

BookletChart™

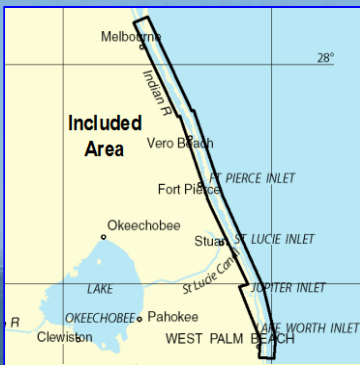


Intracoastal Waterway – Palm Shores to West Palm Beach

NOAA Chart 11472

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

Approximate Page Index					
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**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=11472>.



(Selected Excerpts from Coast Pilot)

St. Lucie Inlet, forming the mouth of the St. Lucie River and the south end of the Indian River, lies 20 miles south of Fort Pierce Inlet and 13.5 miles north of Jupiter Inlet Light. The entrance to the inlet is protected by jetties and a detached breakwater. The inner part of the north jetty is in ruins. A rock ledge across the inlet extends south for over 1 mile from the east end of the north jetty ruins. Extensive sandbars are on the north side of the inlet channel from the

north jetty to the Intracoastal Waterway. It is reported that shoaling builds up across the channel from both the north and south sides. Depths in the channel vary.

Additional information on local existing conditions can be obtained by calling the Fort Pierce Coast Guard Station (telephone: 772-464-6100) and asking for the Coast Guard Auxiliary telephone number.

St. Lucie River enters the sea through St. Lucie Inlet and connects with the Gulf coast via the Okeechobee Waterway. State Route A1A highway bridge crossing the river 3 miles above the junction with the Intracoastal Waterway has a fixed span with a clearance of 65 feet. The railroad bridge at Stuart has a bascule span with a clearance of 7 feet at center. The bridge is on automatic operation, normally left in an open position and closed upon the approach of trains. (See **117.317**, chapter 2, for details of operation.) The Roosevelt (U.S.1) highway bridge, adjacent to the west, has a fixed span with a clearance of 65 feet. The Roosevelt bascule bridge has a clearance of 14 feet at the center. The overhead power cable at the bridge has a clearance of 75 feet over the main channel. (See **117.1 through 117.59 and 117.317**, chapter 2, for drawbridge regulations.)

Manatee Pocket is a protected body of water about 1 mile long and 0.2 mile wide. It had a reported controlling depth of 4½ feet in 1983. The entrance is 0.6 mile west of the intersection of the St. Lucie River and the Intracoastal Waterway. The channel at the entrance is marked by daybeacons. Berthage, electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage, and hull, engine, and electronic repairs are available at any of several marinas. A 150-ton mobile hoist is available at a repair yard at the southeast end of Manatee Pocket. Small boats can obtain protection from tropical storms in Manatee Pocket. The holding bottom is good. Yachts can anchor anywhere for overnight stops.

Port Salerno, a small town at head of Manatee Pocket, has a marl plant and is headquarters for a fishing fleet. Several boatyards with machine shops and several resorts with good facilities for yachts are available. (See the small-craft facilities tabulation on chart 11472 for services and supplies available.)

At **Port Sewall**, 1.2 miles above the junction of St. Lucie River and the Intracoastal Waterway, there is a marina where berths with electricity, wet storage and limited marine supplies are available. Hull, engine and electronic repairs can be made; lift capacity 50-tons.

Rio is a small real estate development on the north bank of St. Lucie River, 3.5 miles above **Sewall Point**. A privately dredged channel 1 mile west of Light 21 leads to a marina where gasoline, diesel fuel, ice, water, a pump-out station, berthing with electricity and some marine supplies are available; a 10-ton folklift is also available for hull, engine and electronic repairs. In 2001, the reported approach depth was 5.5 feet. Another marina in the slip 0.2 mile westward has gasoline, diesel fuel, electricity, and a lift to 35 tons; hull, engine and electronic repairs can be made.

Stuart is a city on the St. Lucie River, 5 miles above Sewall Point. It is the county seat of Martin County and is on the Florida East Coast Railway, U.S. Highway No.1, and the Okeechobee Waterway. The city has a hospital and is the distributing center to the surrounding area, which is noted for its winter vegetables, citrus and tropical fruits, poultry raising, ranching, and commercial fishing.

The municipal pier, 400 yards southeast of the Roosevelt bascule bridge, has berthage available. In 2002, the reported channel and alongside depth was 3.5 feet. On the east bank of the North Fork of the St. Lucie River, 1,200 yards north of the Roosevelt bascule bridge, a yacht sales facility offers maintenance services and fuel deliveries.

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

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

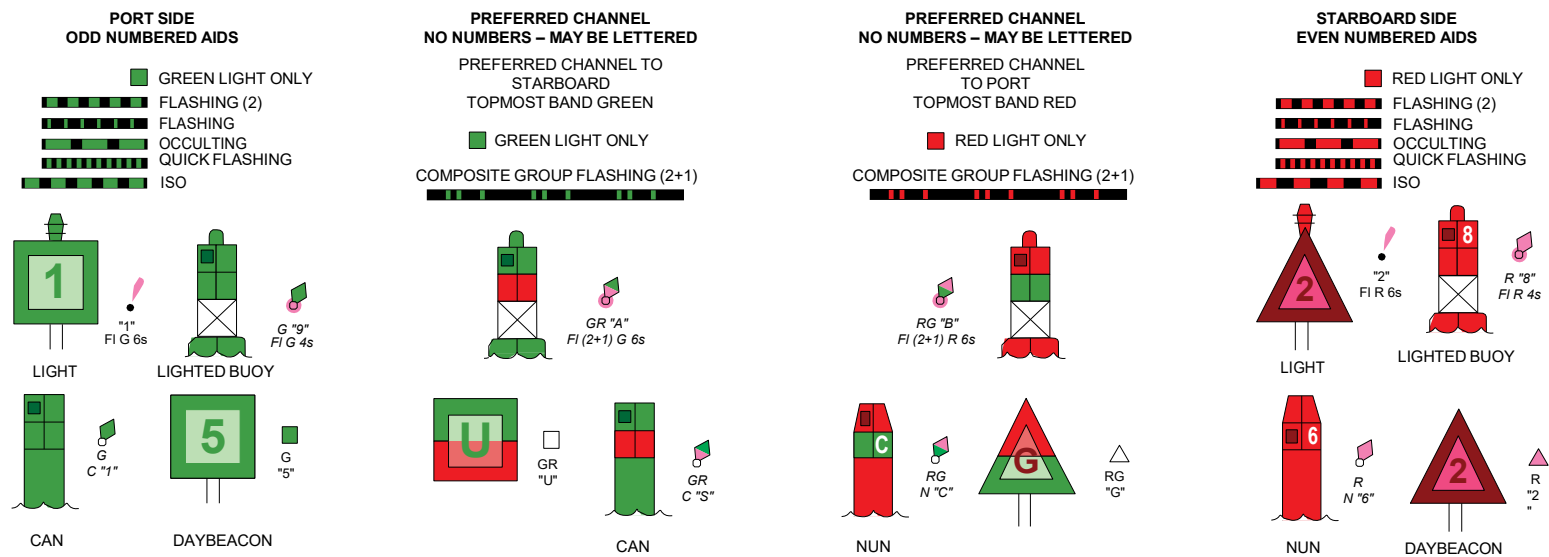
Navigation Manager Regions



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

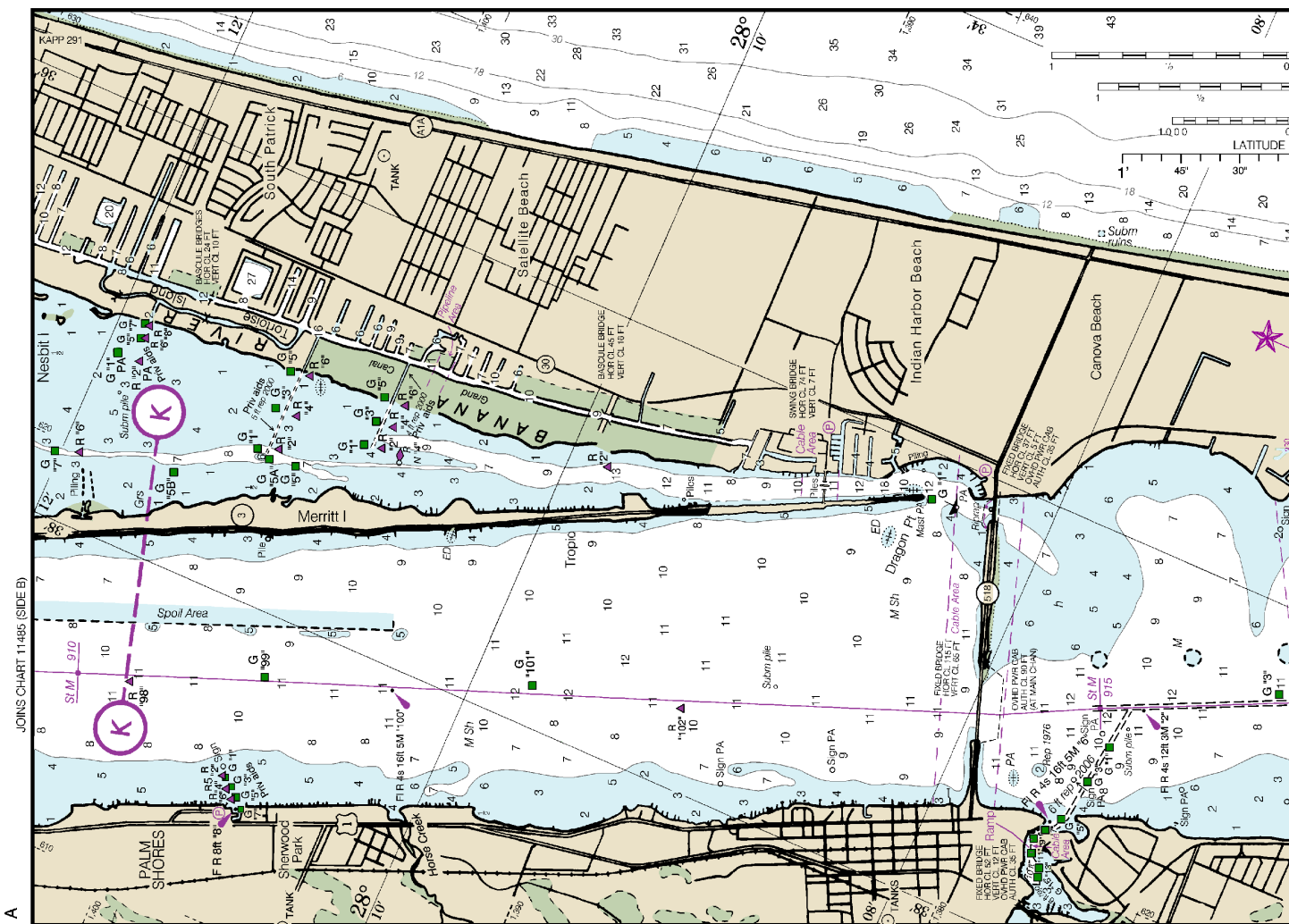
on navigable waters except Western Rivers



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>

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SIDE A
JOINS CHART 11486 (SIDE B)

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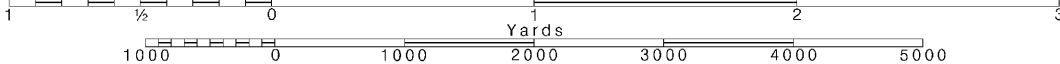
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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. Reported soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been moved 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 their 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 exceptional cooperation received from members of the Vero Beach Power Squadrons, District 8, and the Banana River Power Squadron, District 23 of United States Power Squadrons, for continually providing essential information for revising this chart.

**RULES OF THE ROAD
(ABRIDGED)**

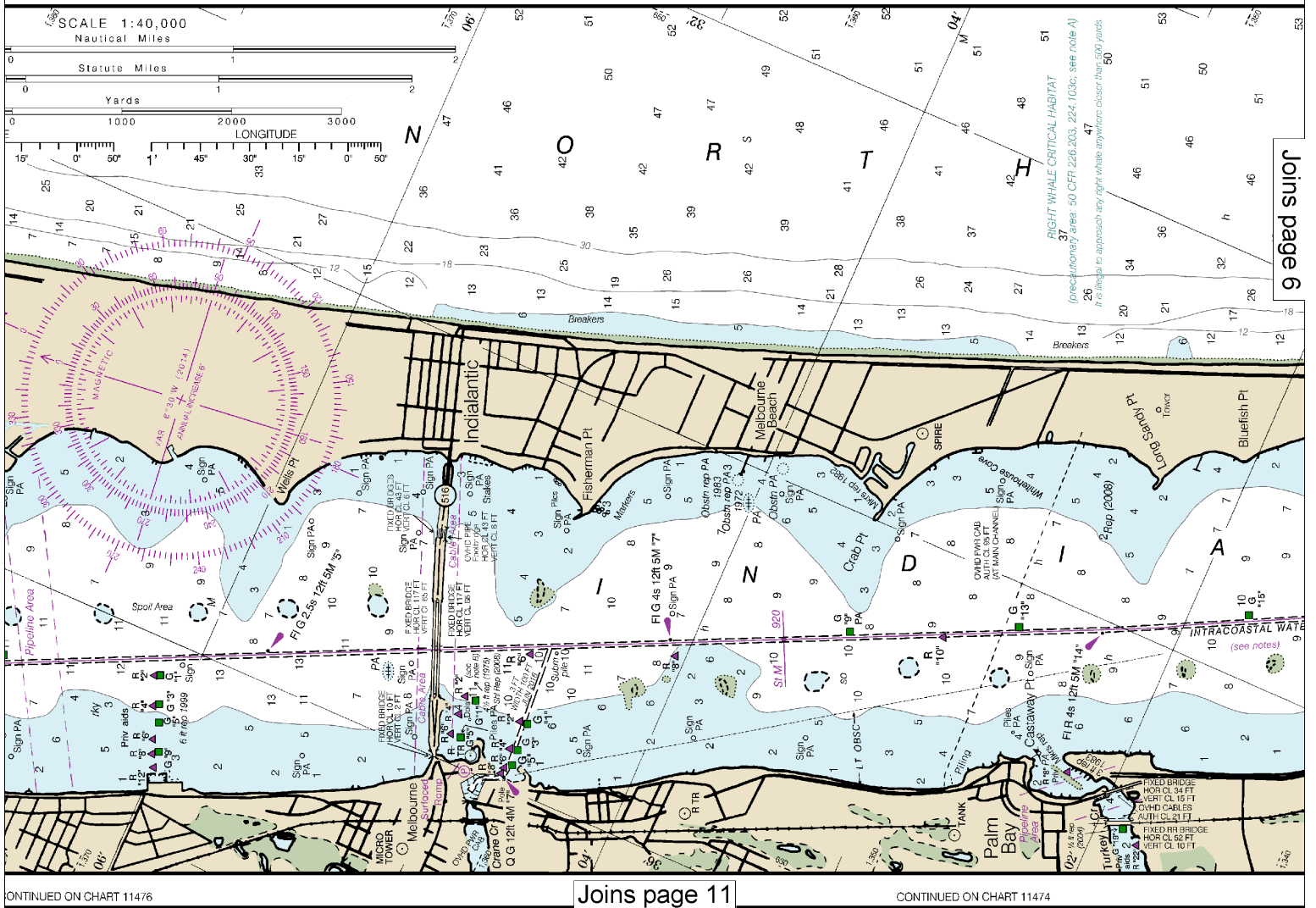
Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to 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. Manners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

WARN
The "Rules of the Road" do not impede the right of transit at special distance in narrow channels and superstructure of sailboats and unable to maneuver close to

Radar reflecting buoys omitted

For open water vertical charted

Encourages users to submit inquiries, discrepancies or comments to this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.



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.



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 appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

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.

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.

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

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

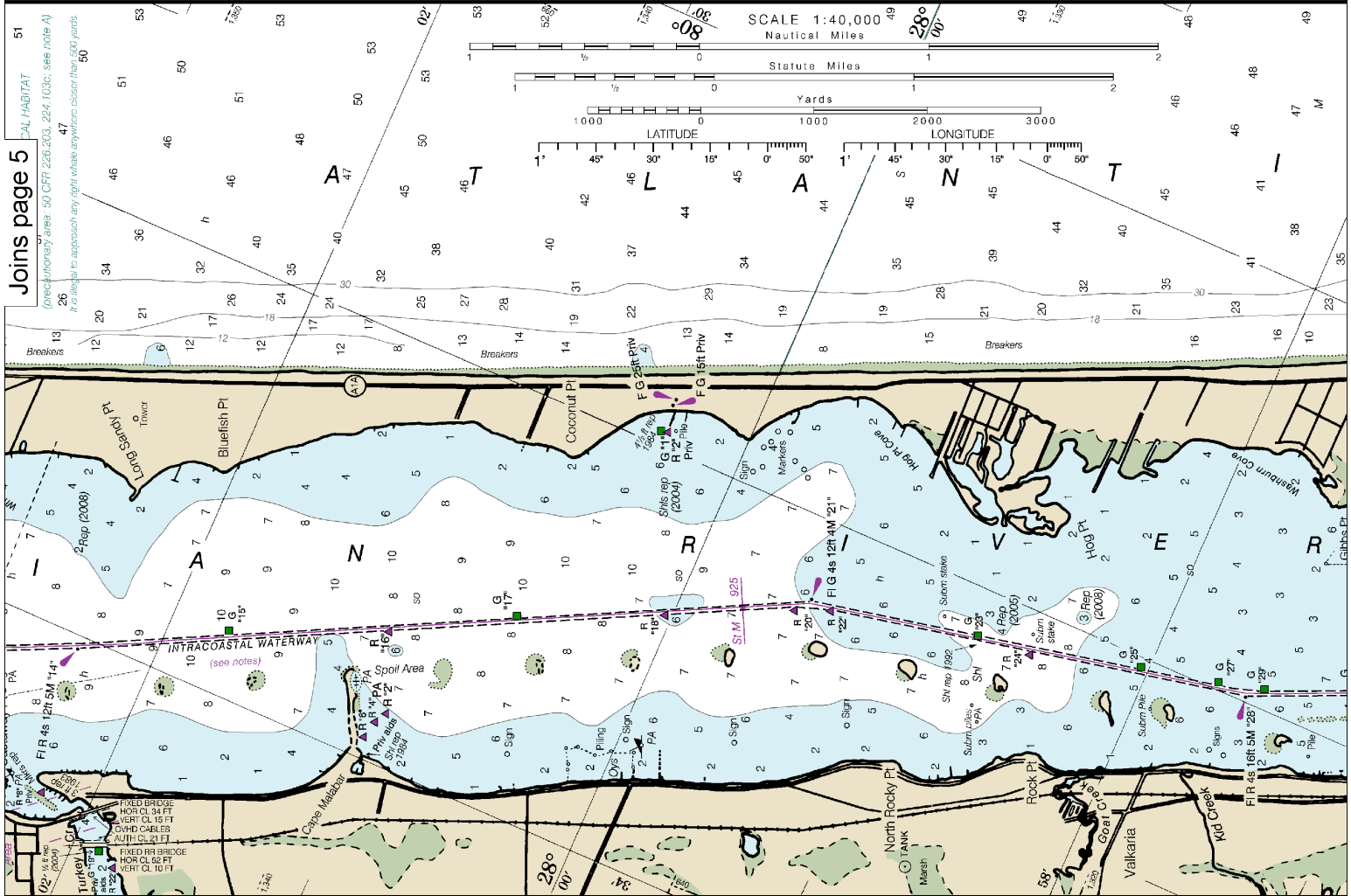


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

ON CHART 11476

Formerly 645-SC, 1st Edition.



