

BookletChart™



St. Lucie Inlet to Fort Myers and Lake Okeechobee

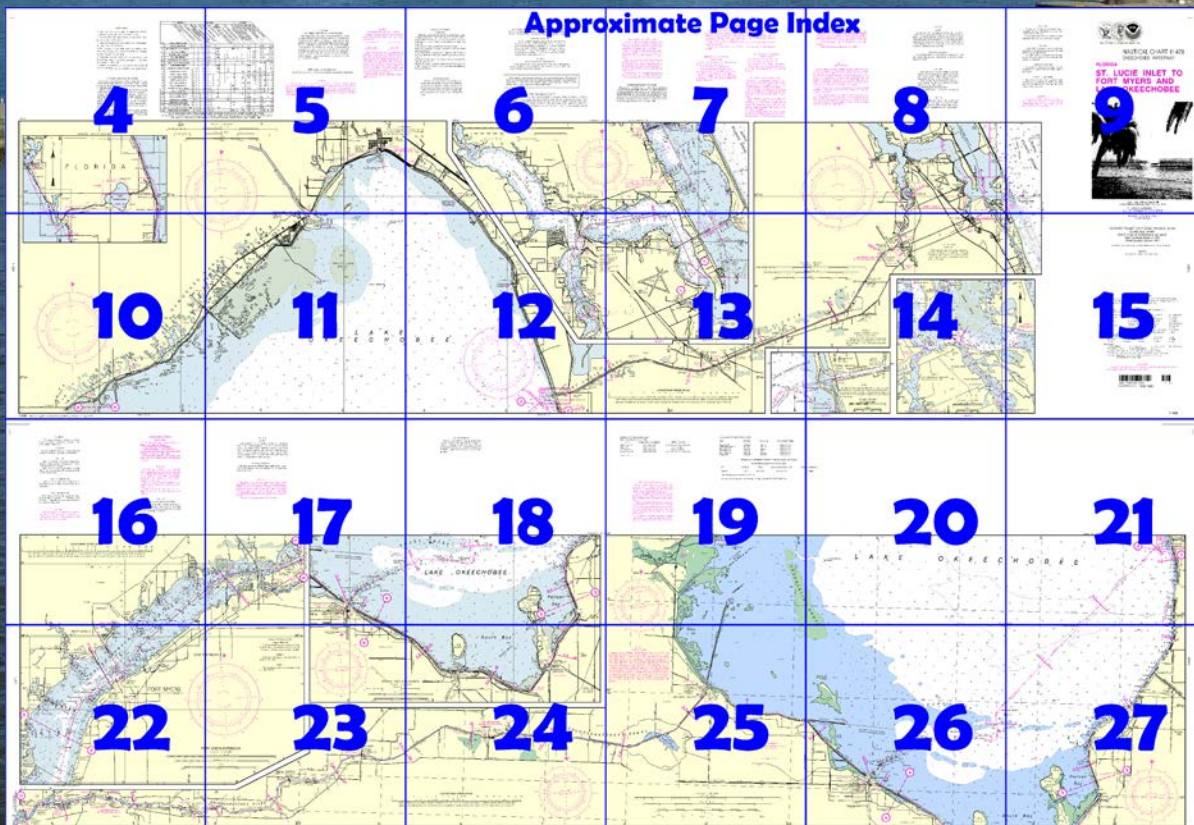
NOAA Chart 11428

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.

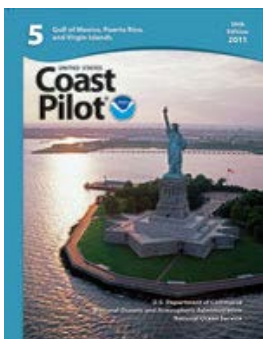
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11428>



[Coast Pilot 5, Chapter 9 excerpts].

The total length of the Okeechobee Waterway is 155 miles. The Federal project for the Okeechobee Waterway provides a channel with a depth of 8 feet from the Intracoastal Waterway near Stuart via Okeechobee Lake Route 1 to Fort Myers; thence 10 feet to Punta Rassa; thence 12 feet to the Gulf of Mexico; a channel 6 feet deep in Taylor Creek from the town of Okeechobee to the lake, and a depth of 6 feet for Route 2 along the south

shore of Lake Okeechobee from Port Mayaca westward to Clewiston. Controlling depths are published in local Notice to Mariners.

This route across the peninsula encounters a variety of climatic conditions. In general, temperatures over the inland portions are slightly cooler in winter, particularly the lows, and warmer in summer. The west coast also exhibits some of these continental tendencies, due mainly to the prevalence of easterly winds. For example, temperatures climb to 90°F (32.2°C) or above, on 106 days annually at Fort Myers, compared to 131 days at La Belle and 92 days near Stuart. Freezing temperatures are infrequent on the coast and occur on an average of 1 to 2 days inland.

Tides and currents.—The diurnal range of tide is 1.2 feet at Fort Myers and 2.4 feet at Punta Rassa. At the eastern end of the waterway, tidal influence is perceptible to St. Lucie Lock (Mile 15.1) and at the western end, at low-water stage, is perceptible at Ortona Lock (Mile 93.5). Cross currents at the junction of St. Lucie River with the Intracoastal Waterway make the short turn at that point hazardous.

Locks.—Three of the five locks in the waterway have a length of 250 feet, width of 50 feet, and depth over the sill of 10 feet. The Port Mayaca Lock, **Mile 40.0**, has a length of 400 feet, width of 56 feet, and a depth of 16 feet. The W.P. Franklin Lock at Olga, **Mile 121.4**, has a length of 400 feet, width of 56 feet, and depth over the sills of 14 feet.

General regulations governing bridges and locks and the handling of tows are given in **207.160**, chapter 2. The five navigation locks on the Okeechobee Waterway are operated from 0600 to 2130 daily; operating personnel are not on duty at other hours.

Caution.—The St. Lucie, Port Mayaca, Moore Haven, Ortona, and W.P. Franklin Locks are used, when conditions require, for discharging water from Lake Okeechobee. All vessels approaching these locks during periods of discharge should exercise caution. The depth over the upper sill of St. Lucie Lock is reduced from 13.5 feet to 8 feet when water is being discharged from Lake Okeechobee.

The **St. Lucie Lock, Mile 15.1**, has a width of 50 feet, length of 250 feet, and a depth of 12 feet over the sill. High water in Lake Okeechobee may cause the lock to be closed to navigation for parts of the day. Caution should be used when approaching the lock when it is being used to discharge water from Lake Okeechobee. Limited tieup facilities are available at the lock.

Port Mayaca Lock, about 300 yards west-southwest of the U.S. Routes 98-441 highway bridge, has a length of 400 feet, width of 56 feet, and a depth of 16 feet over the sill.

Moore Haven Lock, Mile 78.0, has a width of 50 feet, a length of 250 feet, and a least depth of 10 feet over the sills. Two standby areas have been established for vessels waiting to pass through. The first area is about 275 yards northwest of the lock at the junction of the canals, and the second area is 150 yards southwest of it. During periods of discharge through the lock, the currents and turbulence are extremely hazardous to all craft. Under no circumstances shall any craft approach nearer to the lock than the standby areas until discharge has been stopped and the water pool stabilized.

A public address system at the Moore Haven Lock is an aid to navigation and safety feature. Craft coming to the lock should approach the passage only upon receiving instructions from the locktender through the loudspeaker system, and enter the lock chamber only after signal from him.

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

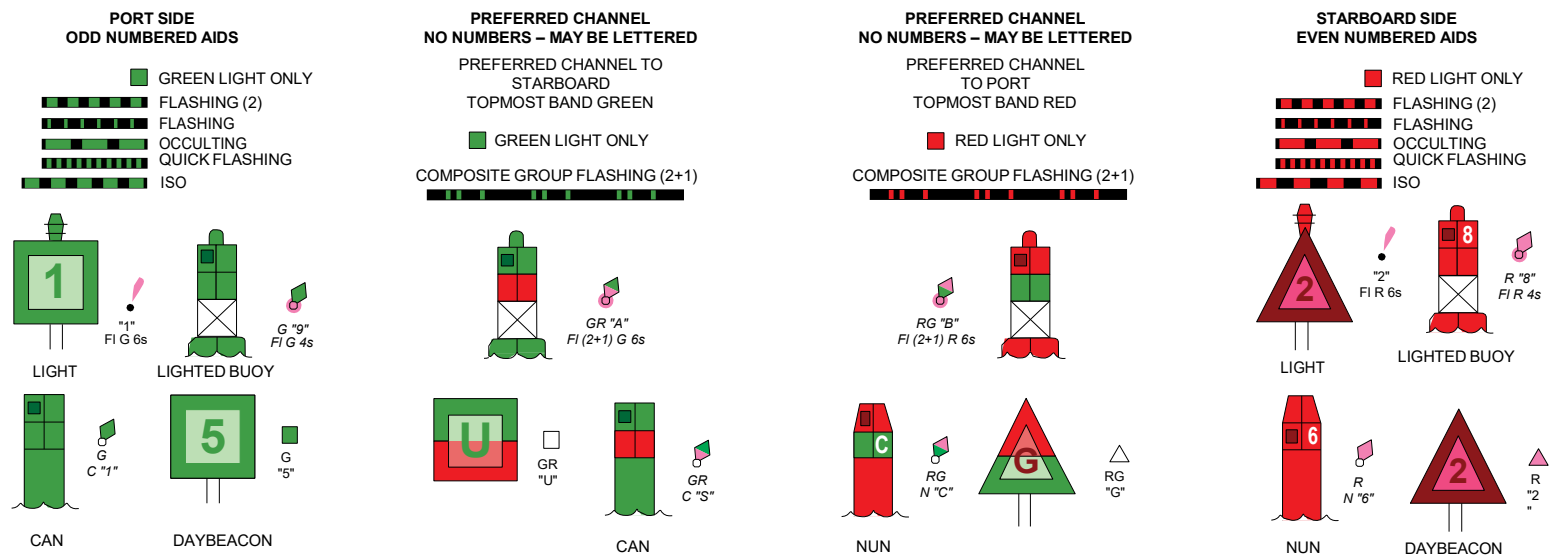
Navigation Manager Regions



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>

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. Learn 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.

HURRICANES AND TROPICAL STORMS

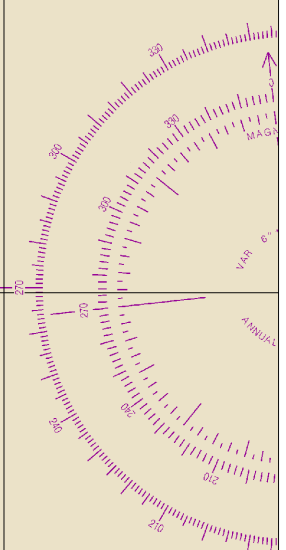
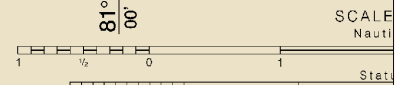
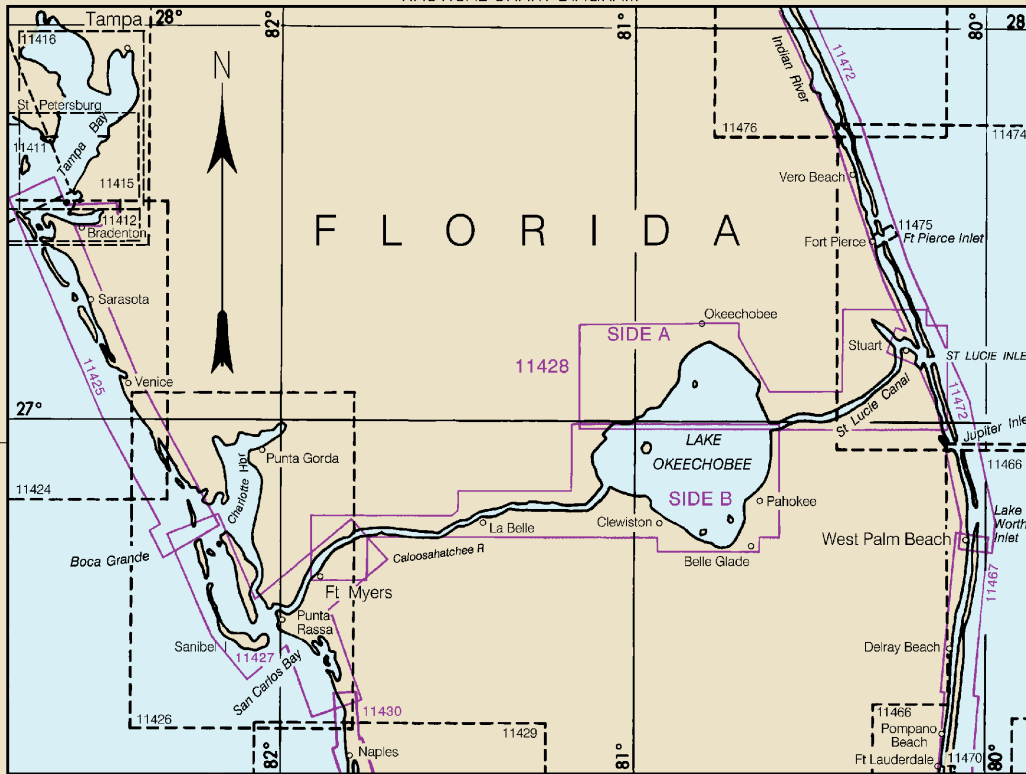
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

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.

KAPP 300

NAUTICAL CHART DIAGRAM



SIDE A

Joins page 10

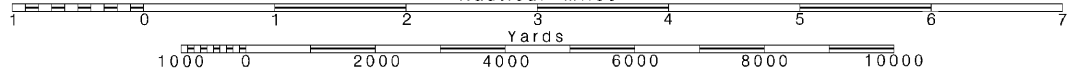
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



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.

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.

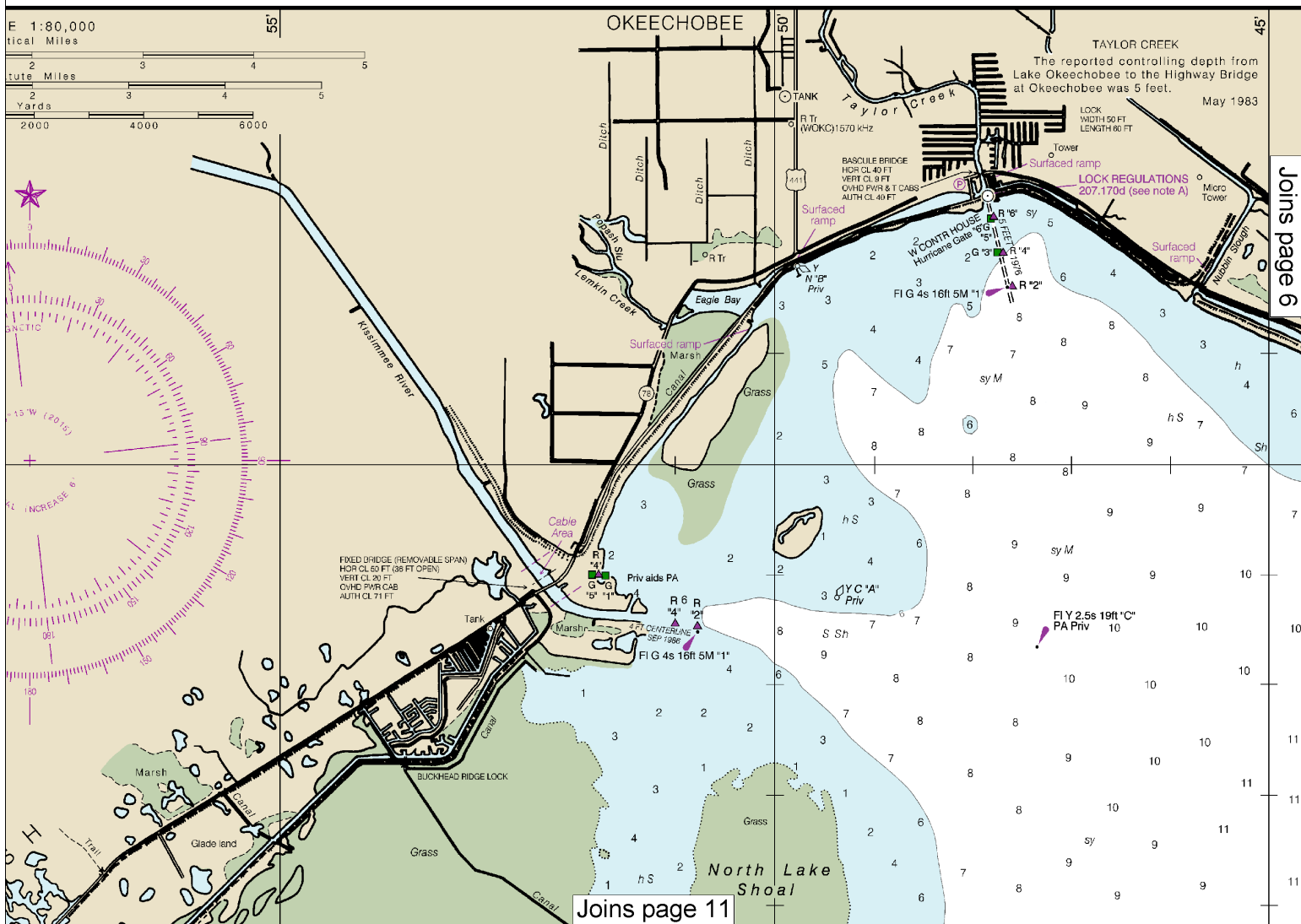
Motorless craft
 Sailing vessels and length shall not hinder the passage of a vessel channel.
 A motorboat being
 Motorboats approach
 pass port to port.
 When motorboats
 obliquely, the boat
 cases.
 Motorboats must keep
 safe and practicable
 Mariners are urged
 of the Rules of the
 "Navigation Rules."

