

# BookletChart™



## Intracoastal Waterway – Tampa Bay to Port Richey

NOAA Chart 11411

*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					
4	5	6	7	8	9
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22	23	24	25	26	27

**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://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.

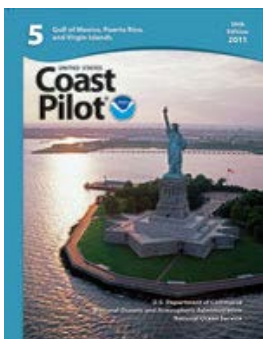
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11411>



**[Coast Pilot 5, Chapter 9 excerpts].**

**St. Joseph Sound** extends N from Clearwater Harbor nearly to Anclote Keys, and is separated from the Gulf for a part of the distance by narrow strips of beach known as **Caladesi Island** and **Honeymoon Island**.

**Dunedin Pass** is marked by private daybeacons. The pass was reported shoaled to 1 foot and closed to navigation.

**Hurricane Pass**; with local knowledge 3 to 5 feet could be carried. A light and

daybeacons mark the pass.

**Vessels should approach the harbor through the Tampa Safety Fairway.**

The entrance and all other navigable waters of Tampa Bay, Hillsborough Bay, Old Tampa Bay, and tributaries herein are within a **regulated navigation area**.

**Required Reports to the CVTS.**—Vessels should contact the CVTS prior to entering Tampa Bay, shifting or departing dock (see paragraphs 39-51 for details).

**Anchorage.**—Vessels with good ground tackle should anchor in the **Tampa Anchorages, N of the Tampa Safety Fairway leading to Egmont Channel**. An emergency anchorage is S of Mullet Key in depths of 30 to 35 feet; and SW of Gadsden Point in natural depths of 29 to 32 feet. Explosives and quarantine anchorages are E of Mullet Key, NE of Pappys Point, and S of Interbay Peninsula. (See **110.1** and **110.193**, chapter 2, for limits and regulations.)

**Dangers.**—Shoal areas extend seaward from Egmont Key as far as **Palantine Shoal**, which is 5 miles W of the key and on the S side of Egmont Channel entrance. Palantine Shoal consists of several small lumps with depths of 11 to 18 feet over them. Spoil areas, for the most part unmarked and with reported depths of 10 feet or less, border the dredged cuts of the main ship channel in Tampa Bay and the channels in Old Tampa Bay. Caution should be observed particularly at the entrances to the side channels leading to Port Manatee, Alafia River, and Port Sutton.

Local weather during the thunderstorm season is unpredictable, and intense winds can develop suddenly. Before entering or departing the port, mariners should obtain local weather forecasts, maintain a close watch on the weather, and ensure that light vessels are properly ballasted during the transit.

A **regulated navigation** area has been established to protect vessels from limited water depth in **Sparkman Channel** caused by an underwater pipeline.

**Currents.**—A strong offshore wind sometimes lowers the water surface at Tampa and in the dredged channels as much as 4 feet, and retards the time of high water by as much as 3 hours. A continued SW wind raises the water by nearly the same amount and advances the time of high water by as much as 1 hour.

There is a large daily inequality in the ebb, and velocities of 2 knots or more may be expected at the strength of the greater ebb of the day in Egmont Channel, Passage Key Inlet, and off Port Tampa. Flood velocities seldom exceed 2 knots. Winds have considerable effect in modifying the tidal current.

**Notice of Arrival Time.**—Vessels are requested to contact Pilot Dispatch 24 hours before arrival with the following information: international gross tonnage, LOA, beam, deep draft, and name of local agent. Call the pilot station on VHF-FM Channel 16 four hours prior to arrival and one hour prior to arrival at the sea buoy (Tampa Bay Lighted Buoy T). The pilot station stands by on VHF-FM Channels 16, 17, 13, 12, and 10. Additional instructions will be given upon radio contact. If instructed to anchor, please keep 24-hour watch on VHF-FM Channels 12 and 13. Vessels are normally not moved in dense fog, and during strong northwest winds, vessels are boarded inside Egmont Key.

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

RCC New Orleans      Commander  
8th CG District      (504) 589-6225  
New Orleans, LA

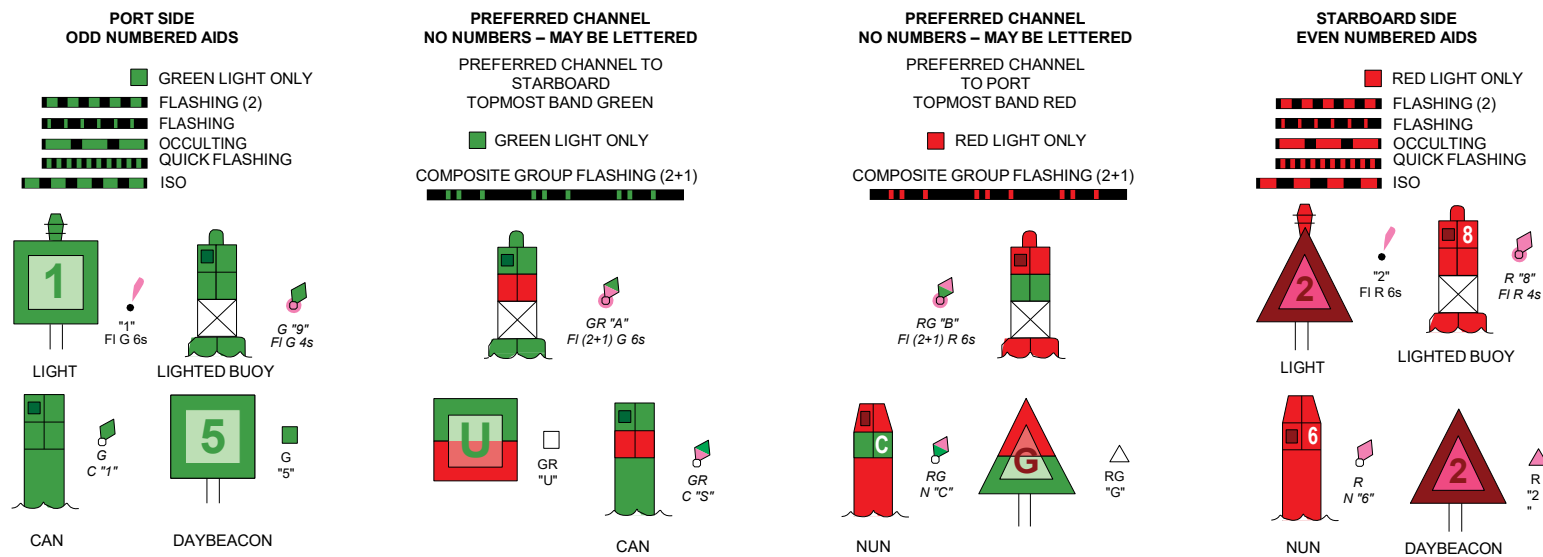
# Navigation Manager Regions



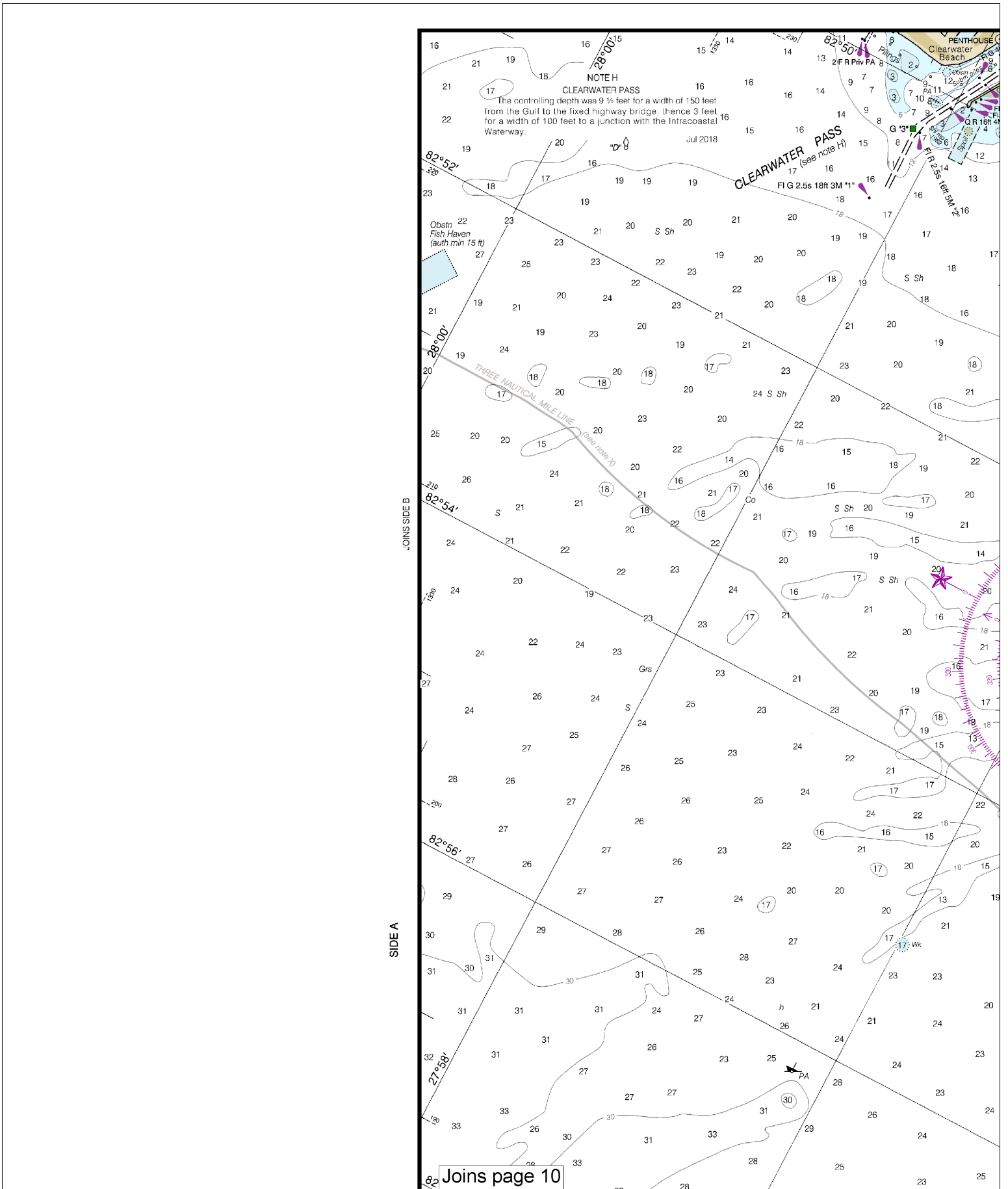
To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

## 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>



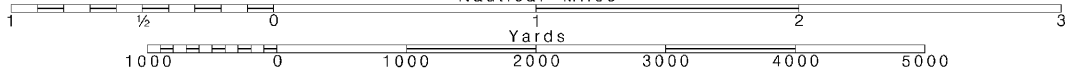
**4**

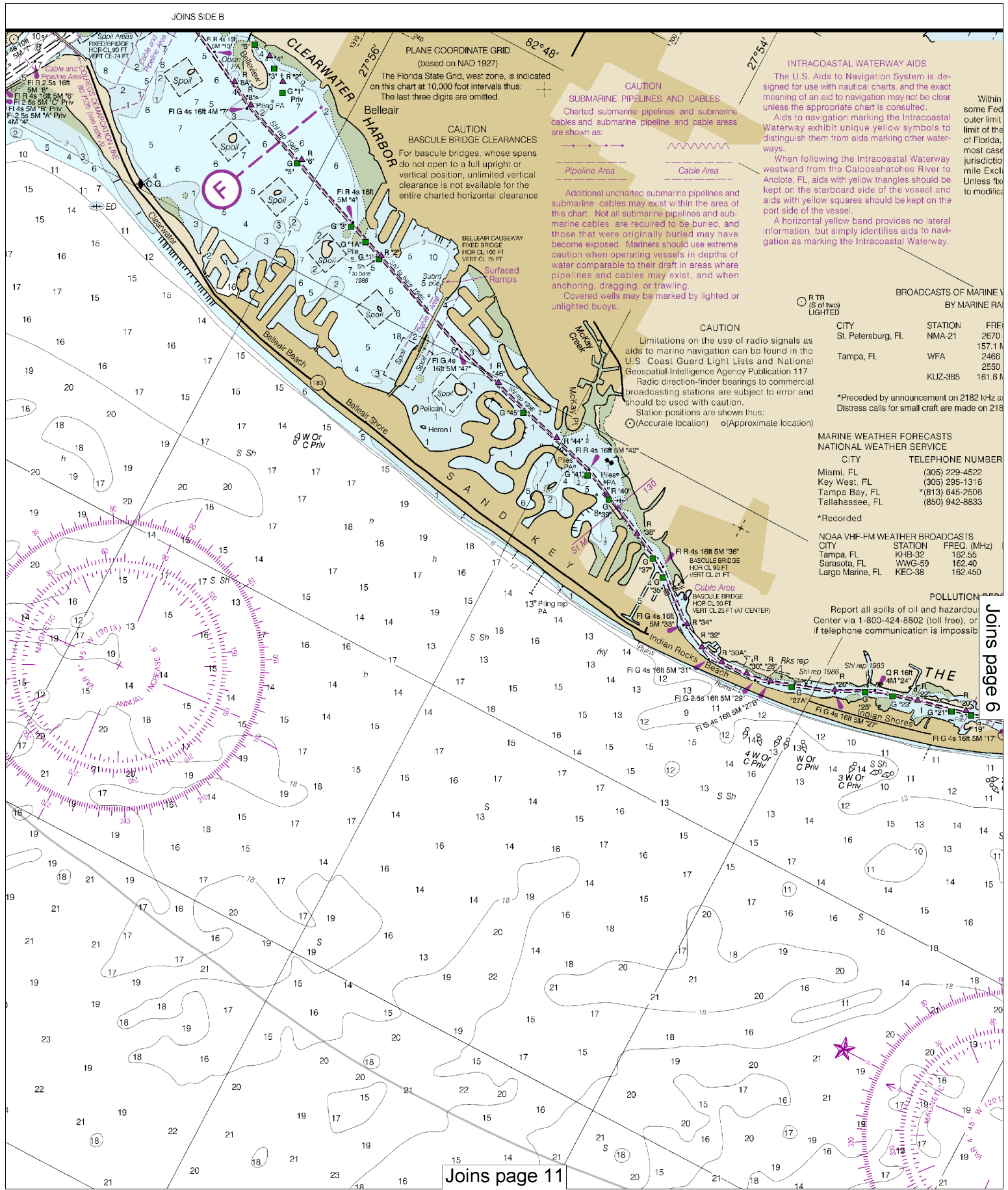
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





JOINS SIDE B

PLANE COORDINATE GRID  
(based on NAD 1927)  
The Florida State Grid, west zone, is indicated  
on this chart at 10,000 foot intervals thus:  
The last three digits are omitted.