Joins page 5

Joins page 12

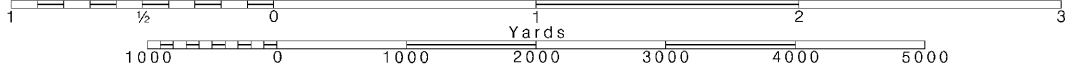


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rct rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Cc occulting	SEC sector
C can	M nautical mile	Cr orange	St M statute miles
DIA diaphone	m minutes	C quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept 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: - - - - -			

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)

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.

NOTE B

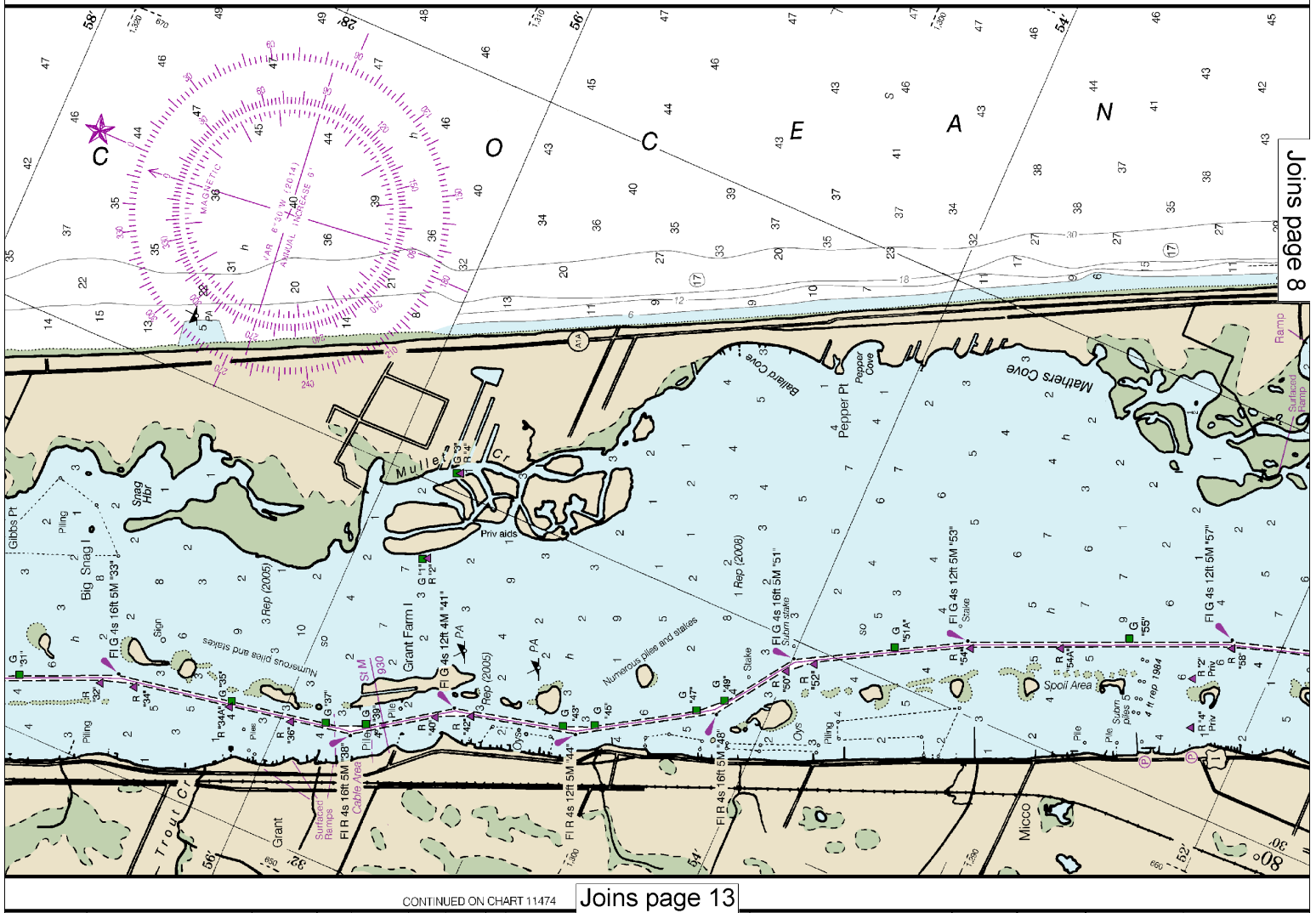
The daybeacons are private and positions are approximate.

Ⓟ Pump-out facilities

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).

1963 KAPP 291



CONTINUED ON CHART 11474

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Joins page 8

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.
 37th Ed., Dec. 2018. Last Correction: 8/27/2022. Cleared through:
 LNM: 2522 (6/21/2022), NM: 2722 (7/21/2022)



R TR radio tower
 Rot rotating
 s seconds
 SEC sector
 St M statute miles
 VQ very quick
 W white
 WHIS whistle
 Y yellow

so soft
 Sh shells
 sy sticky

Subm submerged

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.
 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 hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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

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.

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.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

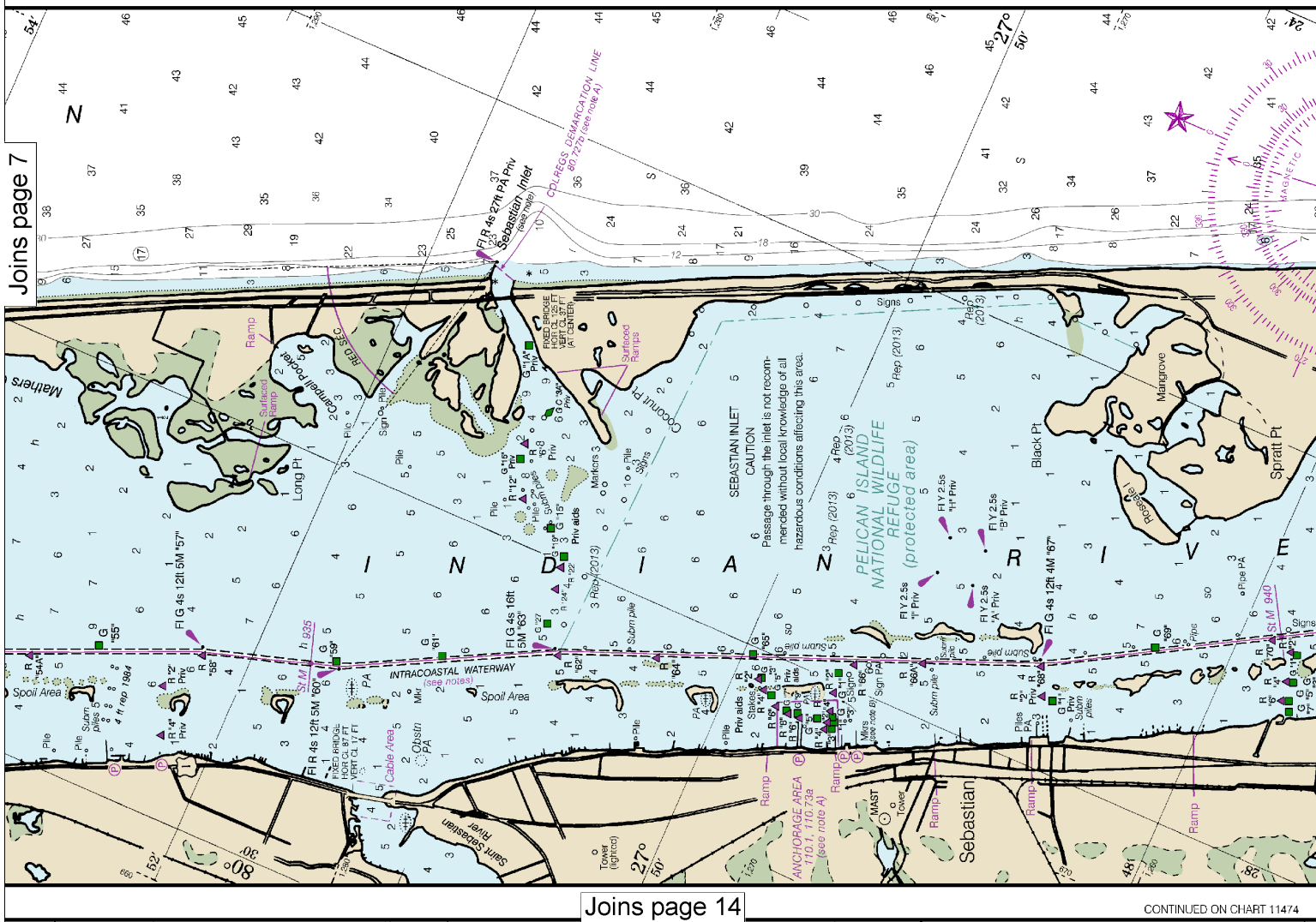
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank 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.

CONTINUED ON CHART 11476

al Response
 Guard facility



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CONTINUED ON CHART 11474

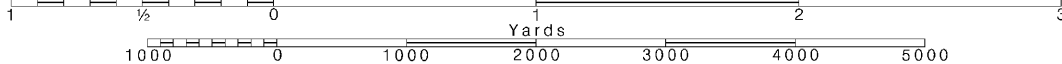


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



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



NAUTICAL CHART 11472
 INTRACOASTAL WATERWAY

FLORIDA
 PALM SHORES TO
 WEST PALM BEACH

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 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.

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 1.217' northward and 0.829' eastward to agree with this chart.

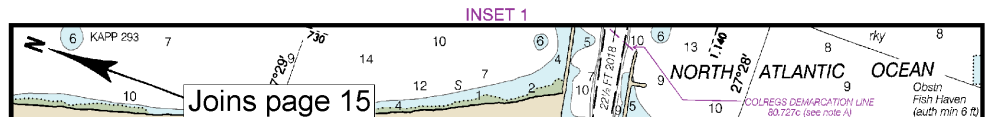
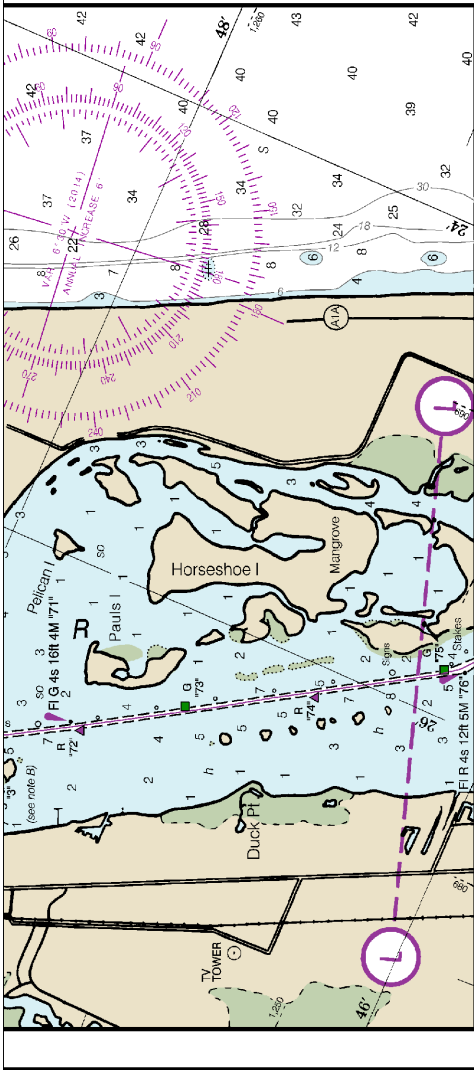
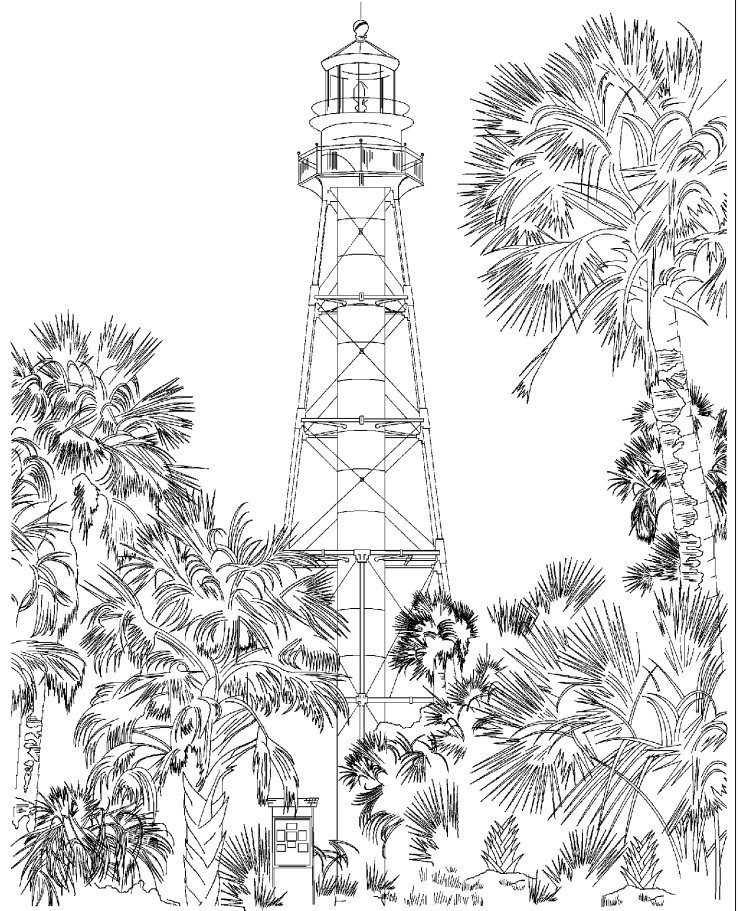


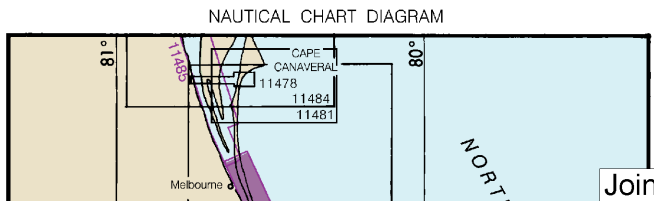
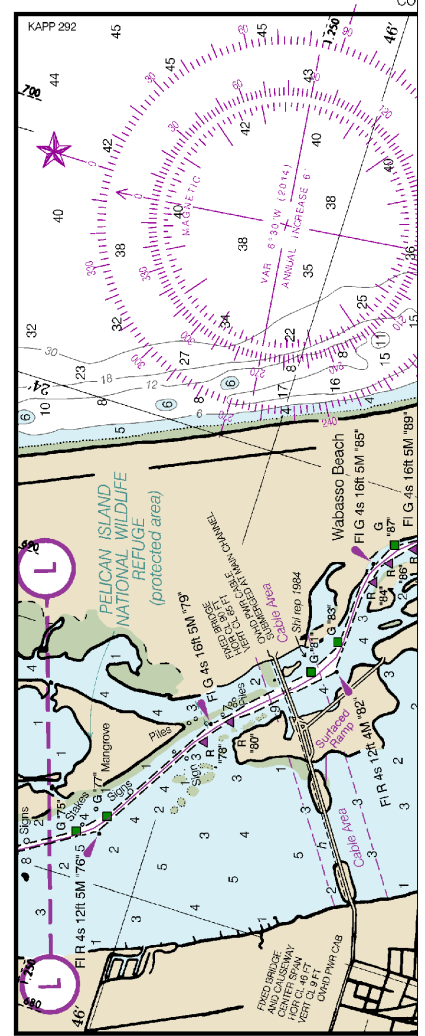
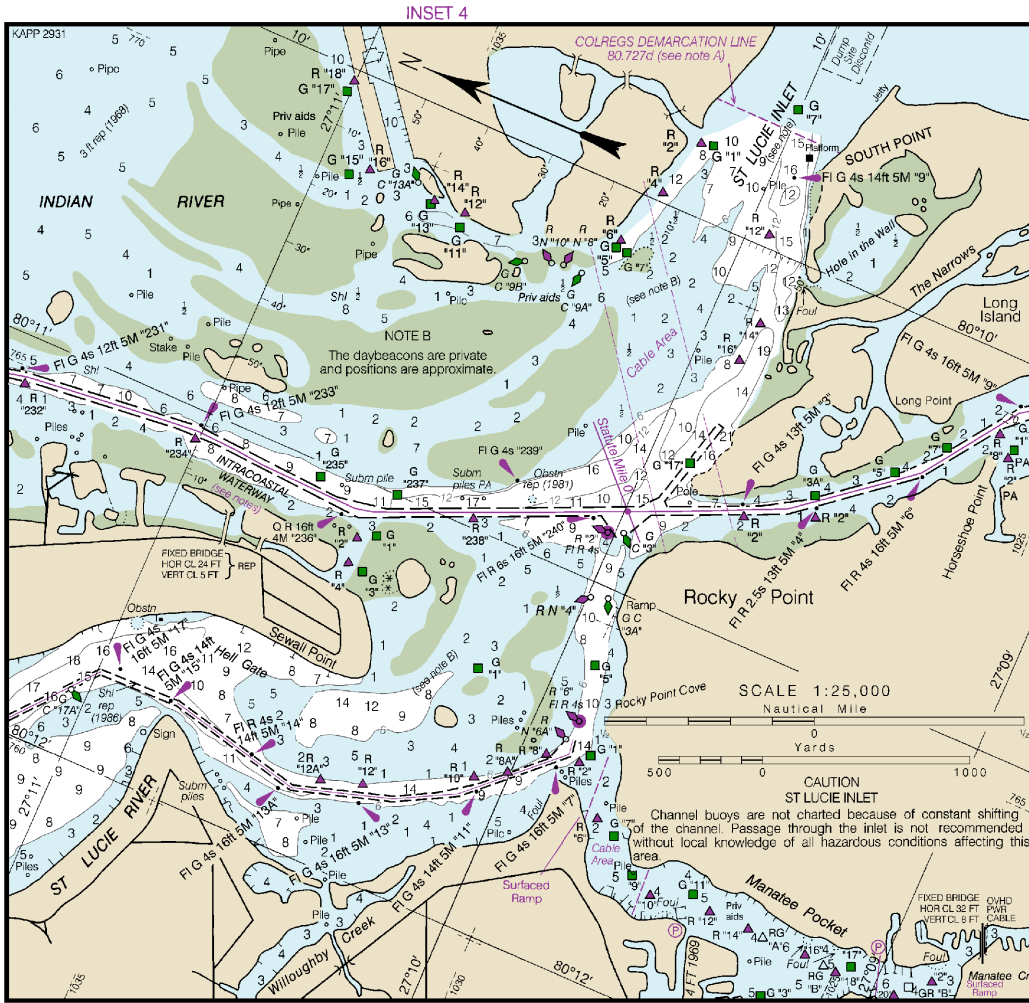
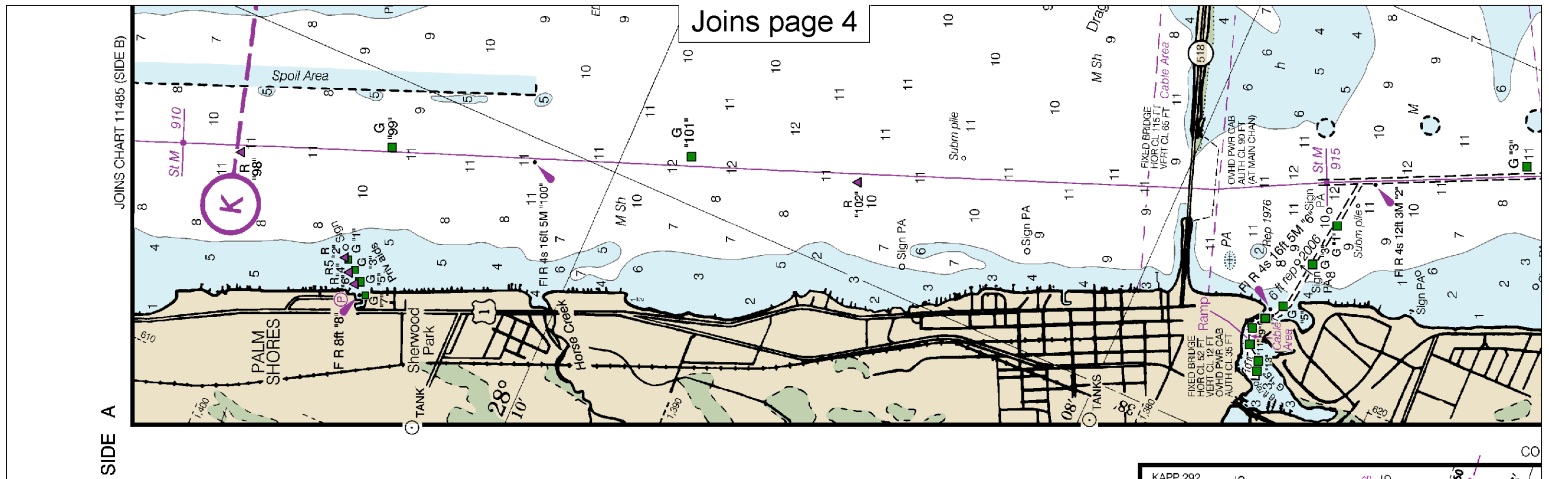
Chart 11472

