2	52
CUT - 3 (50)	50
CUT - 3 (36)	36
CUT - 4	36
FISHR ISLAND TURNING BASIN	50
FISHERMANS CHANNEL	50
LUMMUS ISLAND TURNING BASIN LOWER	50
LUMMUS ISLAND TURNING BASIN UPPER	50
DODGE ISLAND CUT	34
TURNING BASIN	36

SOUNDINGS IN FEET

11465

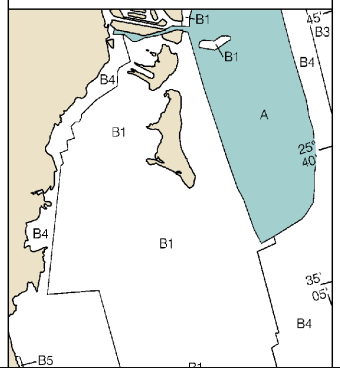


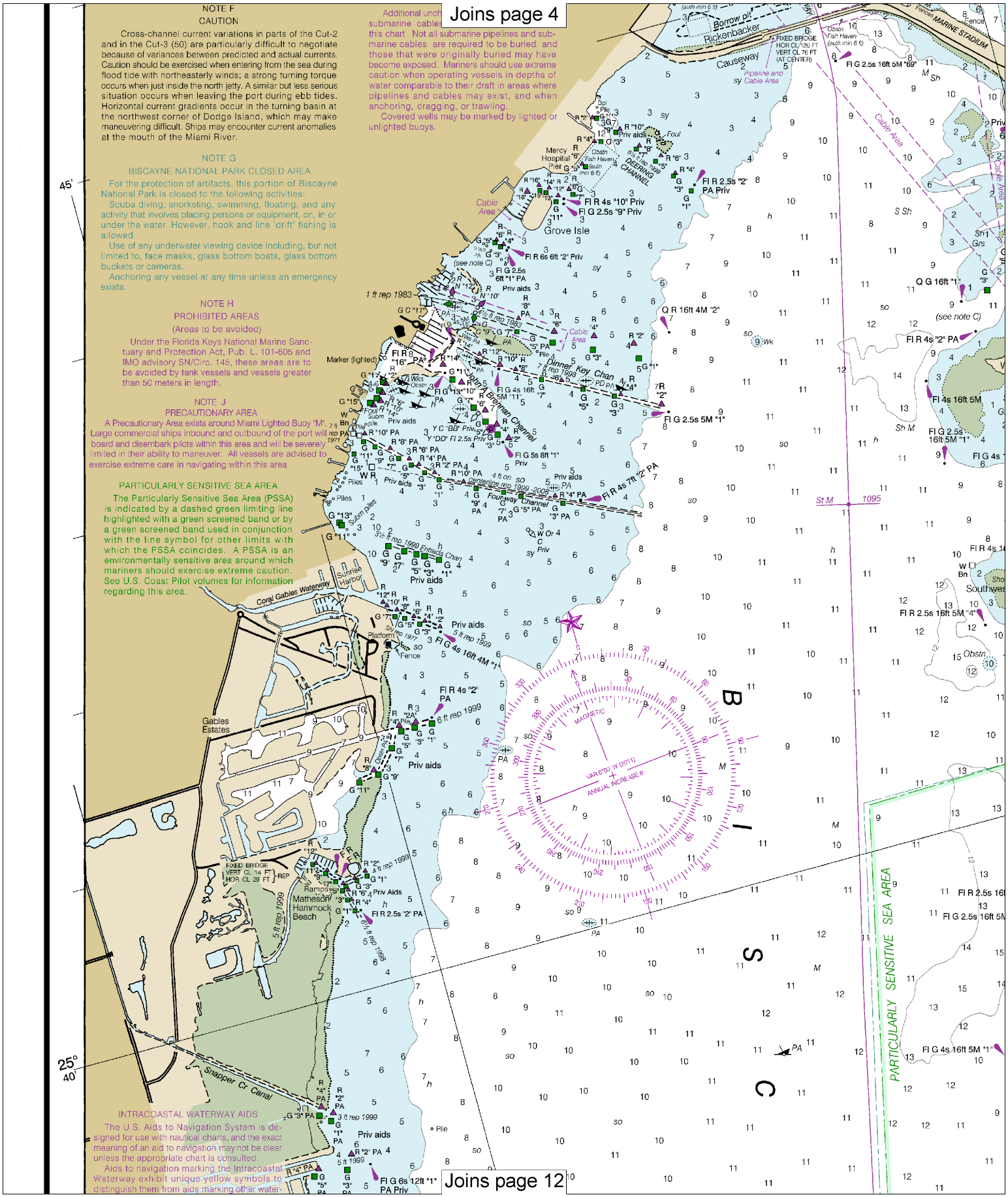
SOURCE DIAGRAM

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.

SOURCE

A	1990 - 2008	NOS Surveys Full bottom coverage
B1	1990 - 2008	NOS Surveys Partial bottom coverage
B3	1940 - 1969	NOS Surveys Partial bottom coverage
B4	1900 - 1939	NOS Surveys Partial bottom coverage
B5	Pre-1900	NOS Surveys Partial bottom coverage