**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 westward from the Caloosahatchee River to Anclote, FL, 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.

Within some Fed outer limit of the of Florida, most case jurisdiction mile Excl Unless fix to modifc

**CAUTION  
SUBMARINE PIPELINES AND CABLES**

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
     Pipeline Area  
     Cable Area  
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.

**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

**BROADCASTS OF MARINE V  
BY MARINE RA**

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:  
O (Accurate location) o (Approximate location)

CITY	STATION	FREQ
St. Petersburg, FL	NMA-21	2670 157.1 N
Tampa, FL	WFA	2468 2550
	KUZ-385	161.6 N

\*Preceded by announcement on 2182 kHz at Distress calls for small craft are made on 215

**MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE**

CITY	TELEPHONE NUMBER
Miami, FL	(305) 229-4522
Key West, FL	(305) 295-1316
Tampa Bay, FL	(813) 645-2506
Tallahassee, FL	(850) 942-8633

\*Recorded

NOAA VHF-FM WEATHER BROADCASTS

CITY	STATION	FREQ. (MHz)
Tampa, FL	KHB-32	162.55
Sarasota, FL	WNK-59	162.40
Largo Marine, FL	KEC-38	162.450

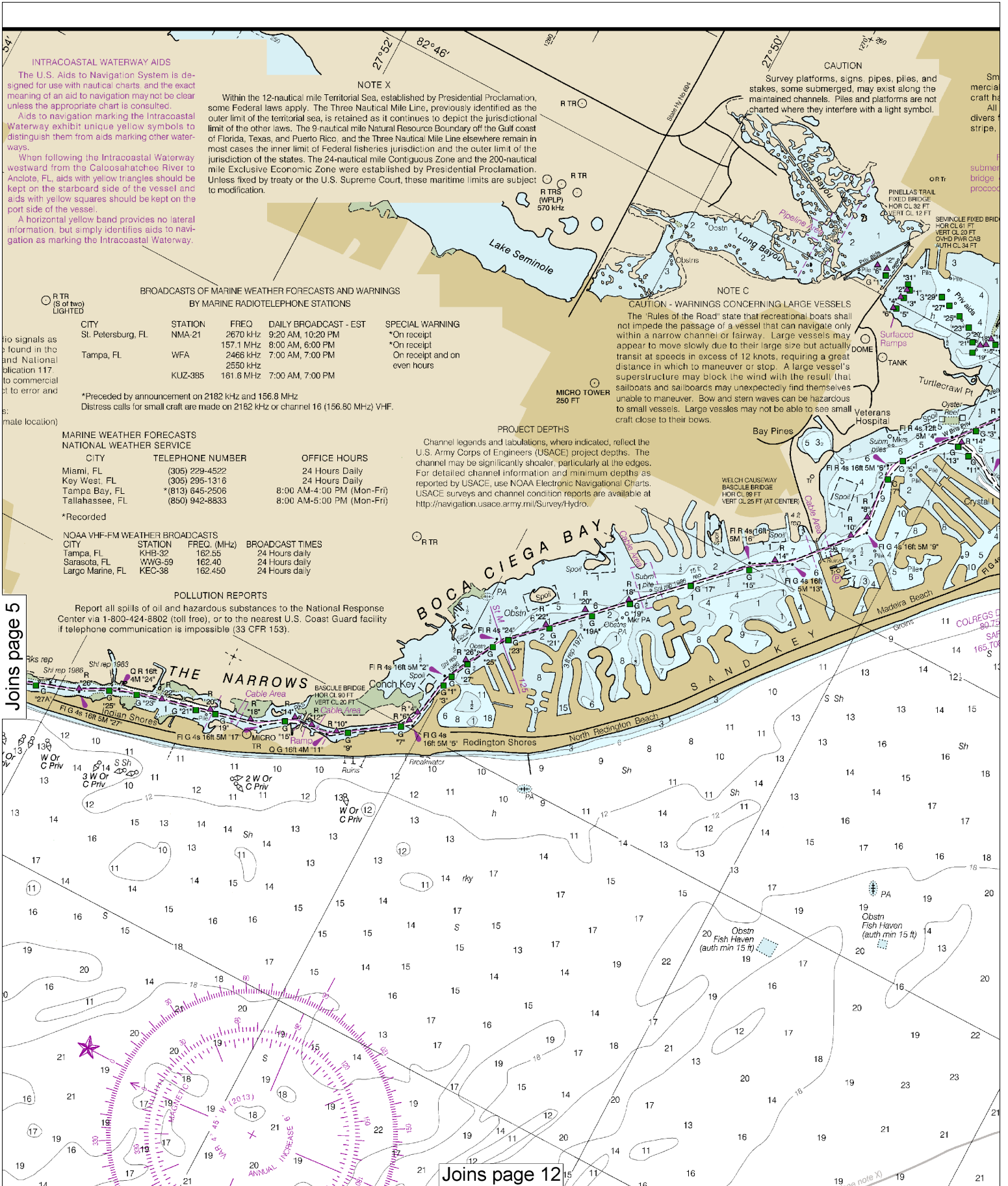
POLLUTION  
Report all spills of oil and hazardous Center via 1-800-424-8802 (toll free), or if telephone communication is impossi

Joins page 6

Joins page 11

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.





Joins page 5

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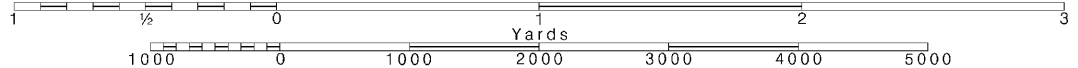


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



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

**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.

**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.

**NOTE C**  
**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.

**BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS**

CITY	STATION	FREQ.	DAILY BROADCAST - EST	SPECIAL WARNING
St. Petersburg, FL	NMA-21	2670 kHz	9:20 AM, 10:20 PM	*On receipt
Tampa, FL	WFA	2465 kHz	8:00 AM, 6:00 PM	*On receipt
	KUZ-385	161.6 MHz	7:00 AM, 7:00 PM	*On receipt and on even hours

\*Preceded by announcement on 2182 kHz and 156.8 MHz.  
Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

**MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE**

CITY	TELEPHONE NUMBER	OFFICE HOURS
Miami, FL	(305) 229-4522	24 Hours Daily
Key West, FL	(305) 295-1316	24 Hours Daily
Tampa Bay, FL	*(813) 645-2506	8:00 AM-4:00 PM (Mon-Fri)
Tallahassee, FL	(850) 942-8833	8:00 AM-5:00 PM (Mon-Fri)

\*Recorded

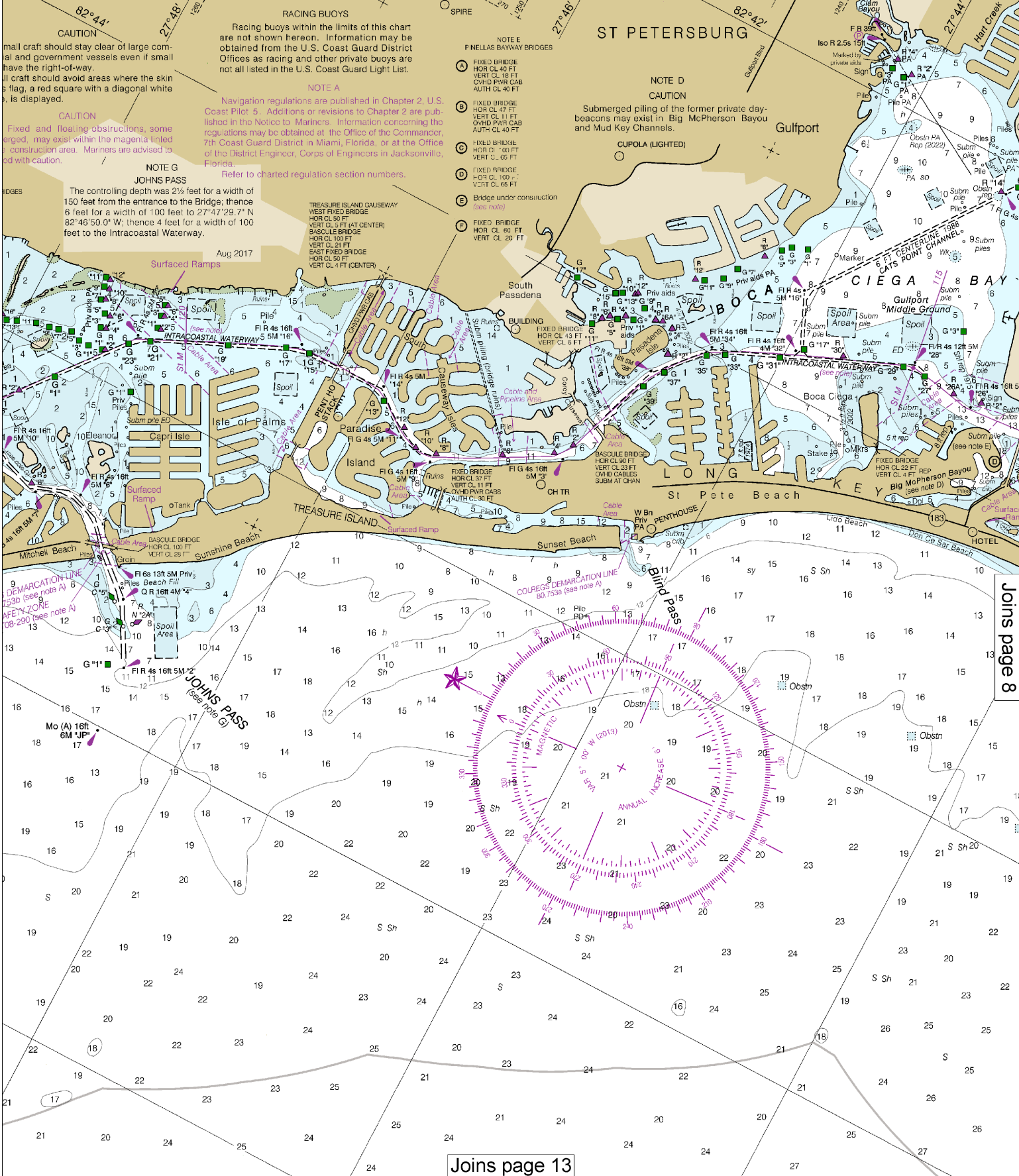
**NOAA VHF-FM WEATHER BROADCASTS**

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Tampa, FL	KHFD-32	162.55	24 Hours daily
Sarasota, FL	WVGC-59	162.40	24 Hours daily
Largo Marine, FL	KEC-38	162.450	24 Hours daily

**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).

**PROJECT DEPTHS**  
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shallower, 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>.



**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small have the right-of-way.  
All craft should avoid areas where the skin is flag, a red square with a diagonal white, is displayed.

**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.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning 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.

**CAUTION**  
Fixed and floating obstructions, some uncharted, may exist within the magenta hatched construction area. Mariners are advised to proceed with caution.

**NOTE G**  
**JOHNS PASS**  
The controlling depth was 2 1/2 feet for a width of 150 feet from the entrance to the Bridge; thence 6 feet for a width of 100 feet to 27°47'29.7" N 82°46'50.0" W; thence 4 feet for a width of 100 feet to the Intracoastal Waterway.

- NOTE E**  
**FINLASS BAYWAY BRIDGES**
- (A) FIXED BRIDGE HOR CL 40 FT VERT CL 18 FT OVHD PWR CAB AUTH CL 40 FT
  - (B) FIXED BRIDGE HOR CL 47 FT VERT CL 11 FT OVHD PWR CAB AUTH CL 40 FT
  - (C) HKLD BRIDGE HOR CL 100 FT VERT CL 05 FT
  - (D) FIXED BRIDGE HOR CL 100 FT VERT CL 65 FT
  - (E) Bridge under construction (see note)
  - (F) FIXED BRIDGE HOR CL 60 FT VERT CL 20 FT

**NOTE D**  
**CAUTION**  
Submerged piling of the former private day-beacons may exist in Big McPherson Bayou and Mud Key Channels.