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.

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SIDE A



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- 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 is vital to your safety afloat.
 3. Learning the meaning of each symbol and abbreviation on your chart from Chart No. 1.
 4. The compass on your chart shows the variation from true north; however, you must also correct for heeling.

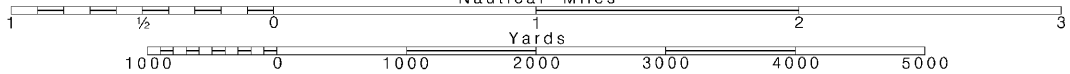
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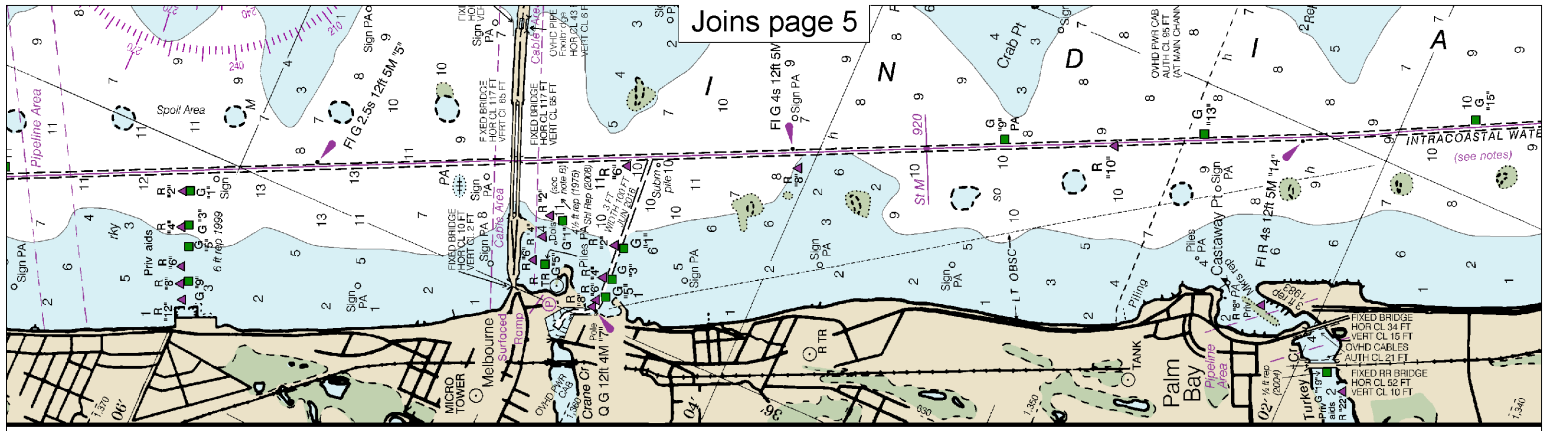
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

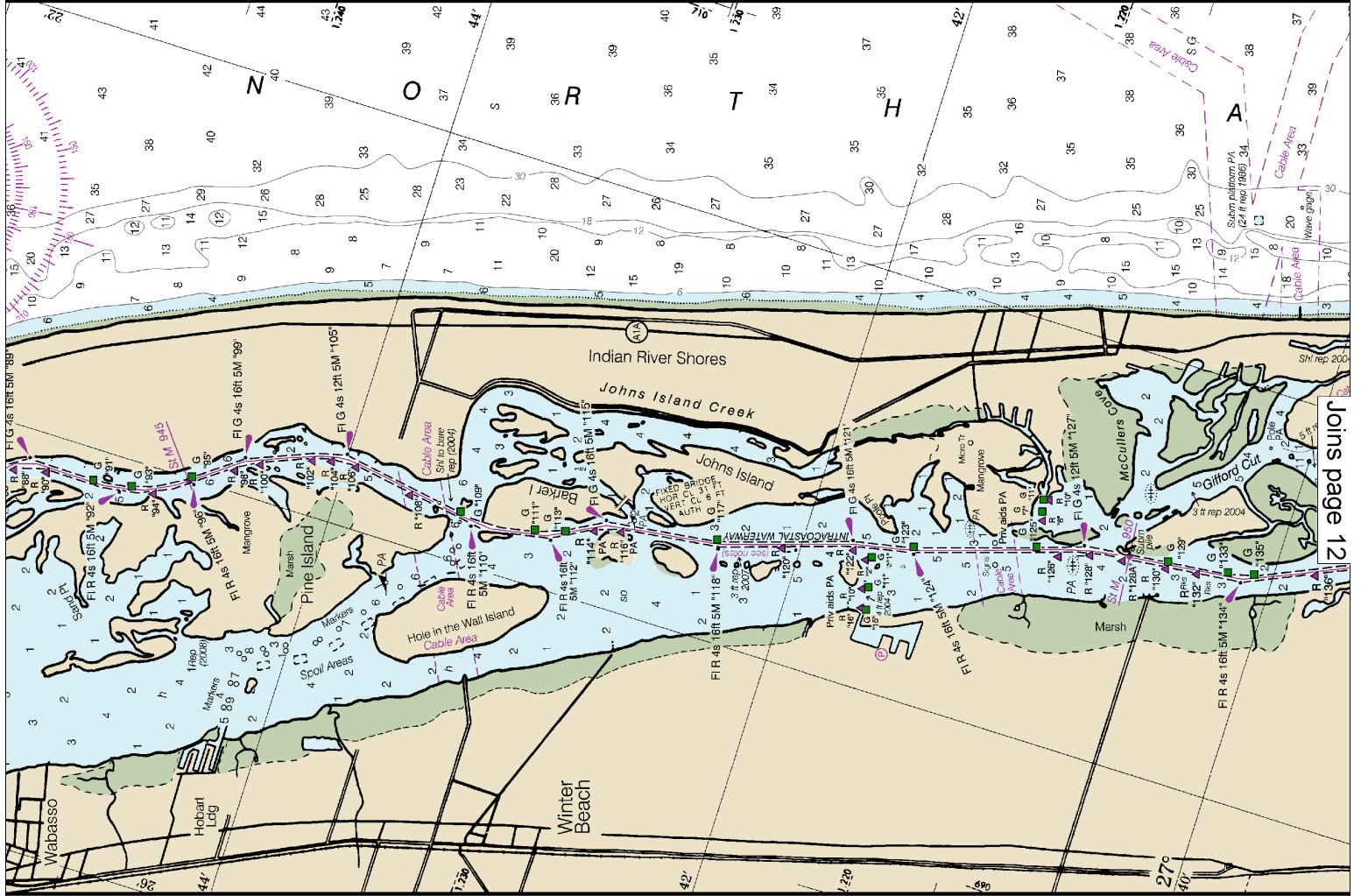
See Note on page 5.





CONTINUED ON CHART 11476

CONTINUED ON CHART 11474



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)

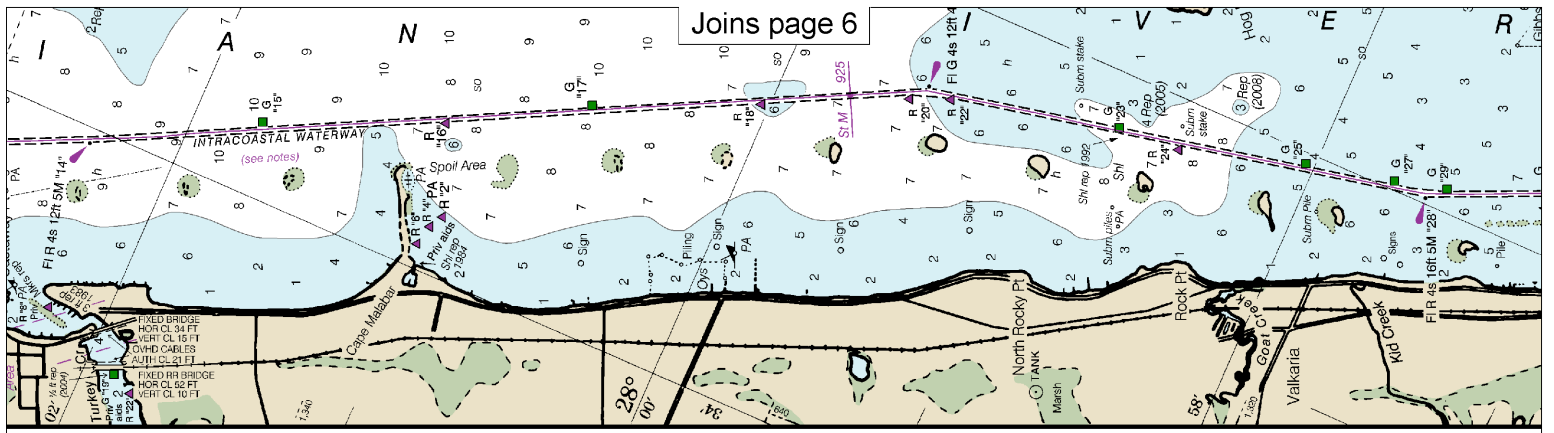
WEATHER RULES FOR SAFE BOATING

Before setting out:

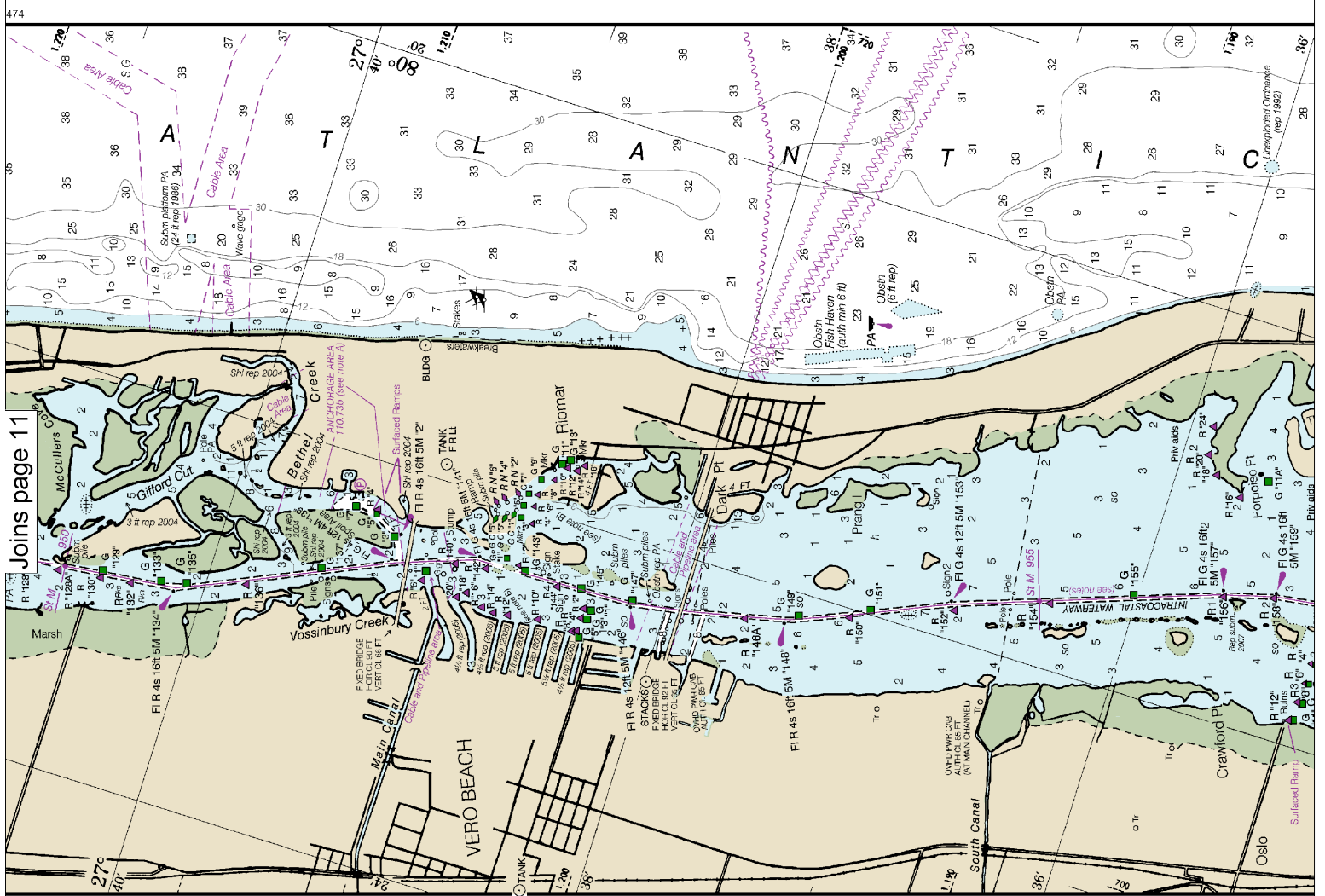
1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

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.

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Joins page 18

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your
ea.