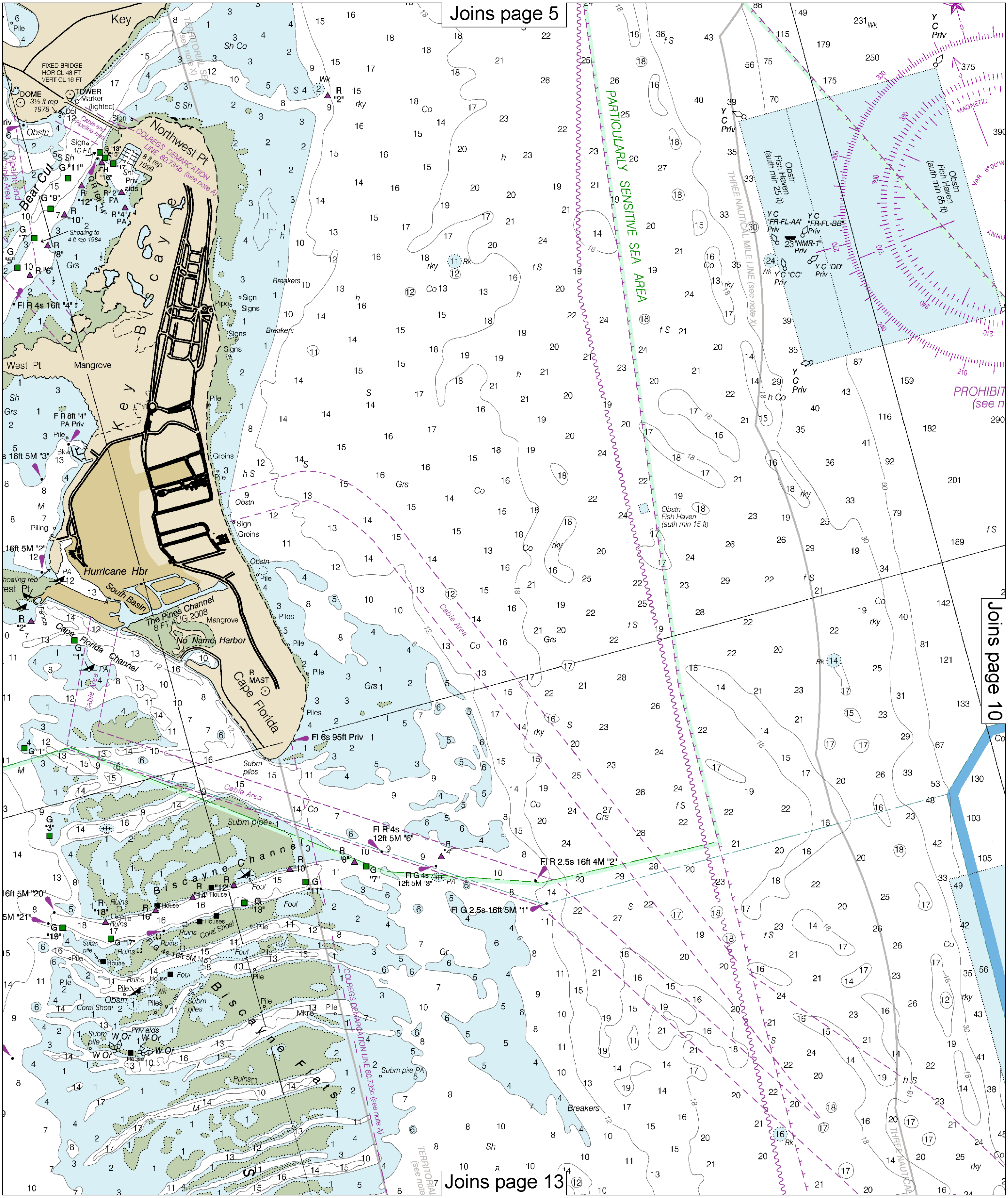


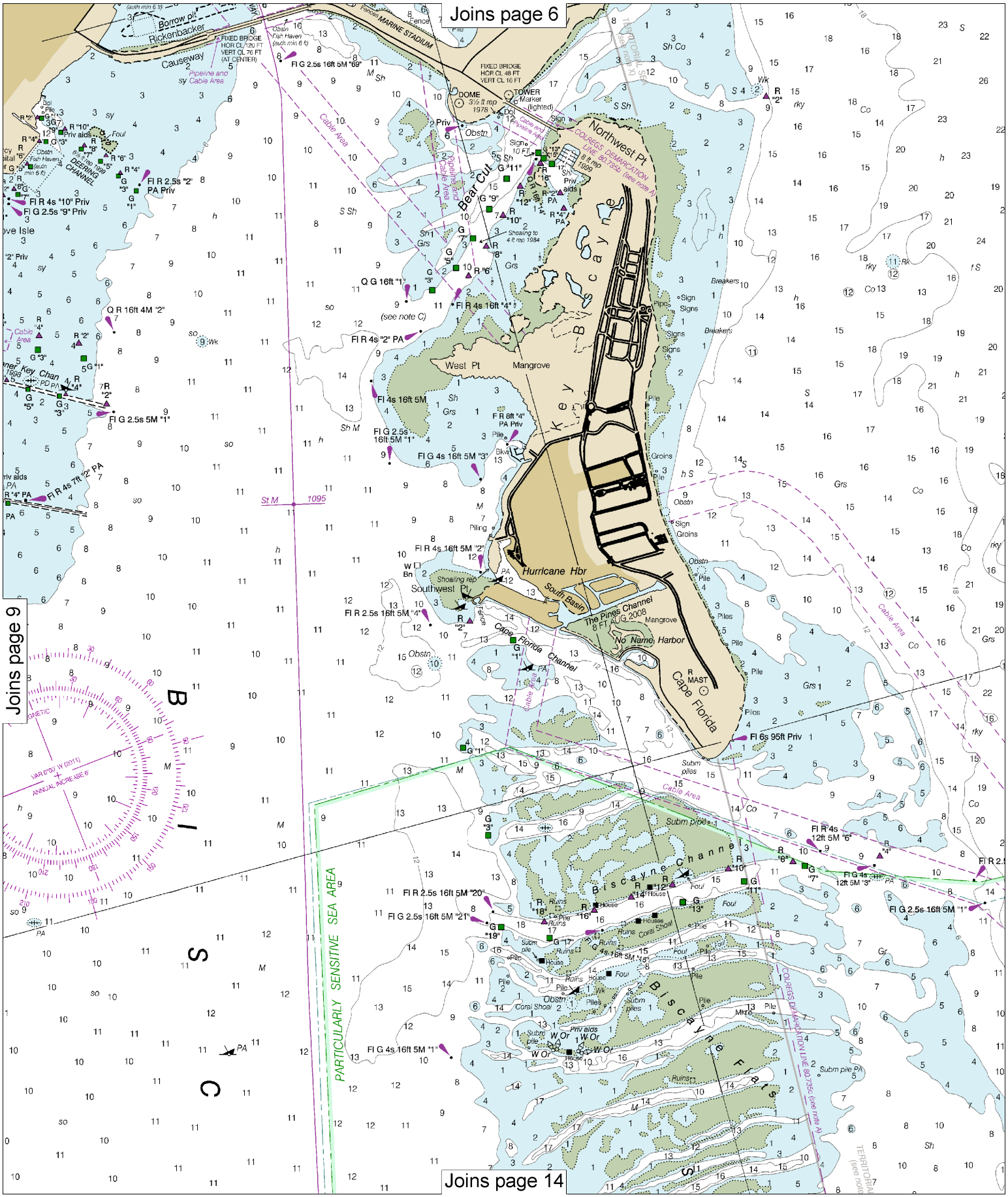
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
Key
Bear Cut
Northwest Pt
Key Biscayne
West Pt
Mangrove
Hurricane Hbr
South Basin
The Pines Channel
8 FT AUG 2008
No Name Harbor
Cape Florida
Cape Florida Channel
Biscayne Channel
Biscayne Flats
Coral Shoal
FIXED BRIDGE
HOR CL 48 FT
VERT CL 16 FT
DOME
TOWER
Marker (lighted)
COLREGS DEMARCATION LINE 80.735b (see note A)
COLREGS DEMARCATION LINE 80.735c (see note A)
TERRITORIAL SEA (see note X)
PARTICULARLY SENSITIVE SEA AREA
THREE NAUTICAL MILE LINE (see note X)
Cable Area
Obstn Fish Haven (auth min 25 ft)
Obstn Fish Haven (auth min 65 ft)
Obstn Fish Haven (auth min 15 ft)
PROHIBIT
MAGNETIC
VAR 6°00'W
Fl 6s 95ft Priv
Fl R 2.5s 16ft 4M "2"
Fl G 2.5s 16ft 5M "1"
Fl R 4s 12ft 5M "6"
Fl G 4s 12ft 5M "3"
Fl R 4s 16ft "4"
F R 8ft "4" PA Priv
Breakers