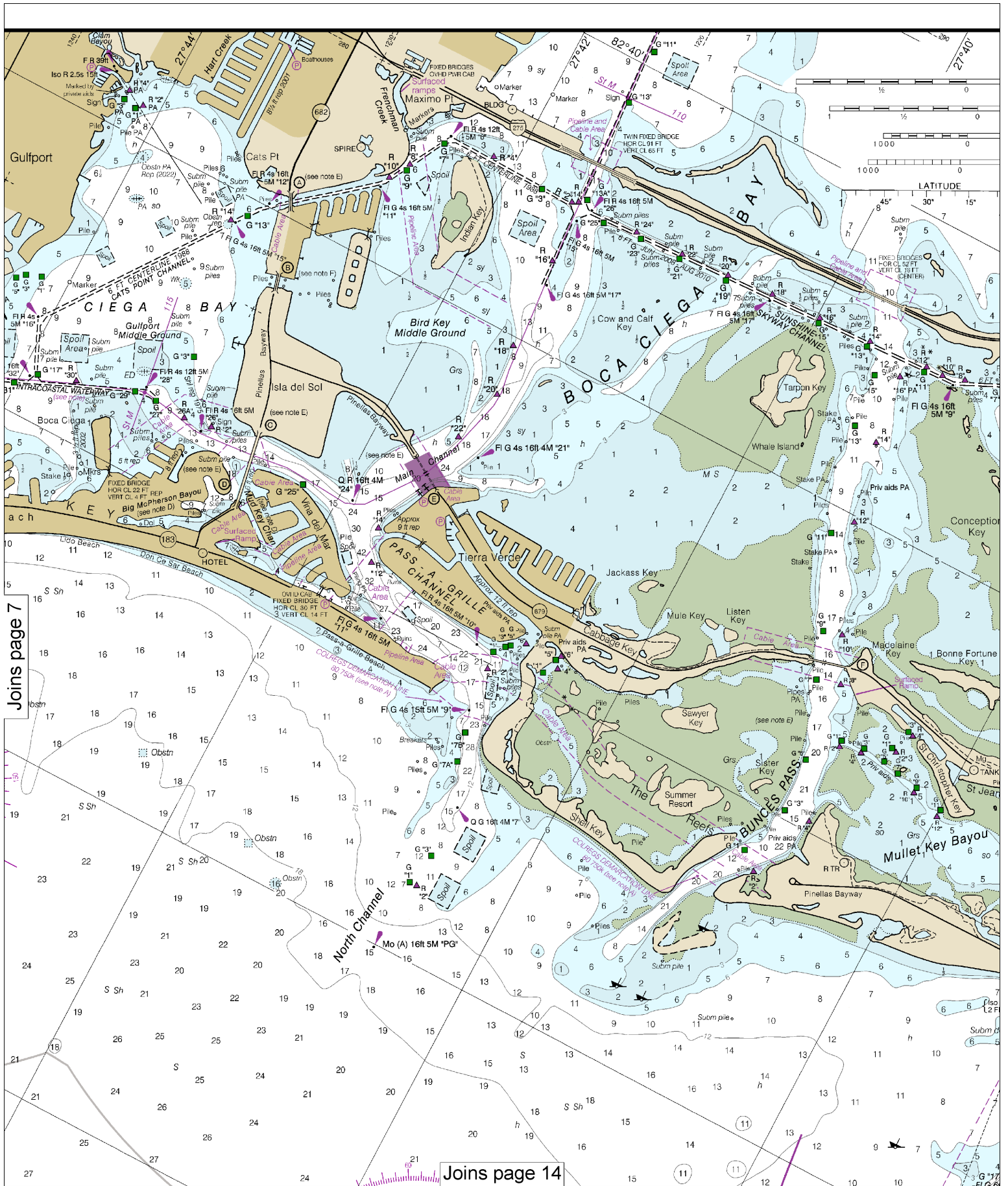
**DEMARICATION LINE**  
1530 (see note A)  
**SAFETY ZONE**  
08-290 (see note A)

Joins page 13

Joins page 8

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.  
24th Ed., Jul. 2020. Last Correction: 12/9/2022. Cleared through:  
LNM: 4822 (11/29/2022), NM: 5022 (12/10/2022)





Joins page 7

Joins page 14

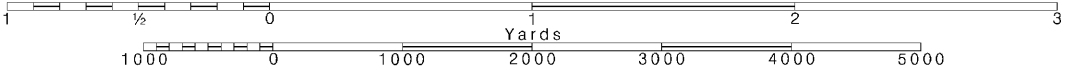


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





SCALE 1:40,000

Nautical Miles

Statute Miles

Yards

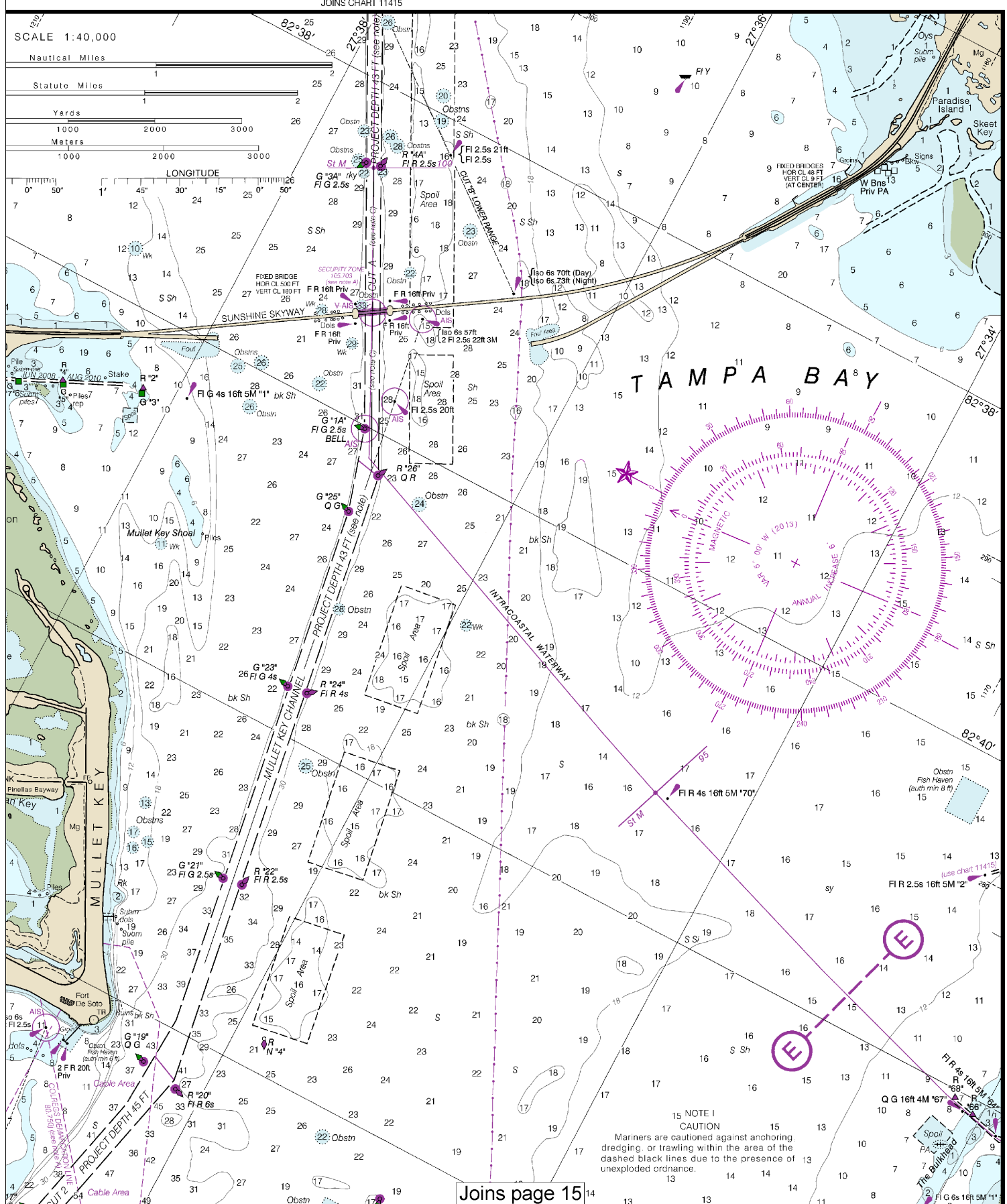
1000 2000 3000

Meters

1000 2000 3000

LONGITUDE

# TAMPA BAY



Joins page 15

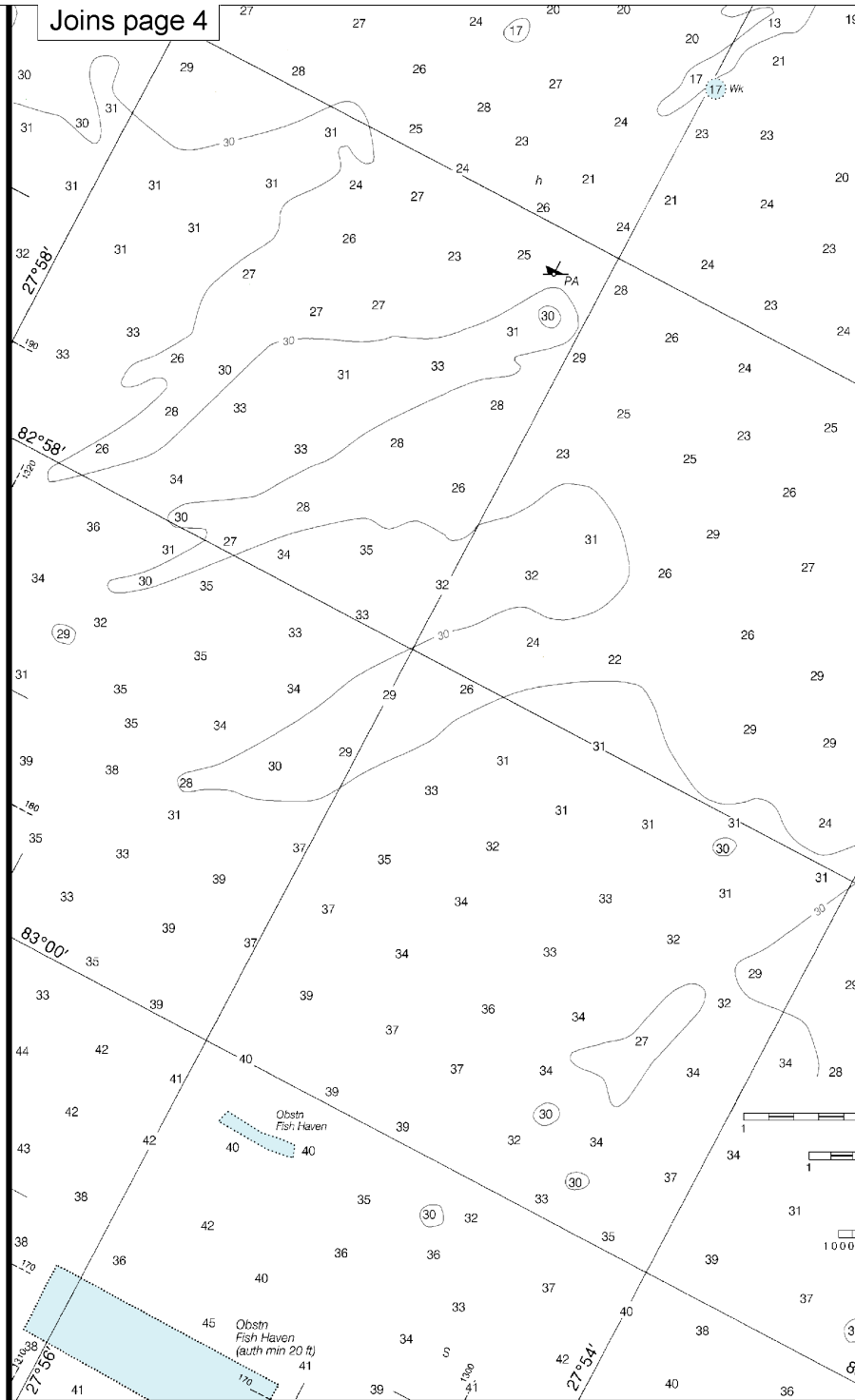
15 NOTE I  
CAUTION  
Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed black lines due to the presence of unexploded ordnance.

SIDE A

JOINS CHART 11425 SIDE B

Joins page 4

SIDE A



11411



NAUTICAL CHART 11411  
INTRACOASTAL WATERWAY

FLORIDA  
TAMPA BAY TO

Joins page 16

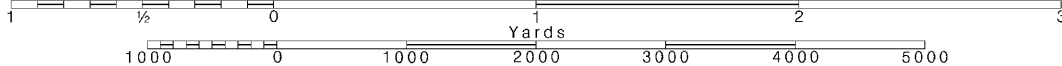
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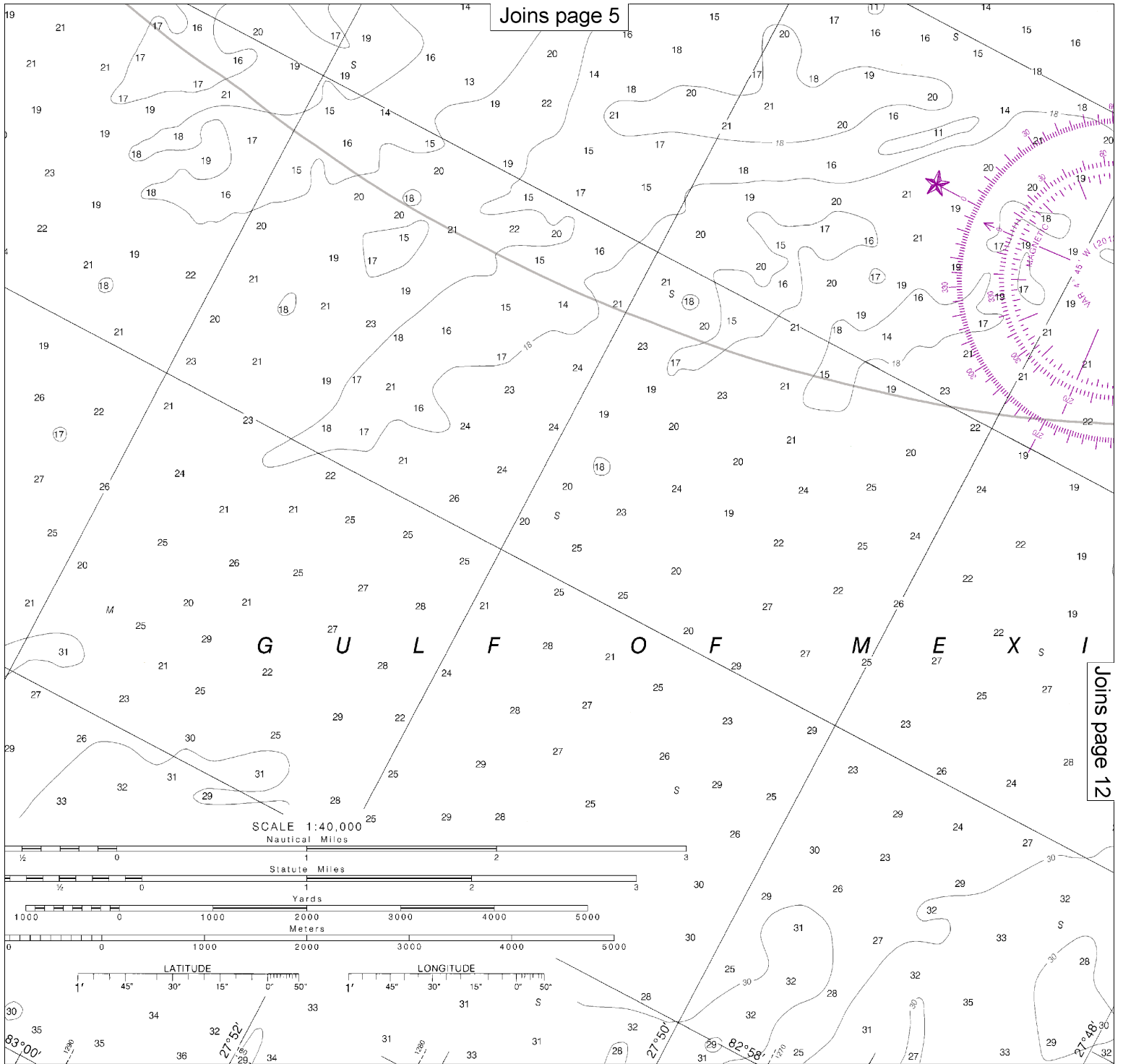
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