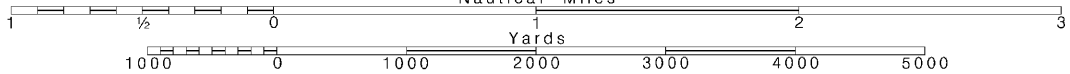
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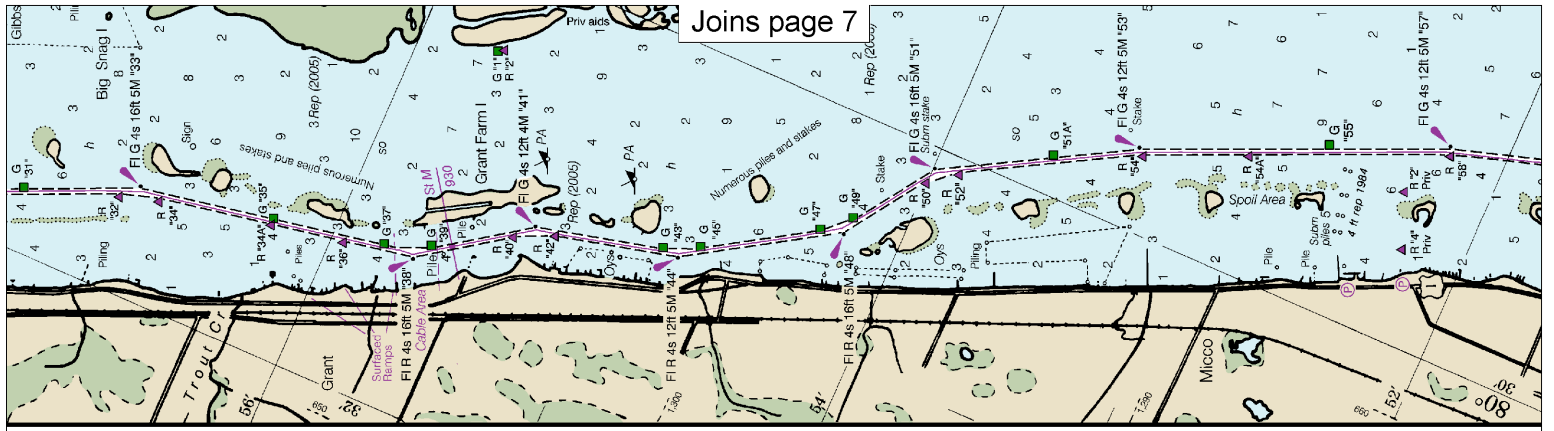
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

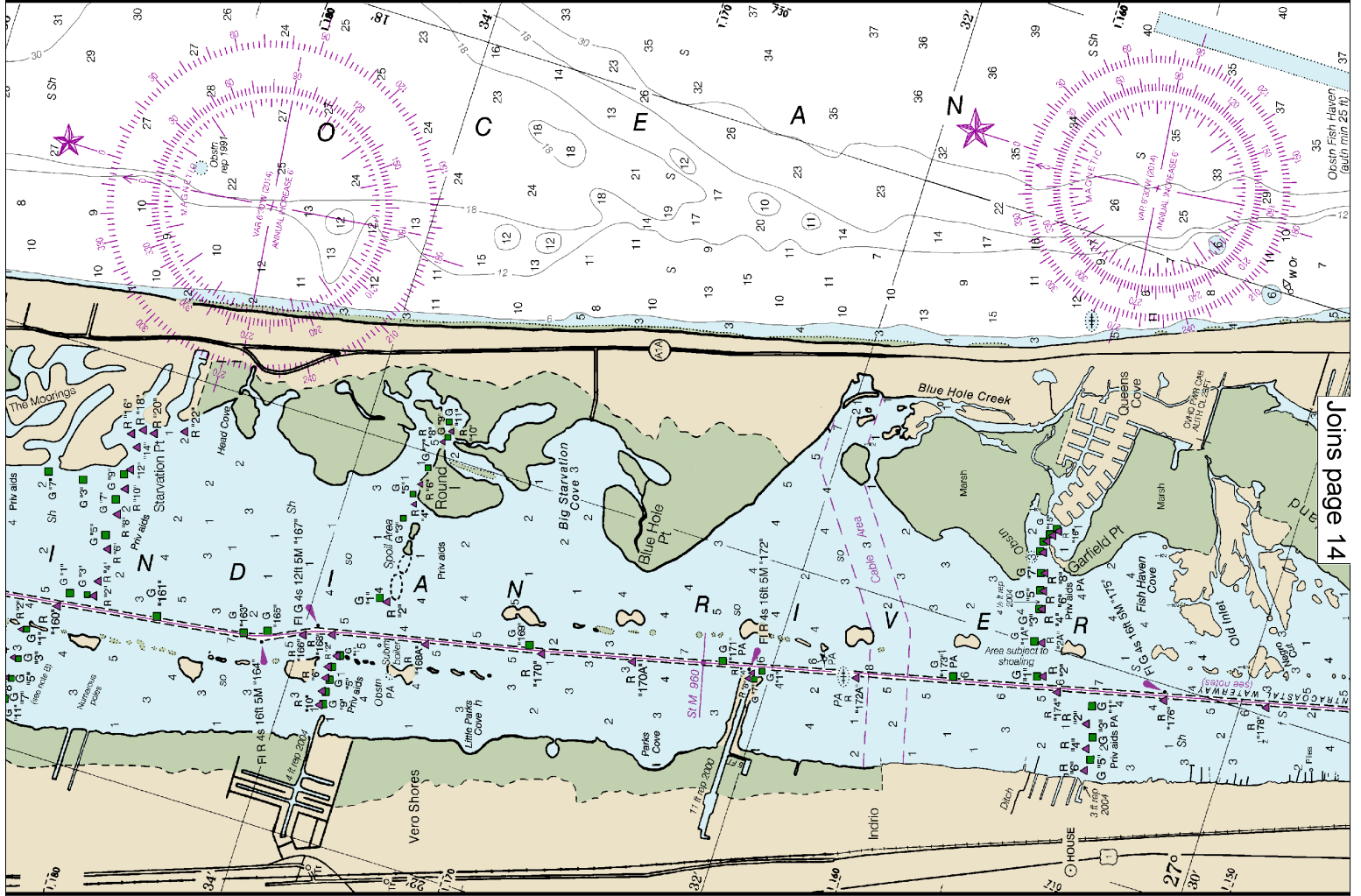
See Note on page 5.





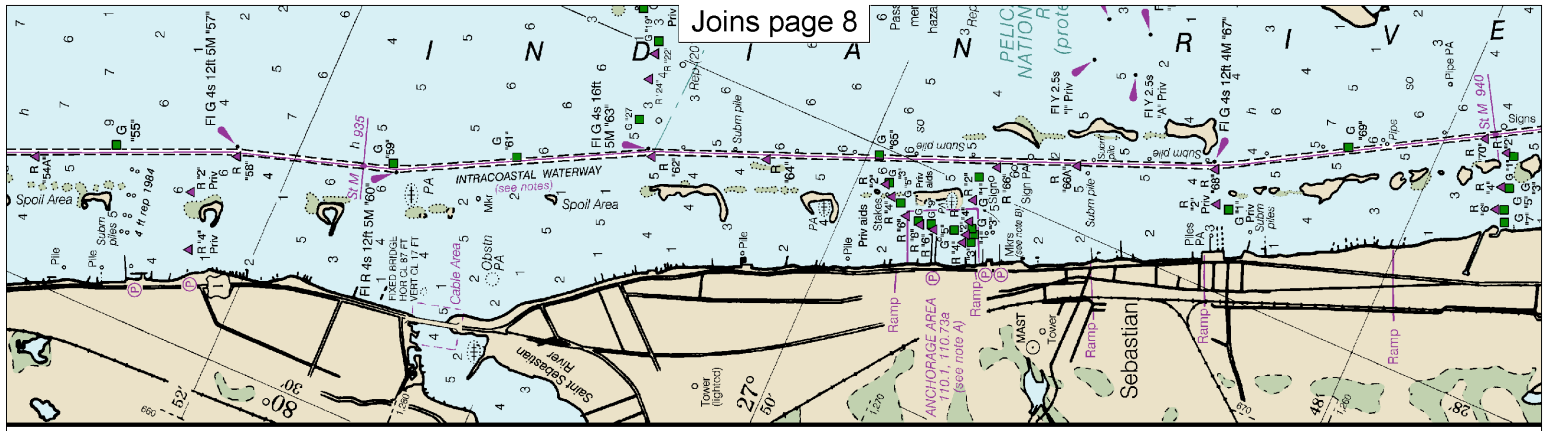
Joins page 7

CONTINUED ON CHART 11474



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Joins page 19



Joins page 8

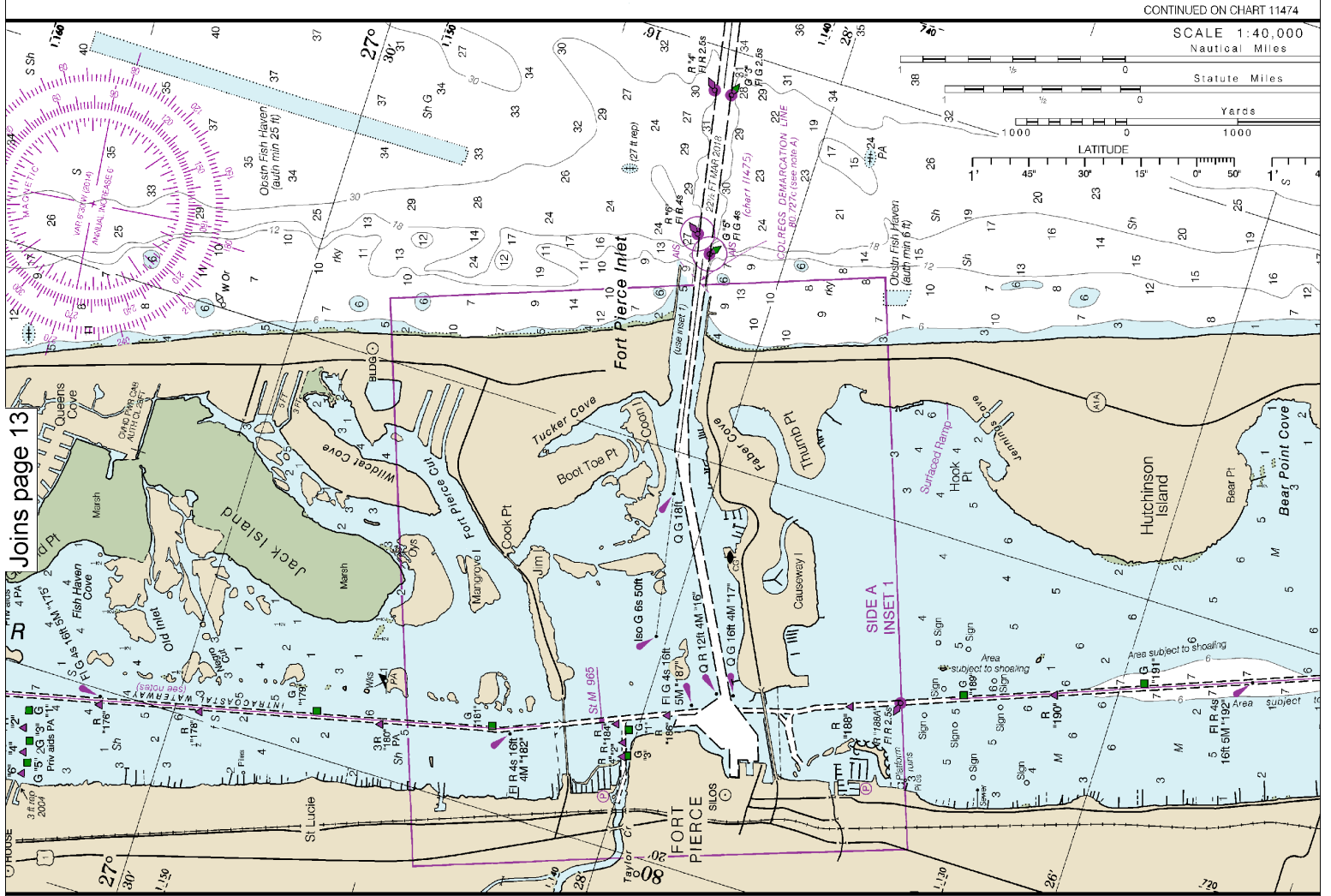
CONTINUED ON CHART 11474

SCALE 1:40,000
Nautical Miles

Statute Miles

Yards

LATITUDE



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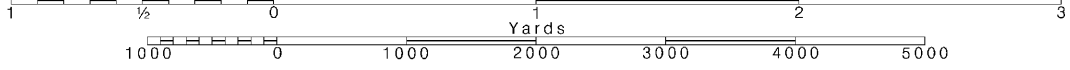
14

Note: Chart grid lines are aligned with true north.

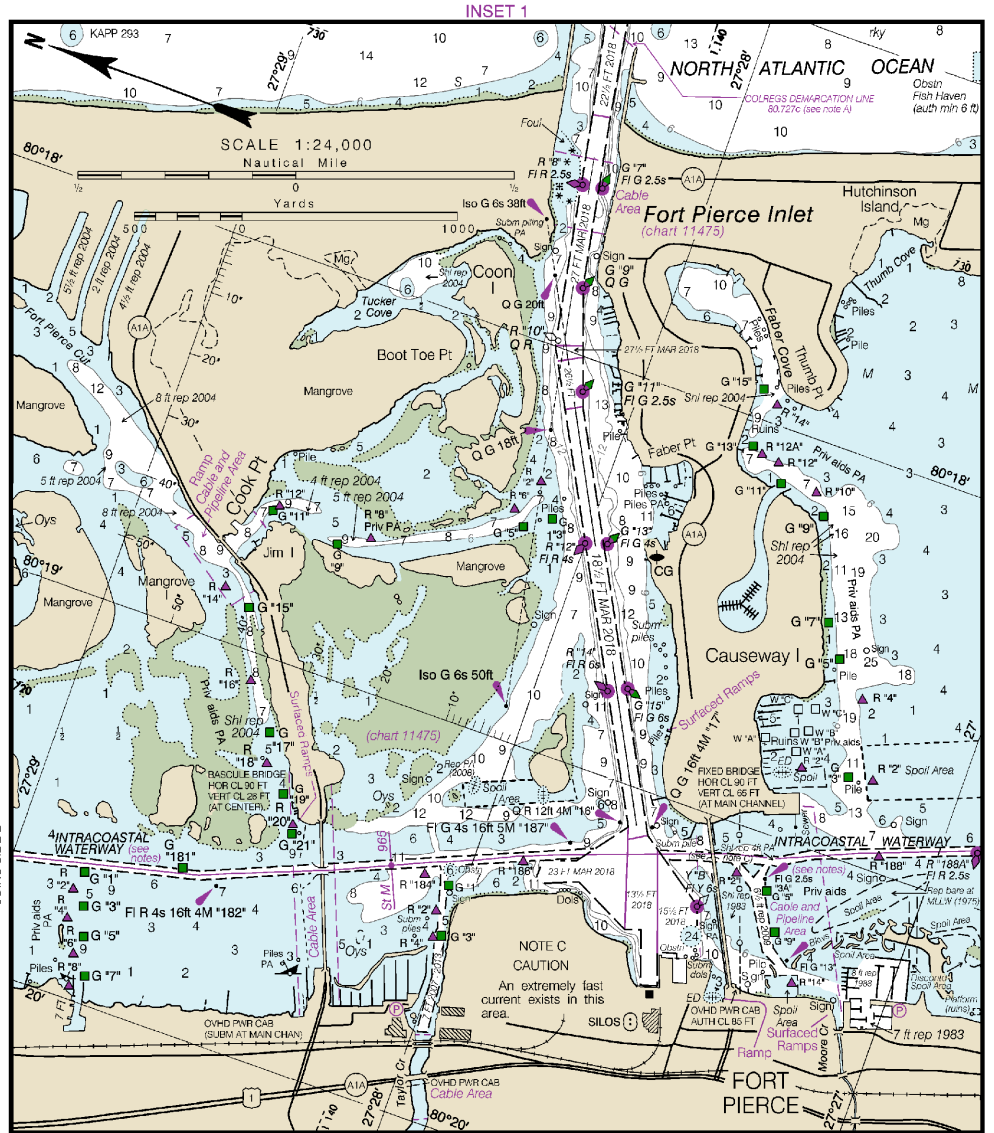
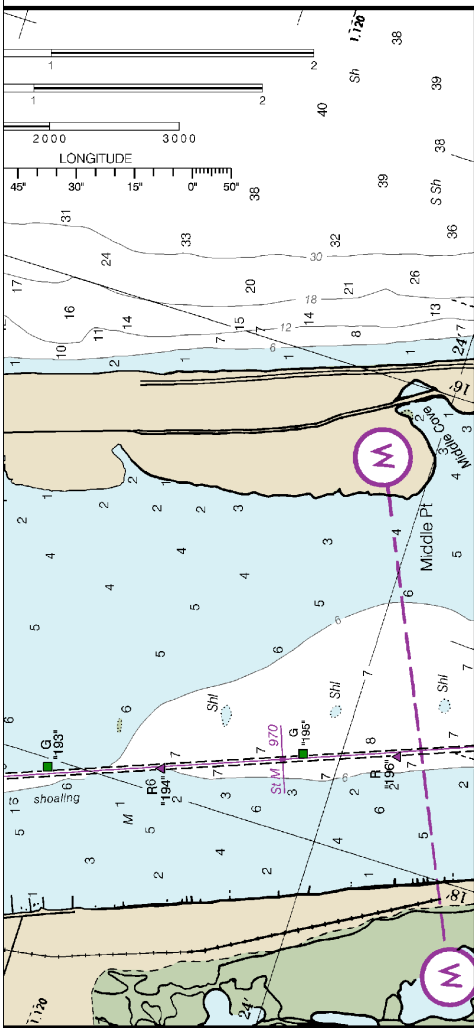
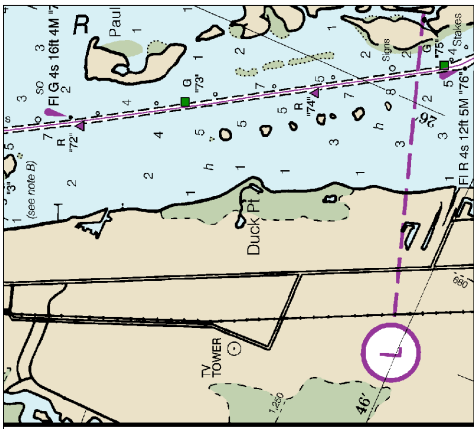
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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

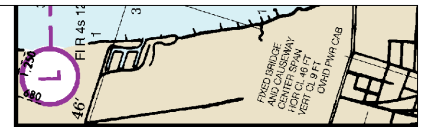
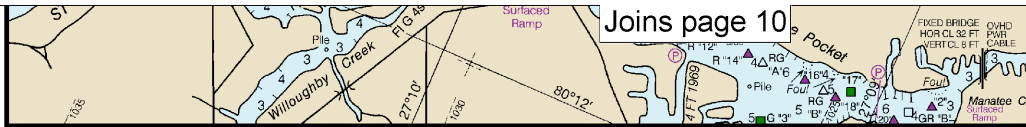


SIDE A

11472

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

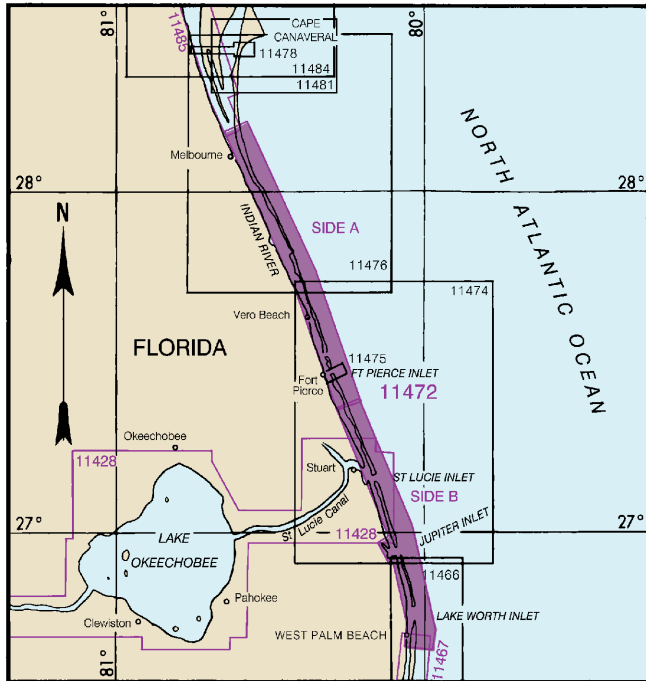
CAUTION
Improved channels shown by broken lines are



11472

Joins page 10

NAUTICAL CHART DIAGRAM



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 is vital to your safety afloat.
3. Learning the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must 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 respect to 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