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 4 and 5 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 nauticaicharts.noaa.gov.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

**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."

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.222' northward and 0.809' eastward to agree with this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

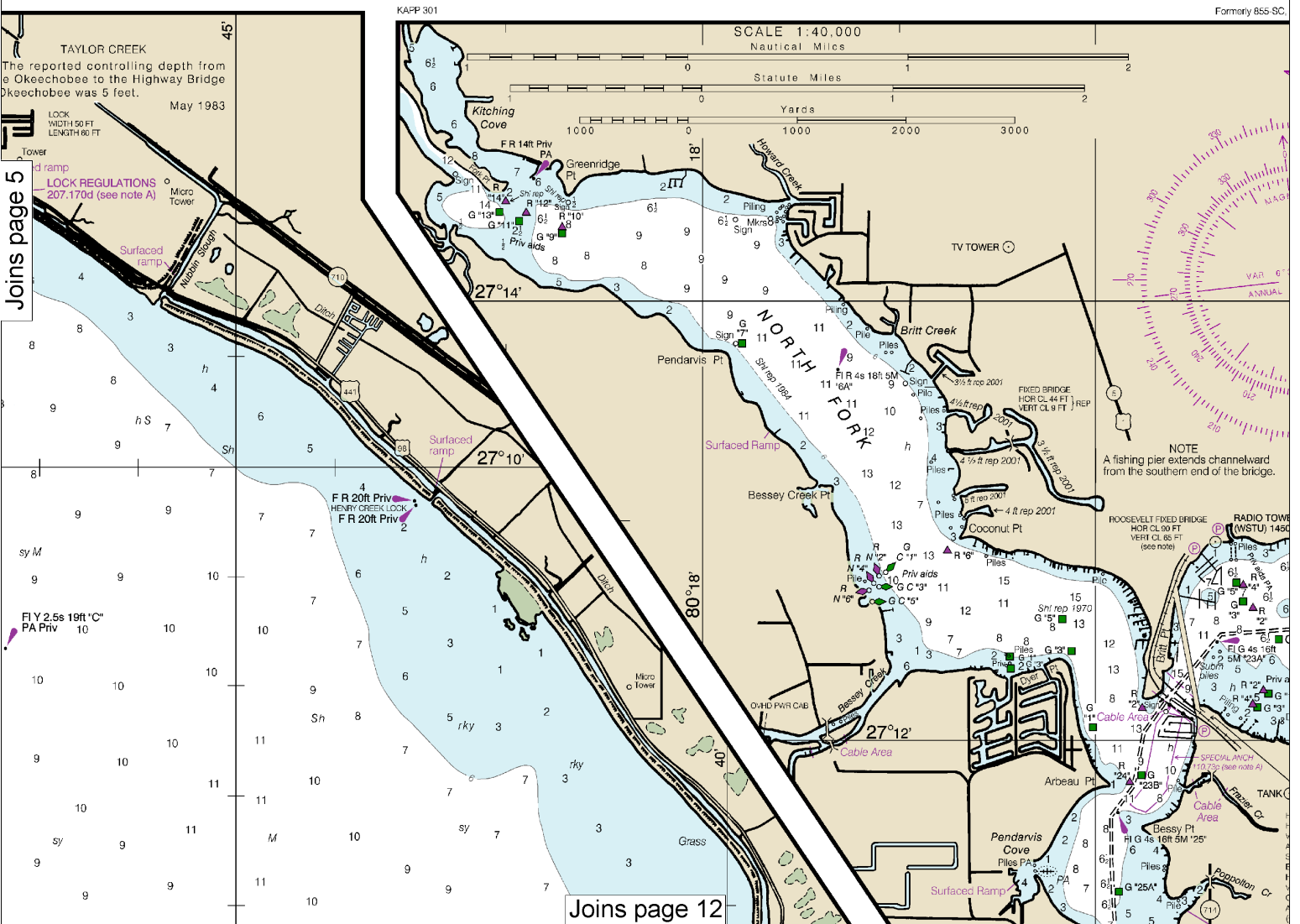
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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

AND CABLES
Pipelines and submarine cables and cable areas

Cable Area

Marine pipelines and cables within the area of pipelines and cables to be buried, and buried may have shallow depths of draft in areas where they exist, and when towing.

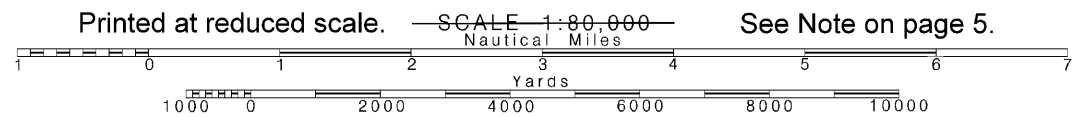


Joins page 5

Joins page 12



Note: Chart grid lines are aligned with true north.



DISTANCES

INTRACOASTAL AND OKEECHOBEE WATERWAYS

Mileage distances shown along the Waterways are in Statute Miles and indicated thus: —●—

Distances along Okeechobee Waterway are westward from junction with the Intracoastal Waterway in St. Lucie Inlet (Inset 3, Side A). Intracoastal Waterway distances are southward from Norfolk, Virginia.

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilots 4 and 5.

OKEECHOBEE 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 Okeechobee Waterway westward from St. Lucie Inlet to Fort Myers, 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 Okeechobee Waterway.

FLORIDA EAST COAST R.R. BRIDGE

Bridge span is normally in open position, displaying flashing green signals for water traffic movement. As a train approaches, signals go to flashing red, siren gives four blasts, pauses, and repeats four blasts, etc. After eight (8) minutes delay, the bridge lowers and locks if scanning equipment reveals nothing under the bridge. When the train has cleared, the bridge span raises and signals go to flashing green for water traffic.

OKEECHOBEE WATERWAY

Project Depths

8 feet St. Lucie River to Fort Myers via Route 1 and 6 feet via Route 2.
10 feet Fort Myers to Punta Rassa.
12 feet Punta Rassa to Gulf of Mexico.

Lockage service is provided continuously from 6:00 a.m. to 10:00 p.m., EST, daily. 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.

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, 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.

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.

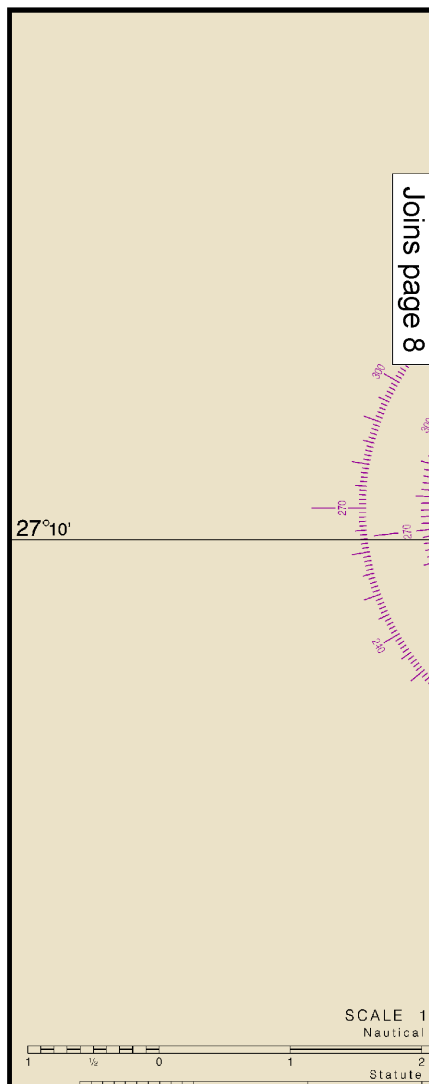
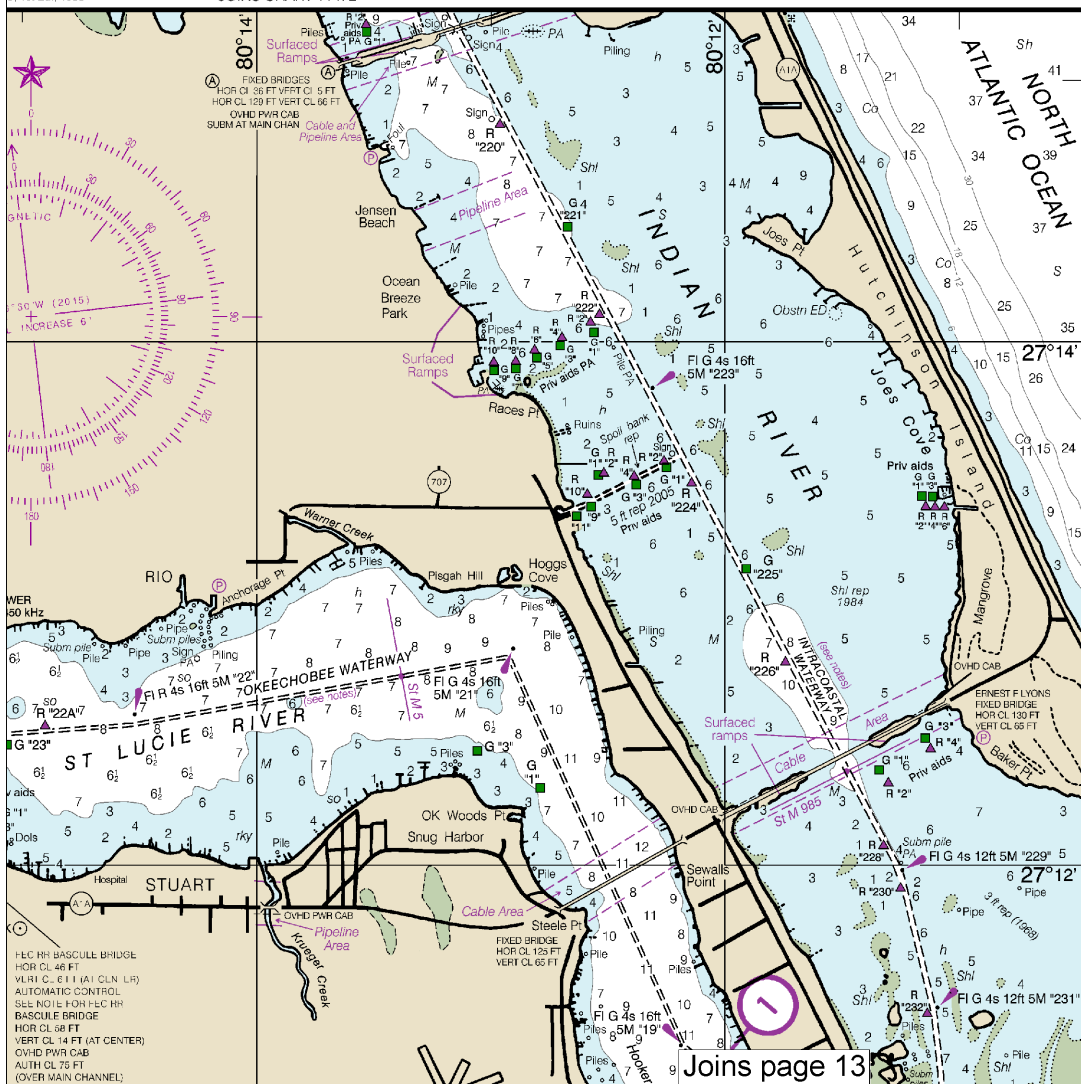
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

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

C, 1st Ed., 1983

JOINS CHART 11472



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Joins page 13

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.
37th Ed., Nov, 2015, Last Correction: 10/7/2022, Cleared through:
LNM: 5022 (12/13/2022), NM: 5222 (12/24/2022)



indicated
with the
waterway
in U.S.

WATERWAY
depths
at Pierce FL;
Miami, FL;
Bank, Florida Bay
of Engineers for
Coast Guard Local
navigation hazards or

WATERWAY AIDS
Navigation System is de-
scribed, and the exact
location may not be clear
if it is considered
using the Intracoastal
yellow symbols to
marking other water-

Intracoastal Waterway
A to Cross Bank in
low triangles should
be of the vessel and
could be kept on the

It provides no lateral
navigation aids to navi-
gation Waterway.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 4 & 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.

**NOTE C
LOCK SIGNALS**

Vessels desiring lockage in either direction shall give notice to the Lockmaster at not more than three-quarters of a mile nor less than one-quarter of a mile from the lock by two long and two short blasts of a whistle. When the lock is available, a green light, semaphore, or flag will be displayed; when not available, a red light, semaphore, or flag will be displayed. No vessels or rafts shall approach within 300 feet of any lock entrance unless signaled to do so by the lockmaster.

General regulations governing bridges and locks and the handling of tows are given in 207.160, Chapter 2 of the U.S. Coast Pilots 4 and 5.

Public address systems are installed at all four locks as an aid to navigation and a safety feature. Craft approaching any of the locks should approach for passage only upon receiving instructions from the Locktender through the loudspeaker system or by standard light signals.

Ⓟ Pump-out facilities

**NOTE D
Depths**

Depths charted in the Atlantic Ocean, St. Lucie River and in the Caloosahatchee River are referred to Mean Lower Low Water (MLLW). Depths in the St. Lucie Canal and Lake Okeechobee are referred to a low water elevation which is 12½ feet above mean sea level. Depths in the Caloosahatchee Canal are referred to a low water elevation which is 10 feet above mean sea level.

Overhead Clearances

Overhead clearances, Okeechobee Waterway-St. Lucie Lock to Port Mayaca Lock, are referred to St. Lucie Canal stage of 14.5 feet.

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.

