BookletChart™

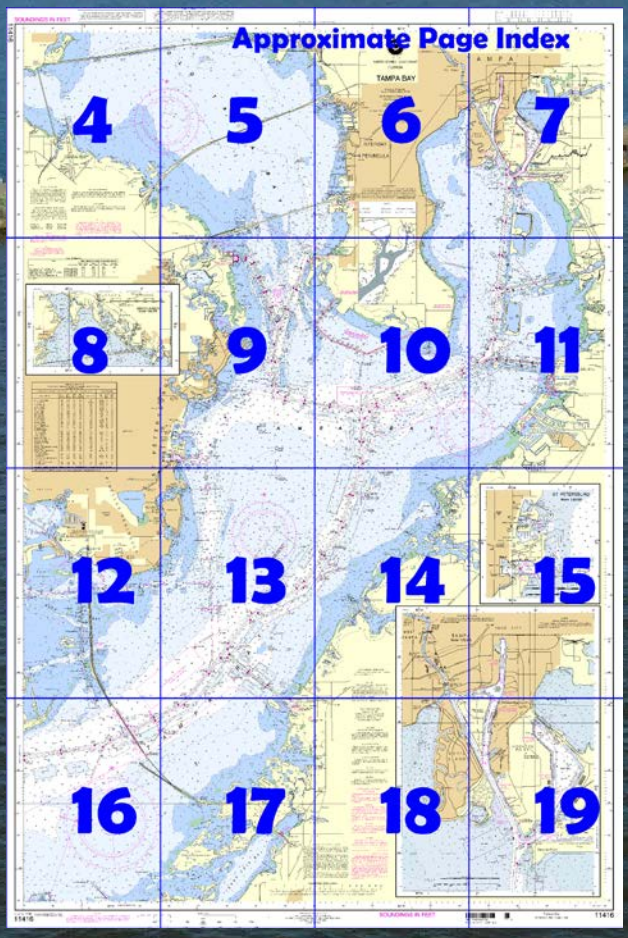
Tampa Bay

NOAA Chart 11416

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.

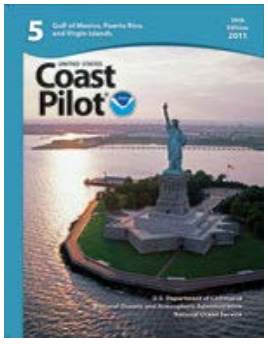
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11416



[Coast Pilot 5, Chapter 9 excerpts].
Port Manatee is a deepwater terminal on the SE side of Tampa Bay. The terminal is reached through a channel that leads SE from the main ship channel. A Federal project provides for a depth of 40 feet in the channel and turning basin. The channel is marked by a **127.7°** lighted range, lights, and lighted buoys.
Hillsborough Bay, a Federal project, provides for depths of 43 feet in the channels leading through Hillsborough Bay. Good anchorage is available for shallow-draft vessels in the central part of the bay W of the main channel.
Federal project provides for depths of 34 feet for the main ship channel, Sparkman and Ybor Channels, and Ybor Turning Basin, and 12 feet for Seddon and Garrison Channels.
Only small boats can pass around the N end of Davis Islands. Two fixed bridges connect the N end of the islands with Tampa to the W; minimum clearance is 9 feet.
A **no-wake speed zone** is enforced in the area between the southern tip of Harbour Island and Platt Street bridge.
Small-craft facilities in Tampa are limited. The municipal boat landing is on the W side of the entrance to Hillsborough River. The Majorie Park Yacht Basin on Davis Islands, on the W side of **Seddon Channel**, has gasoline, water, a launching ramp, and open and covered berths for boats up to 50 feet. Diesel fuel is available by truck. The basin has depths of 7 feet.
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).
Anchorages.–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 Papys Point, and S of Interbay Peninsula. (See **110.1 and 110.193**, chapter 2, for limits and regulations.)
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.
Safety zones have been established around vessels carrying anhydrous ammonia or liquefied petroleum gas when transiting or moored in Tampa Bay.
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.
A **danger zone** of a small-arms firing range of **MacDill Air Force Base** is on the SW shore of **Interbay Peninsula.** (See **334.630**, chapter 2, for limits and regulations.)