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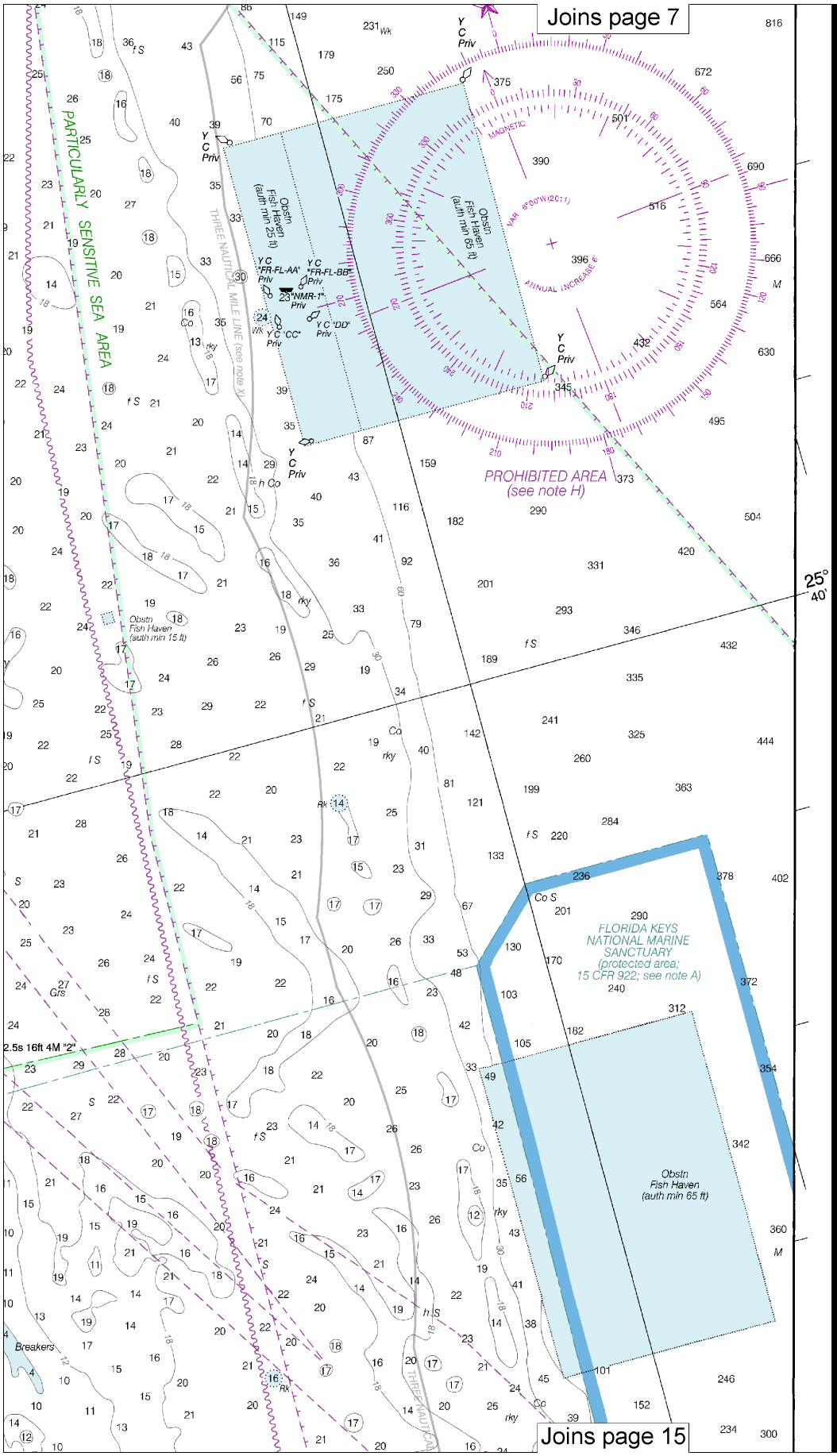
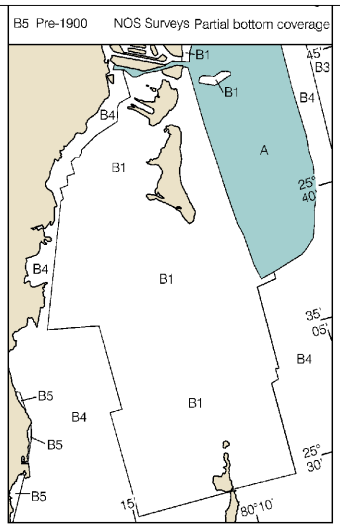
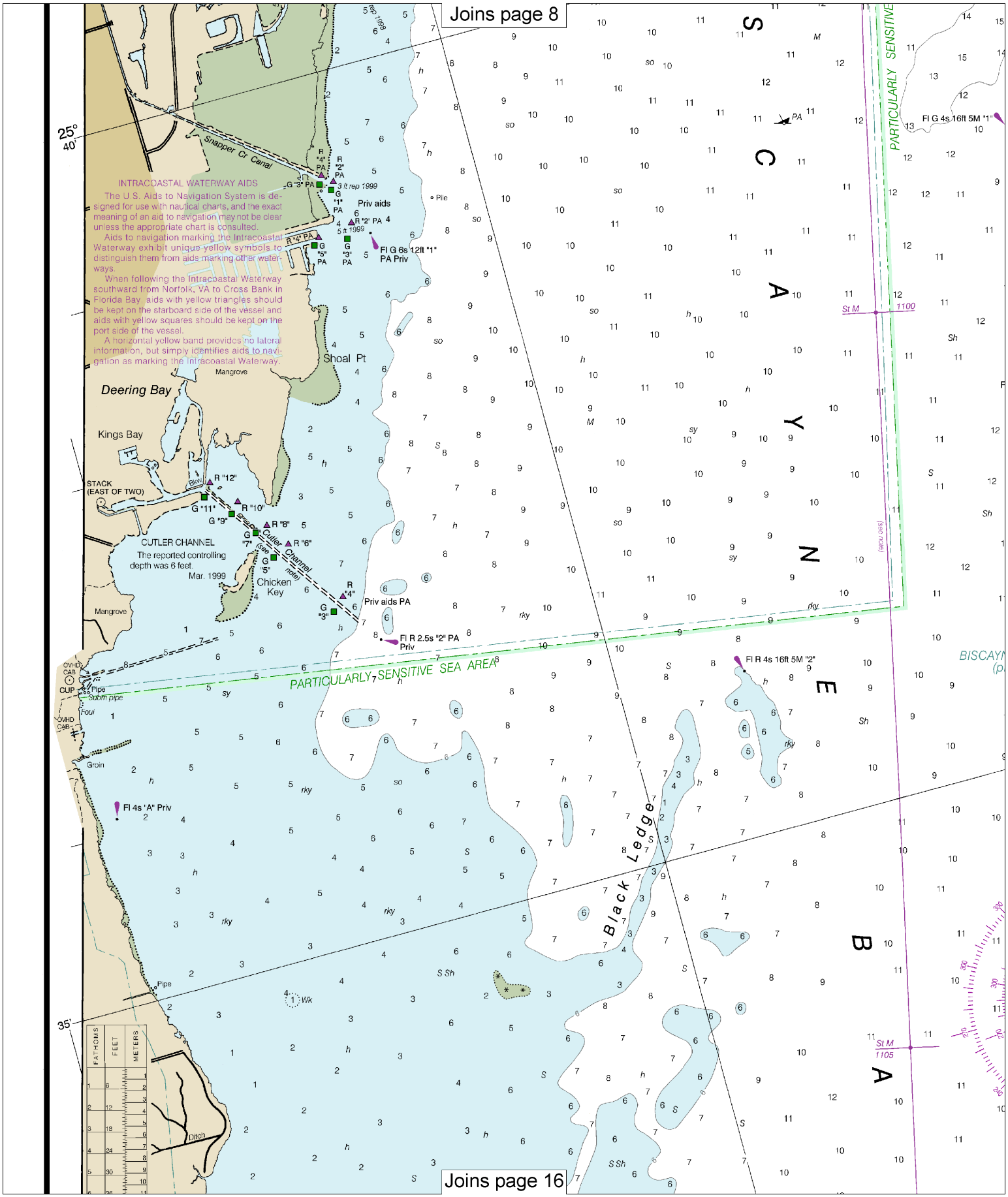
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
PARTICULARLY SENSITIVE SEA AREA
THREE NAUTICAL MILE LINE (see note X)
PROHIBITED AREA
(see note H)
FLORIDA KEYS
NATIONAL MARINE
SANCTUARY
(protected area;
15 CFR 922; see note A)
Obstn
Fish Haven
(auth min 65 ft)
Obstn
Fish Haven
(auth min 25 ft)
Obstn
Fish Haven
(auth min 15 ft)
Y C "FR-FL-AA" Priv
Y C "FR-FL-BB" Priv
23"NMR-1" Priv
Y C "CC" Priv
Y C "DD" Priv
Y C Priv
MAGNETIC
MAR 8°00'W(2011)
ANNUAL INCREASE 6'
2.5s 16ft 4M "2"
Breakers
25° 40'
Joins page 15