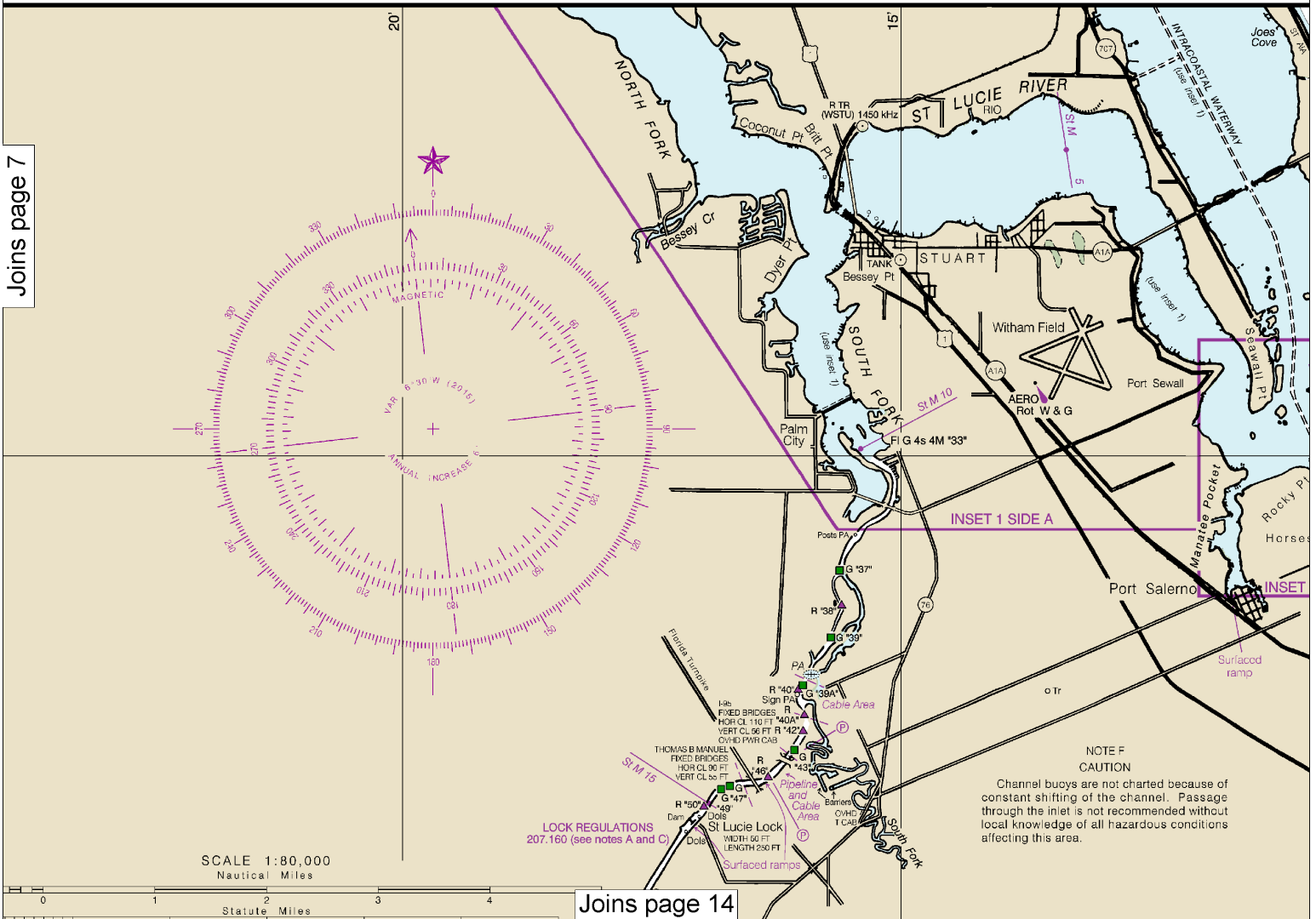
Station positions are shown thus:

⊙ (Accurate location) ⊙ (Approximate location)

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 7



Joins page 14

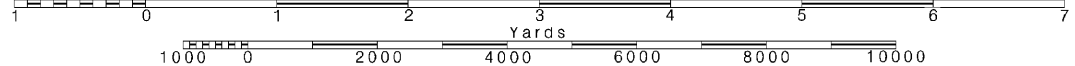


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





FLORIDA ST. LUCIE INLET TO FORT MYERS AND LAKE OKEECHOBEE

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
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 divers flag, a red square with a diagonal white stripe, is displayed.

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

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.

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.

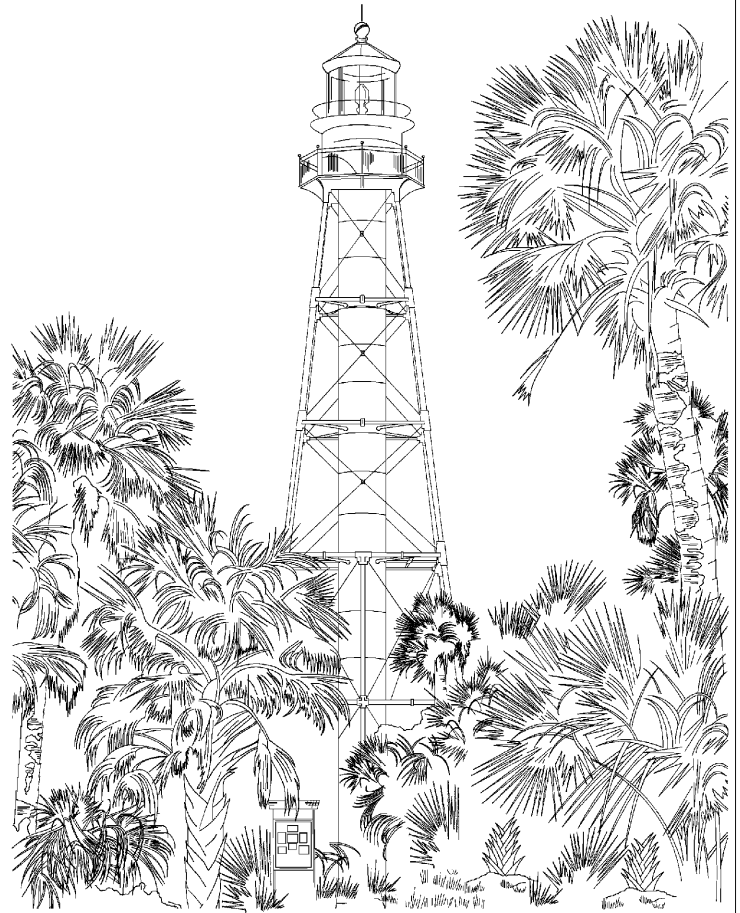
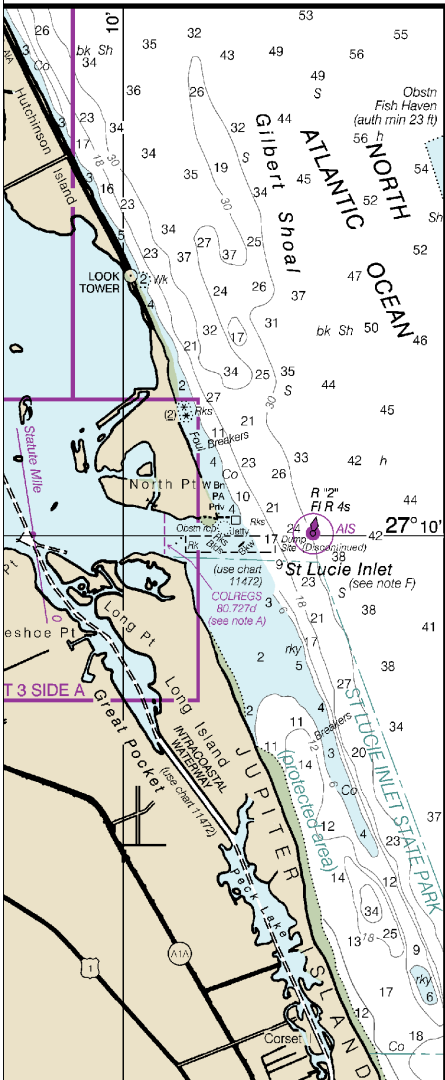


Chart 11428

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 & 1:80,000
SOUNDINGS IN FEET
FOR PLANES OF REFERENCE SEE NOTE D
North American Datum of 1983
(World Geodetic System 1984)

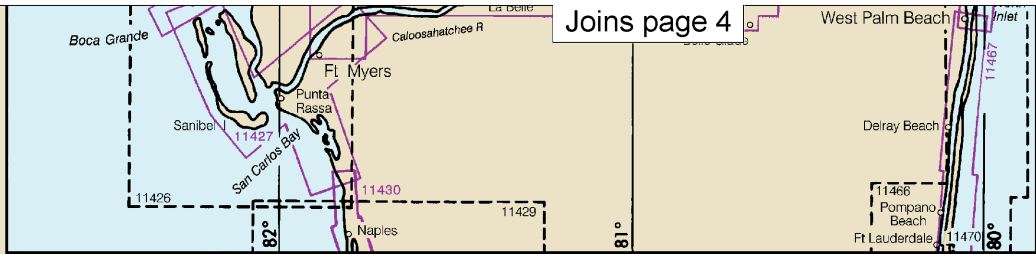
Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

Joins page 15

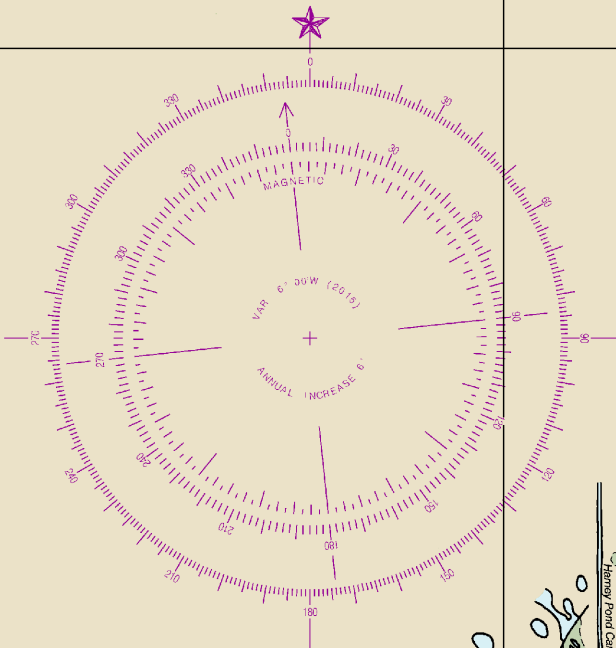
SIDE A

Joins page 4



SIDE A

05'



27°00'

05'

11428

JOINS SIDE B

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.

CAUTION
Small craft should stay clear of large com-

OKEECHOBEE WATERWAY

Project Depths
8 feet St. Lucie River to Fort Myers via Route 1 and 6 feet via Route 2.
10 feet Fort Myers to Punta Rassa.
12 feet Punta Rassa to Gulf of Mexico.
Lockage service is provided continuously from 6:00 a.m. to 10:00 p.m., EST, daily.
Consult the U.S. Army Corps of Engineers for controlling depth and U.S. Coast Guard Local Notice to Mariners for other navigation hazards.

Joins page 16

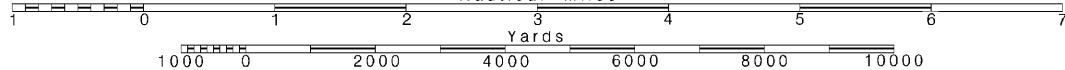
10

Note: Chart grid lines are aligned with true north.

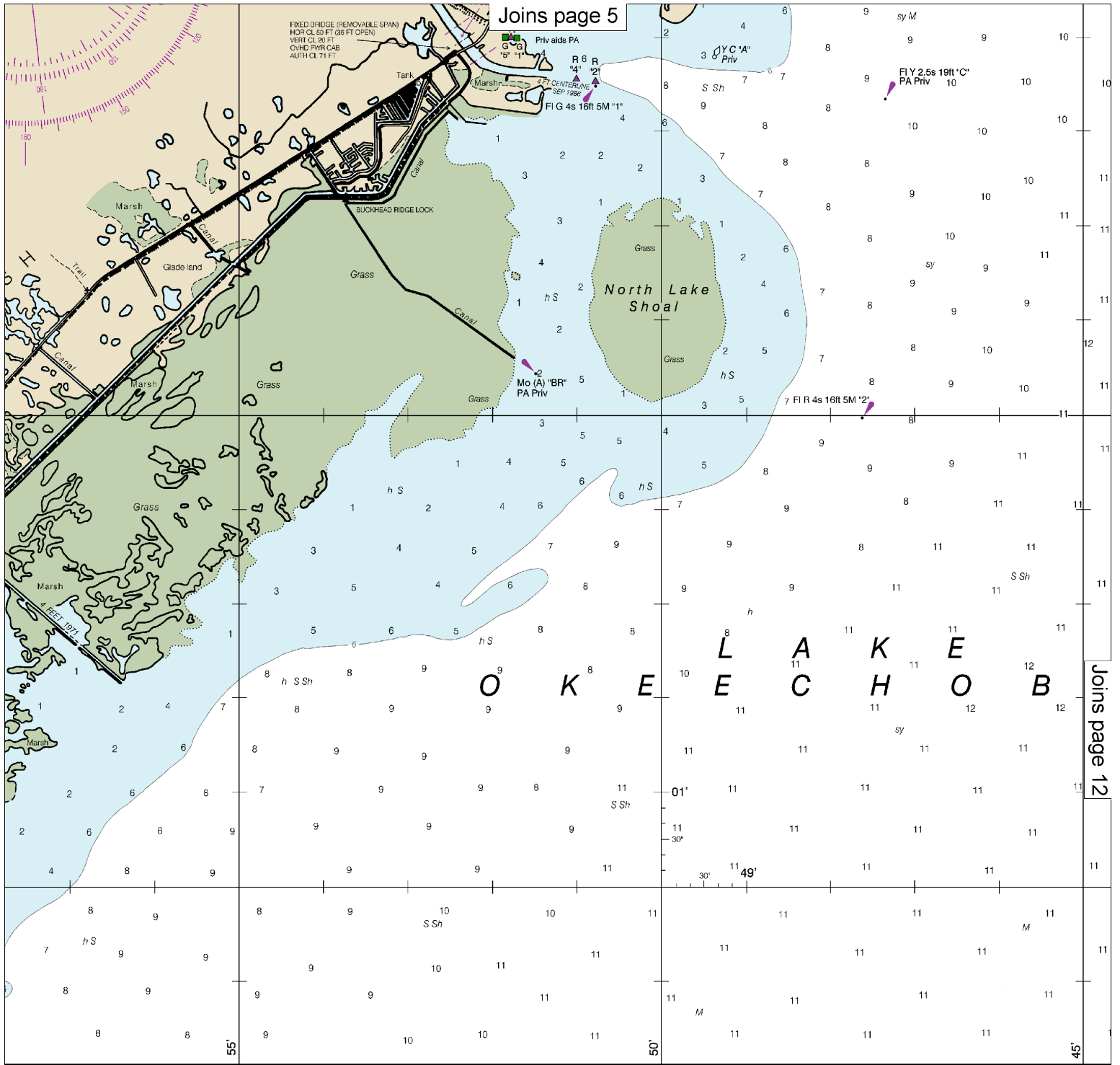
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