SCALE 1:40,000

Nautical Miles

Statute Miles

Yards

Meters

LATITUDE

LONGITUDE

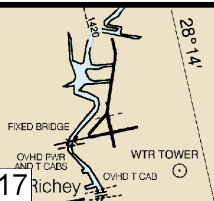
CONTINUED ON CHART 11412

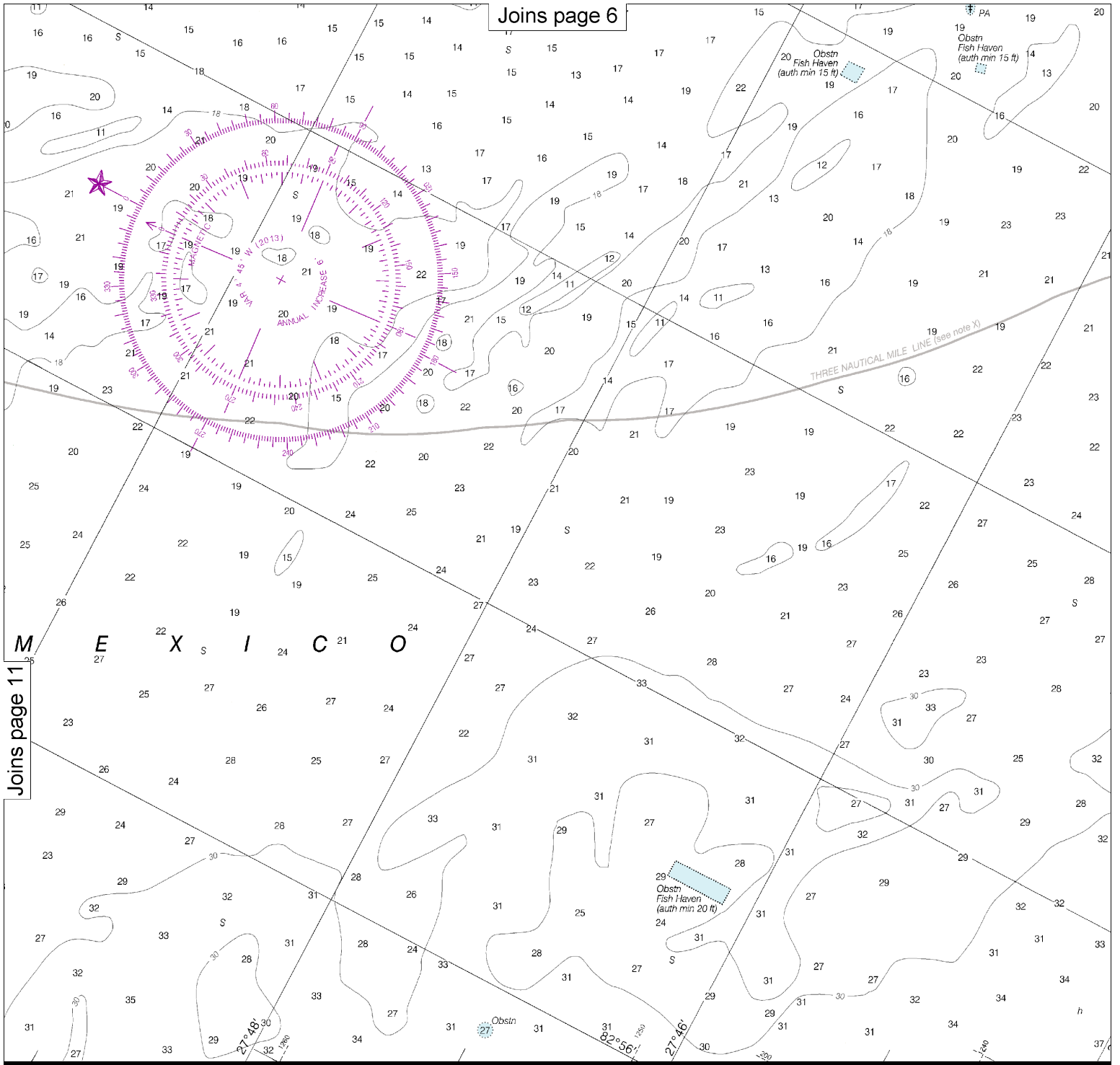
CAUTION WARNINGS CONCERNING LARGE VESSELS

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RACING BUOYS

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Joins page 11

Joins page 18

1st Edition, 1984 KAPP 192

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.

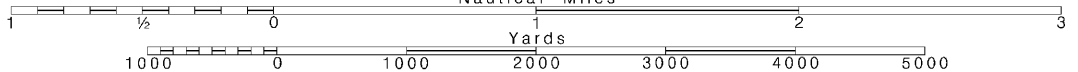
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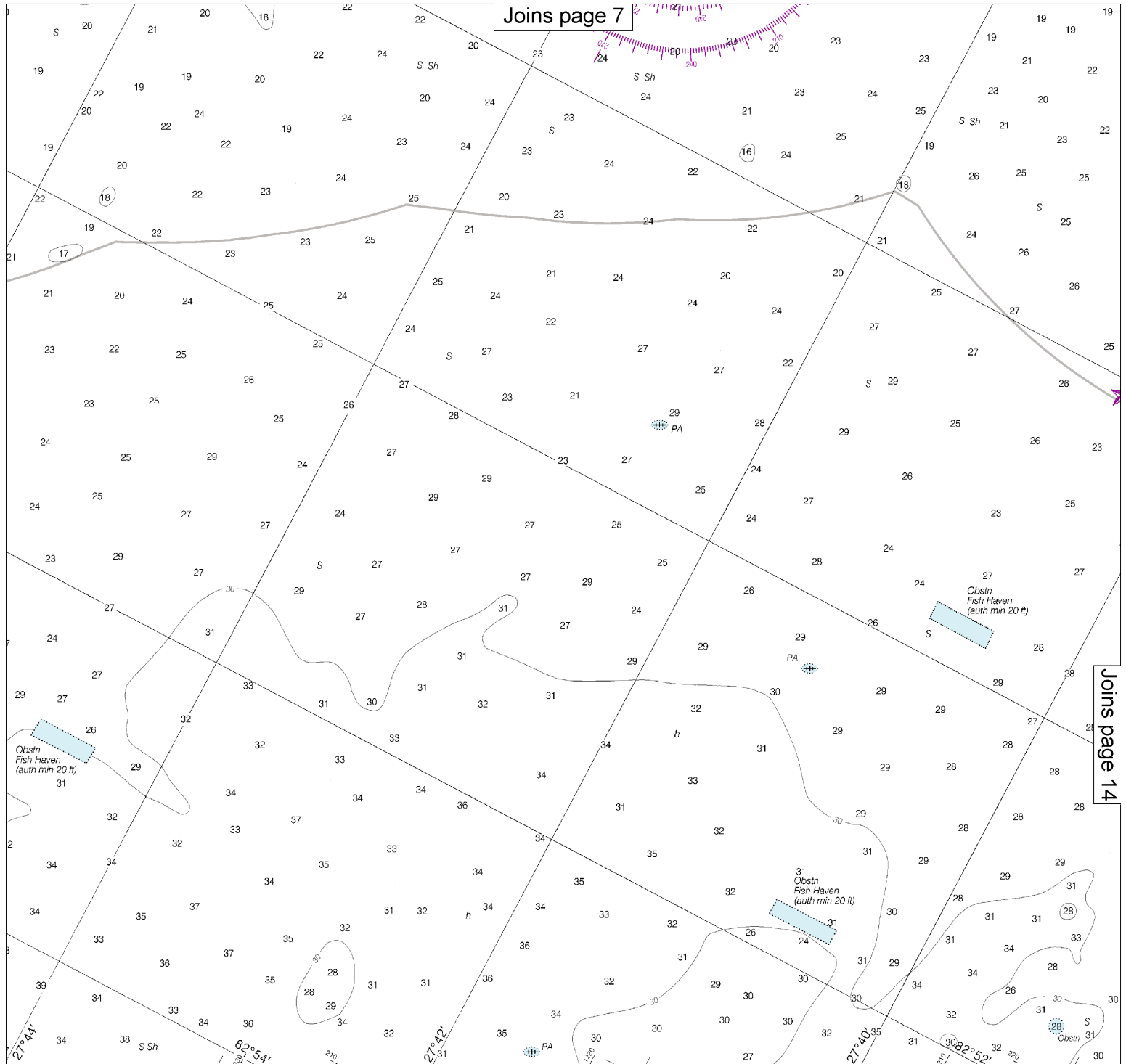
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.



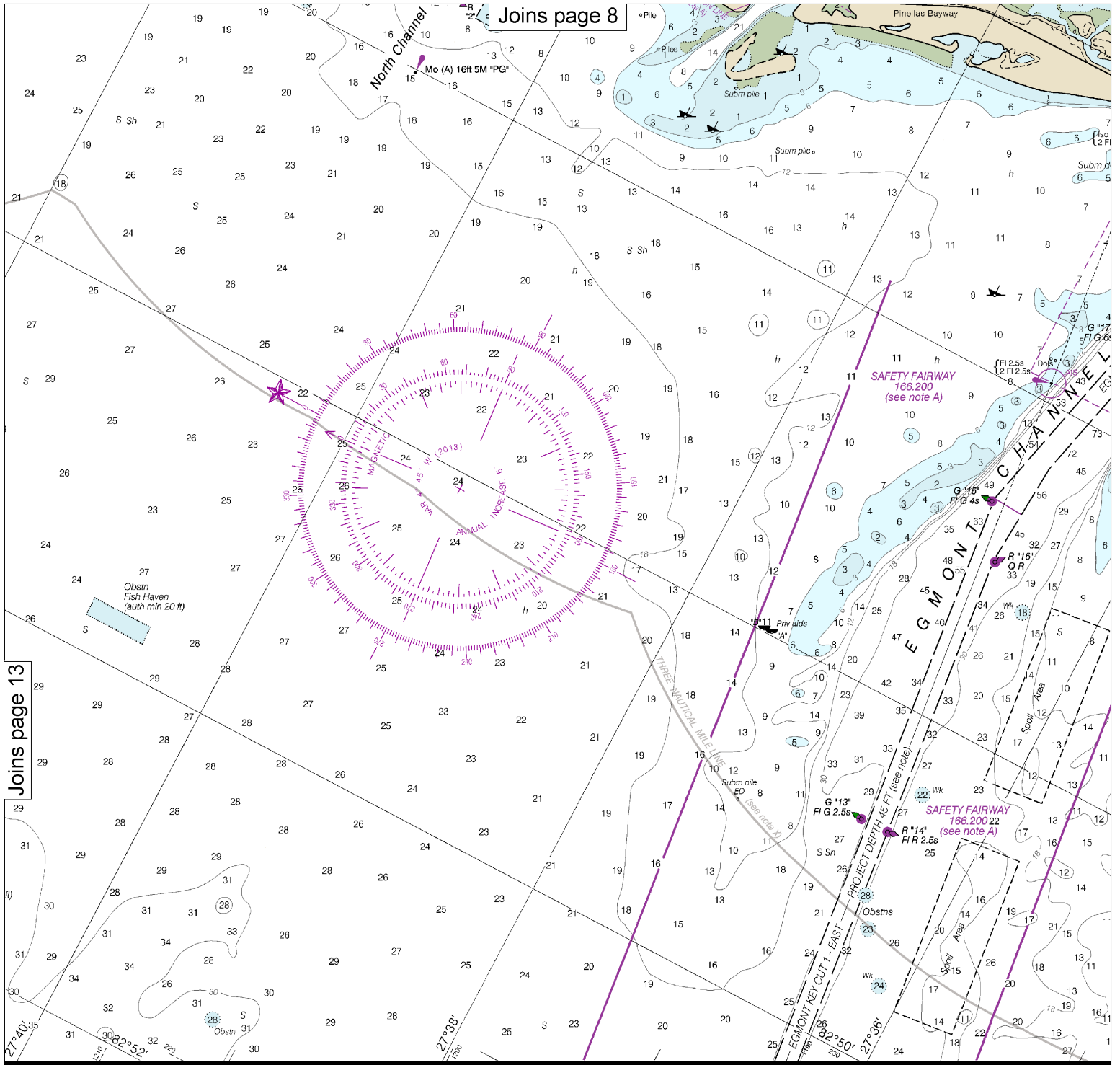


**CAUTION**  
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
 Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
 Station positions are shown thus:

**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 that channel.  
 A motorboat being overtaken has the right-of-way.