B5 Pre-1900 NOS Surveys Partial bottom coverage
B1
B3
B4
B5
A
25° 40'
25° 30'
80°10'



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

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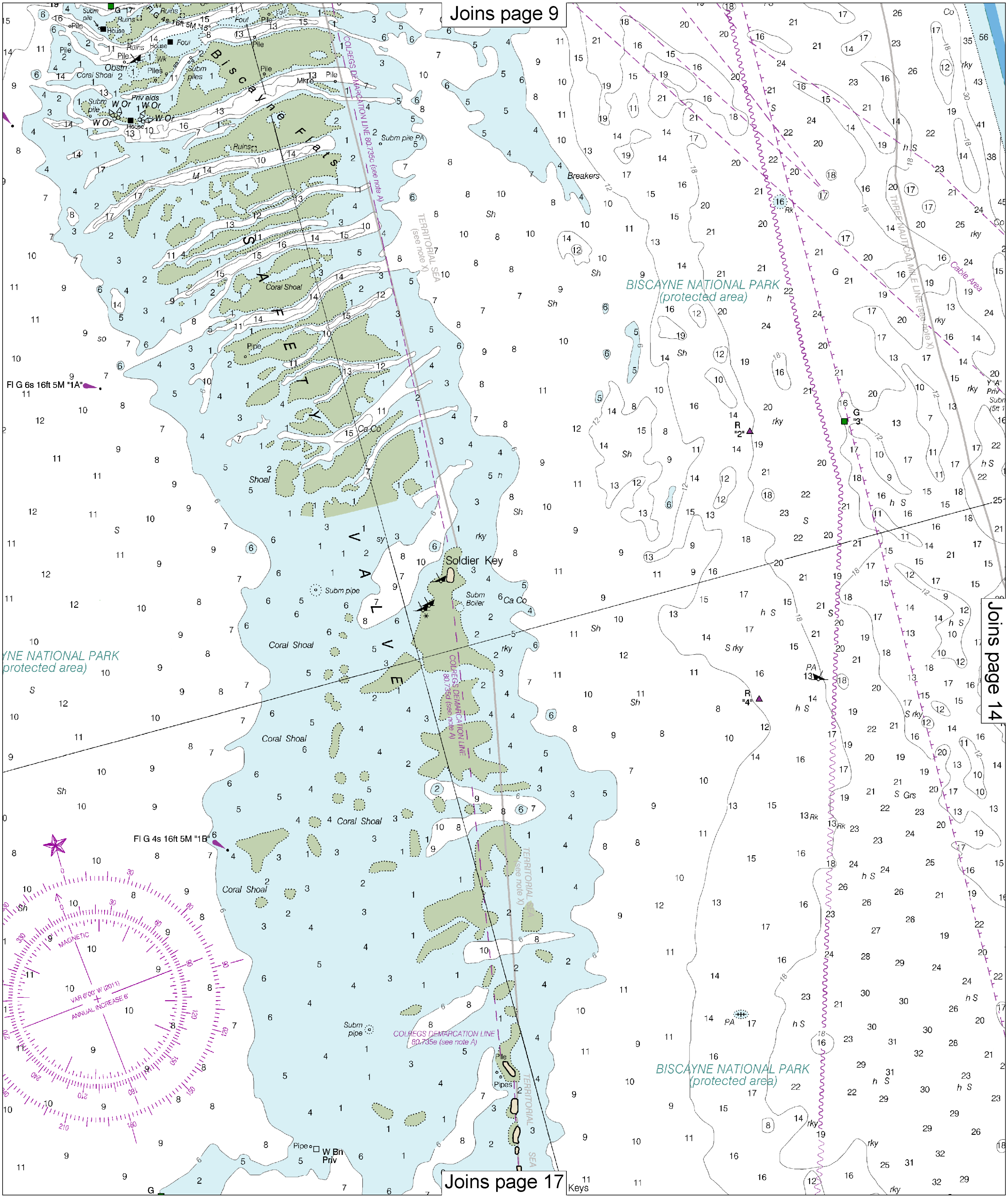
Yards: 1000 0 1000 2000 3000 4000 5000