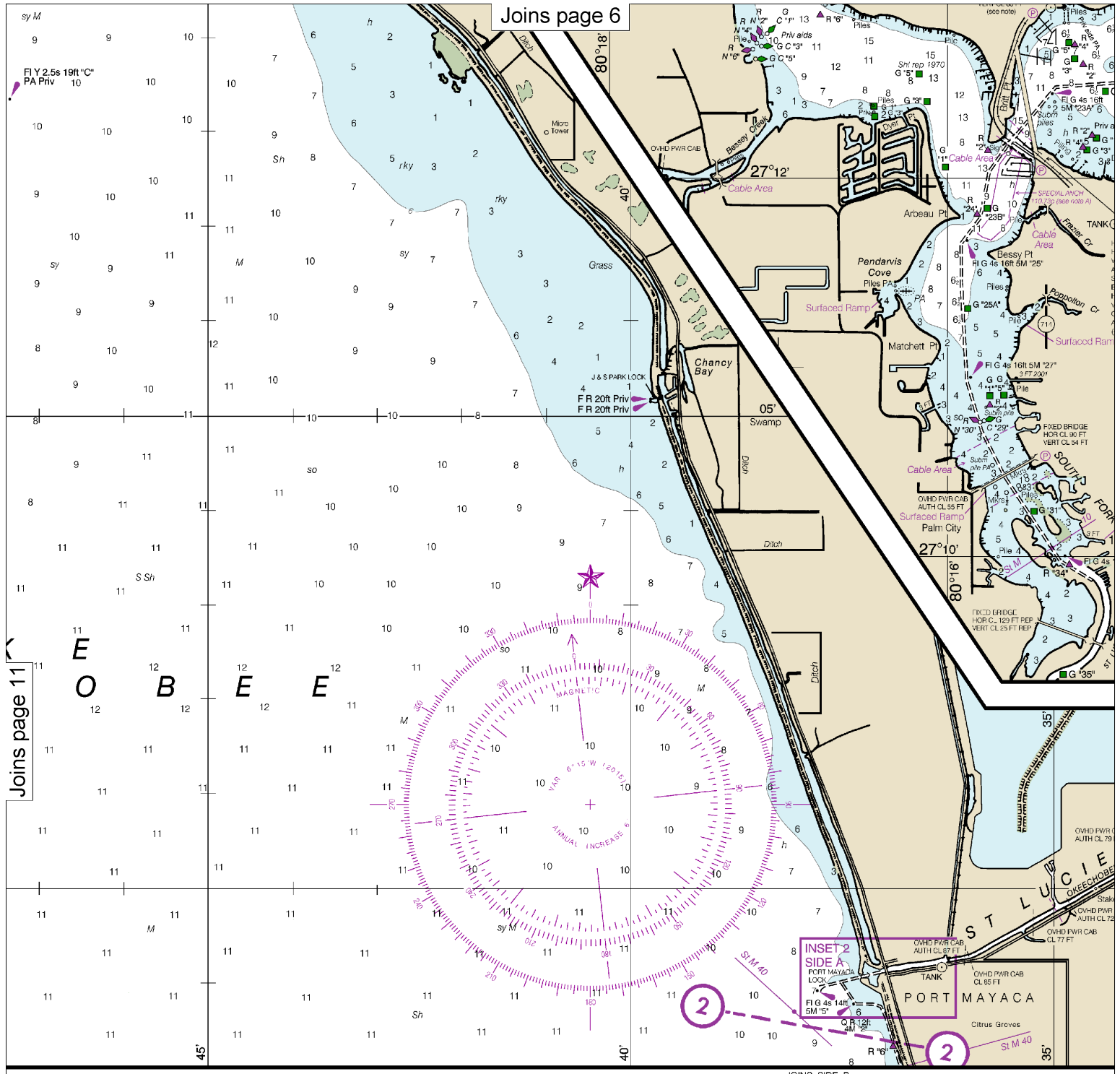
FIXED BRIDGE (REMOVABLE SPAN)
HOR CL 50 FT (38 FT OPEN)
VERT CL 20 FT
CHWD 200' CAB
AUTH CL 71 FT



NOTE D
Depths

Depths charted in the Atlantic Ocean, St. Lucie River and in the Caloosahatchee River are referred to Mean Lower Low Water (MLLW). Depths in the St. Lucie Canal and Lake Okeechobee are referred to a low water elevation which is 12½ feet above mean sea level. Depths in the Caloosahatchee Canal are referred to a low water elevation which is 10 feet above mean sea level.

NAME
North Fork
Jensen Beach
Stuart
Seminole Shoal
Sewall Point
South Fork
Great Pocket



Joins page 11

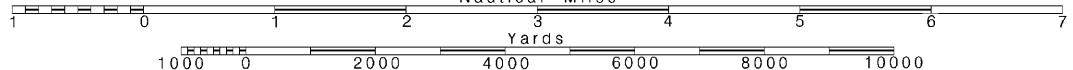
TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean High High Water	Mean High Water	Mean Low Water
North Fork	(27°15' N/80°19' W)	feet 1.2	feet 1.1	feet 0.1
Jensen Beach	(27°14' N/80°13' W)	1.3	1.2	0.1
Stuart	(27°12' N/80°16' W)	1.1	1.0	0.1
Sanimole Shoals	(27°11' N/80°10' W)	3.4	3.2	0.2
Sewall Point	(27°11' N/80°11' W)	1.2		
South Fork	(27°10' N/80°15' W)	1.2		
Great Pocket	(27°09' N/80°10' W)	1.3		

Printed at reduced scale.

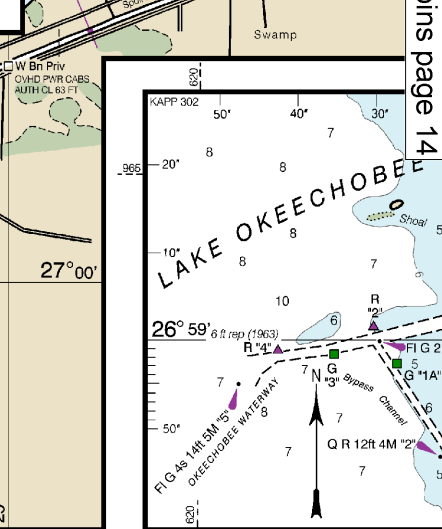
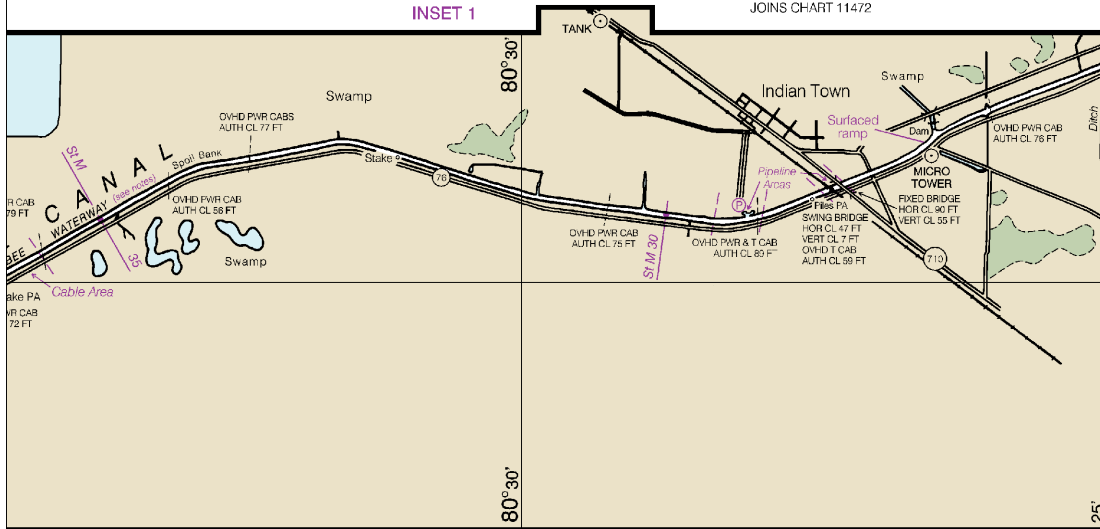
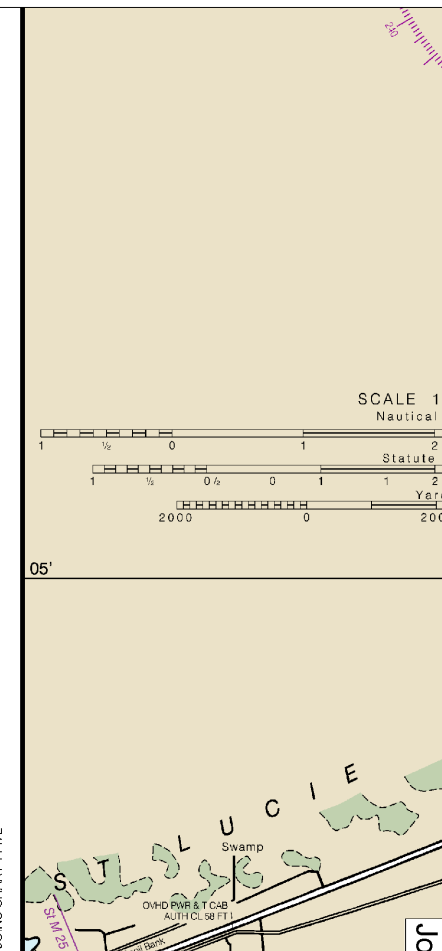
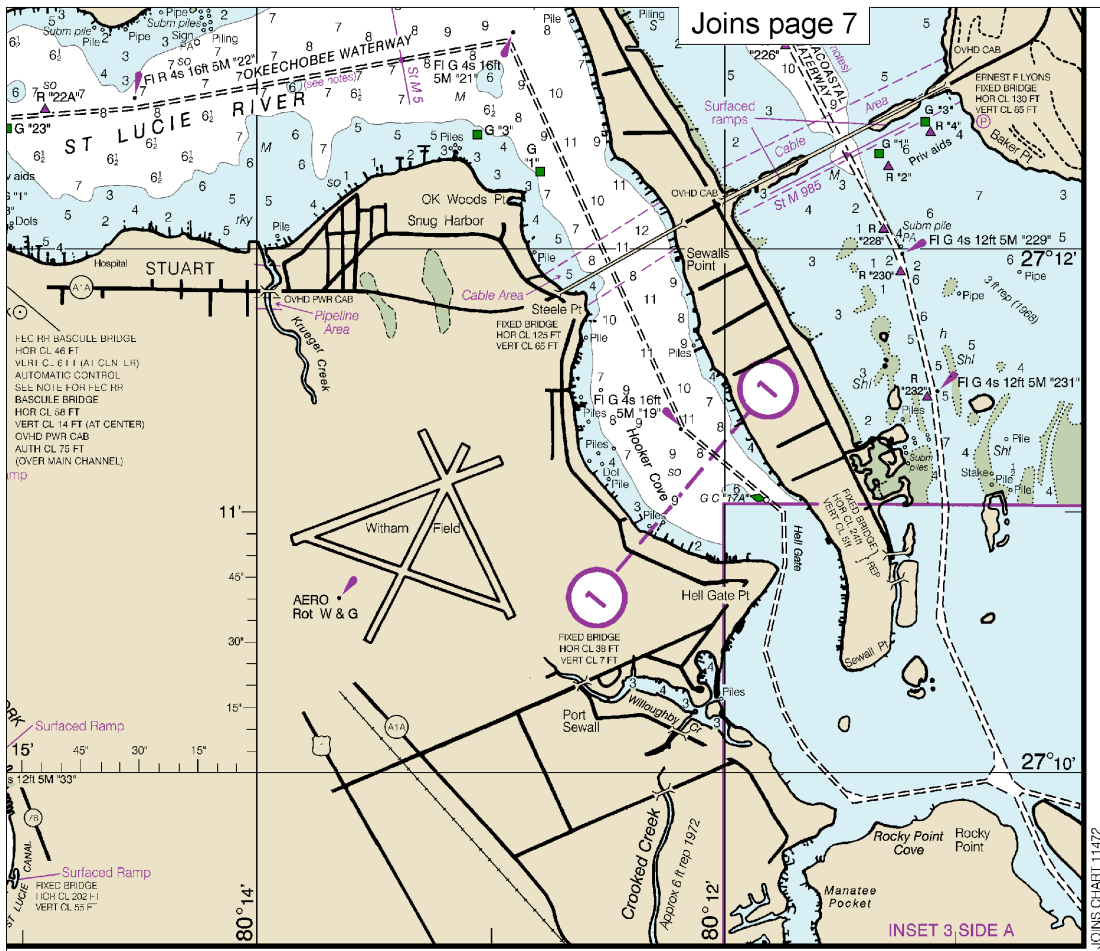
SCALE 1:80,000
Nautical Miles

See Note on page 5.



12

Note: Chart grid lines are aligned with true north.



**MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE**

CITY	TELEPHONE NUMBERS
Melbourne, FL	(321) 255-0212
Miami, FL	(305) 229-4522
Key West, FL	(305) 295-1316
Tampa Bay, FL	*(813) 645-2506

OFFICE HOURS
8:00 AM-4:00 PM (Mon-Fri)
24 Hours Daily
24 Hours Daily
8:00 AM-4:00 PM (Mon-Fri)

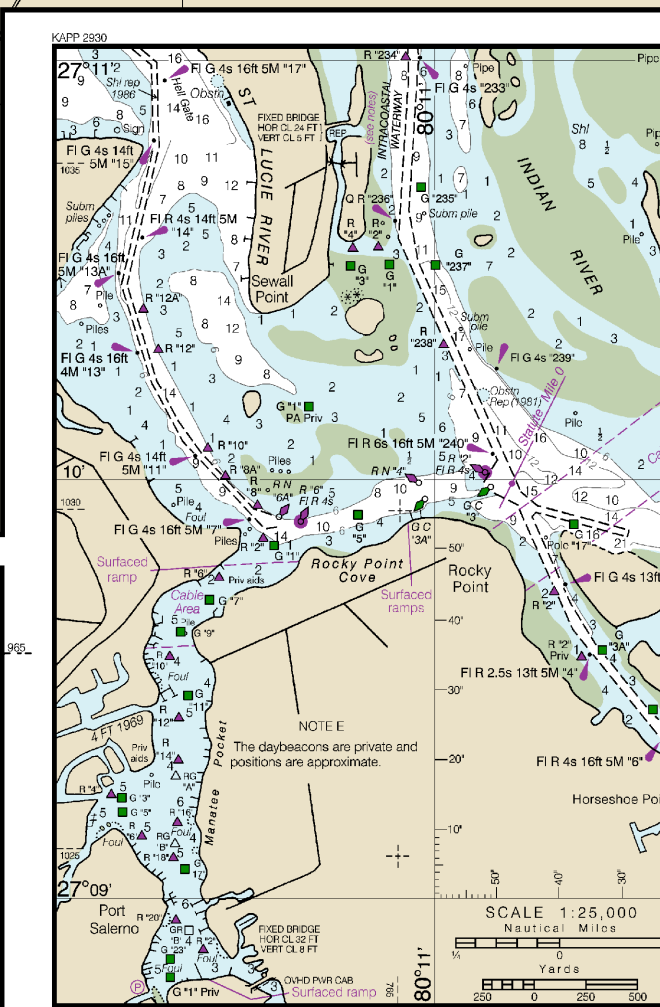
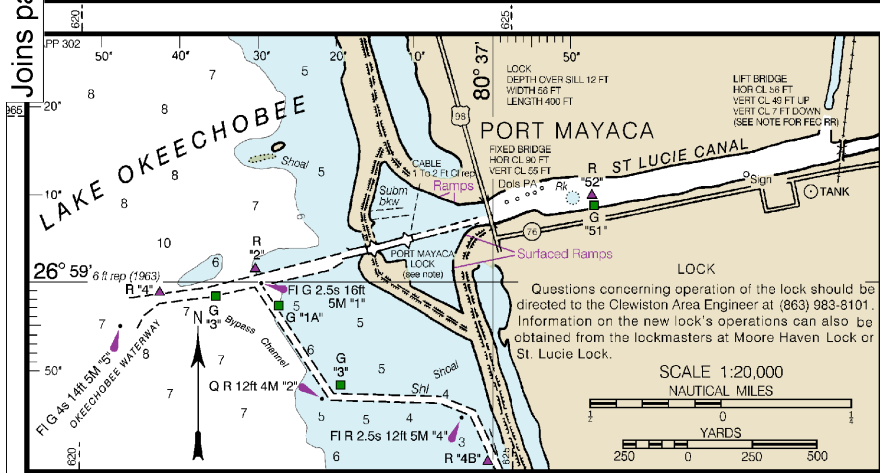
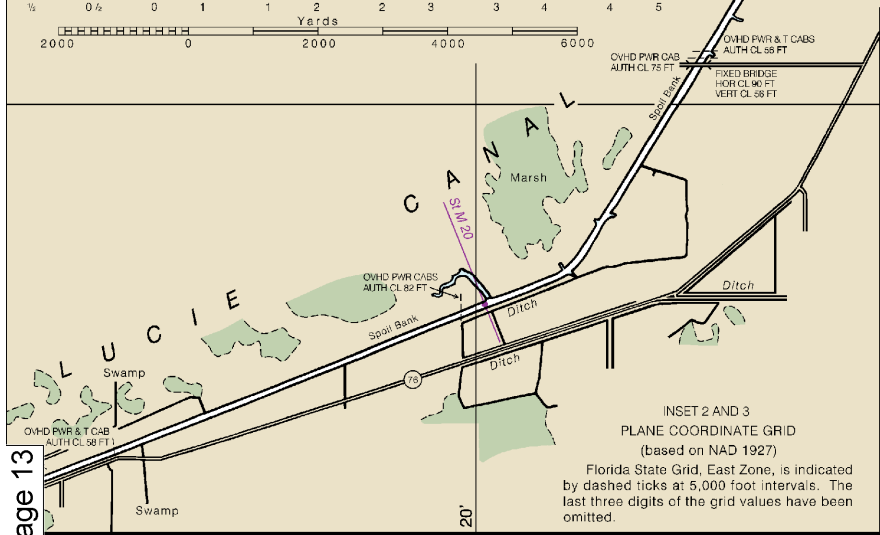
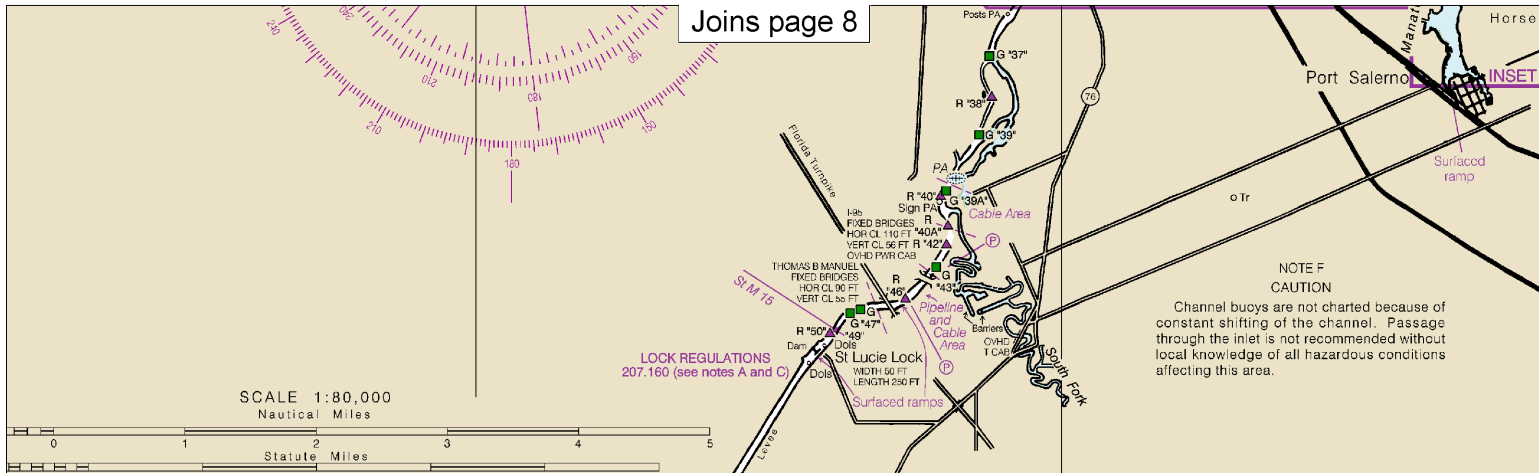
NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ (MHz)	BROADCAST TIMES
Sarasota, FL	WWG-59	162.400	24 hours daily
West Palm Beach, FL	KEC-50	162.475	24 hours daily
Fort Myers, FL	WXK-53	162.475	24 hours daily
Belle Glade, FL	WXM-58	162.400	24 hours daily
Fort Pierce, FL	WWF-69	162.425	24 hours daily
Naples, FL	WWG-92	162.525	24 hours daily