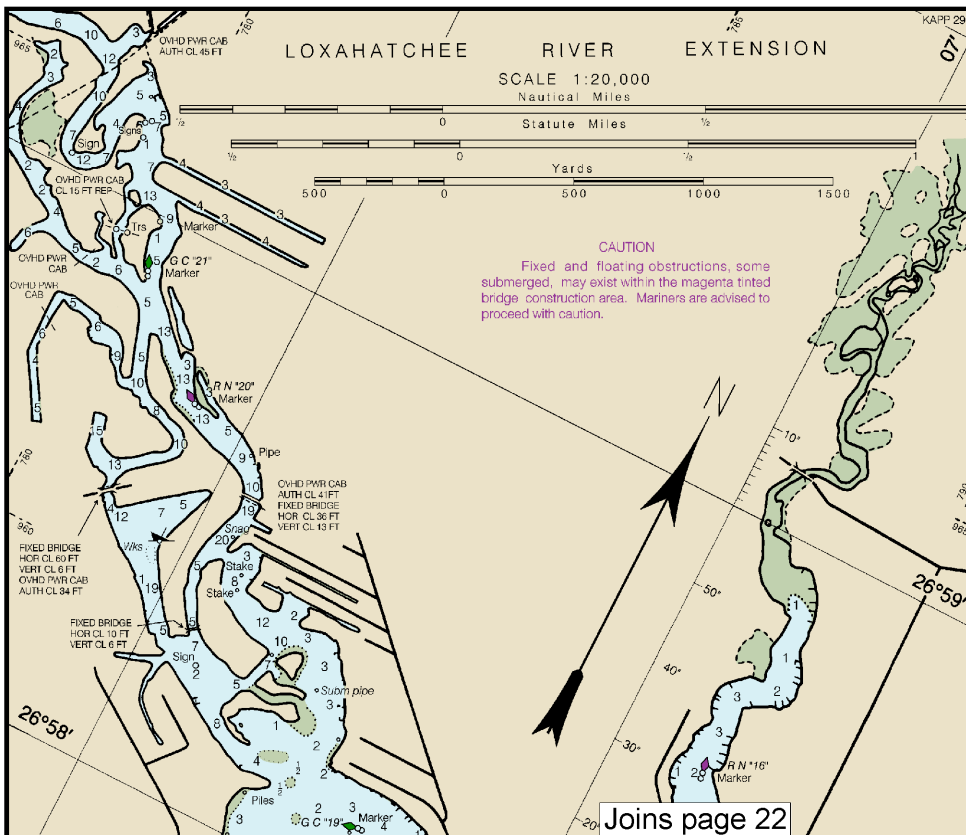
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), National Organizations of Boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

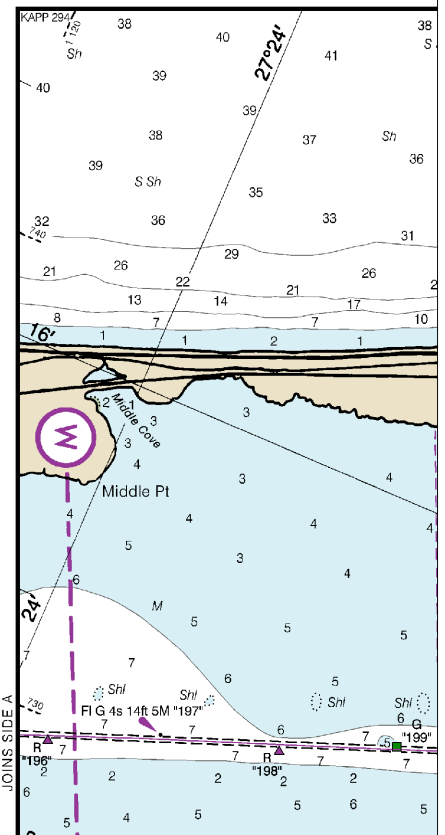
USCGAUX - 7th Coast Guard District, Brickell Plaza Federal Building, 909 S.E., 1st Ave. Miami, Fla. 33131-3050, 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.



Joins page 22



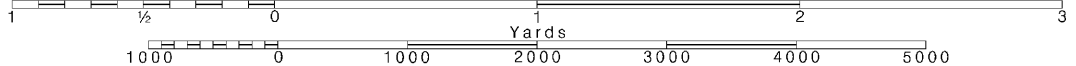
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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 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 static on your AM radio which may indicate approaching thunderstorms
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 can have winds gusts up to 80 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blown to leeward into danger.

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.

Channel log
U.S. Army Co
channel may
For detailed
reports
USACE
http://n

WEATHER INFORMATION BY MARINE RADIOTELEPHONE

CITY	STATION	FREQUENCY	DAILY BROADCAST-EST	SPECIAL WARNING
Moyport, FL	NMA-10	2670 kHz	1:20 A.M. & P.M.	- On Receipt
		157.1 MHz	7:15 A.M. & 5:15 P.M.	- On Receipt
Miami, FL	NCF	2670 kHz	10:50 A.M. & P.M.	- On Receipt

+Preceded By Announcement on 2182 kHz/156.8 MHz

NOAA WEATHER RADIO BROADCASTS

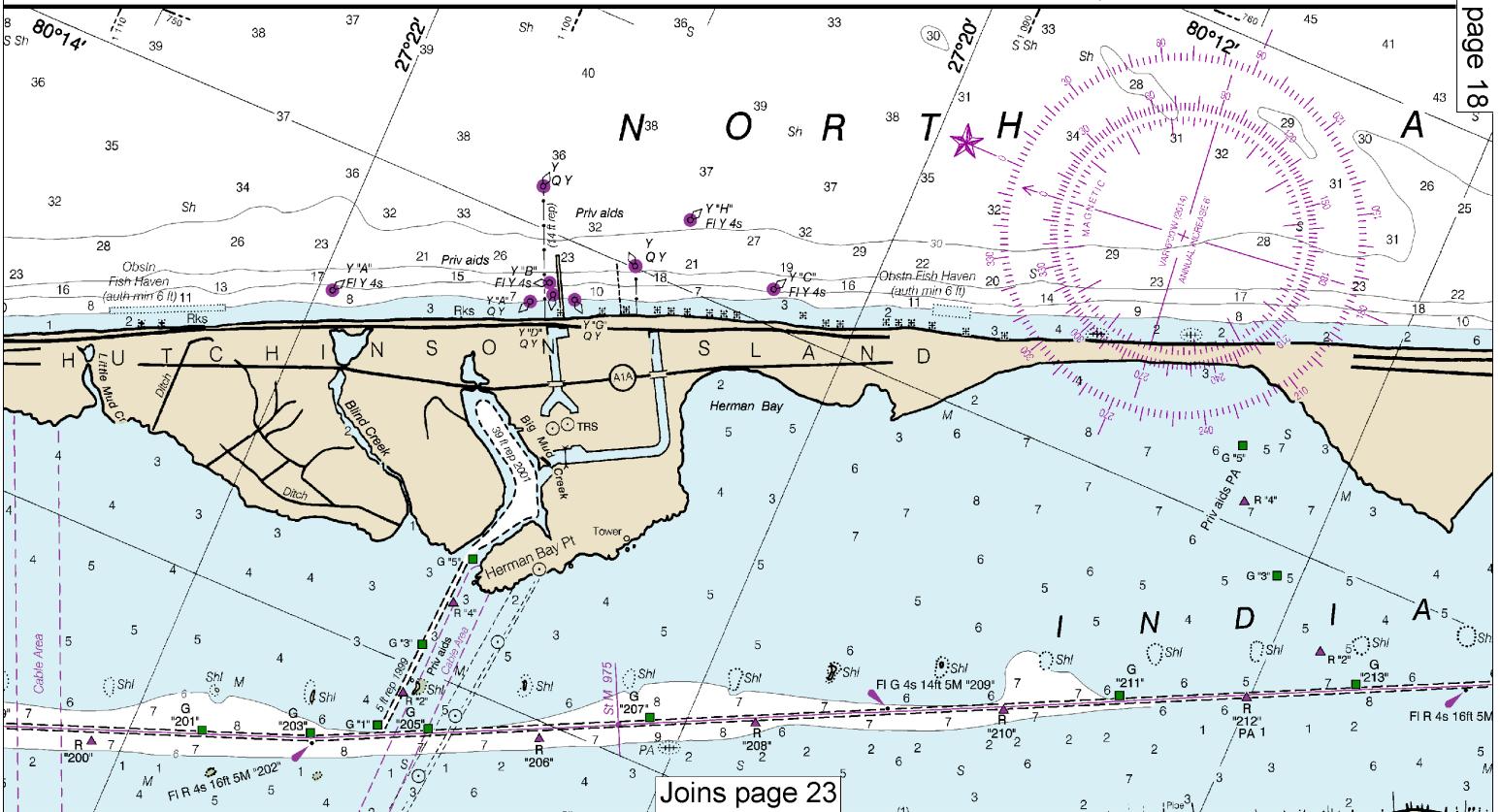
CITY	STATION	FREQUENCY	BROADCAST TIMES
West Palm Beach, FL	KEG-50	162.475 MHz	24 Hours Daily
Fort Pierce, FL	WWF-69	162.425 MHz	24 Hours Daily
Melbourne, FL	WXJ-70	162.55 MHz	24 Hours Daily

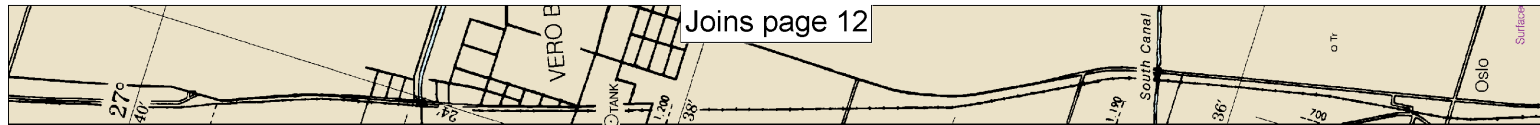
CAUTION

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.

CONTINUED ON CHART 11474





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Joins page 17

PROJECT DEPTHS

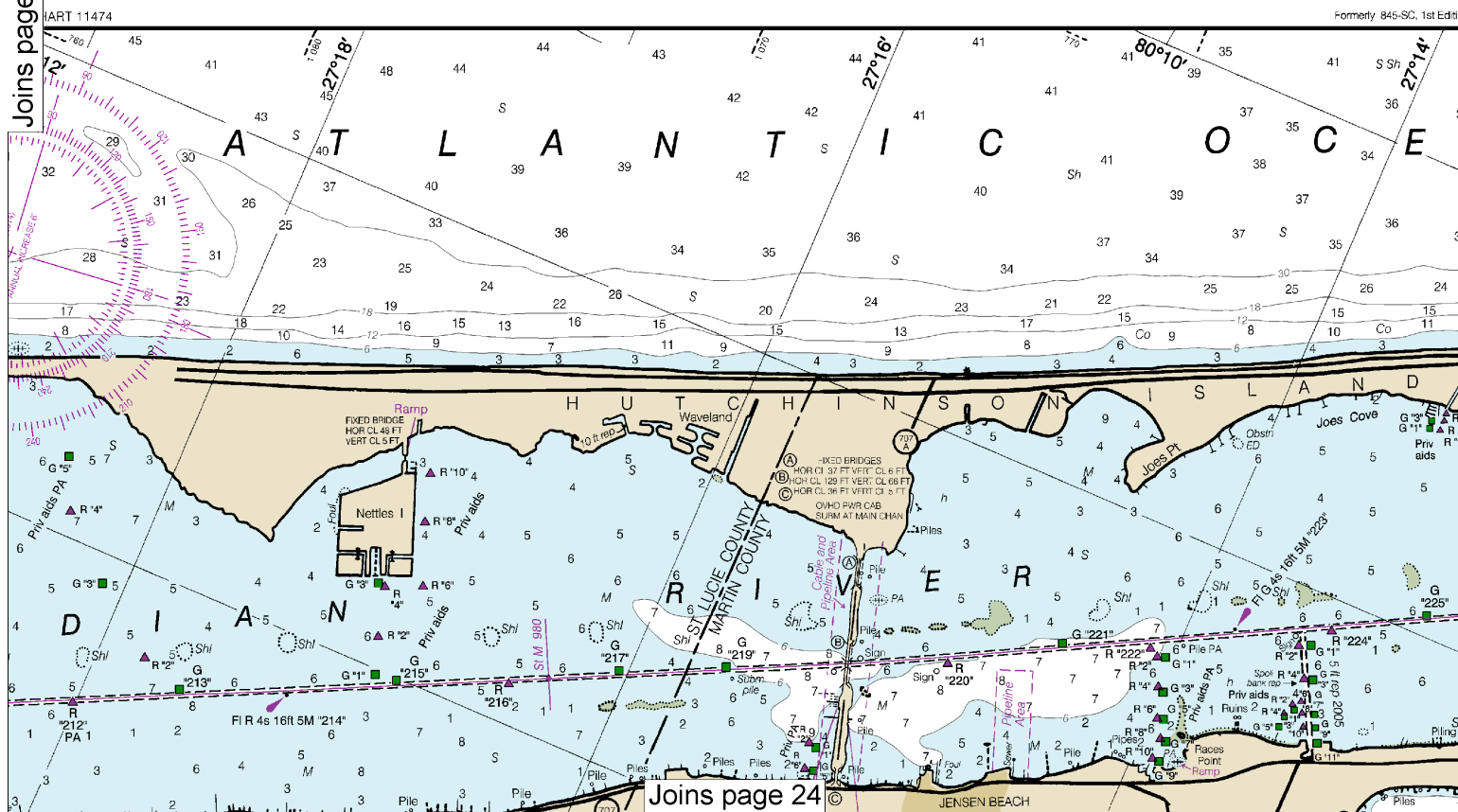
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE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

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Sebastian	(27°48.7'N/80°27.8'W)	0.5	0.4	0.1
Vero Beach	(27°40.2'N/80°21.5'W)	3.9	3.6	0.2
Vero Beach, Indian River	(27°37.9'N/80°22.3'W)	0.9	0.8	0.1
Fort Pierce Inlet, South Jetty	(27°28.2'N/80°17.3'W)	3.0	2.8	0.2
Binney Dock	(27°28.1'N/80°17.8'W)	2.2	2.0	0.2
Fort Pierce, Indian River	(27°27.4'N/80°19.4'W)	1.5	1.4	0.2
Ankona	(27°21.3'N/80°16.5'W)	1.3	1.2	0.1
Seminole Shores	(27°11.0'N/80°09.5'W)	3.4	3.2	0.2
Sewall Point	(27°10.5'N/80°11.3'W)	1.2	1.1	0.1
Hope Sound Bridge	(27°03.8'N/80°07.4'W)	1.8	1.7	0.1
ATA Highway Bridge	(26°56.8'N/80°05.4'W)	2.3	2.2	0.2
PCA Boulevard Bridge	(26°50.6'N/80°04.0'W)	3.0	2.8	0.1
Port of Palm Beach	(26°46.2'N/80°03.1'W)	3.1	2.9	0.2
Lake Worth Pier	(26°36.7'N/80°02.0'W)	3.0	2.9	0.1
Lake Worth Intracoastal Waterway	(26°36.8'N/80°02.8'W)	3.1	2.9	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water level predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/>. (Jan 2014)

Formerly 845-SC, 1st Edition



Joins page 17

Joins page 24

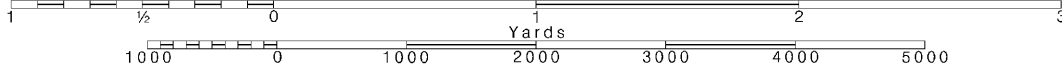
18

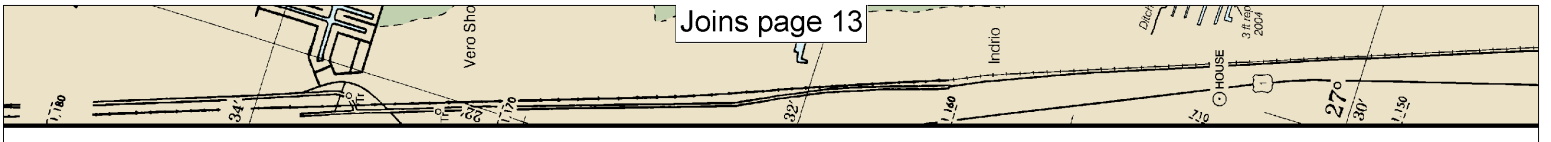
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