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

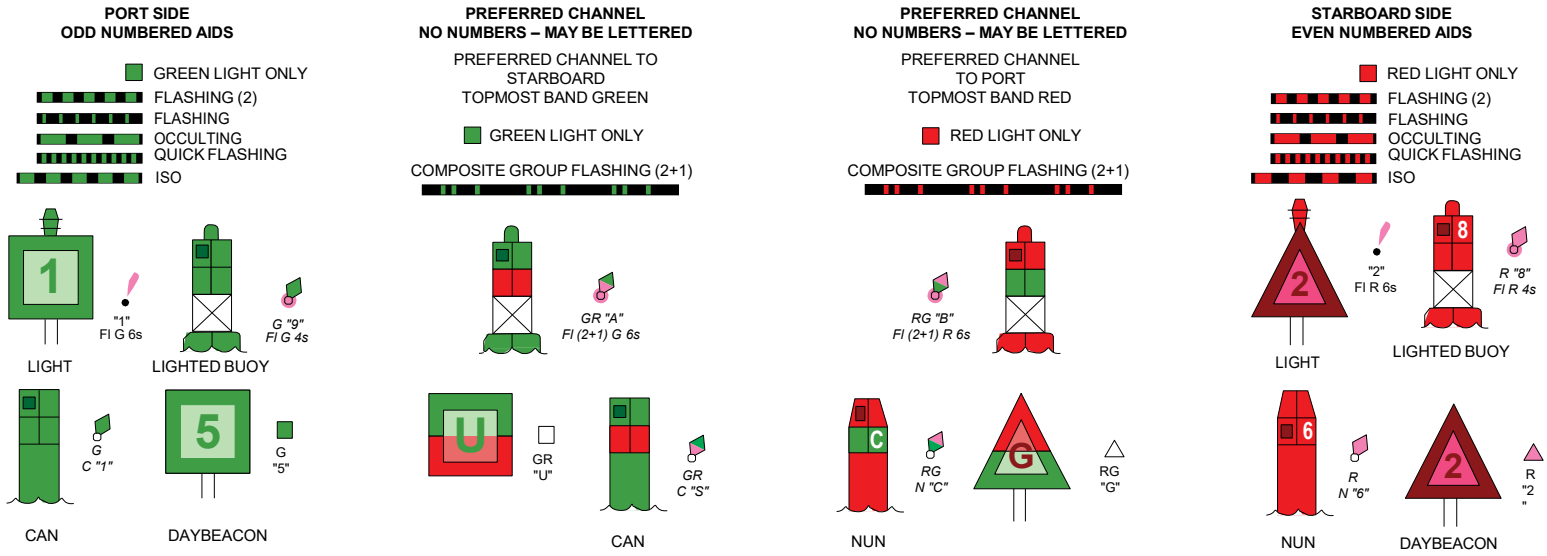
RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

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/

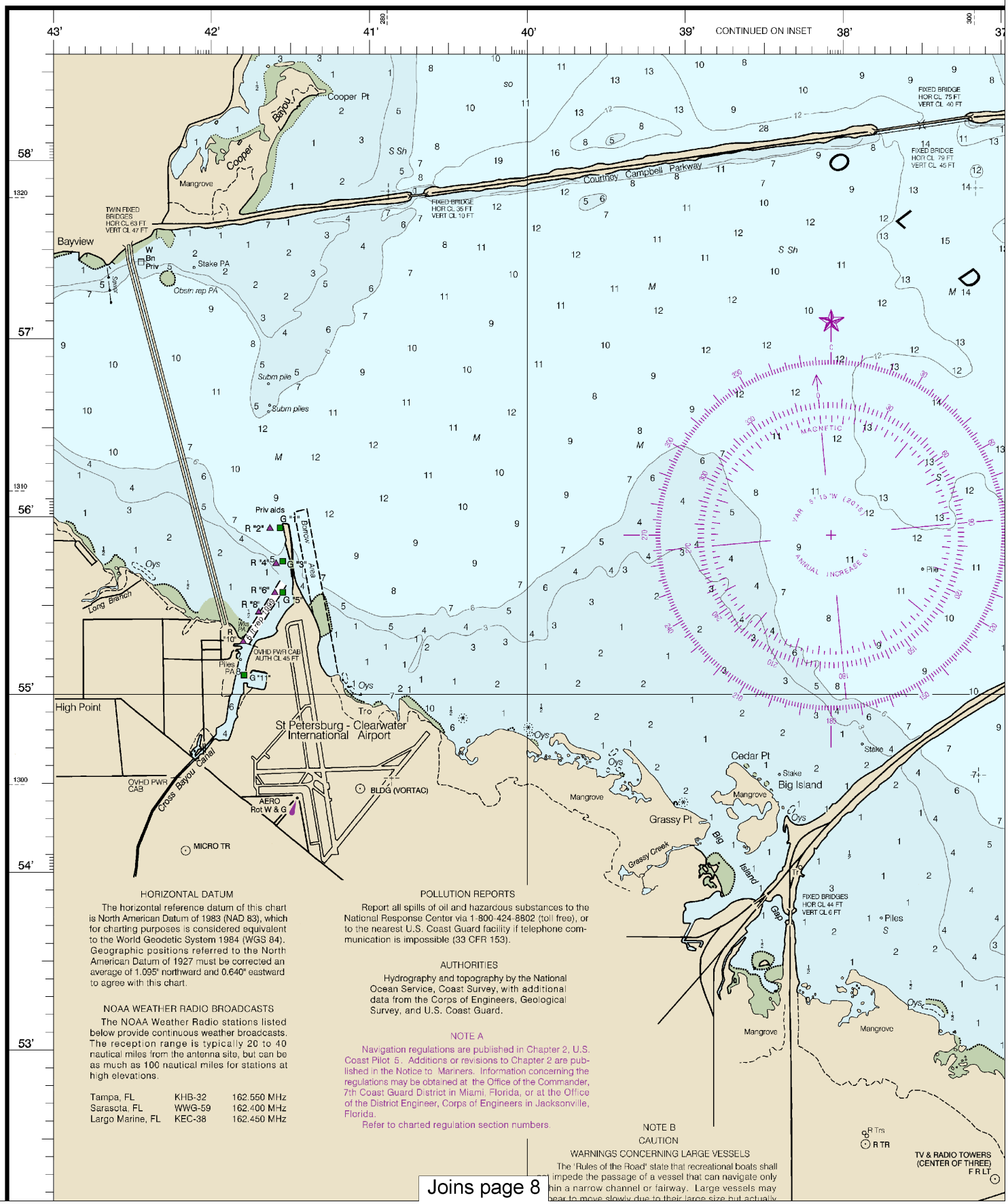
Lateral System As Seen Entering From Seaward