Joins page 19

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS

Joins page 8



BROADCAST TIMES
24 hours daily
24 hours daily
24 hours daily
24 hours daily
24 hours daily

HER FORECASTS AND WARNINGS

Joins page 20

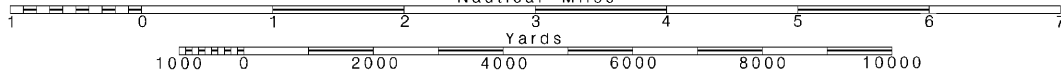
14

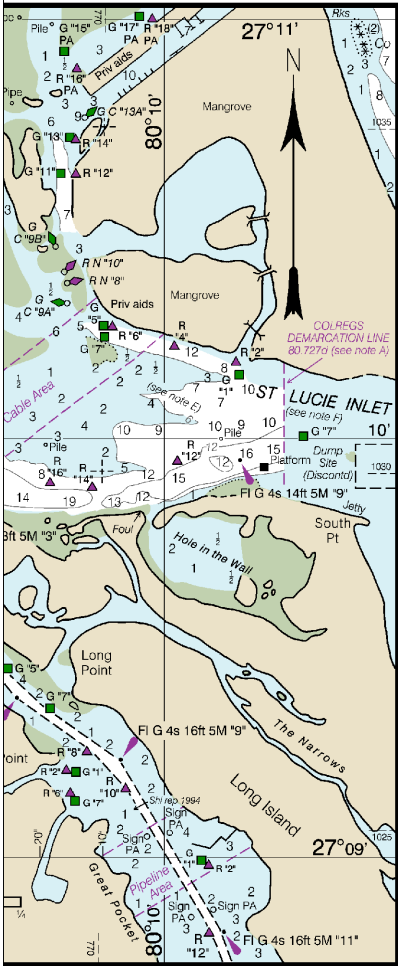
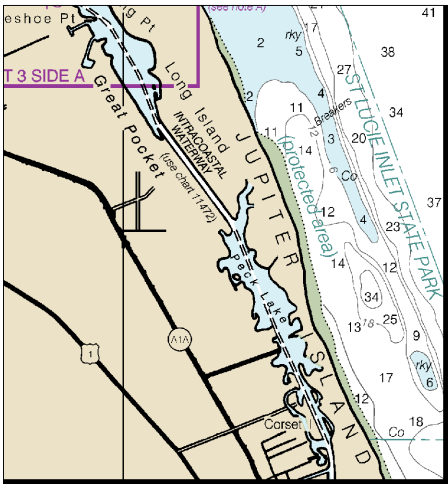
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





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 & 1:80,000
 SOUNDINGS IN FEET
 FOR PLANES OF REFERENCE SEE NOTE D
 North American Datum of 1983
 (World Geodetic System 1984)

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

HEIGHTS
 Heights in feet above Mean High Water.

SIDE A

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).

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	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
D/A diaphone	m minutes	Q 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:

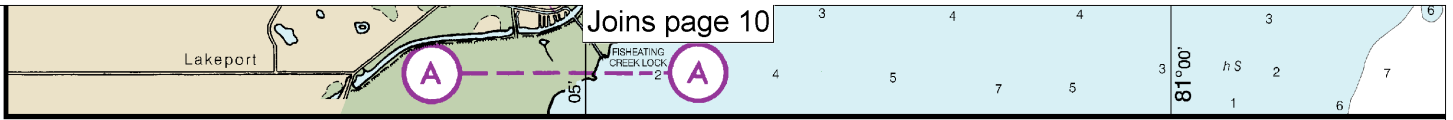
Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	GrS grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn 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: - - - - -

11428



11428

JOINS SIDE B

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.

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 divers flag, a red square with a diagonal white stripe, is displayed.

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

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.

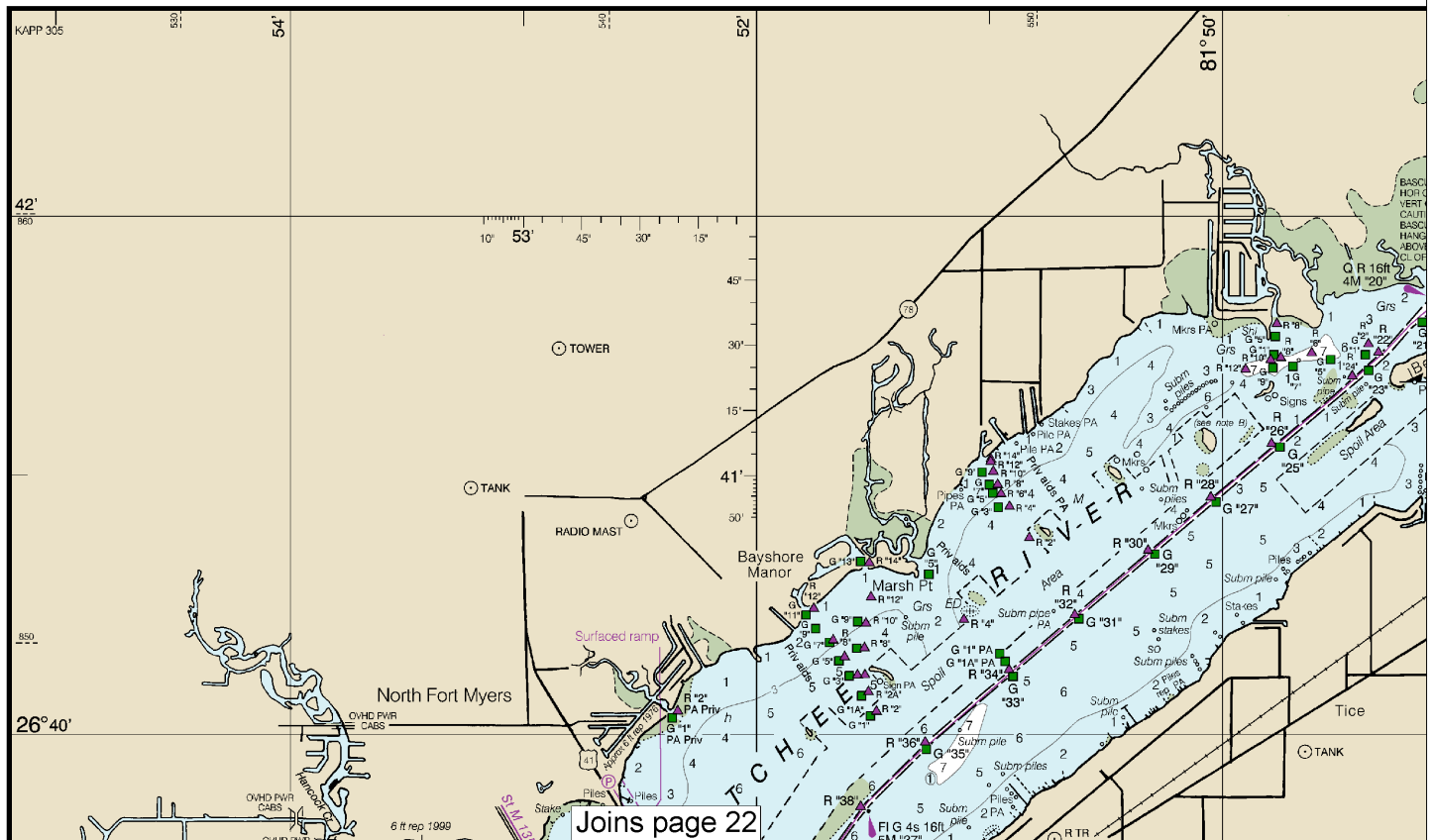
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

OKEECHOBEE WATERWAY

Project Depths
8 feet St. Lucie River to Fort Myers via Route 1 and 6 feet via Route 2.
10 feet Fort Myers to Punta Rassa.
12 feet Punta Rassa to Gulf of Mexico.
Lockage service is provided continuously from 6:00 a.m. to 10:00 p.m., EST, daily.
Consult the U.S. Army Corps of Engineers for controlling depth and U.S. Coast Guard Local Notice to Mariners for other navigation hazards or restrictions.

Distances
Mileage distances shown along the Waterway are in Statute Miles, based on zero westward from junction with the Atlantic Intracoastal Waterway in St. Lucia Inlet (11428, Side A), and are indicated thus: —●—
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilots 4 and 5.

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.



Joins page 22

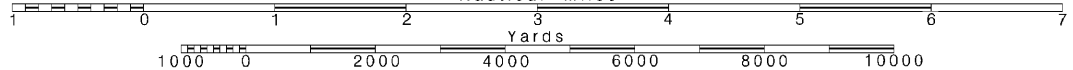
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



NOTE D
Depths

Depths charted in the Atlantic Ocean, St. Lucie River and in the Caloosahatchee River are referred to Mean Lower Low Water (MLLW). Depths in the St. Lucie Canal and Lake Okeechobee are referred to a low water elevation which is 12½ feet above mean sea level. Depths in the Caloosahatchee Canal are referred to a low water elevation which is 10 feet above mean sea level.

Overhead Clearances

Overhead clearances, Okeechobee Waterway-St. Lucie Lock to Port Mayaca Lock, are referred to St. Lucie Canal stage of 14.5 feet.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 4 & 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.

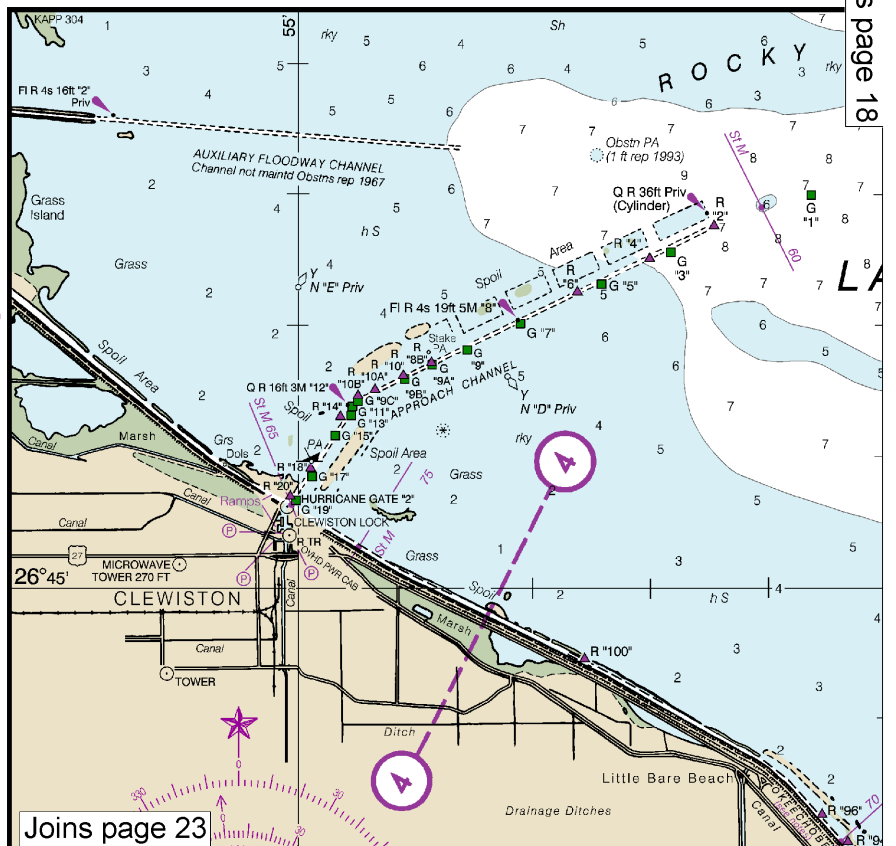
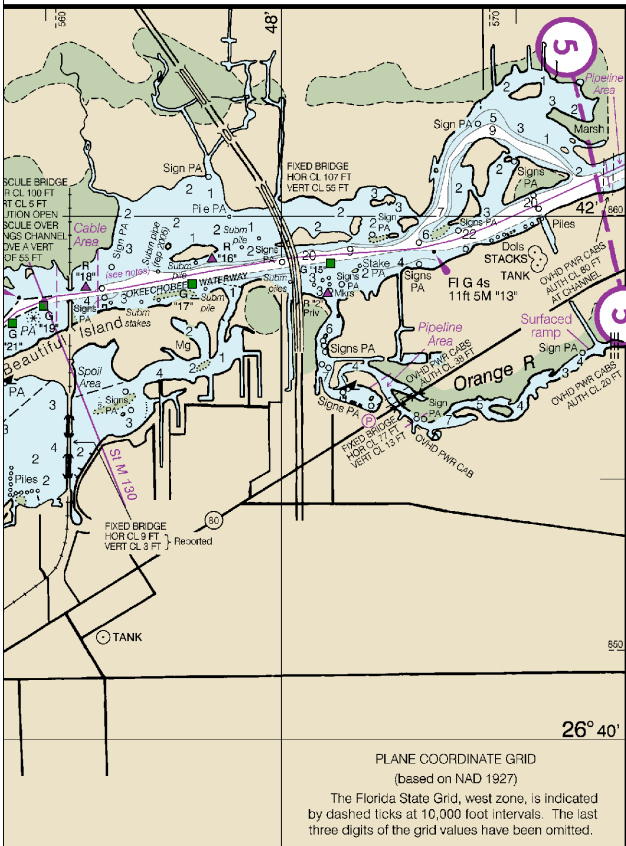
Refer to charted regulation section numbers.