Palm Harbor

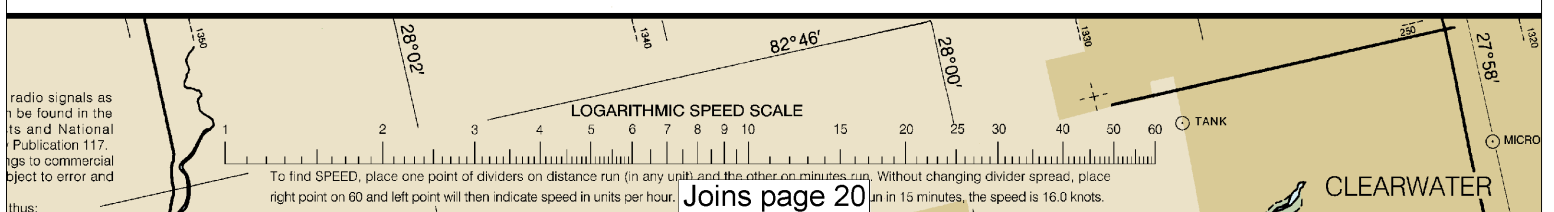
To find SPEED, plot right point on 60 arc



Joins page 8

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JOINS CHART 11415



Joins page 20

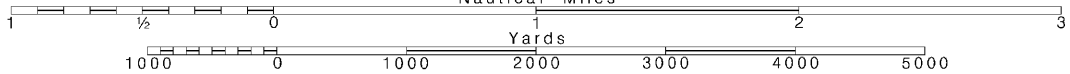
**14**

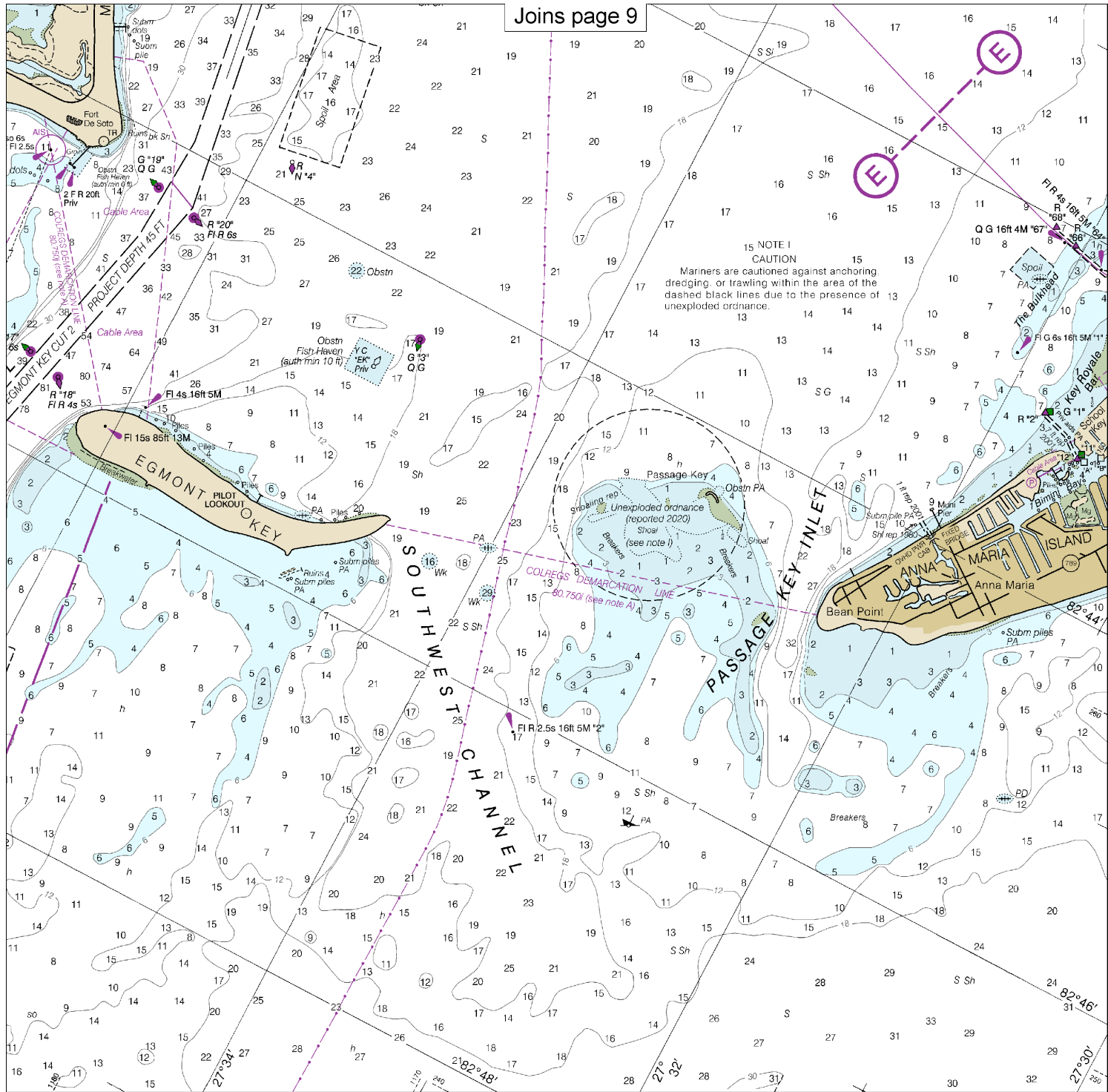
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





11411

**CLEARWATER BEACH**  
The controlling depth from Light "2" was 6 feet to the turning basin at Clearwater Beach and 8 feet in the turning basin. Jul 2018

**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 moved or destroyed, buoys may have been moved or destroyed.

○ TANK  
NOTE H  
CLEARWATER PASS

Joins page 21

Joins page 10

11411



# NAUTICAL CHART 11411 INTRACOASTAL WATERWAY

## FLORIDA TAMPA BAY TO PORT RICHEY

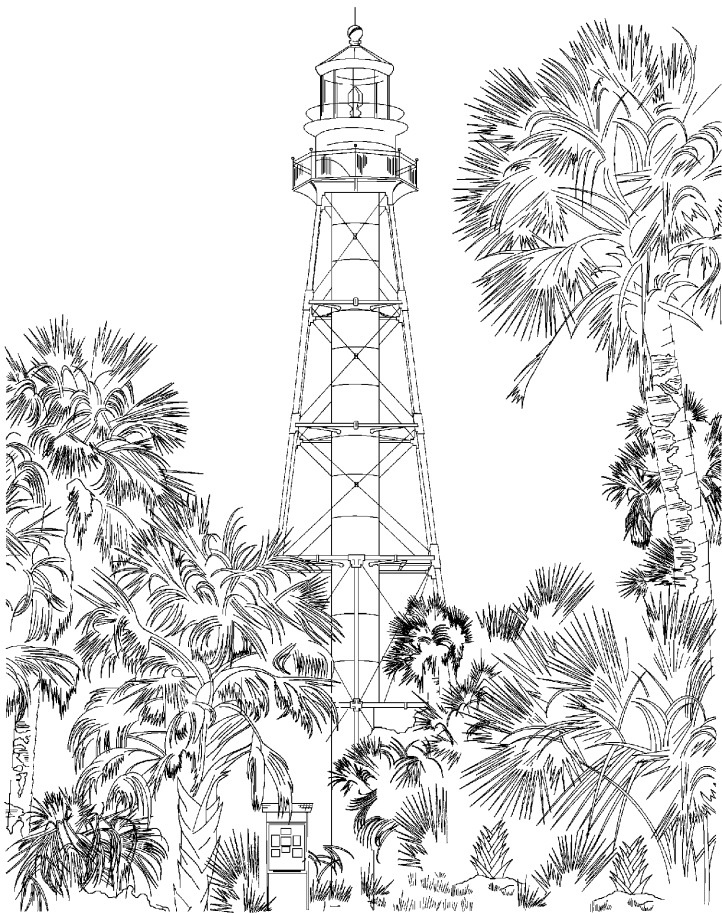


Chart 11411

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

MERCATOR PROJECTION AT SCALE 1:40,000  
SOUNDINGS IN FEET  
MEAN LOWER LOW WATER  
North American Datum of 1983

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CONTINUED ON CHART 11409

SIDE B

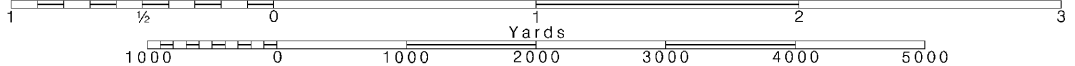
# 16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