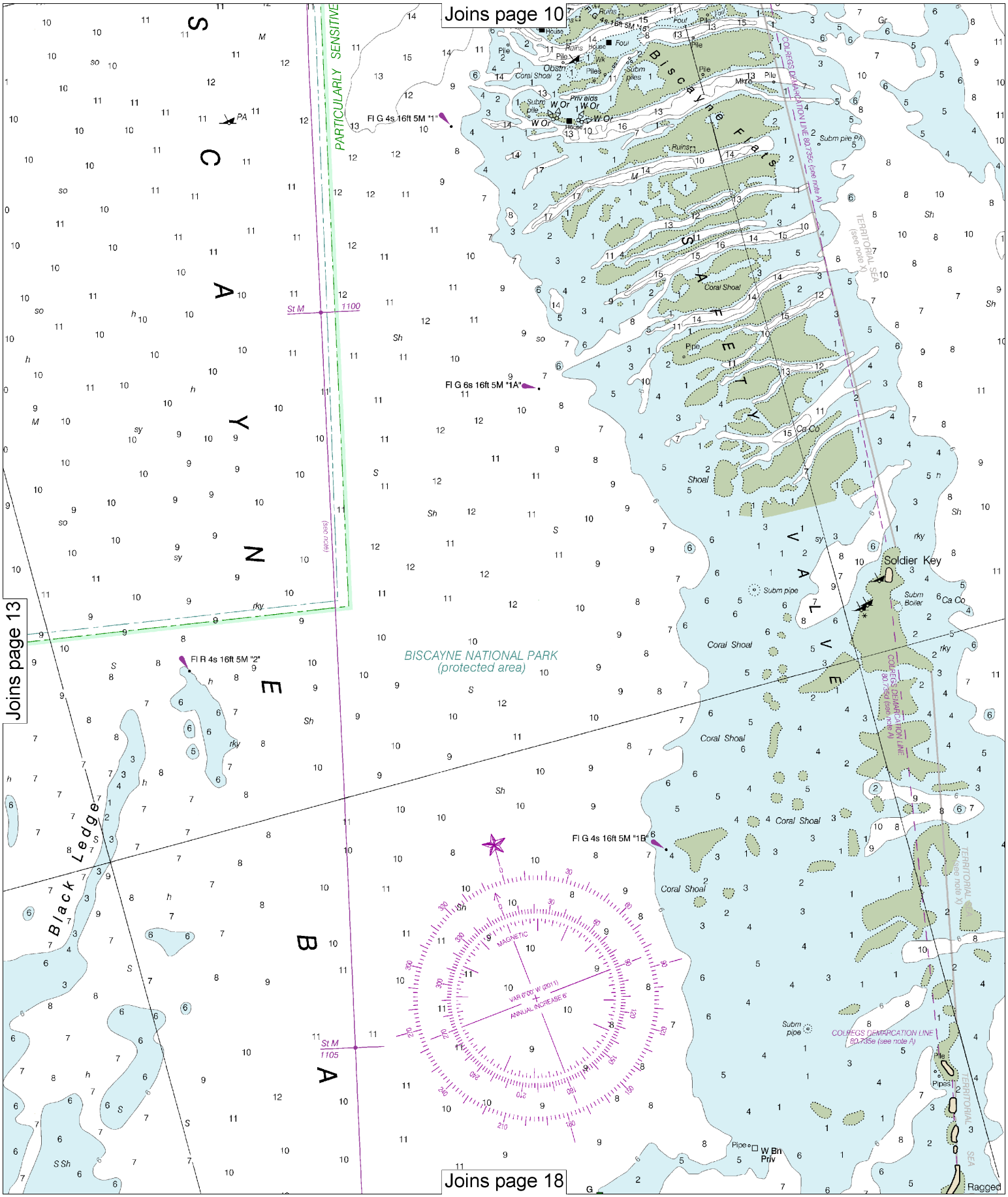
See Note on page 5.


Biscayne Flats
SAFETY VALVE
Soldier Key
BISCAYNE NATIONAL PARK
(protected area)
COLREGS DEMARCATION LINE 80.735c (see note A)
COLREGS DEMARCATION LINE 80.735d (see note A)
COLREGS DEMARCATION LINE 80.735e (see note A)
TERRITORIAL SEA (see note X)
THREE NAUTICAL MILE LINE (see note X)
Cable Area
Breakers
Coral Shoal
Fl G 6s 16ft 5M "1A"
Fl G 4s 16ft 5M "1B"
R "2"
G "3"
R "4"
Subm pipe
Subm Boiler
Pipe
W Bri Priv
Keys
MAGNETIC
VAR 6°00' W (2011)
ANNUAL INCREASE 6'