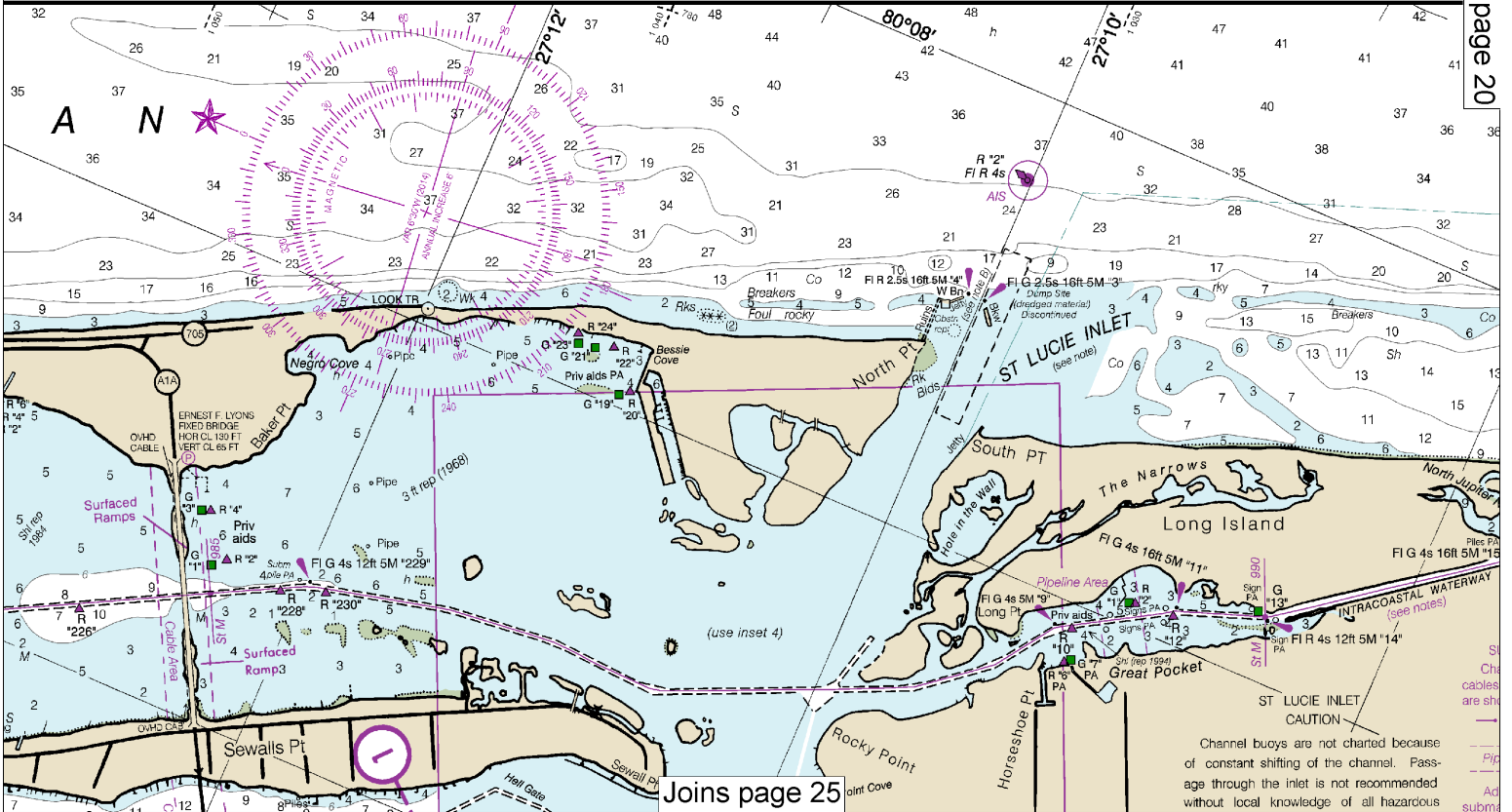


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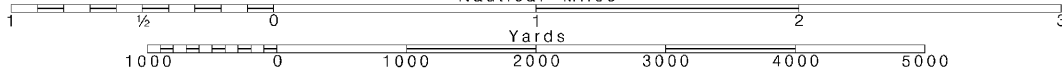
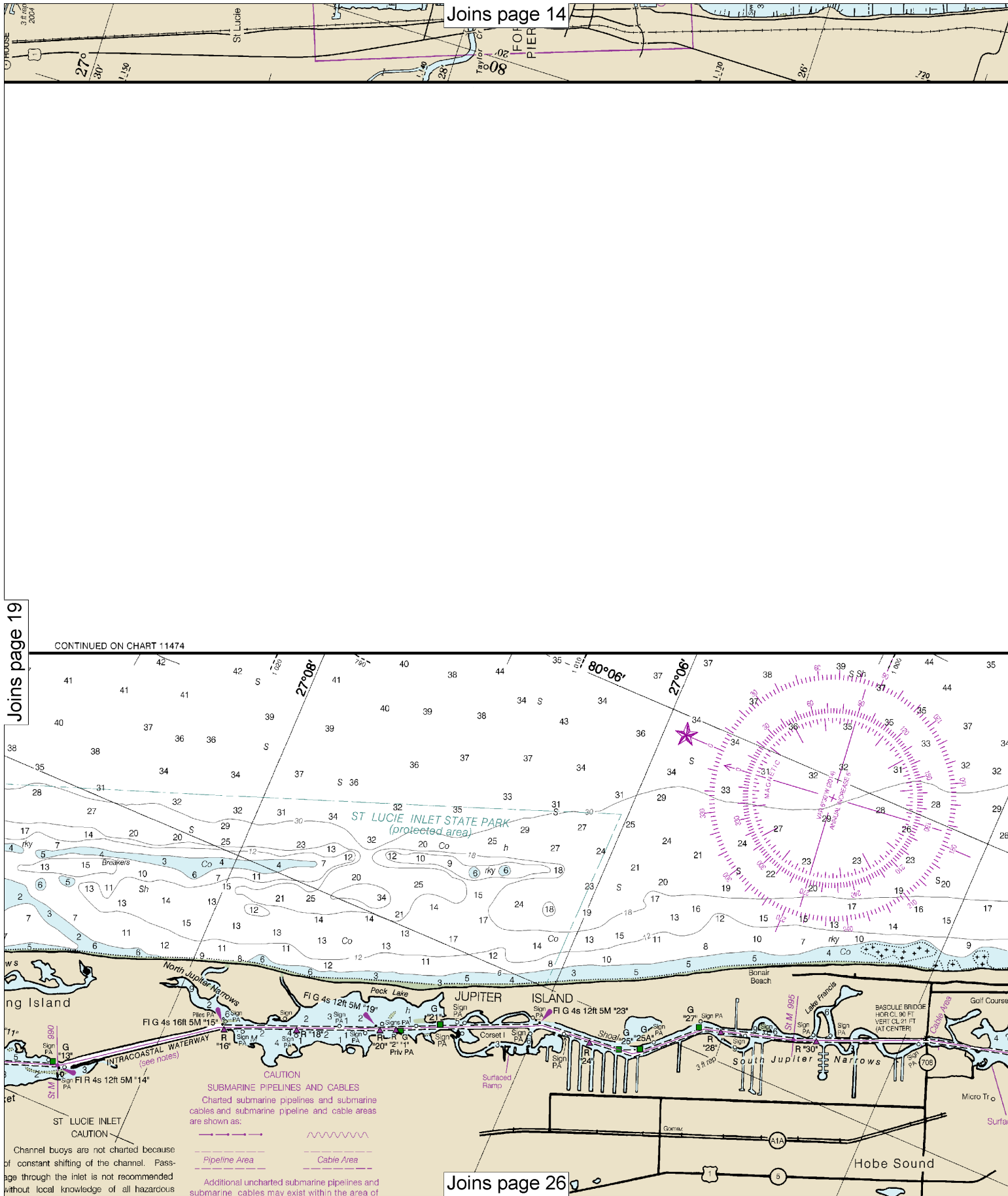
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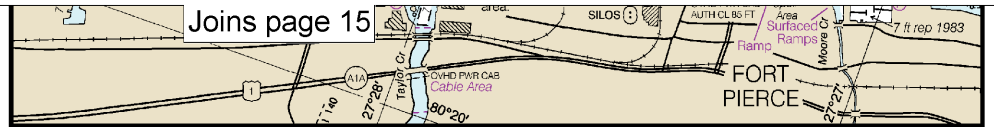
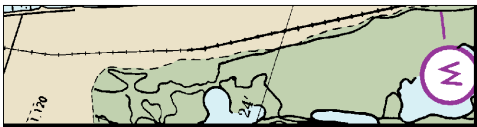
CONTINUED ON CHART 11474

Joins page 20



ST LUCIE INLET
CAUTION
Channel buoys are not charted because of constant shifting of the channel. Passage through the inlet is not recommended without local knowledge of all hazardous





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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.

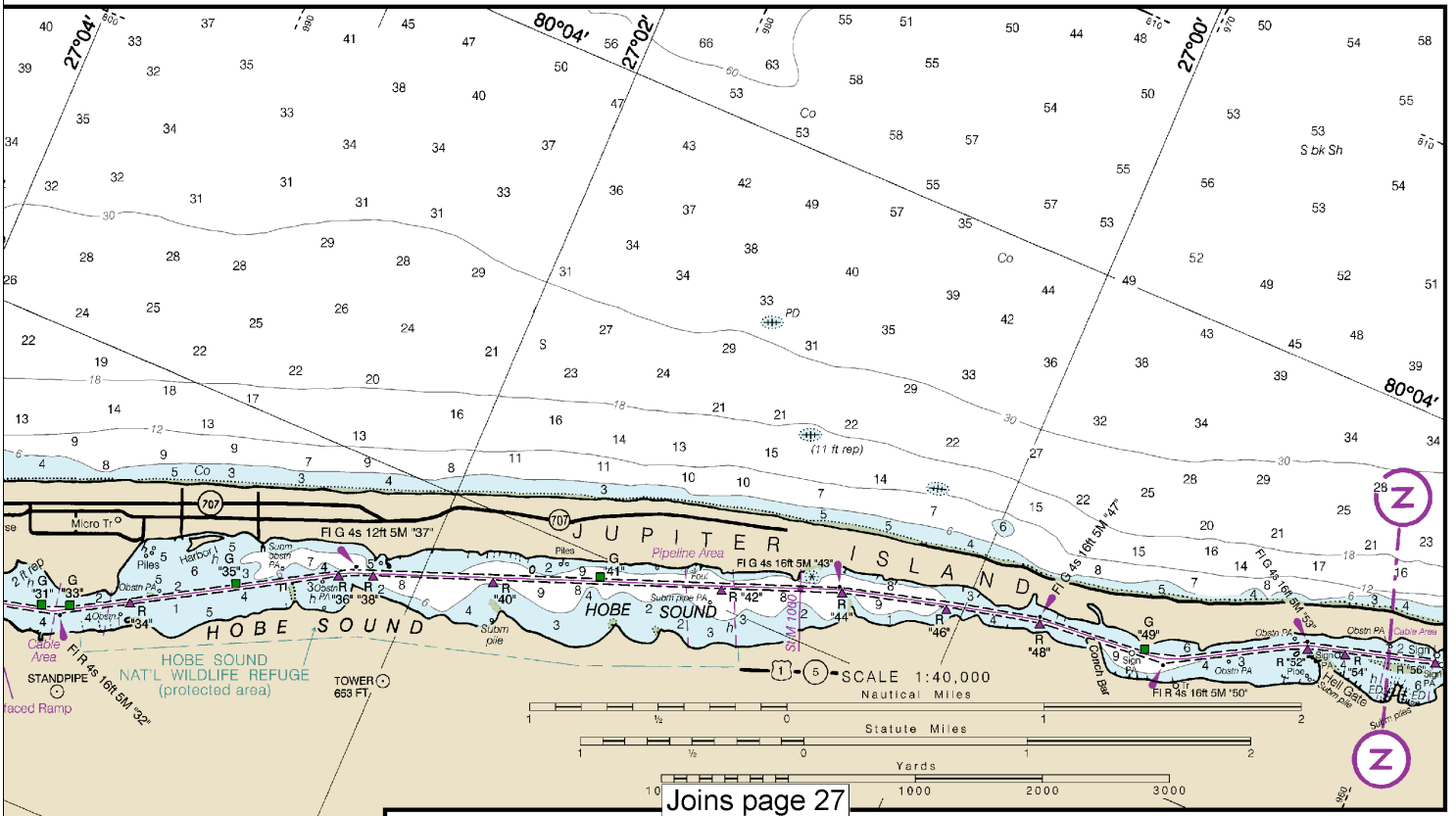
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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.

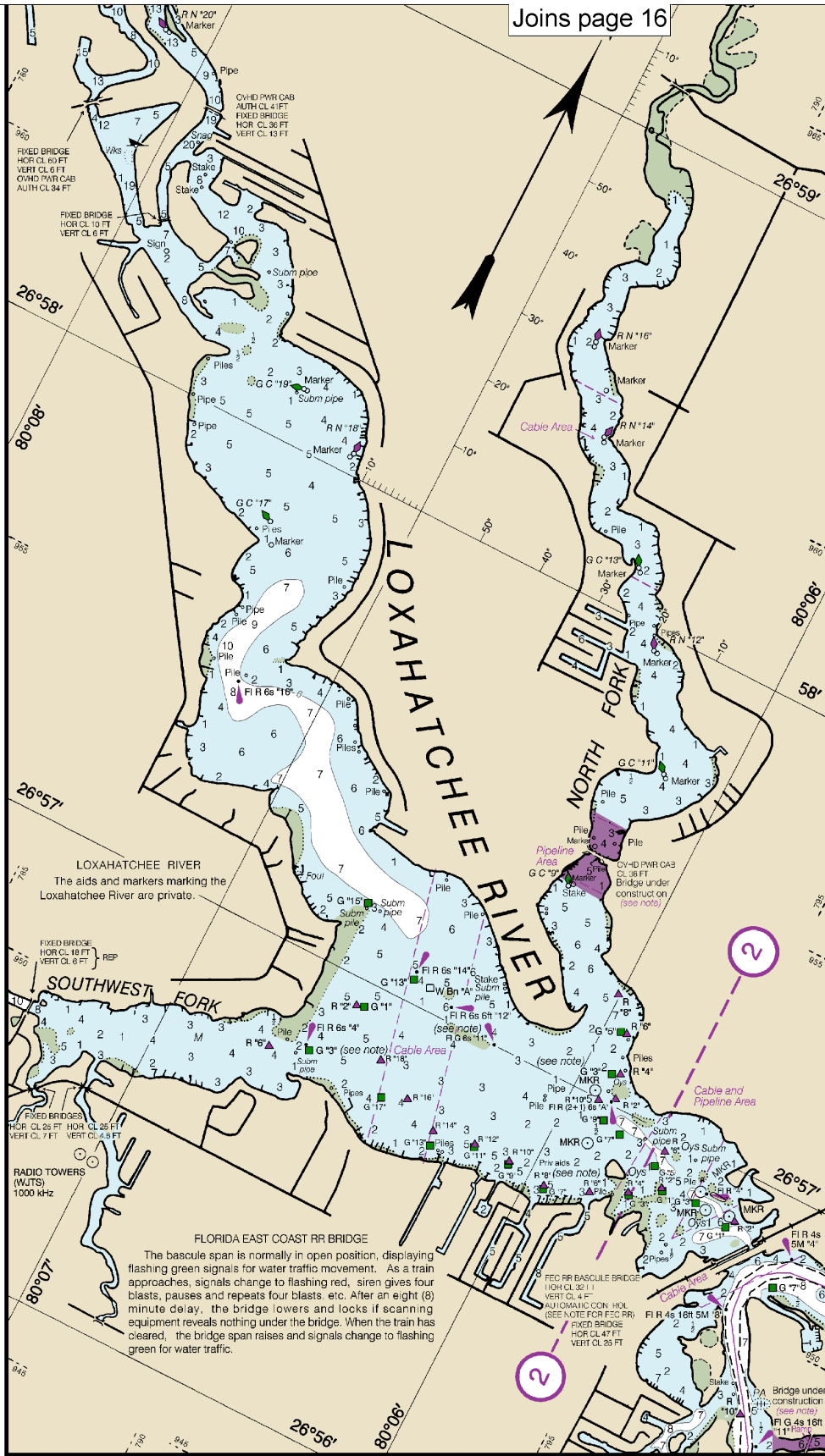
NOTE D
Depths charted within limits of Dump Sites are from surveys prior to 1963.

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.

Ⓢ Pump-out facilities

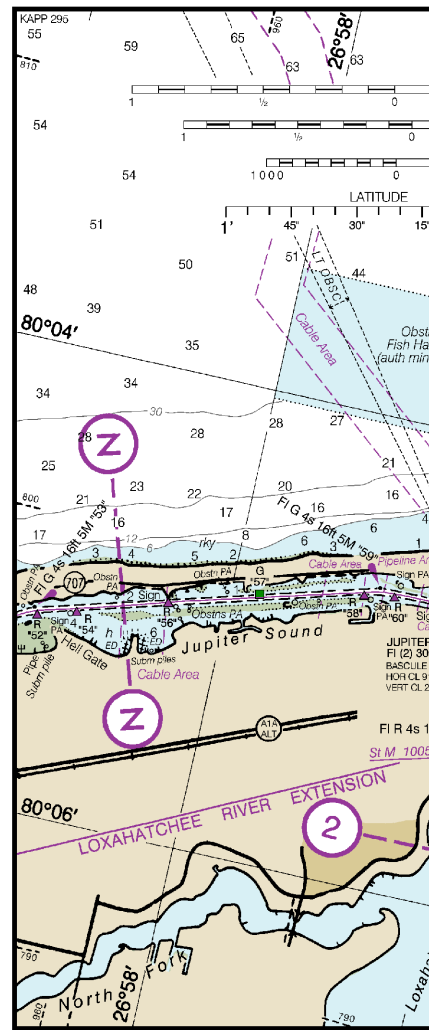
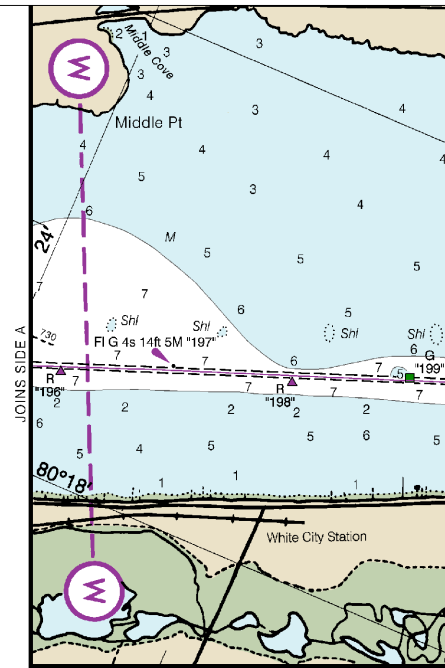


SIDE B



11472

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.
 37th Ed., Dec. 2018. Last Correction: 6/27/2022. Cleared through:
 LNM: 2522 (6/21/2022), NM: 2722 (7/2/2022)



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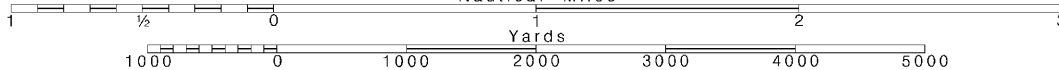
22

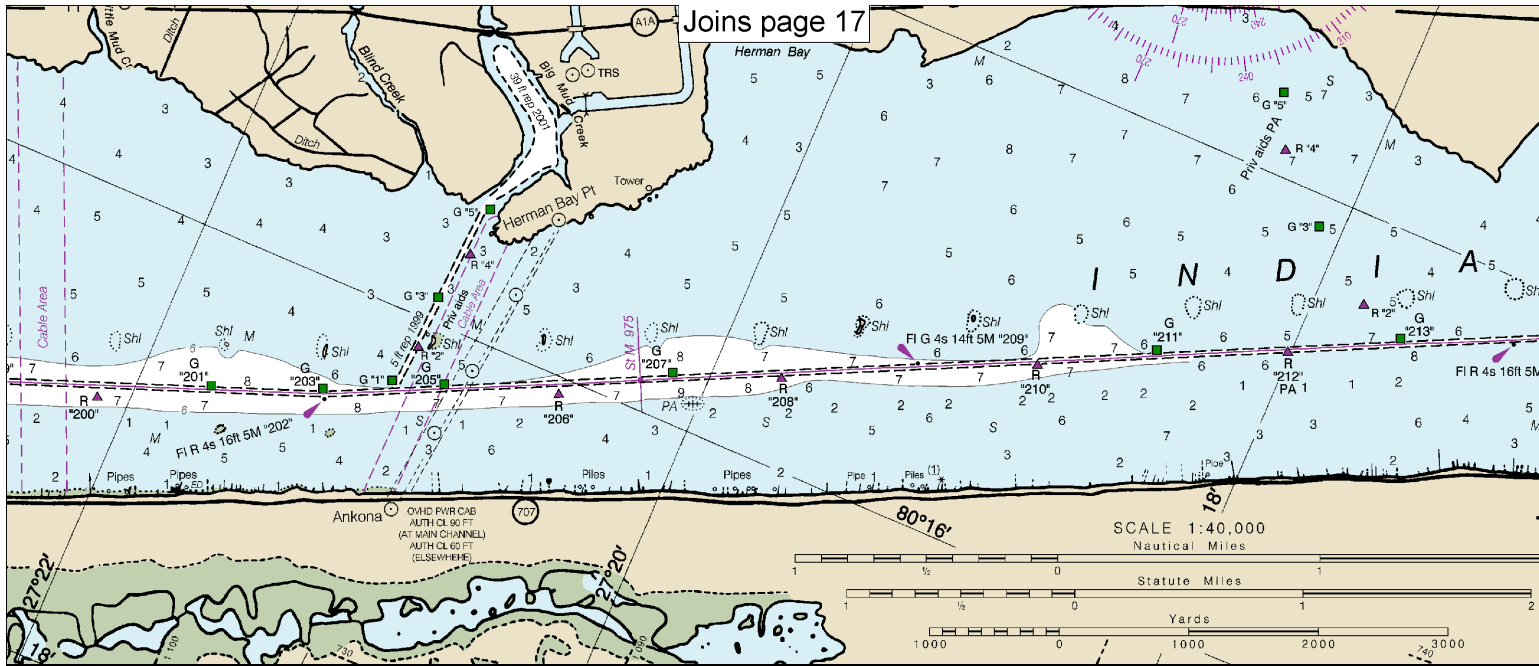
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