Ⓟ Pump-out facilities

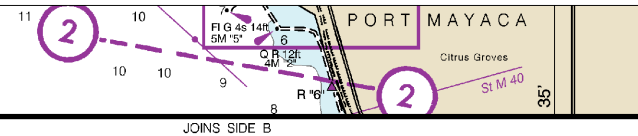
NAME

North Fork
Jensen Beach
Stuart
Sanitate St o
Sewall Point
South Fork
Great Pocket
Port Salerno
Fort Myers

Dashes (- - -) indicate
tide predictions
(Sep 2015)



Joins page 18



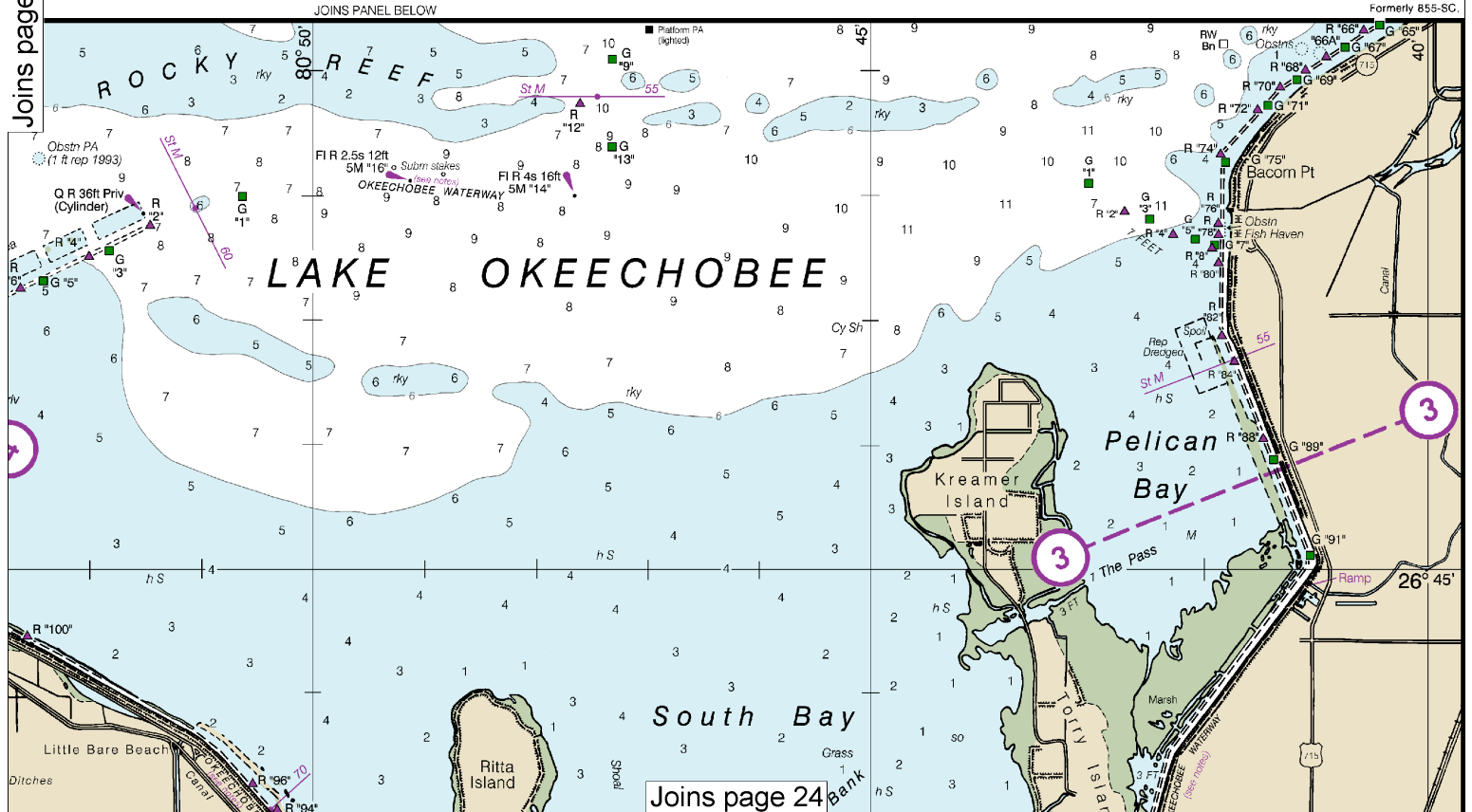
JOINS SIDE B

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
North Fork	(27°15' N/80°19' W)	1.2	1.1	0.1
Jensen Beach	(27°14' N/80°13' W)	1.3	1.2	0.1
Sluist	(27°12' N/80°16' W)	1.1	1.0	0.1
Santihole Stores	(27°11' N/80°10' W)	3.4	3.2	0.2
Sewall Point	(27°11' N/80°11' W)	1.2	1.1	0.1
South Fork	(27°10' N/80°15' W)	1.2	1.1	0.1
Great Pocket	(27°09' N/80°10' W)	1.3	1.2	0.1
Port Salerno	(27°09' N/80°12' W)	1.1	1.0	0.1
Fort Myers	(26°39' N/81°52' W)	1.3	1.1	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>. (Sep 2015)

Joins page 17



Joins page 24

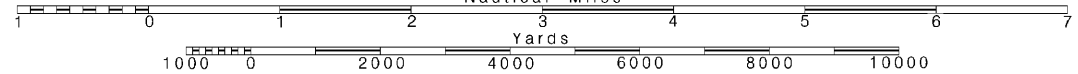
18

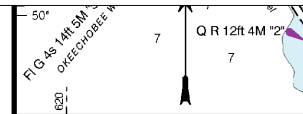
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





**MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE**

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Melbourne, FL	(321) 255-0212	8:00 AM-4:00 PM (Mon-Fri)
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)

*Recorded

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ (MHz)	BROADCAST TIMES
Sarasota, FL	WWG-69	162.400	24 hours daily
West Palm Beach, FL	KEC-50	162.475	24 hours daily
Fort Myers, FL	WXK-83	162.475	24 hours daily
Belle Glade, FL	WXM-88	162.400	24 hours daily
Fort Pierce, FL	WVF-69	162.425	24 hours daily
Naples, FL	WWG-92	162.525	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS

BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ	DAILY BROADCAST - EST	SPECIAL WAF
Miami, FL	NCF	*2670 kHz	10:50 AM & PM	On receipt

* Preceded by announcement on 2182 kHz

Distress calls for small craft are made on 2182 kHz of channel 16 (156.80 MHz) VHF.

OKEECHOBEE WATERWAY AIDS

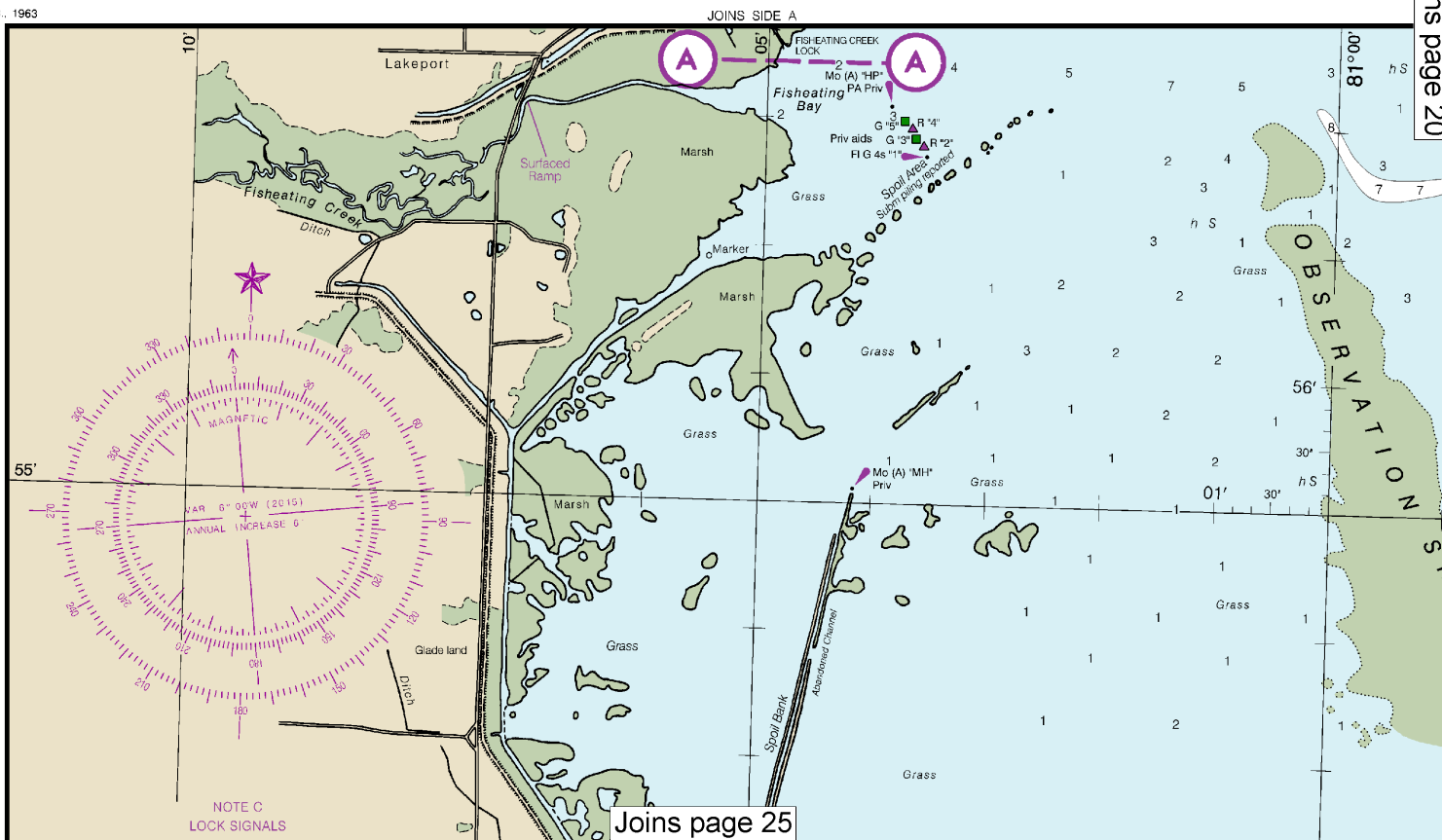
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

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

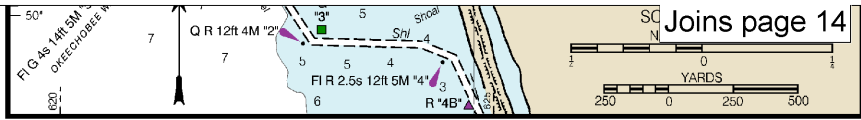
When following the Okeechobee Waterway westward from St. Lucie Inlet to Fort Myers, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

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

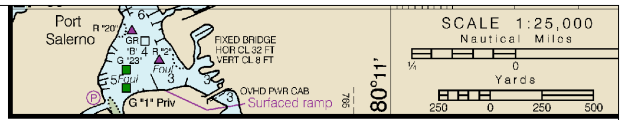
1st Ed., 1963



Joins page 20



INSET 2



INSET 3

BROADCAST TIMES

- 24 hours daily
- 24 hours daily
- 24 hours daily
- 24 hours daily
- 24 hours daily
- 24 hours daily

OTHER FORECASTS AND WARNINGS

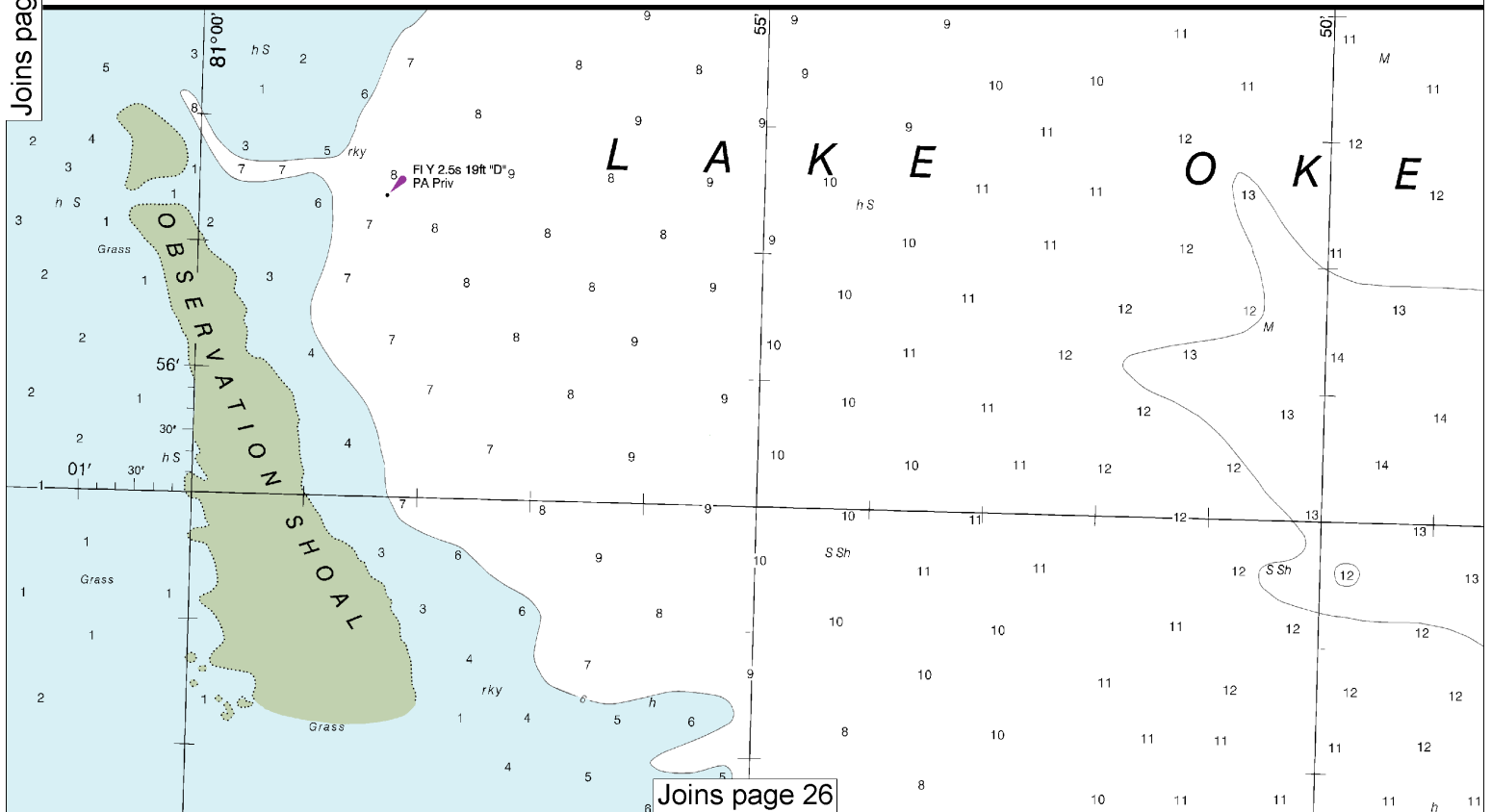
TELEPHONE STATIONS

DAILY BROADCAST - EST
10:50 AM & PM

SPECIAL WARNING
On receipt

Channel 16 (156.80 MHz) VHF.