Joins page 9

Joins page 14

Joins page 17



14

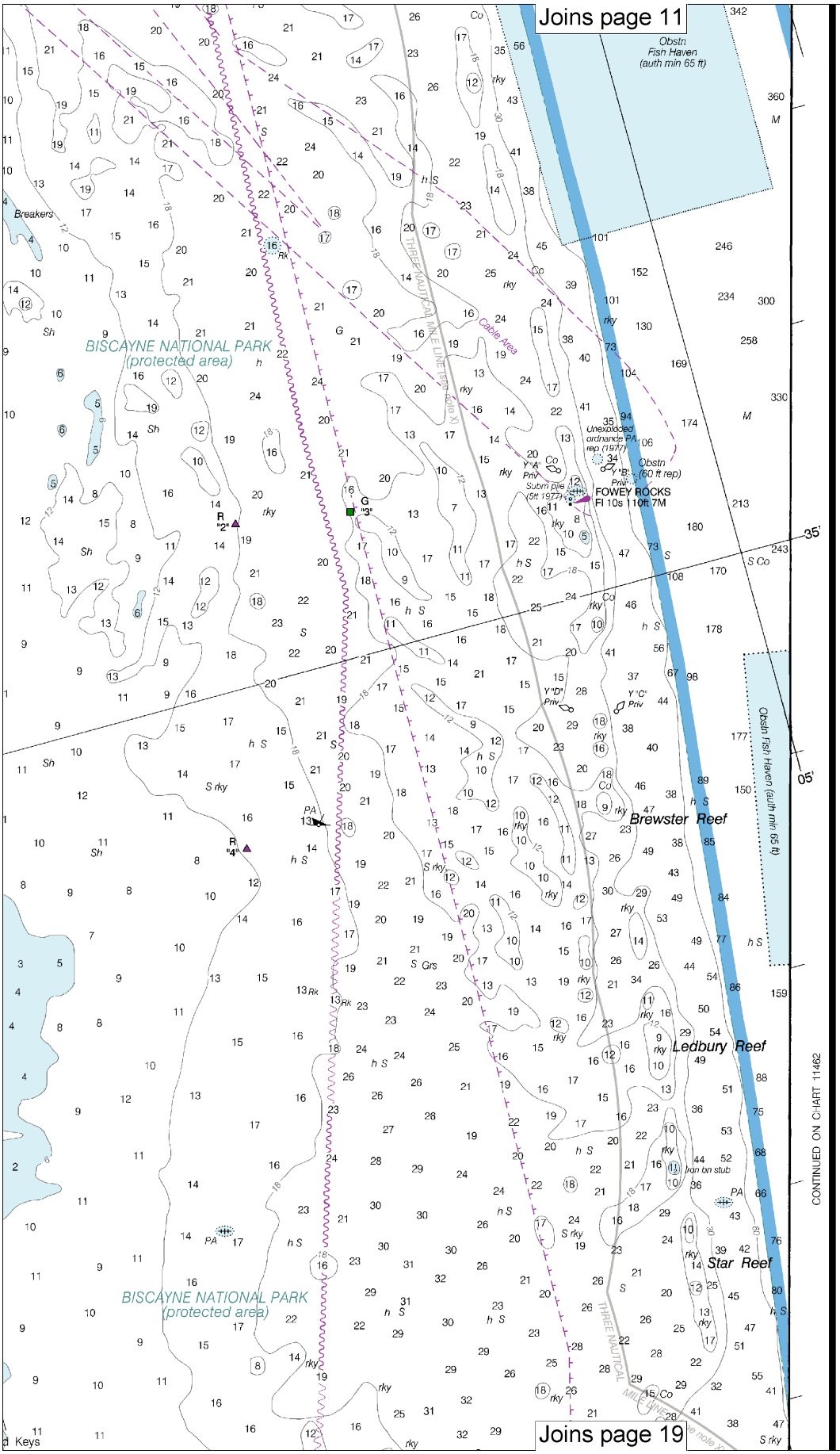
Note: Chart grid lines are aligned with true north.

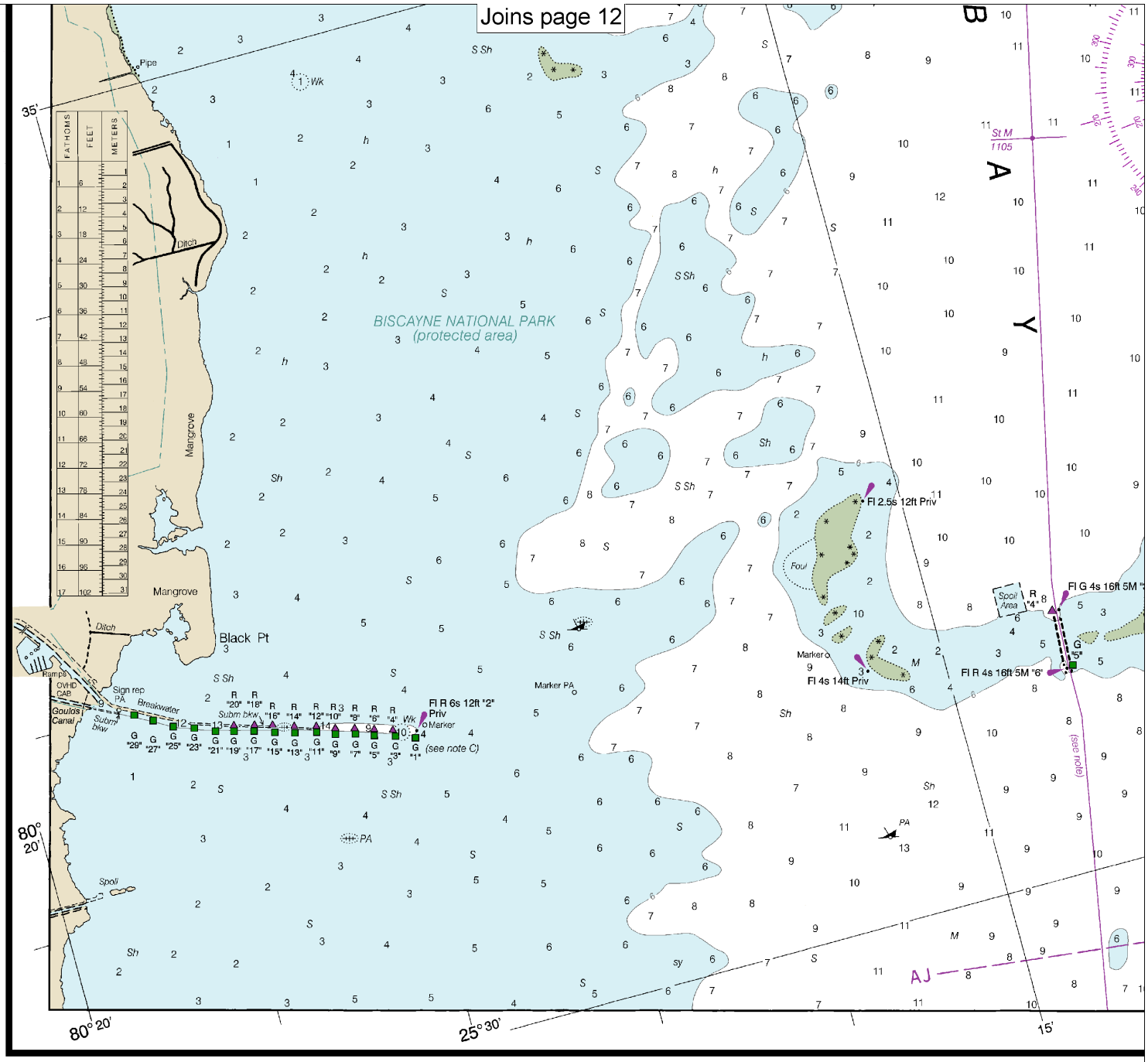
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
Obstn
Fish Haven
(auth min 65 ft)
Breakers
BISCAYNE NATIONAL PARK
(protected area)
THREE NAUTICAL MILE LINE (see note X)
Cable Area
Unexploded ordnance PA rep (1977)
Obstn (60 ft rep)
FOWEY ROCKS
Fl 10s 110ft 7M
Submarine (5ft 1977)
Brewster Reef
Ledbury Reef
Star Reef
Obstn Fish Haven (auth min 65 ft)
CONTINUED ON CHART 11462
BISCAYNE NATIONAL PARK
(protected area)
THREE NAUTICAL MILE LINE (see note X)
Joins page 19
Keys



11465

SOUNDINGS IN FEET

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.