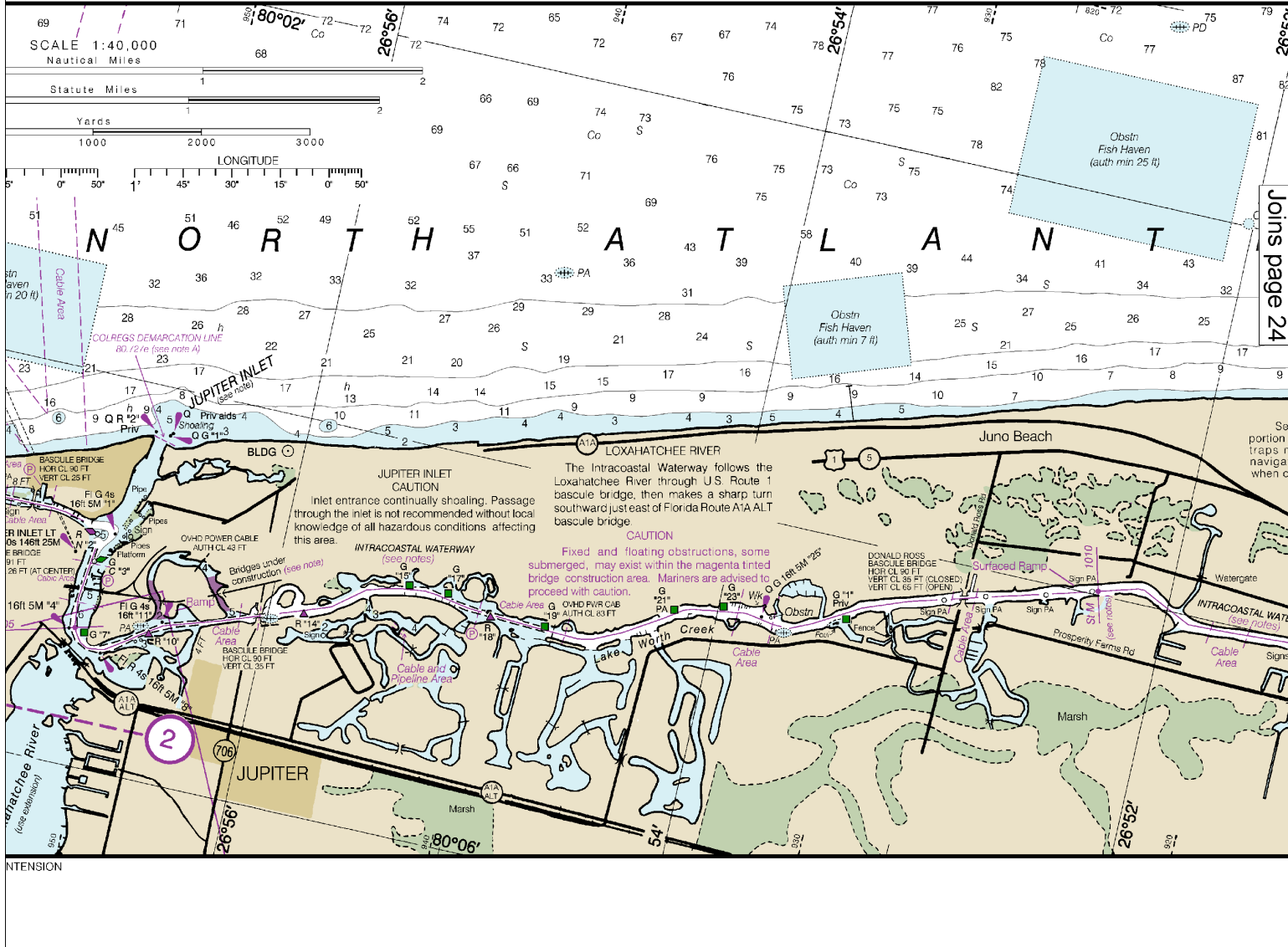
SCALE 1:40,000
Nautical Miles

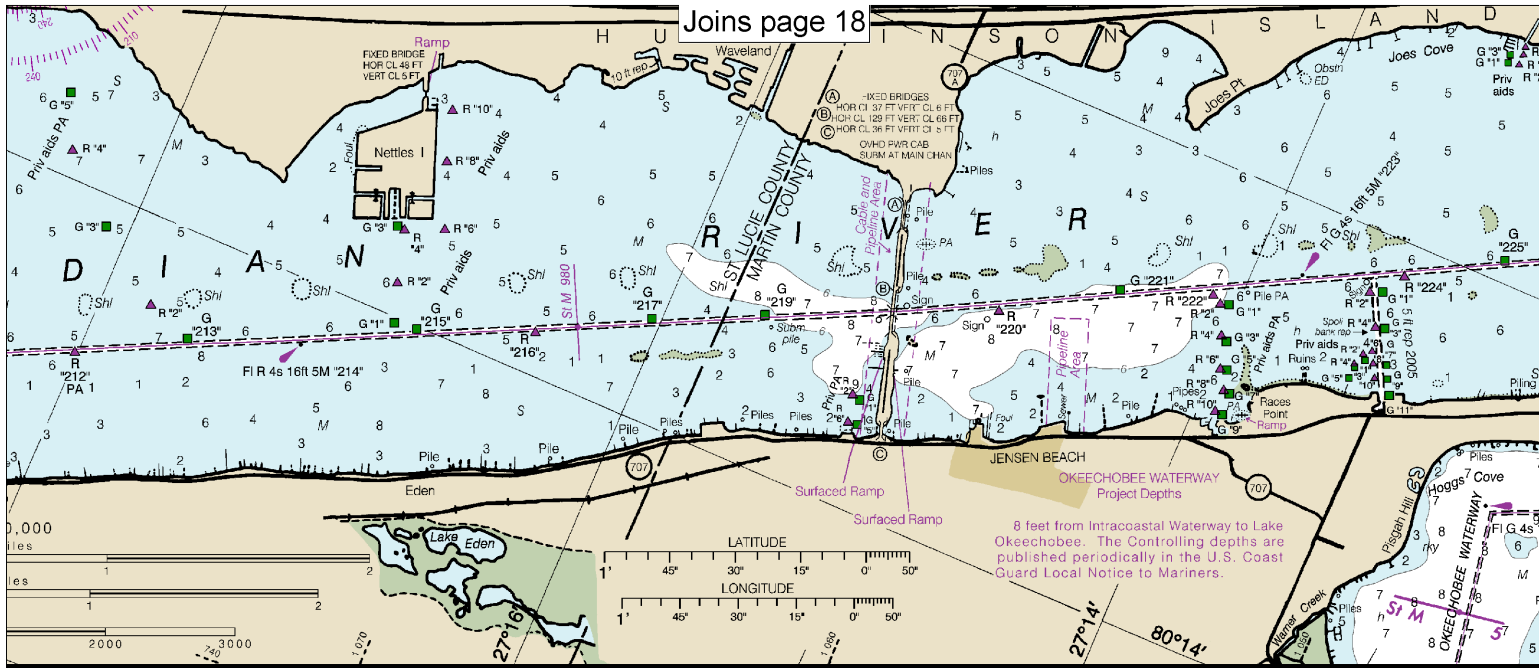
See Note on page 5.



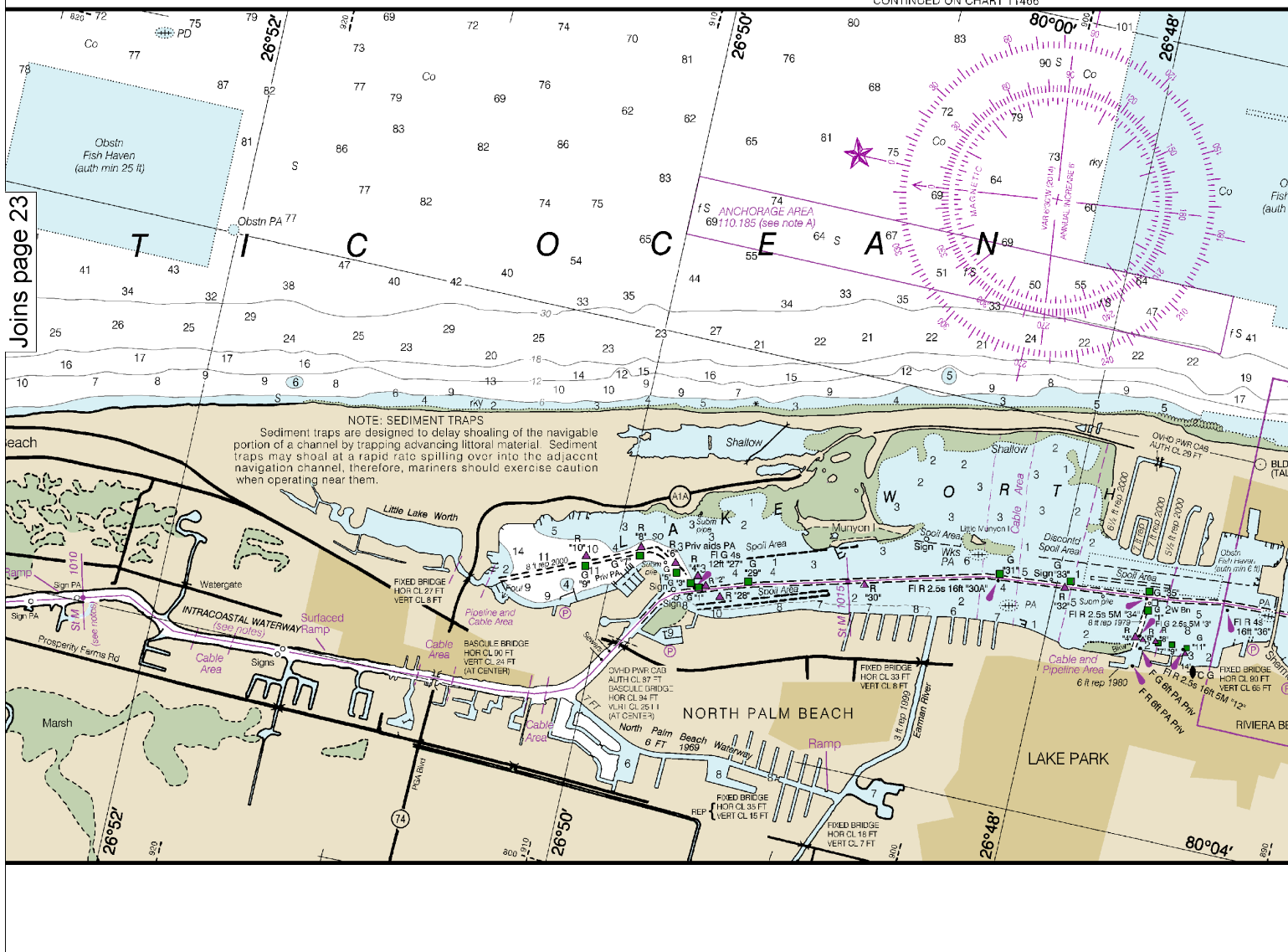


CONTINUED ON CHART 11466





CONTINUED ON CHART 11486 JOINS CHART 11428 (SID)



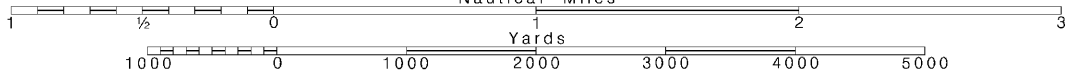
Joins page 23

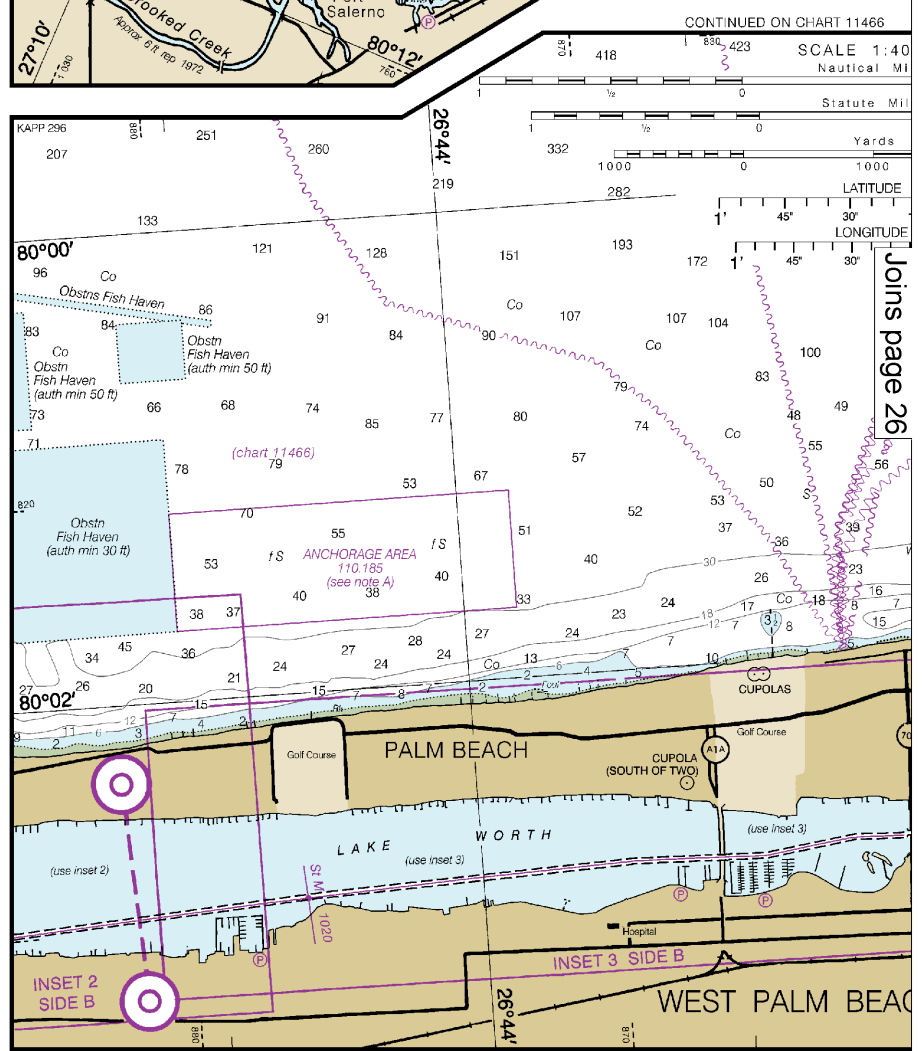
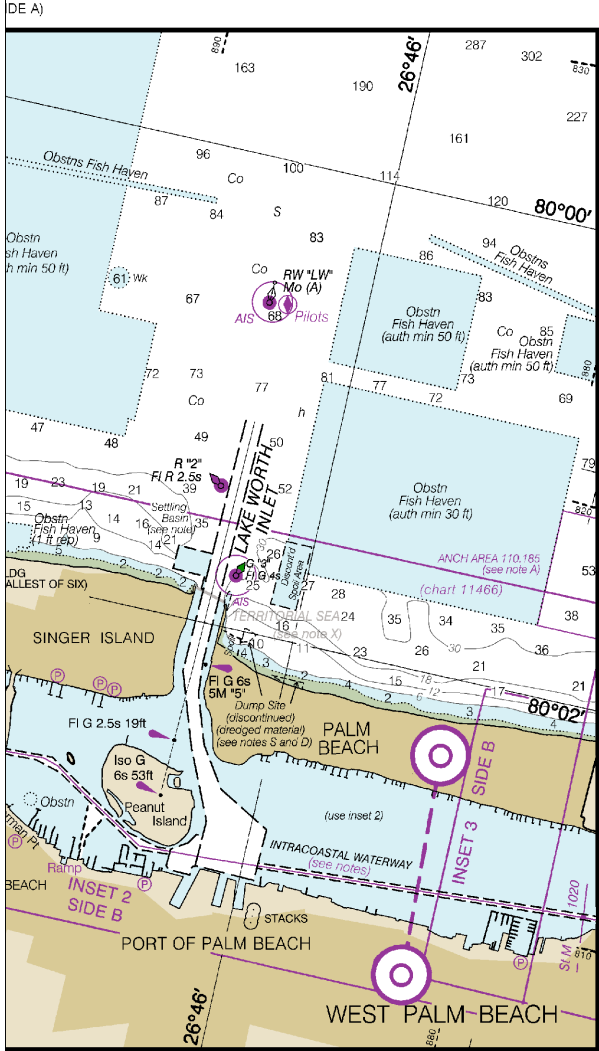
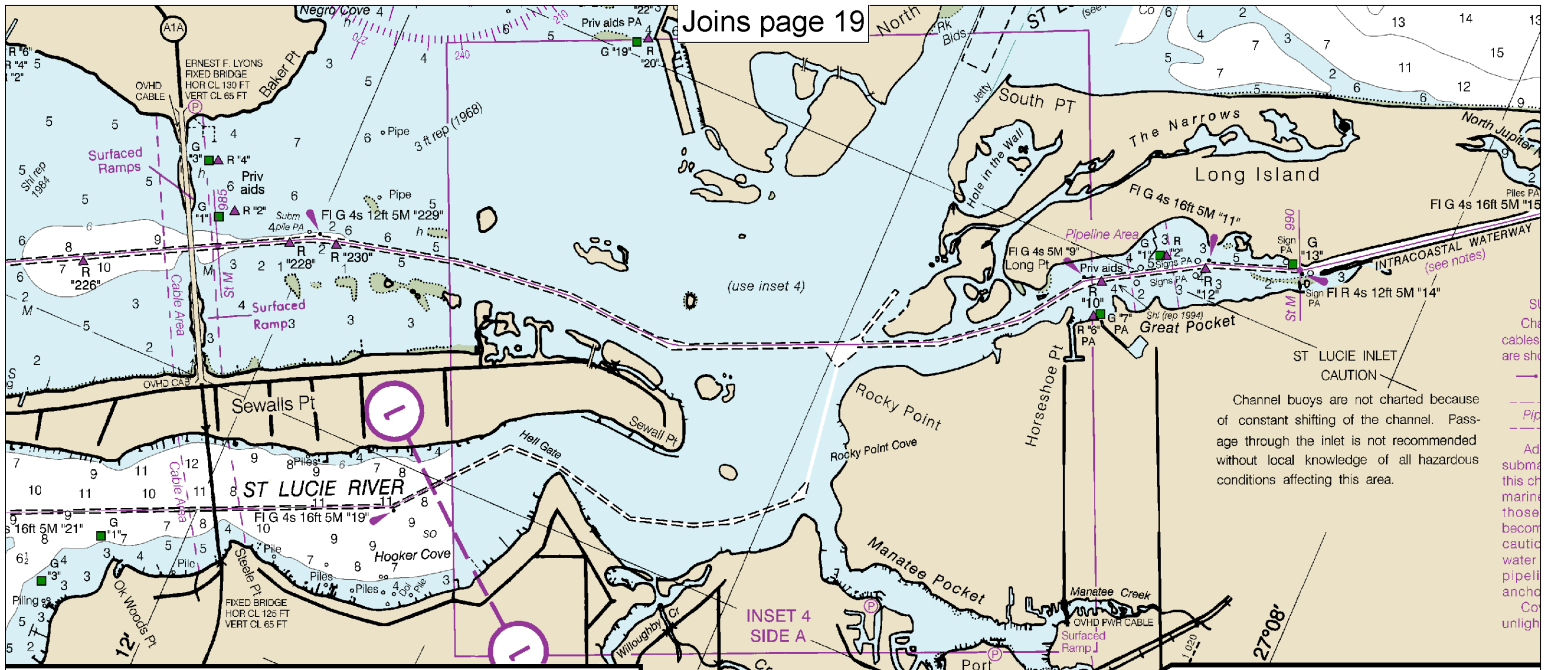
Note: Chart grid lines are aligned with true north.