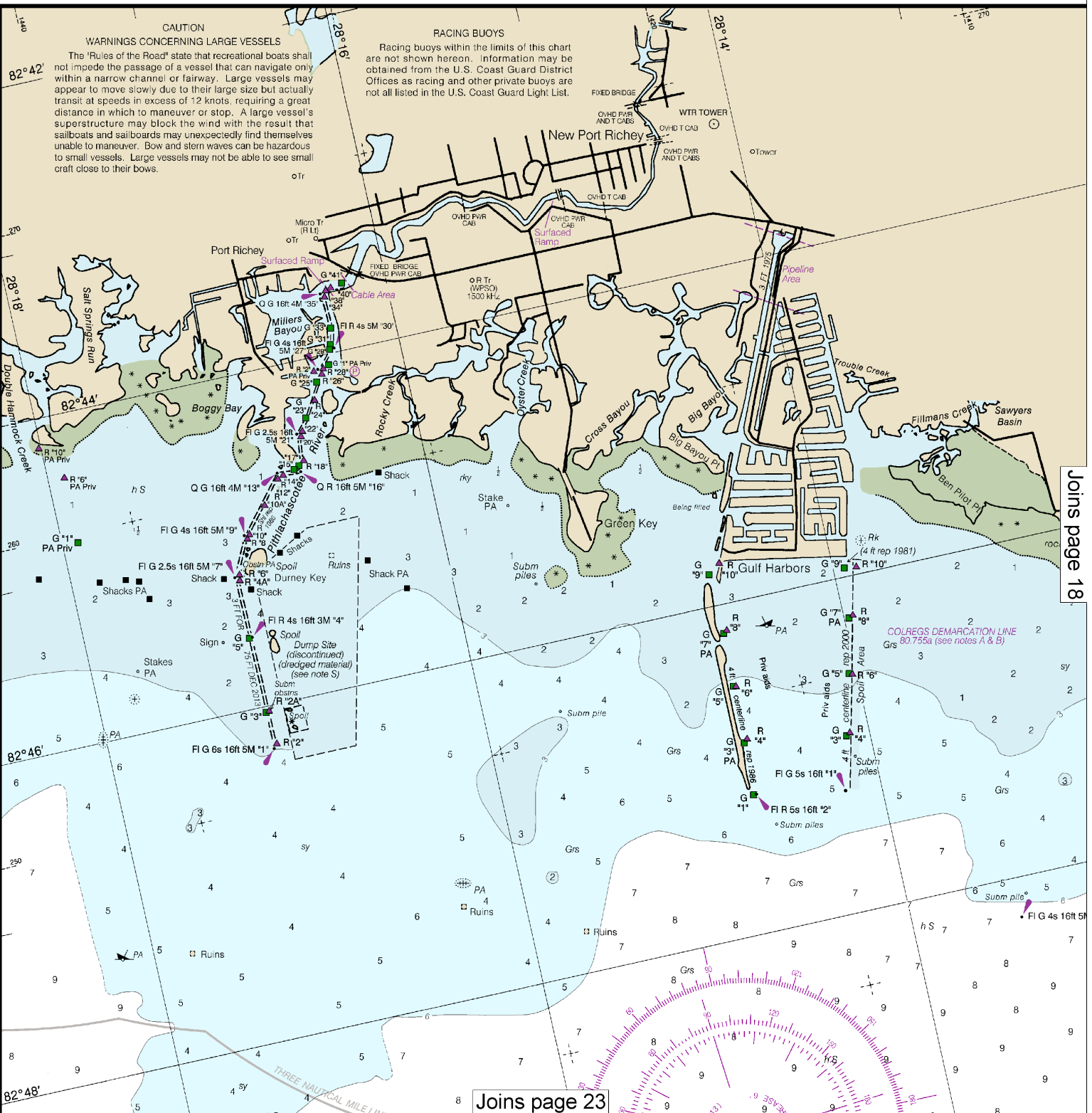
SCALE 1:40,000  
Nautical Miles

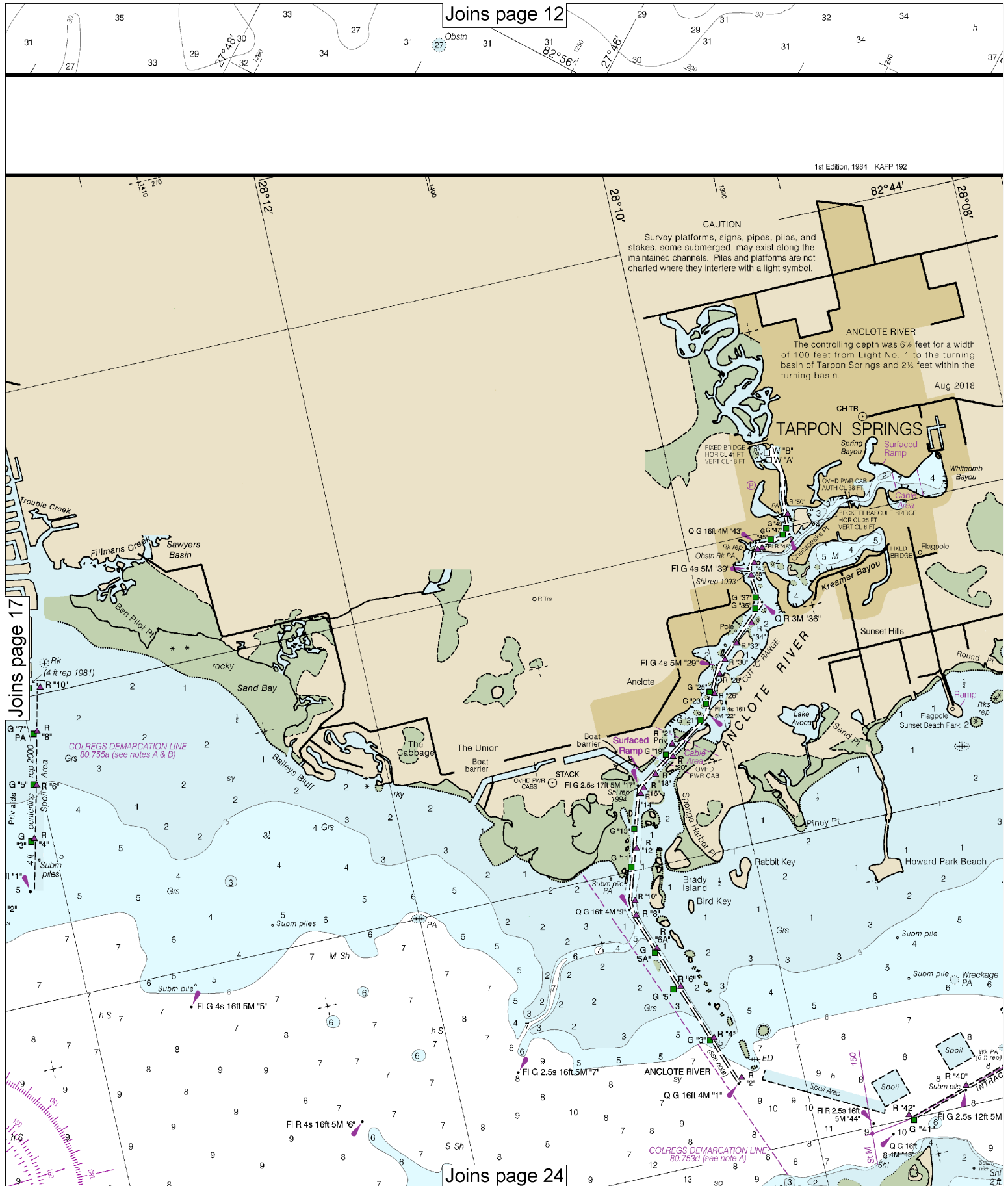
See Note on page 5.





CONTINUED ON CHART 11412





Joins page 17

Joins page 24

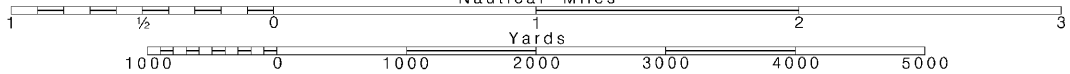
18

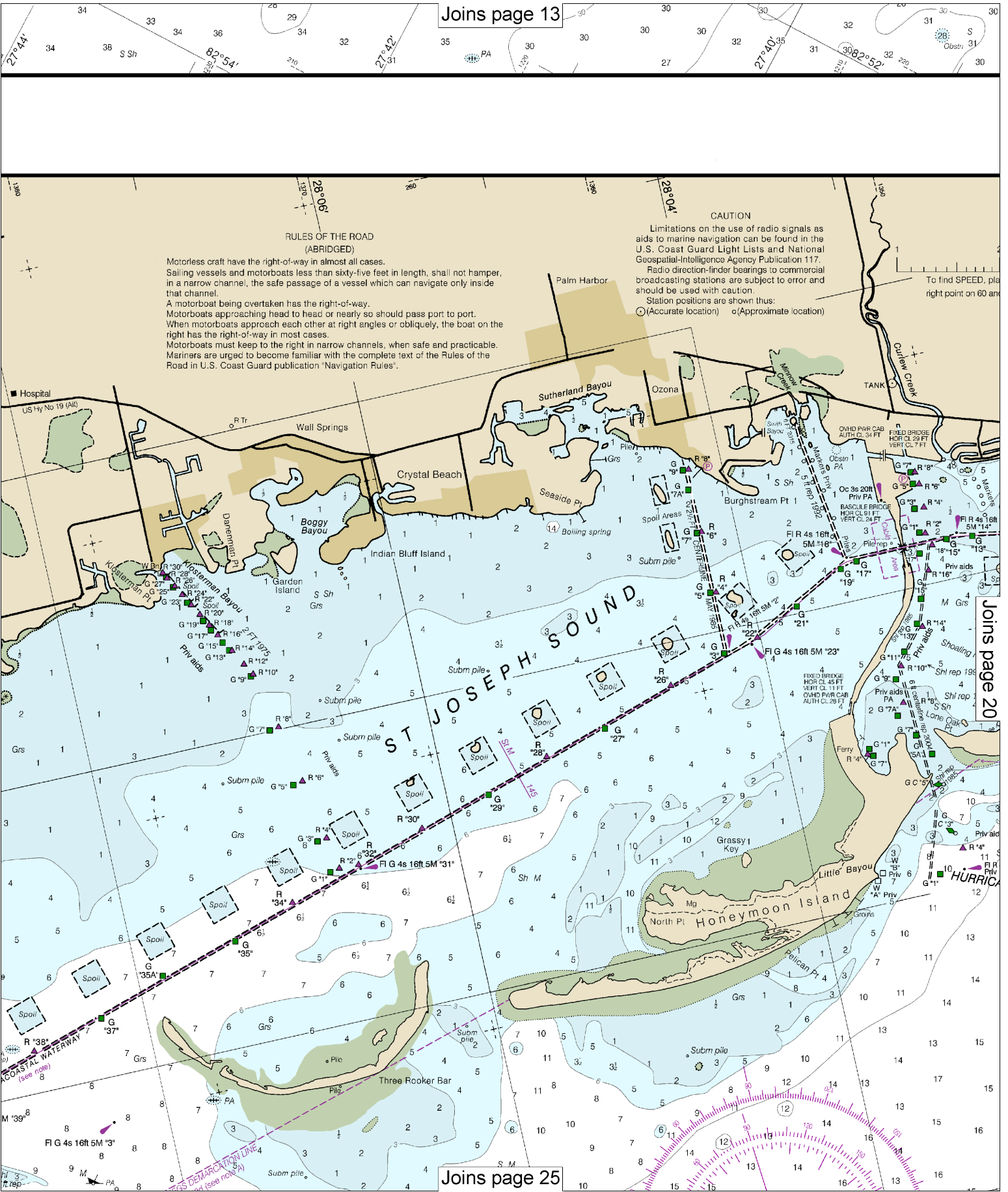
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





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. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

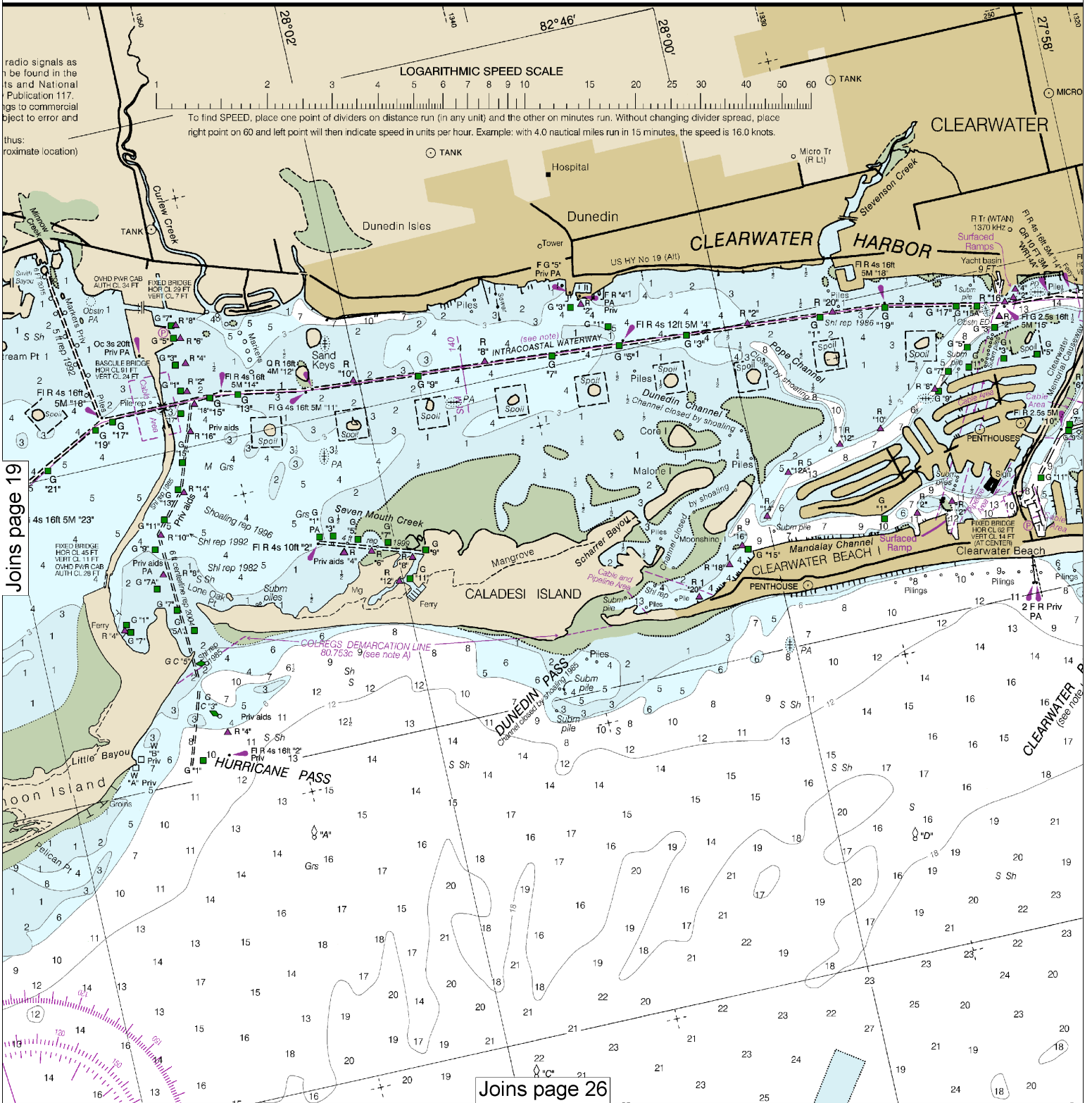
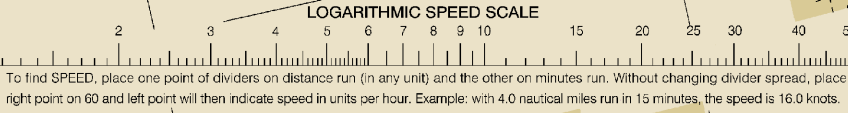
CAUTION

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:  
 (O) (Accurate location) (o) (Approximate location)

To find SPEED, plot right point on 60 and

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radio signals as  
be found in the  
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ings to commercial  
object to error and  
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roximate location)



Joins page 19

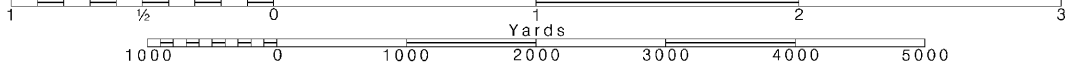


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



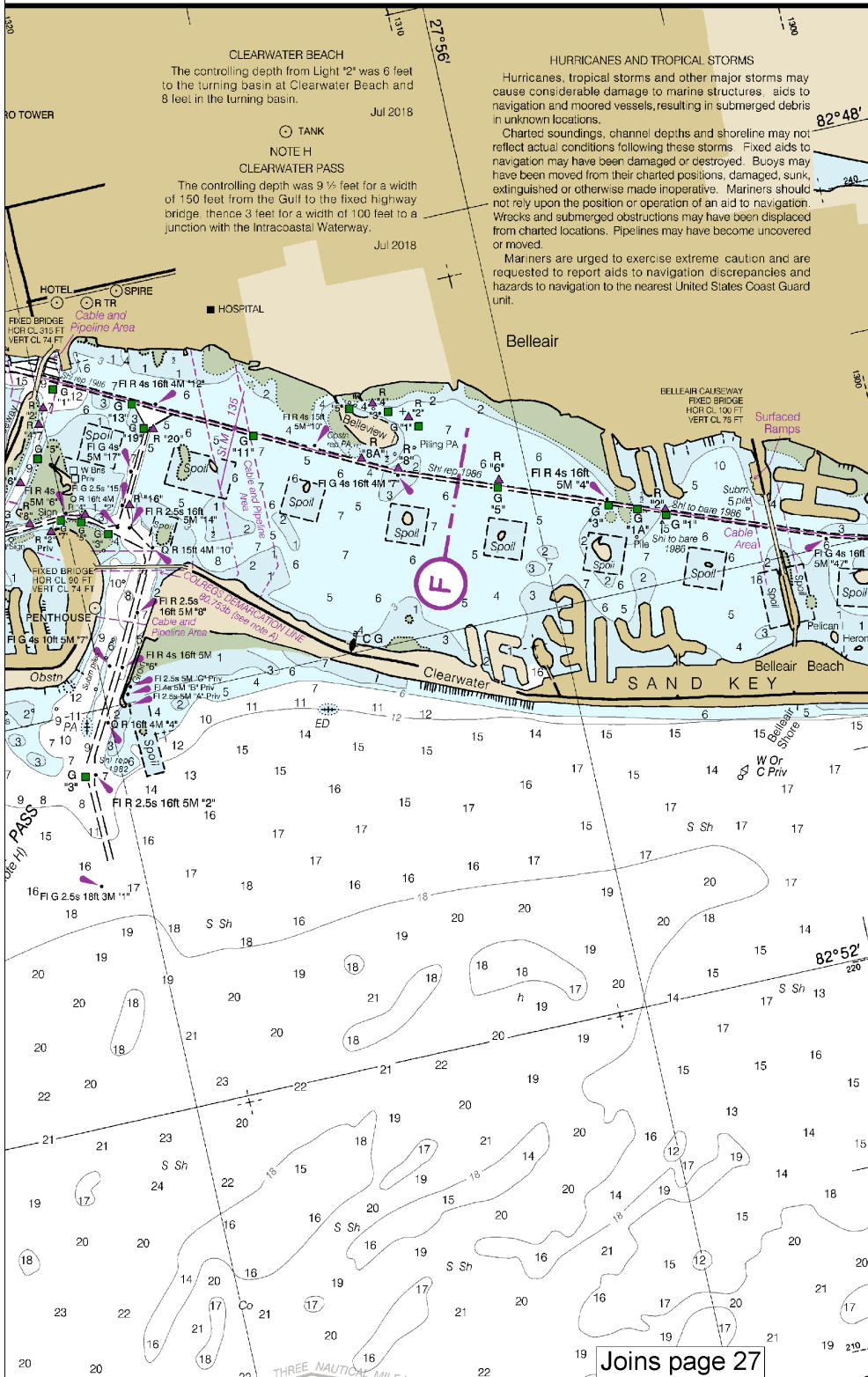




Chart 11411

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

MERCATOR PROJECTION AT SCALE 1:40,000  
 SOUNDINGS IN FEET  
 MEAN LOWER LOW WATER  
 North American Datum of 1983  
 (World Geodetic System of 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.