Joins page 19



Joins page 26

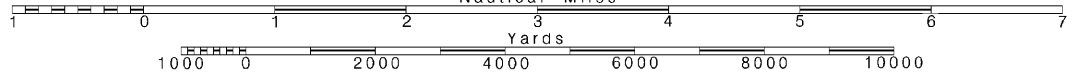
20

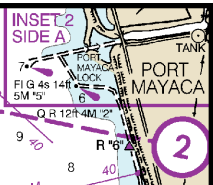
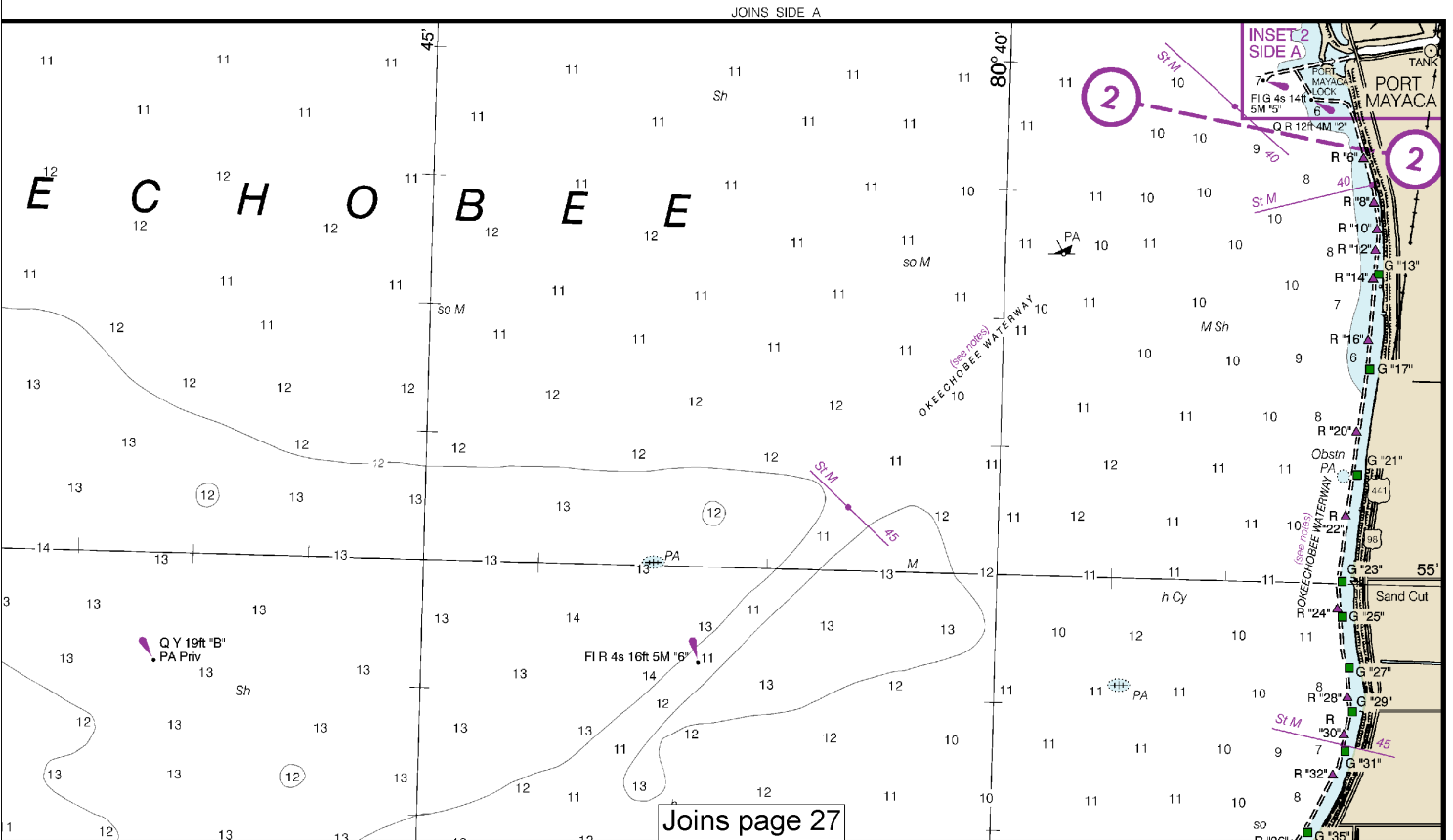
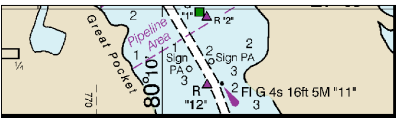
Note: Chart grid lines are aligned with true north.

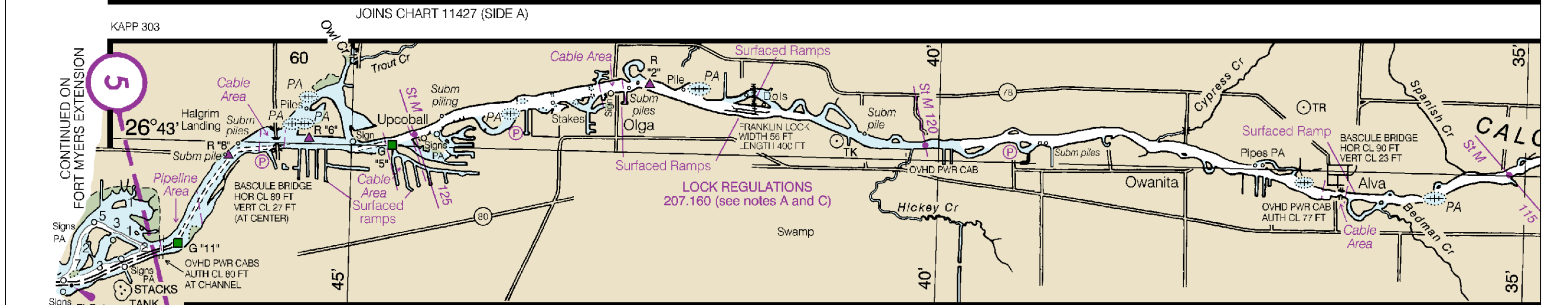
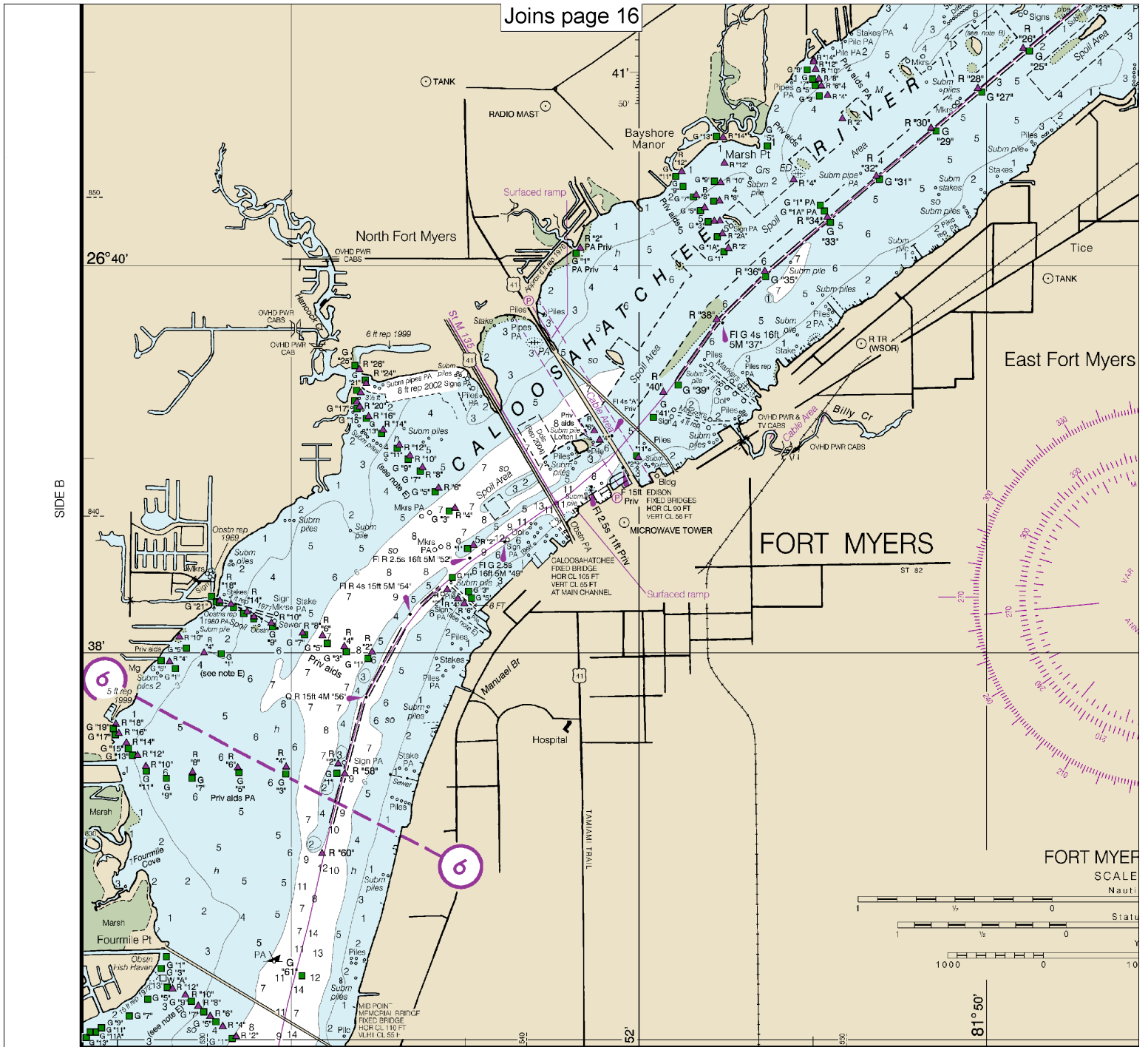
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

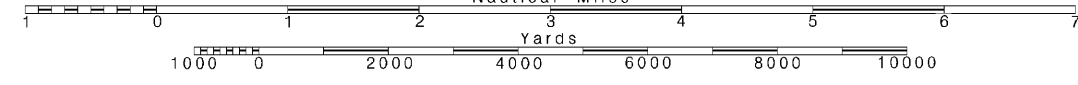


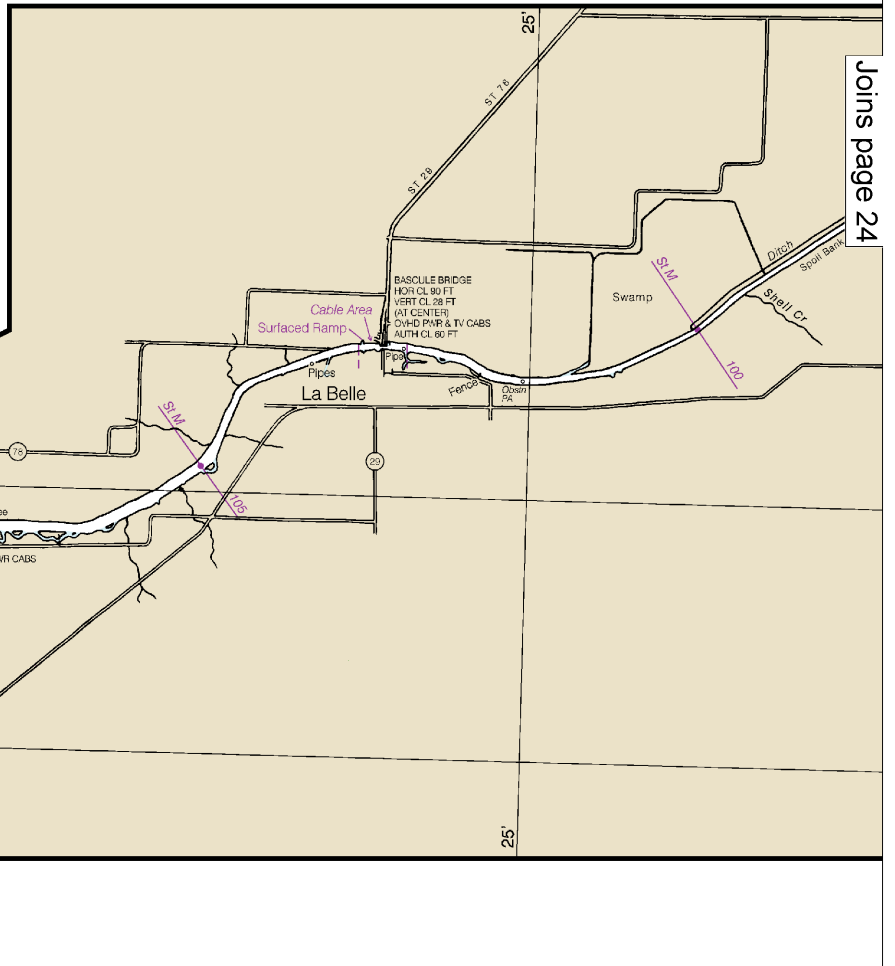
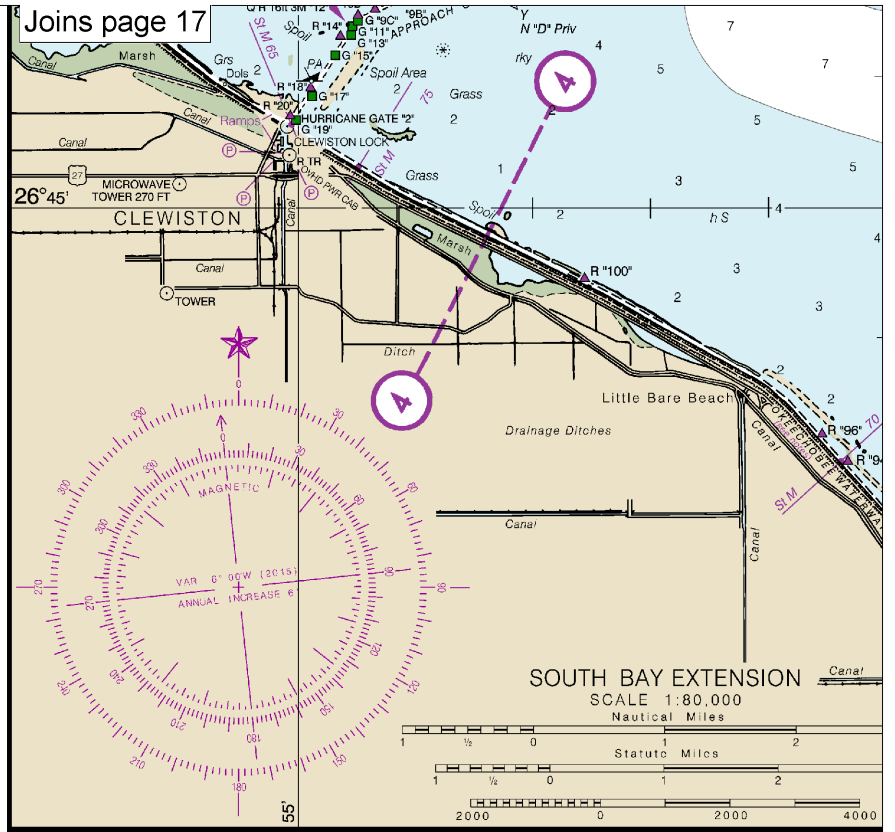
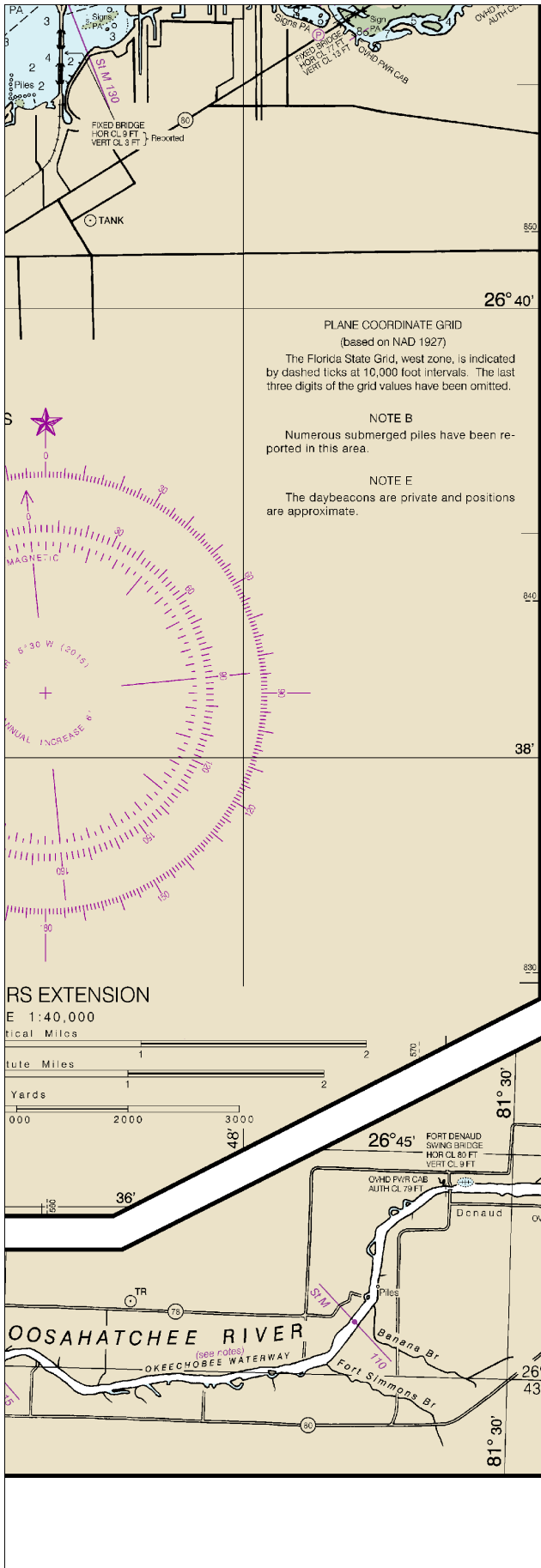