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NATIONAL OCEAN SERVICE
COAST SURVEY

This is the Last Edition of this chart. It will be canceled on Jan 4, 2023

41st Ed., Sep. 2020. Last Correction: 7/5/2022. Cleared through:
LNM: 2622 (6/28/2022), NM: 2722 (7/2/2022)

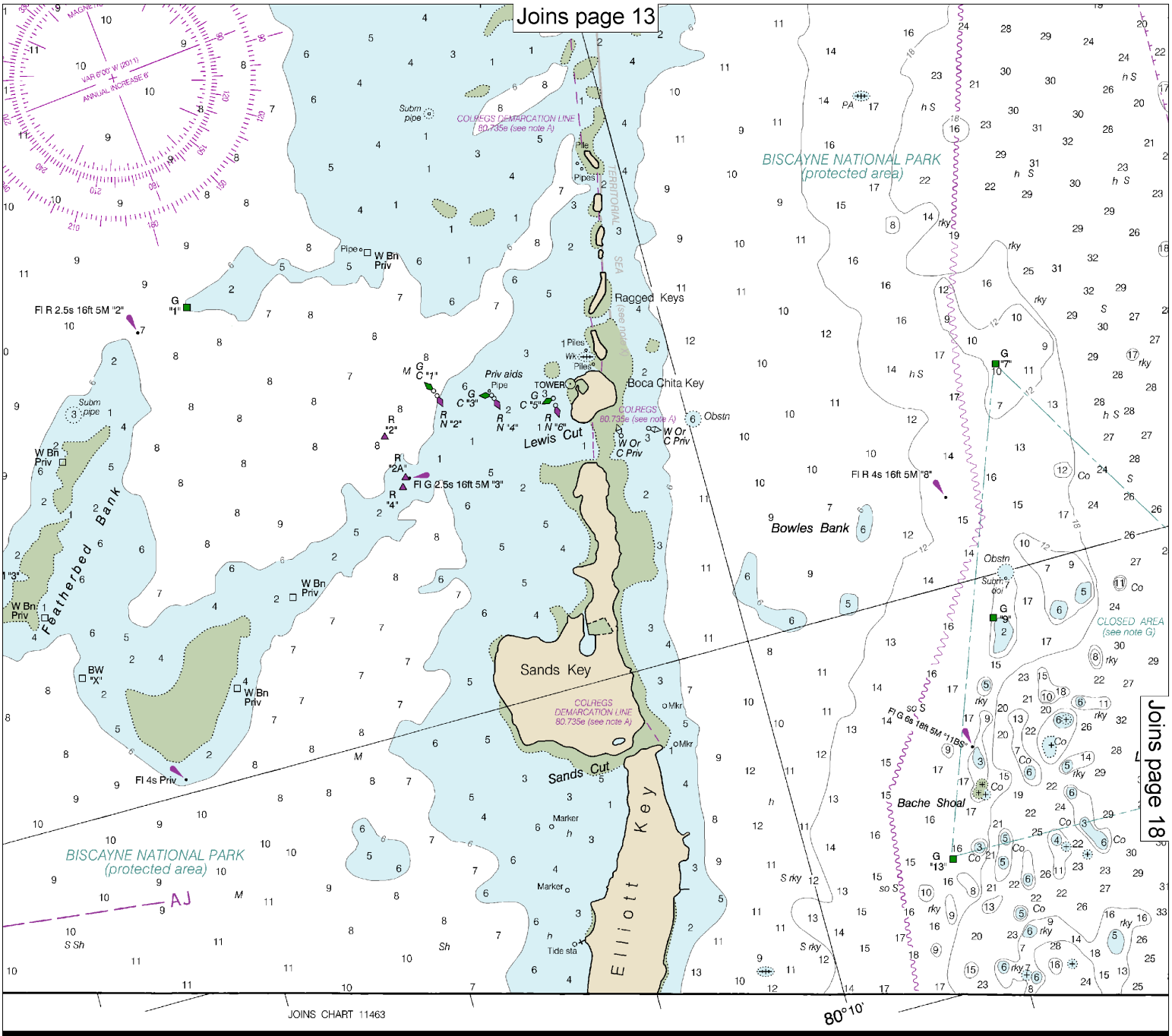
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