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 1.078' northward and 0.636' eastward to agree with this chart.

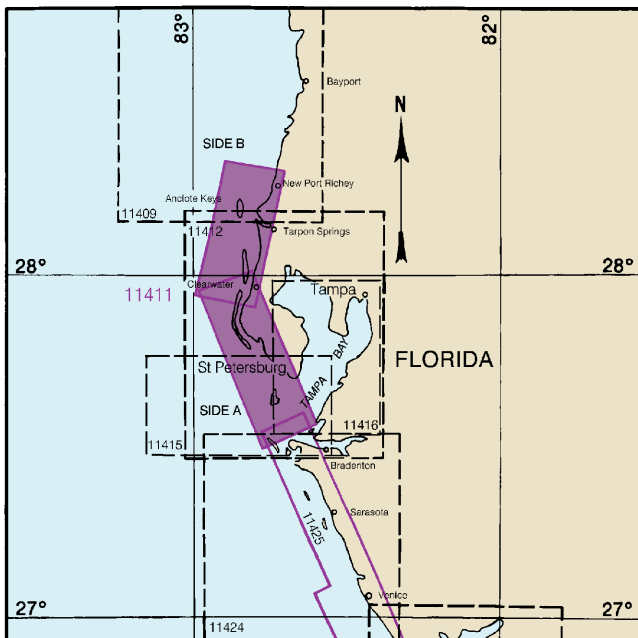
CAUTION  
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

For Symbols and Abbreviations see Chart No. 1

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

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NAUTICAL CHART DIAGRAM



11411

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.  
 24th Ed., Jul. 2020. Last Correction: 12/9/2022. Cleared through:  
 LNM: 4822 (11/29/2022), NM: 5022 (12/10/2022)

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT./LONG.)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Mullet Key Channel	(27°37'N/82°44'W)	2.1	1.8	0.3
Anna Maria Key	(27°32'N/82°44'W)	2.2	2.0	0.3
Egmont Key, Egmont Channel	(27°36'N/82°46'W)	2.2	1.9	0.4
Johns Pass, Boca Ciega Bay	(27°47'N/82°47'W)	2.3	1.9	0.4
Clearwater	(27°57'N/82°48'W)	2.6	2.2	0.4
Dunedin, St. Joseph Sound	(28°01'N/82°48'W)	2.8	2.4	0.5
Tarpon Springs, Anclote River	(28°10'N/82°46'W)	3.0	2.6	0.5
Anclote Key	(28°10'N/82°51'W)	3.3	3.0	0.4
Clearwater Beach	(27°59'N/82°50'W)	2.7	2.4	0.5
Madeira Beach Causeway	(27°49'N/82°48'W)	2.4	2.1	0.5
Anclote, Anclote River	(28°10'N/82°47'W)	3.1	2.7	0.6

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>.  
 (Apr 2013)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

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.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

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.

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.

NOTE B

COLREGS demarcation lines follow the general trend at the seaward high water shoreline except where charted.

NOTE S

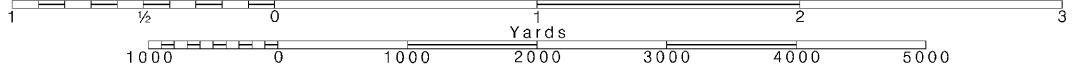
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent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

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. 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.

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



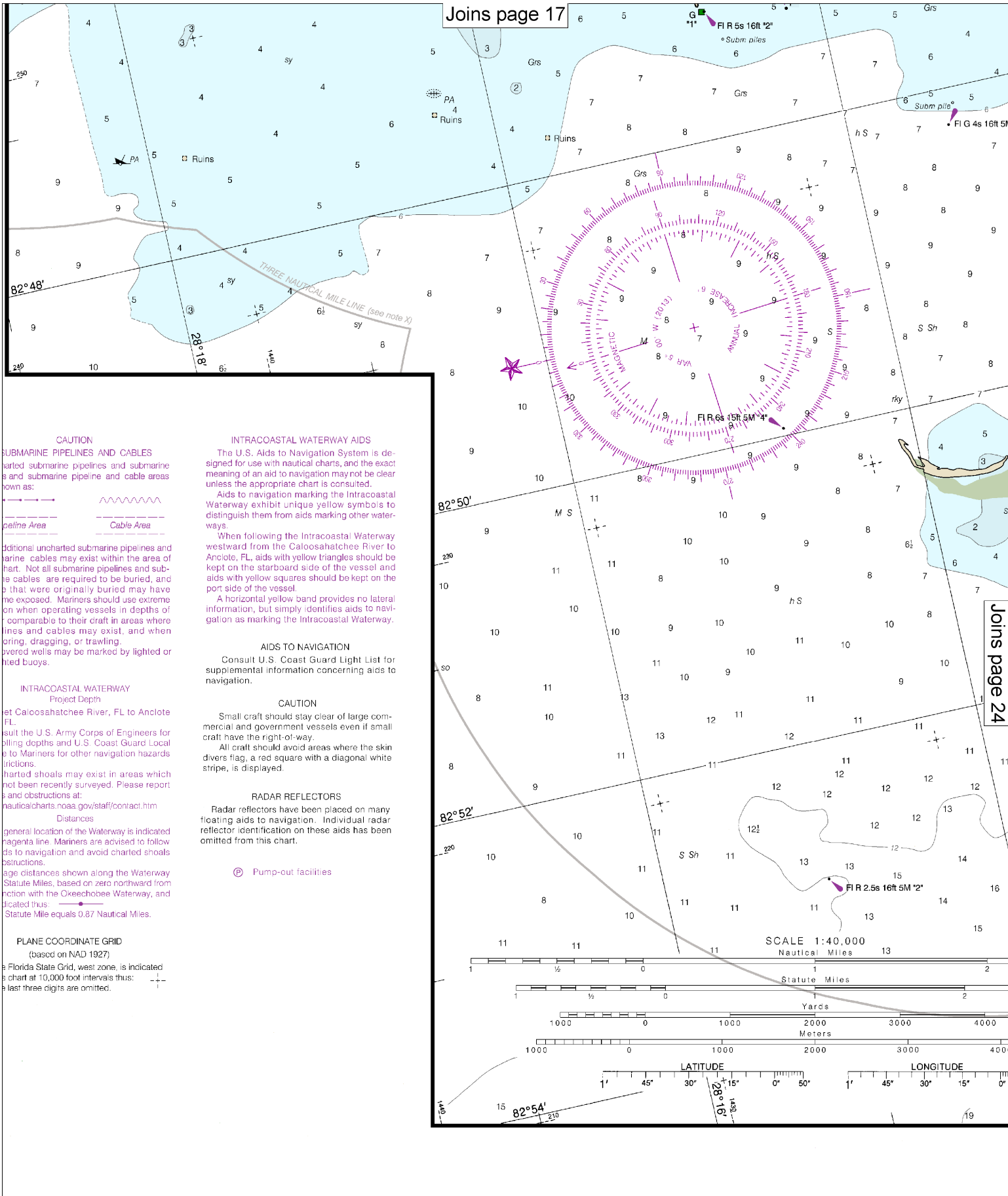
SIDE B

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**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Indicated submarine pipelines and submarine cables and submarine pipeline and cable areas shown as:



Additional uncharted submarine pipelines and marine cables may exist within the area of 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 comparable to their draft in areas where lines and cables may exist, and when using dredging, or trawling. Exposed wells may be marked by lighted or unlighted buoys.

**INTRACOASTAL WATERWAY**  
 Project Depth  
 From Caloosahatchee River, FL to Anclote, FL.  
 Consult the U.S. Army Corps of Engineers for channel depths and U.S. Coast Guard Local Notice to Mariners for other navigation hazards and obstructions.  
 Charted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:  
[nauticalcharts.noaa.gov/staff/contact.htm](http://nauticalcharts.noaa.gov/staff/contact.htm)  
 Distances  
 The general location of the Waterway is indicated by a dashed line. Mariners are advised to follow this line to navigation and avoid charted shoals and obstructions.  
 Range distances shown along the Waterway Statute Miles, based on zero northward from the intersection with the Okeechobee Waterway, and indicated thus:   
 Statute Mile equals 0.87 Nautical Miles.

**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 westward from the Caloosahatchee River to Anclote, FL, 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.

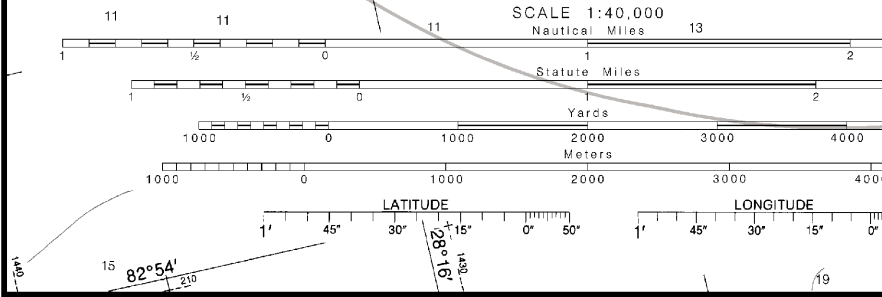
**AIDS TO NAVIGATION**  
 Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

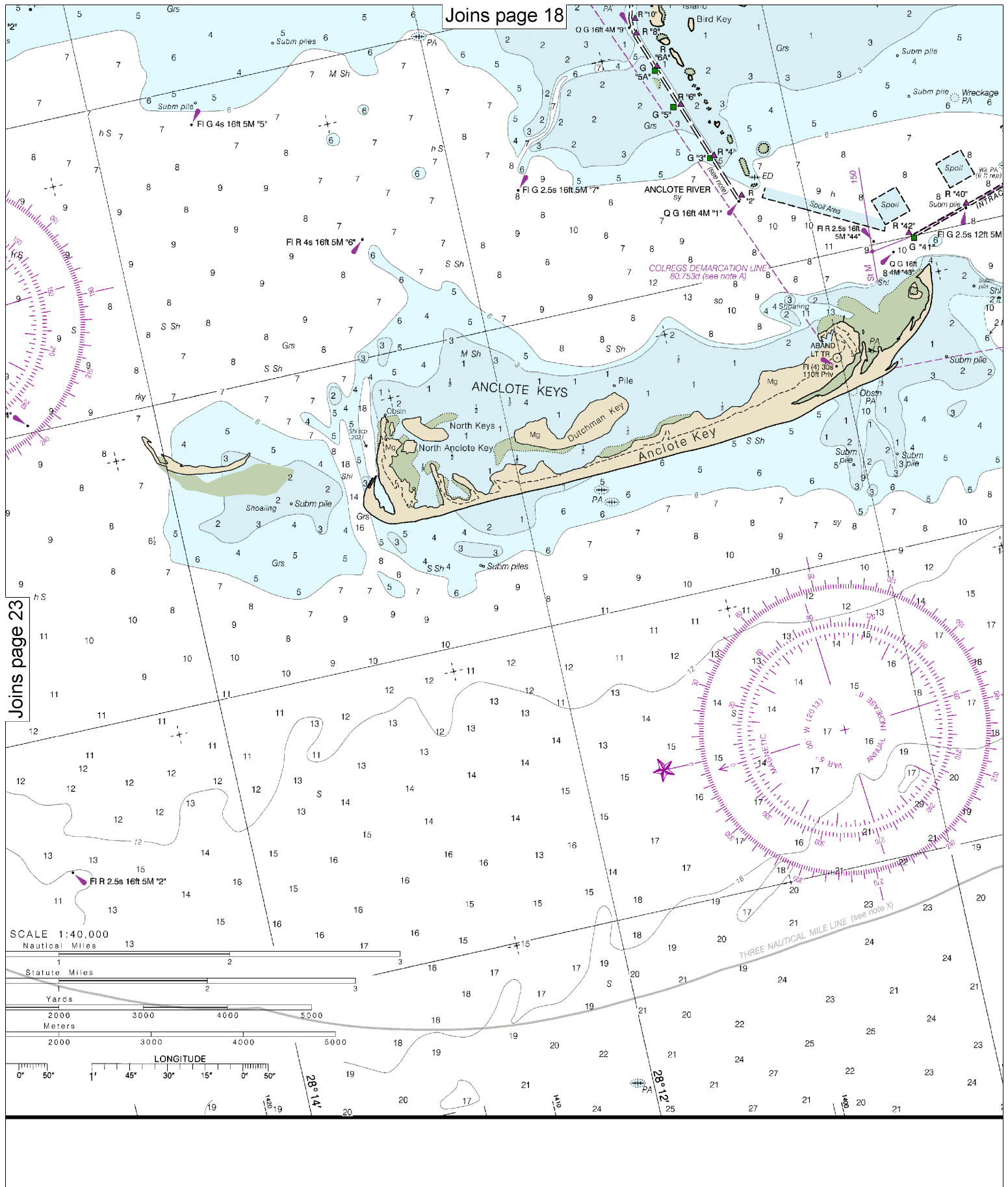
**CAUTION**  
 Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
 All craft should avoid areas where the skin diver's flag, a red square with a diagonal white stripe, is displayed.