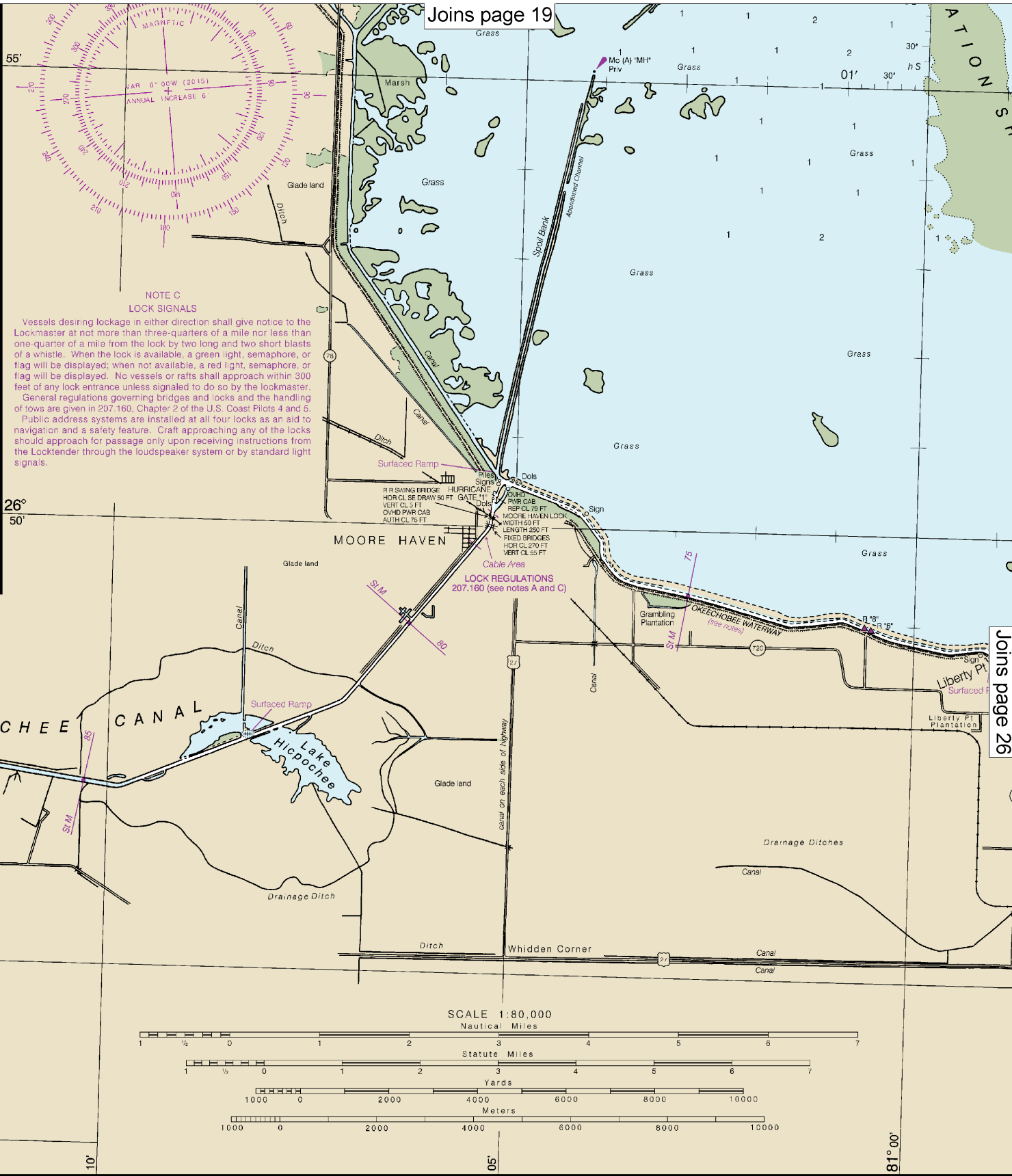


11428
 Use ENC charts for the most up to date information. References to other charts may no longer be applicable.
 37th Ed., Nov. 2015. Last Correction: 10/7/2022. Cleared through:
 LNM: 5022 (12/13/2022), NM: 5222 (12/24/2022)

Note: Chart grid lines are aligned with true north.





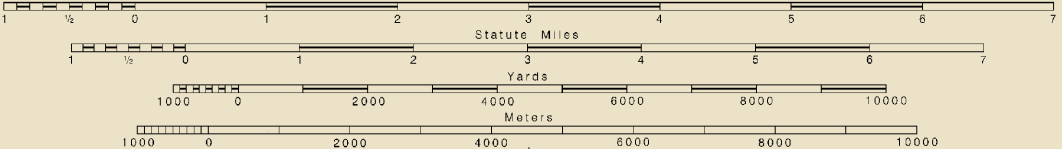


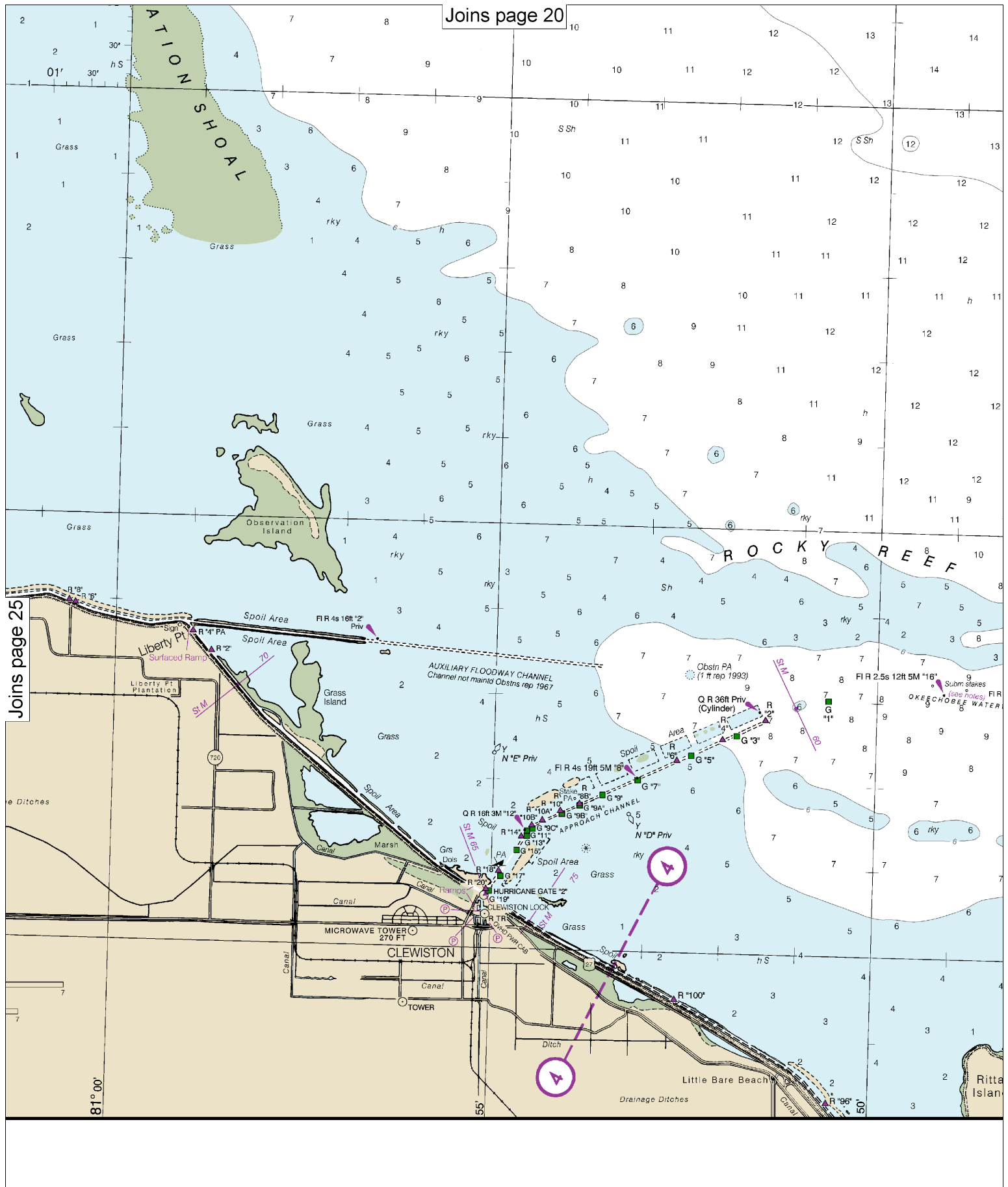
**NOTE C
LOCK SIGNALS**

Vessels desiring lockage in either direction shall give notice to the Lockmaster at not more than three-quarters of a mile nor less than one-quarter of a mile from the lock by two long and two short blasts of a whistle. When the lock is available, a green light, semaphore, or flag will be displayed; when not available, a red light, semaphore, or flag will be displayed. No vessels or rafts shall approach within 300 feet of any lock entrance unless signaled to do so by the lockmaster.

General regulations governing bridges and locks and the handling of tows are given in 207.160, Chapter 2 of the U.S. Coast Pilots 4 and 5. Public address systems are installed at all four locks as an aid to navigation and a safety feature. Craft approaching any of the locks should approach for passage only upon receiving instructions from the Locktender through the loudspeaker system or by standard light signals.

SCALE 1:80,000
Nautical Miles





Joins page 20

Joins page 25

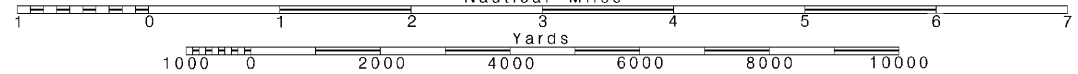
26

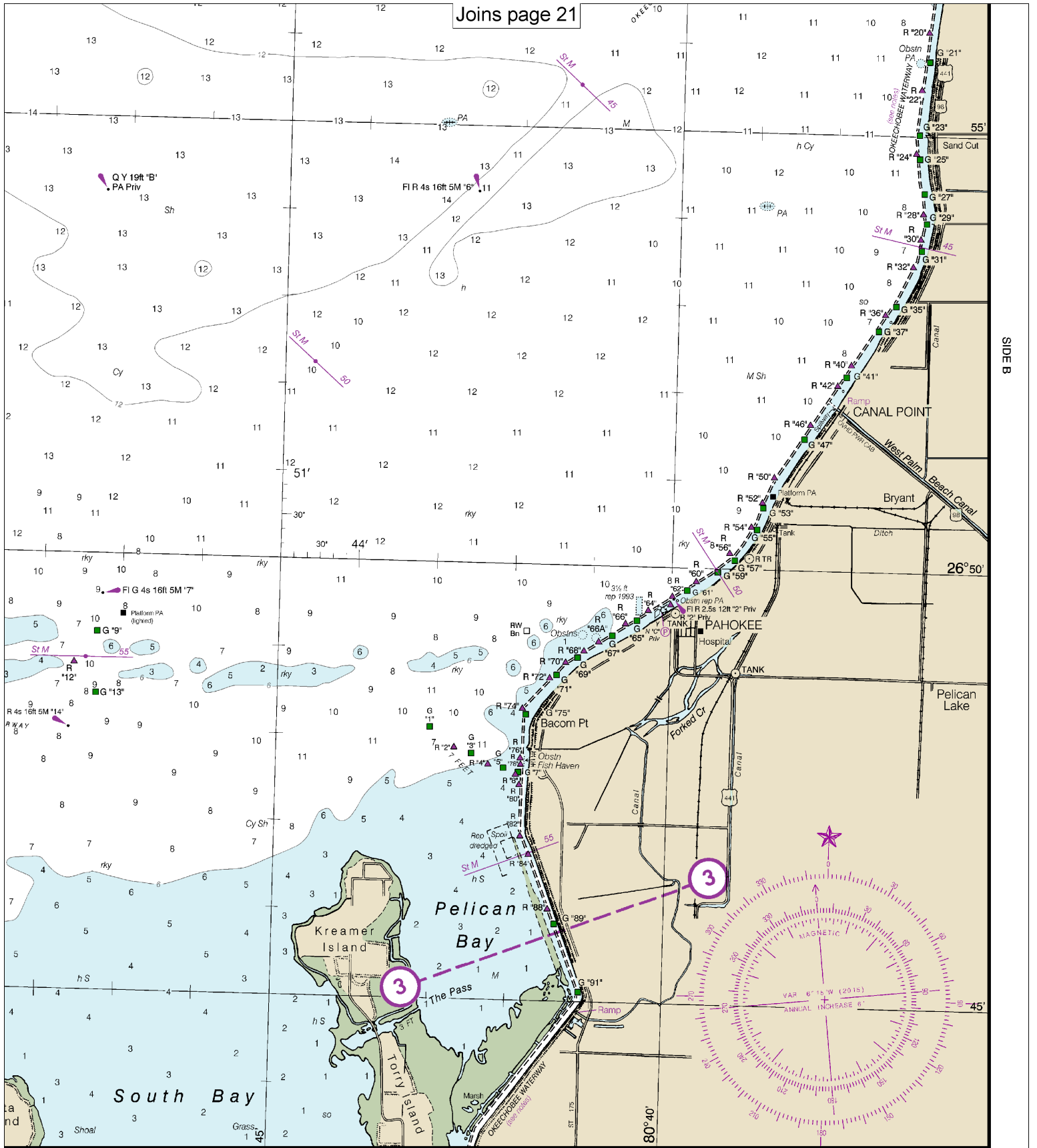
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

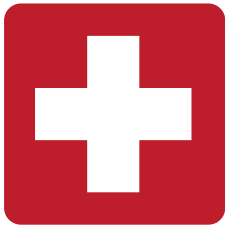
See Note on page 5.





JOINS SOUTH BAY EXTENSION

11428



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.

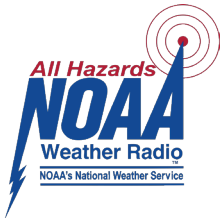
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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.

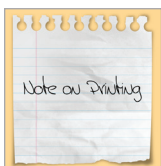
<http://www.nws.noaa.gov/nwr/>

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.