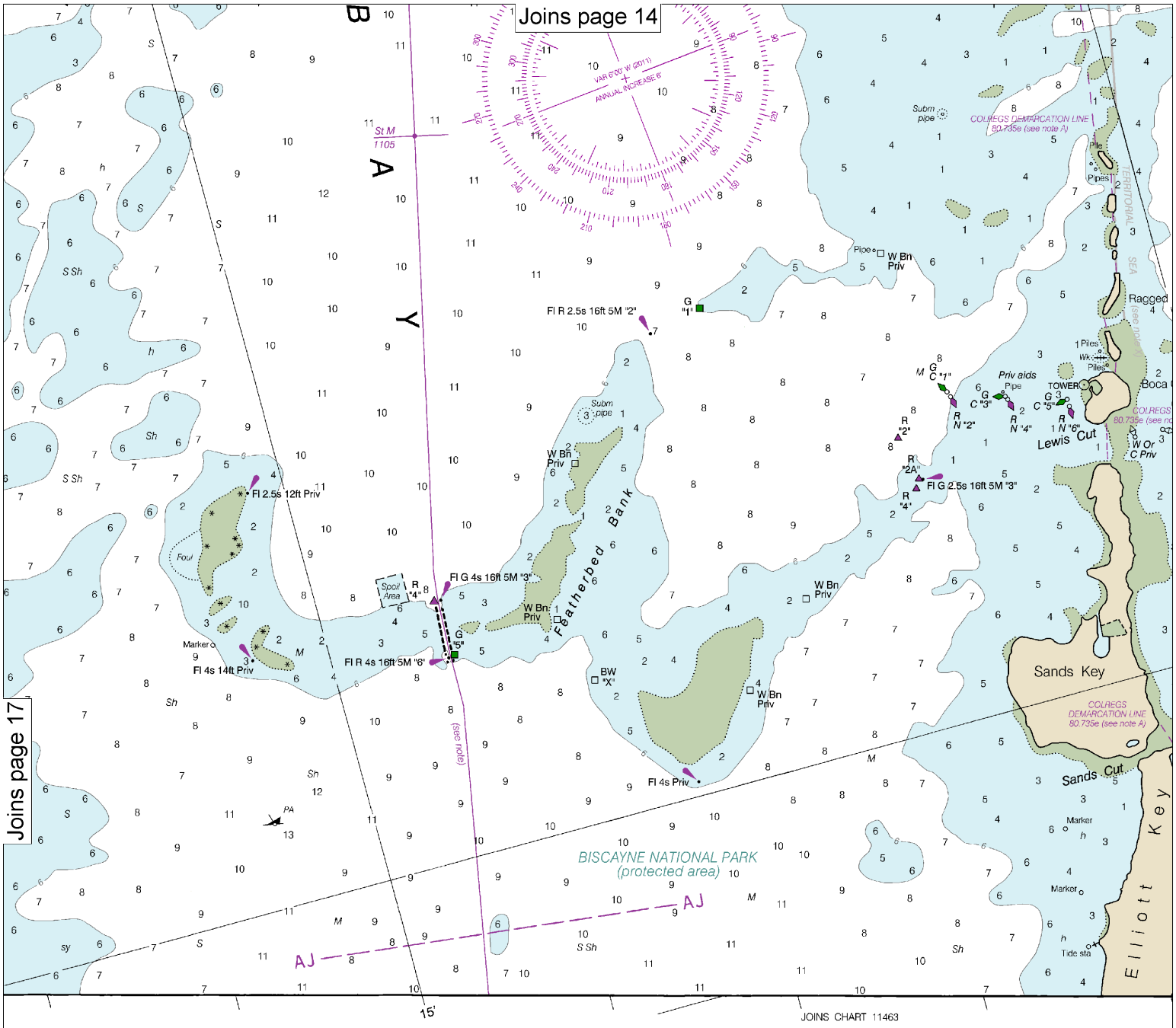
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Miami to Elliott Key

SOUNDINGS IN FEET - SCALE 1 : 40,000



N FEET

by Presidential Proclamation, previously identified as the to depict the jurisdictional e Boundary off the Gulf coast Mile Line elsewhere remain in n and the outer limit of the s Zone and the 200-nautical Presidential Proclamation. maritime limits are subject

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NATIONAL OCEAN SERVICE
COAST SURVEY

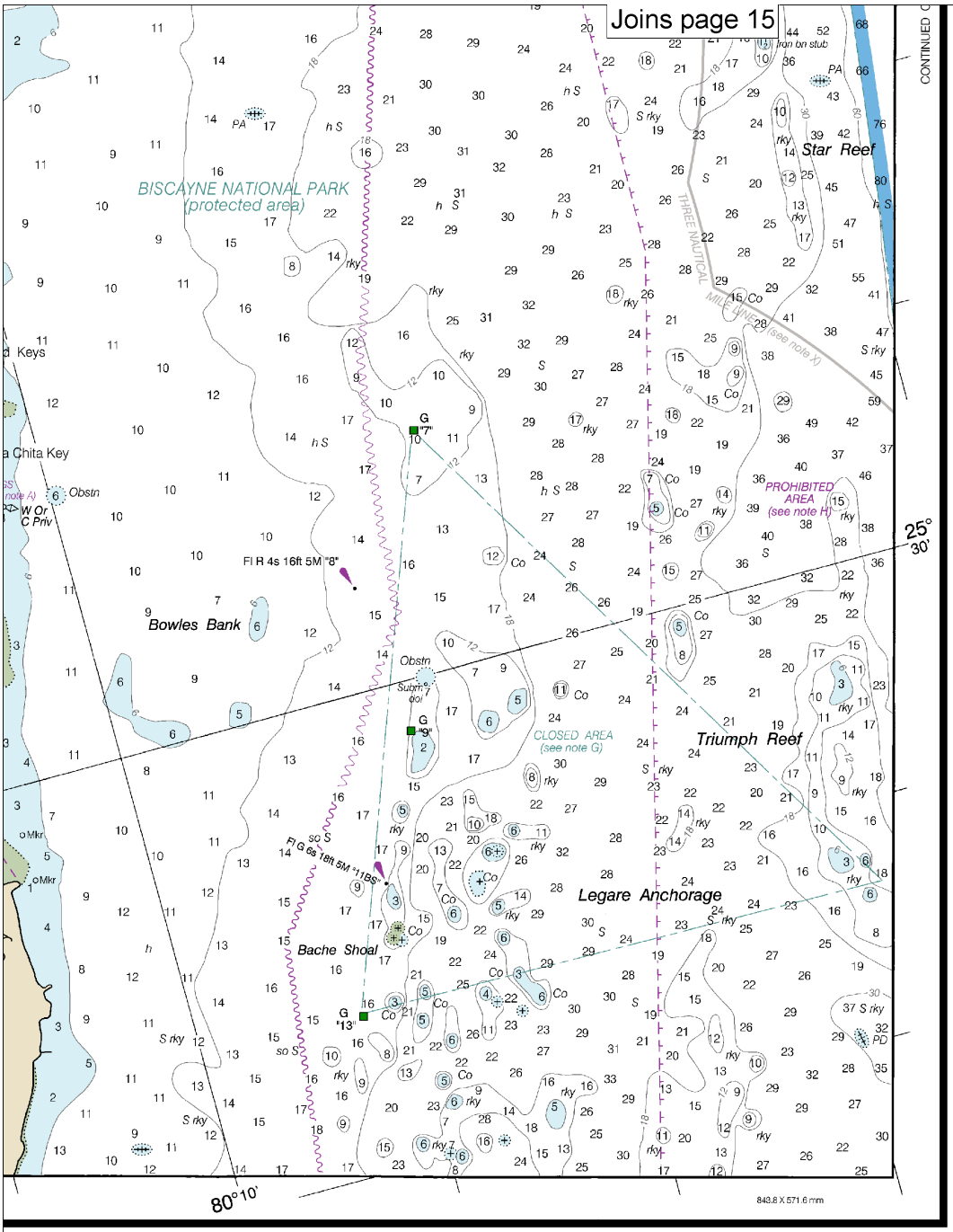
Nautical Miles
Statute Miles
Yards
Meters
LATITUDE
LONGITUDE

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
Yards

See Note on page 5.



Miami to Elliott Key

SOUNDINGS IN FEET - SCALE 1 : 40,000

11465

EMERGENCY INFORMATION

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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

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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 Hurrican 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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