**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.

Pump-out facilities

**PLANE COORDINATE GRID**  
 (based on NAD 1927)  
 Florida State Grid, west zone, is indicated by a dashed line on this chart at 10,000 foot intervals thus:   
 Last three digits are omitted.





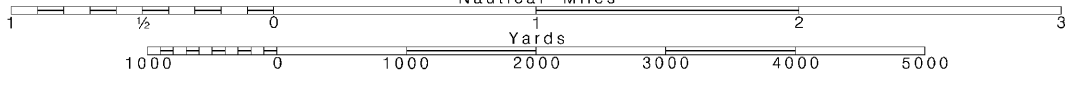
**24**

Note: Chart grid lines are aligned with true north.

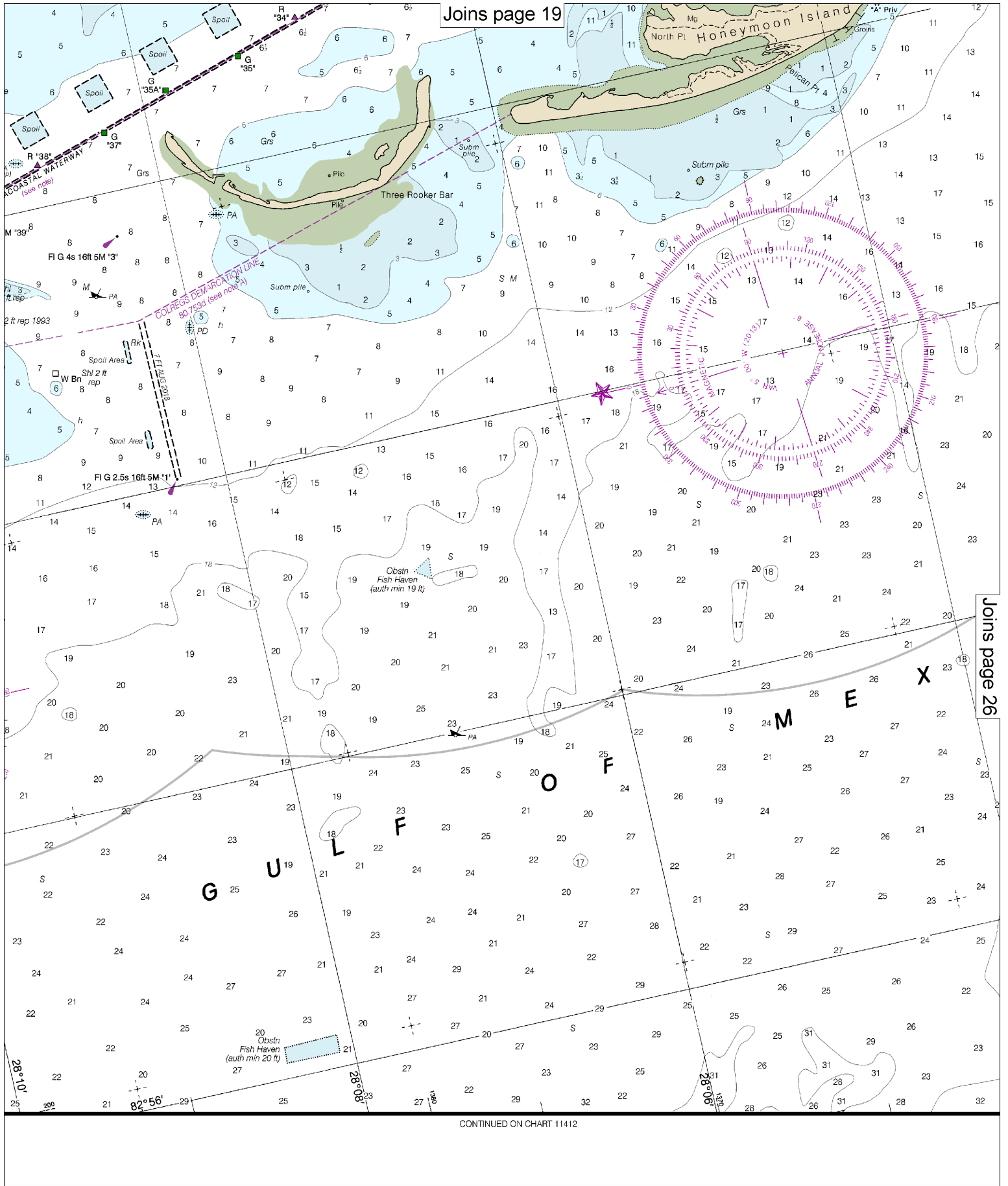
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

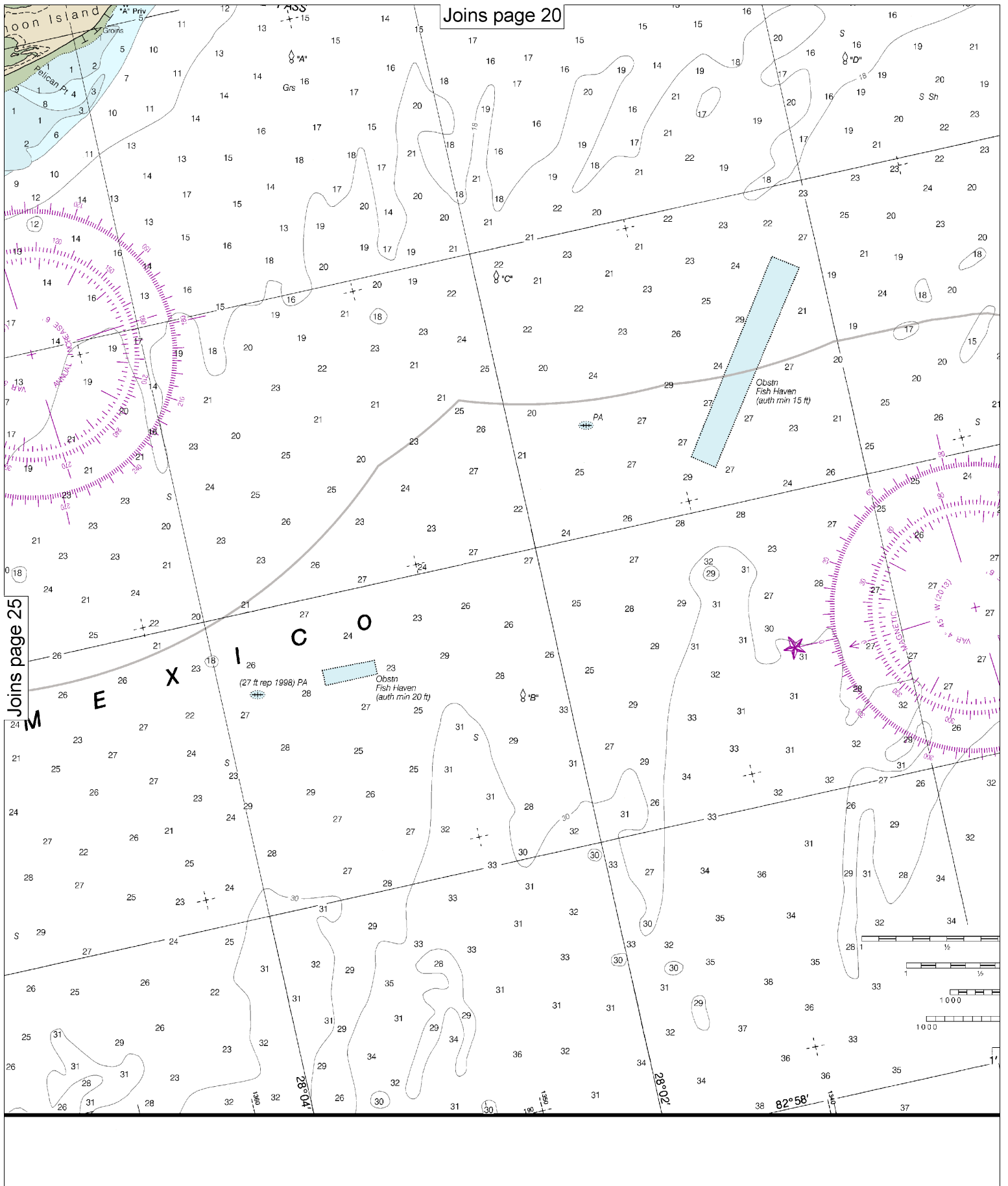
See Note on page 5.







CONTINUED ON CHART 11412



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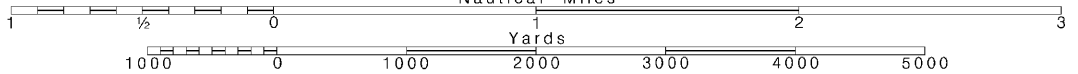
**26**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

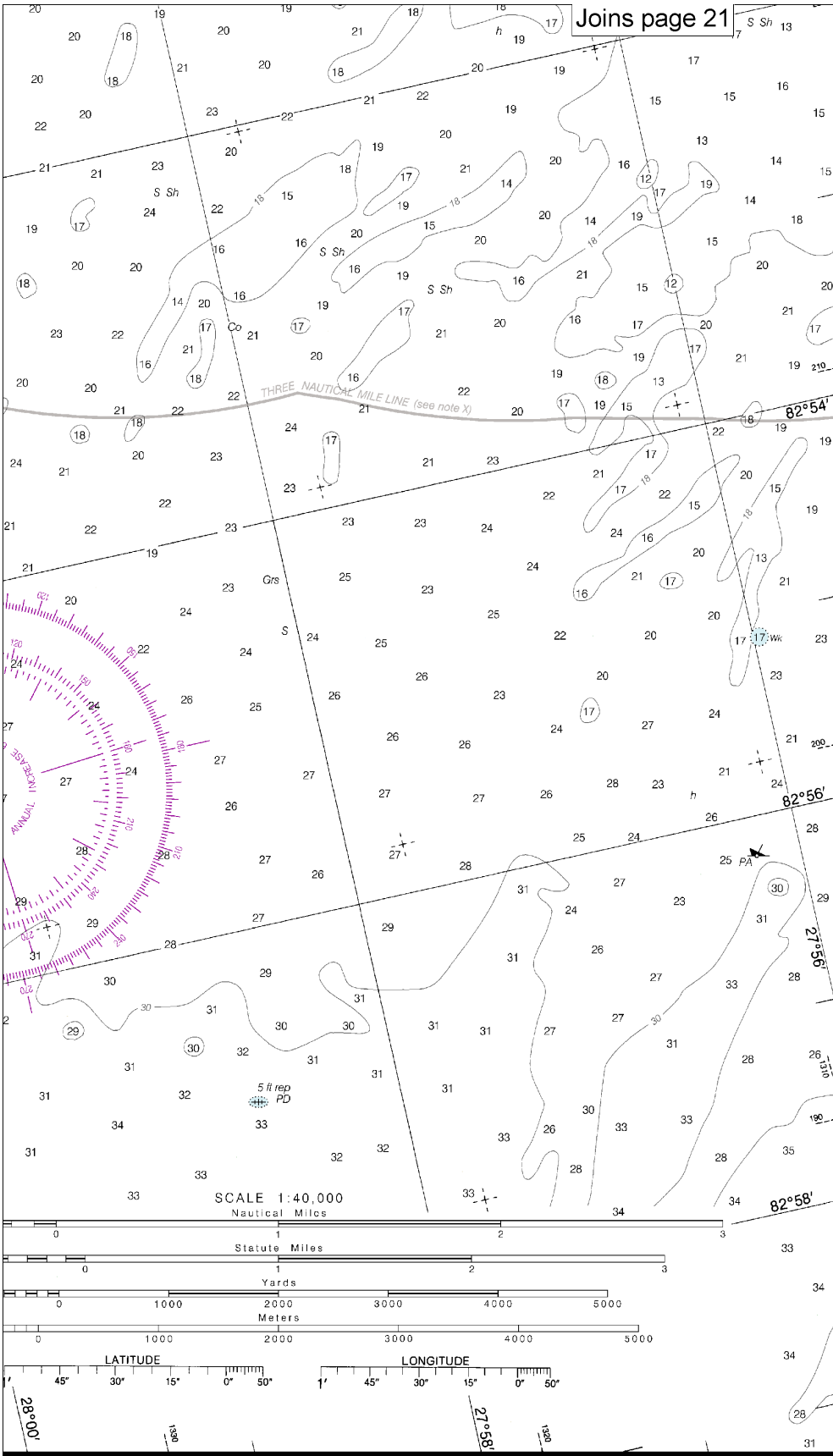
SCALE 1:40,000  
Nautical Miles

See Note on page 5.

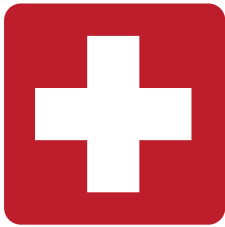


JOINS SIDE A

SIDE B



11411



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.

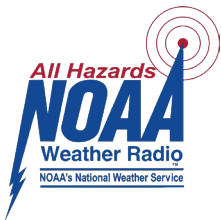
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**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.

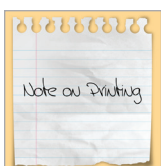
<http://www.nws.noaa.gov/nwr/>

### 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](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.