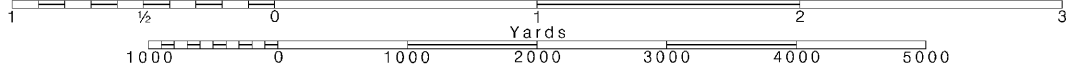
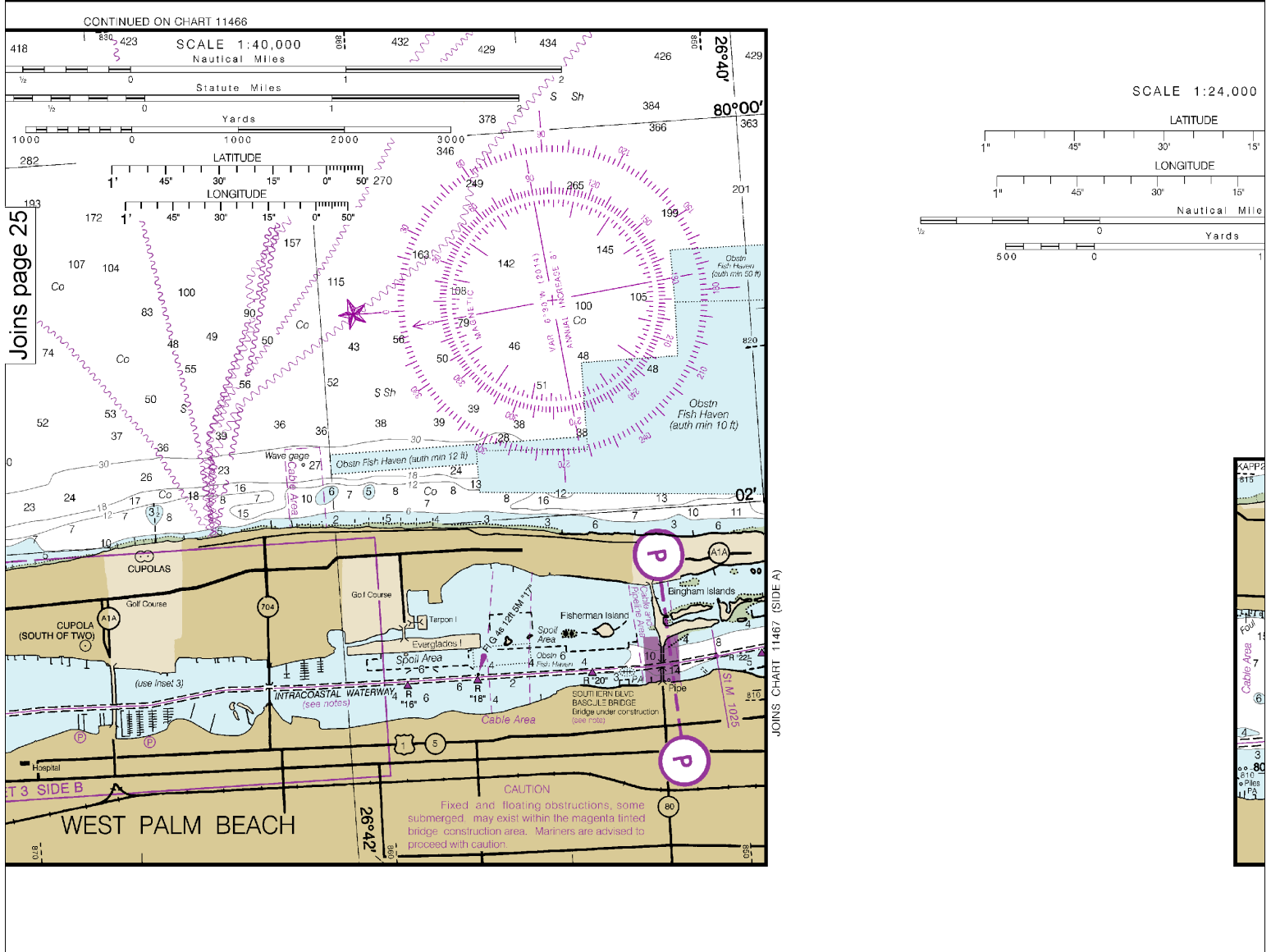
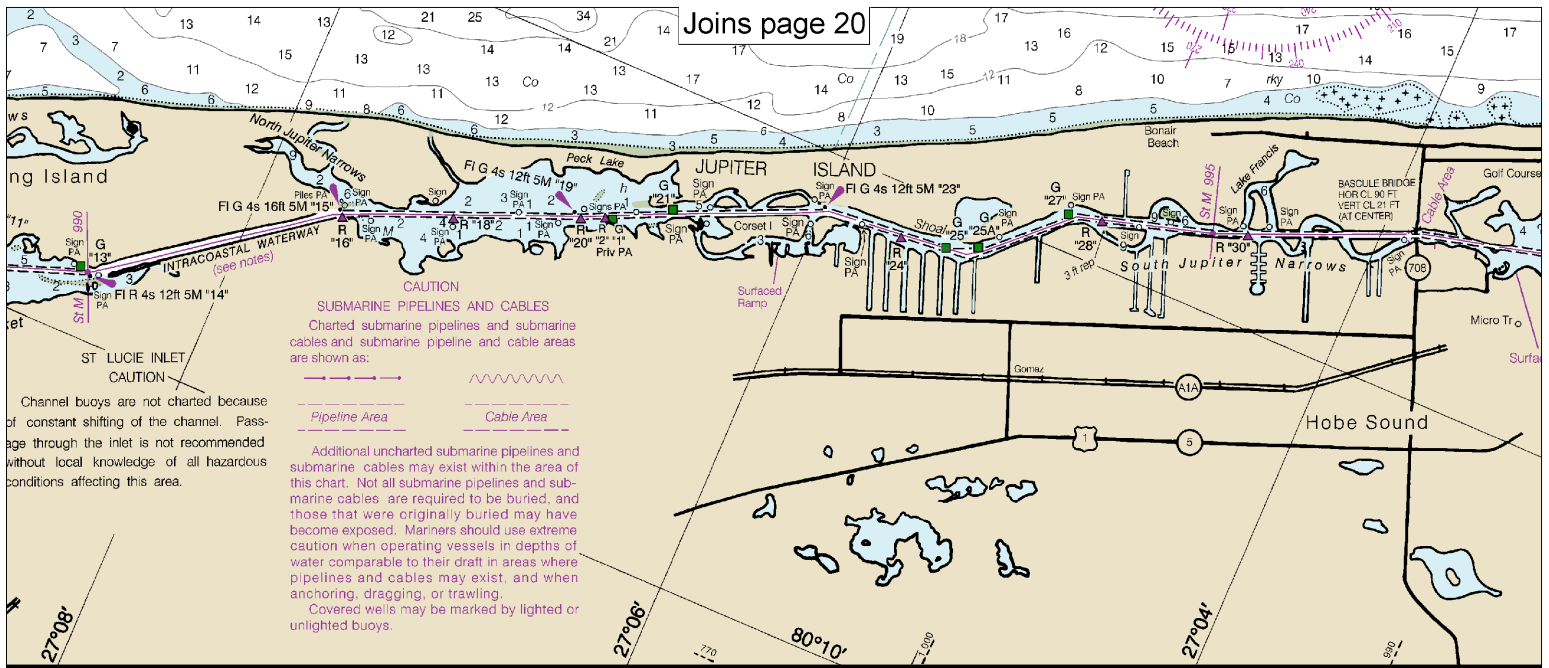
Printed at reduced scale.

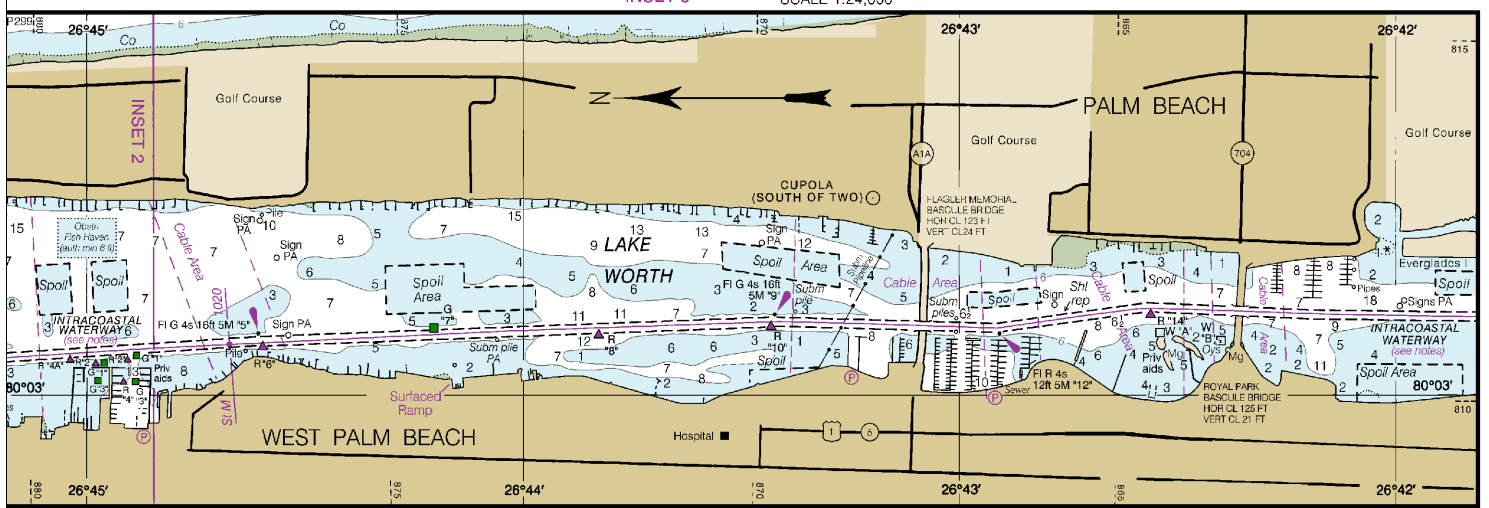
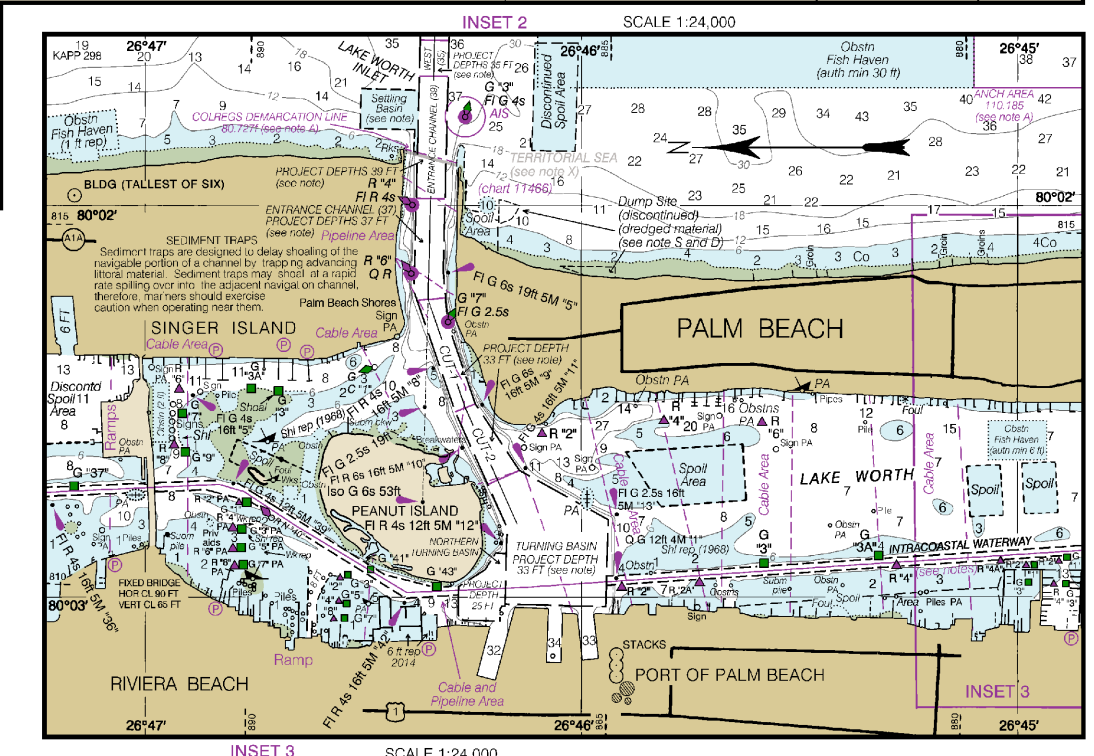
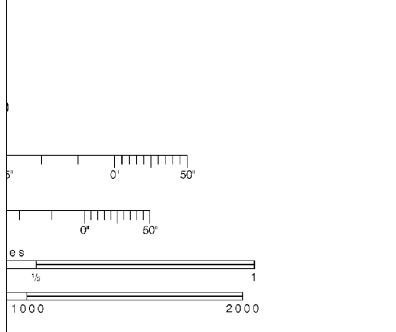
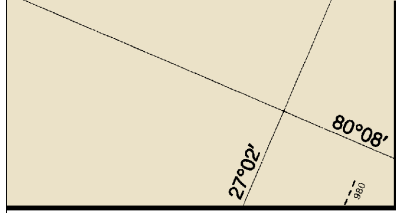
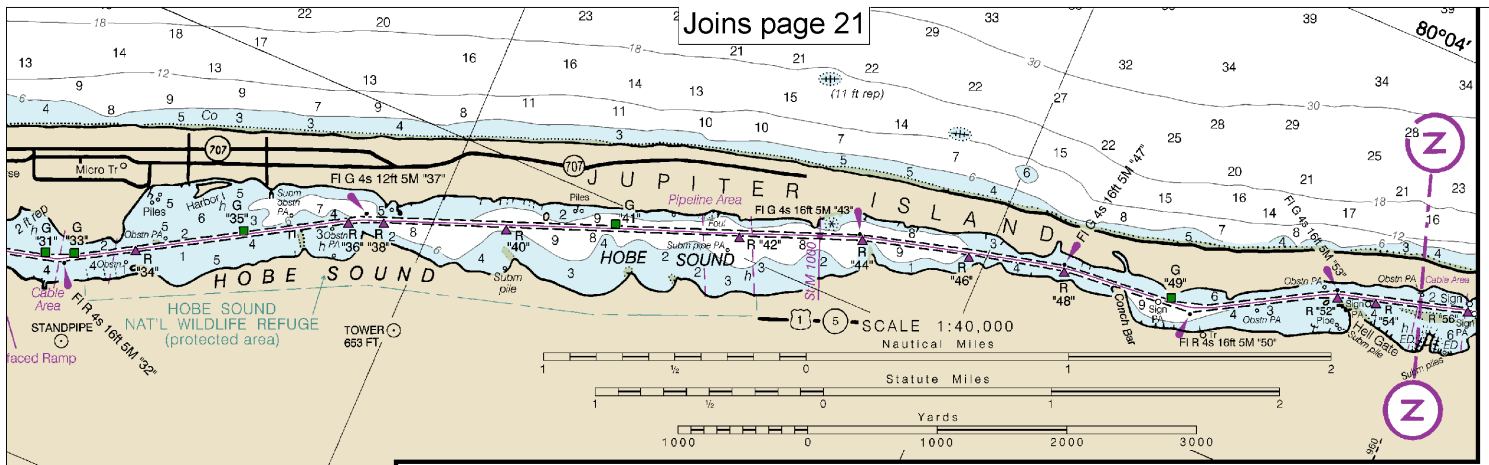
SCALE 1:40,000 Nautical Miles

See Note on page 5.

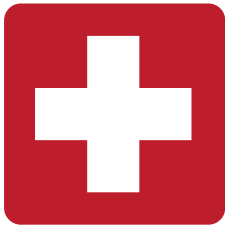








11472



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.

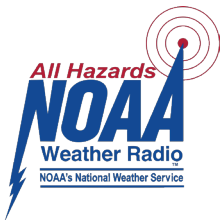
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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!



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.

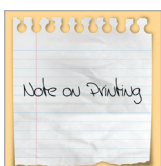
<http://www.nws.noaa.gov/nwr/>

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>



— For the latest news from Coast Survey, follow @NOAAcharts



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.