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*

SOUNDINGS IN FEET



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 1.095" northward and 0.640" eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tampa, FL	KHB-32	162.550 MHz
Sarasota, FL	WWG-59	162.400 MHz
Largo Marine, FL	KEC-38	162.450 MHz

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).

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.

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.

NOTE B

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The 'Rules of the Road' state that recreational boats shall ... impede the passage of a vessel that can navigate only ... hin a narrow channel or fairway. Large vessels may ... bear to move slowly due to their large size but actually

Joins page 8

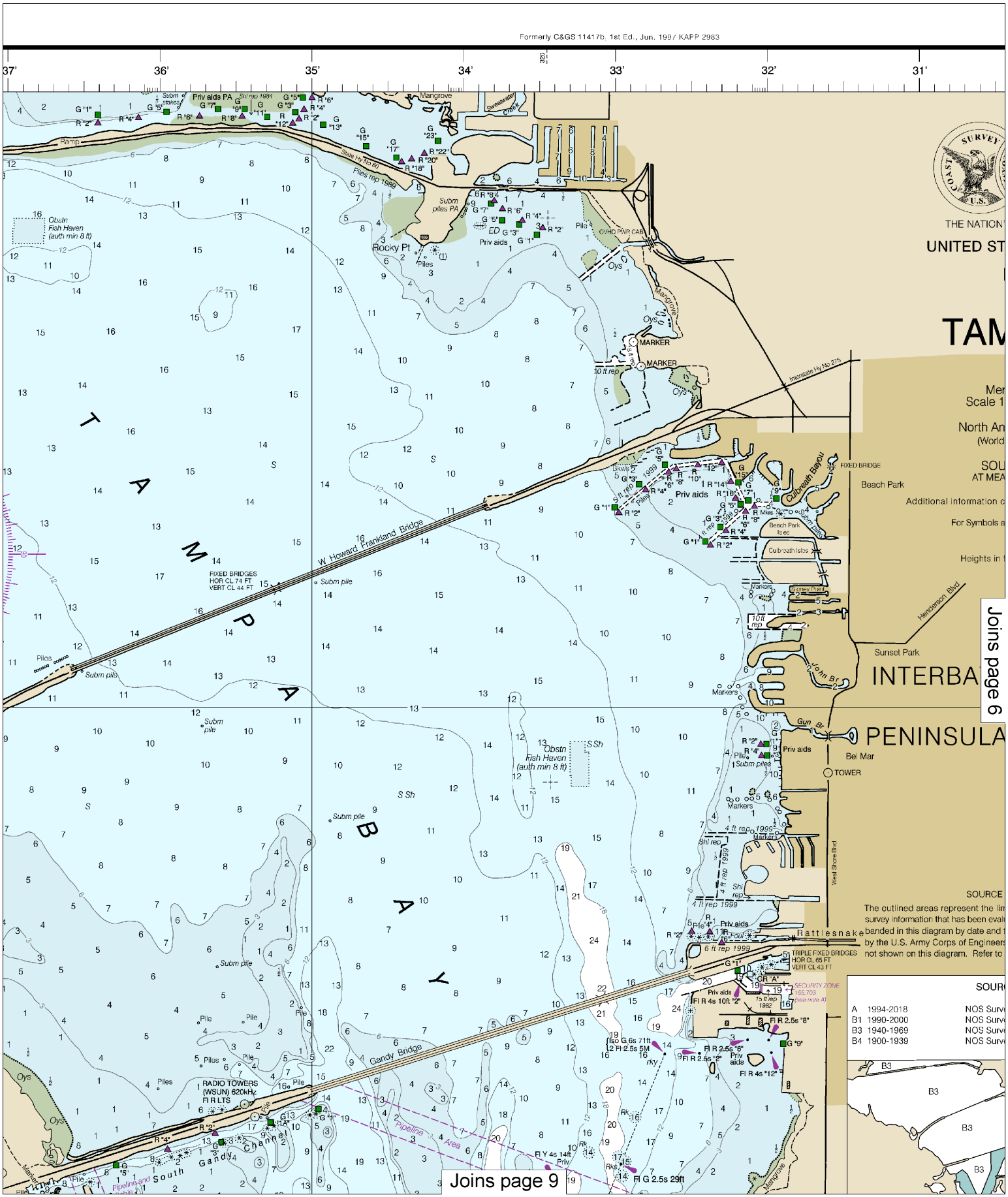
Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 1 ½ 0 1 2 3

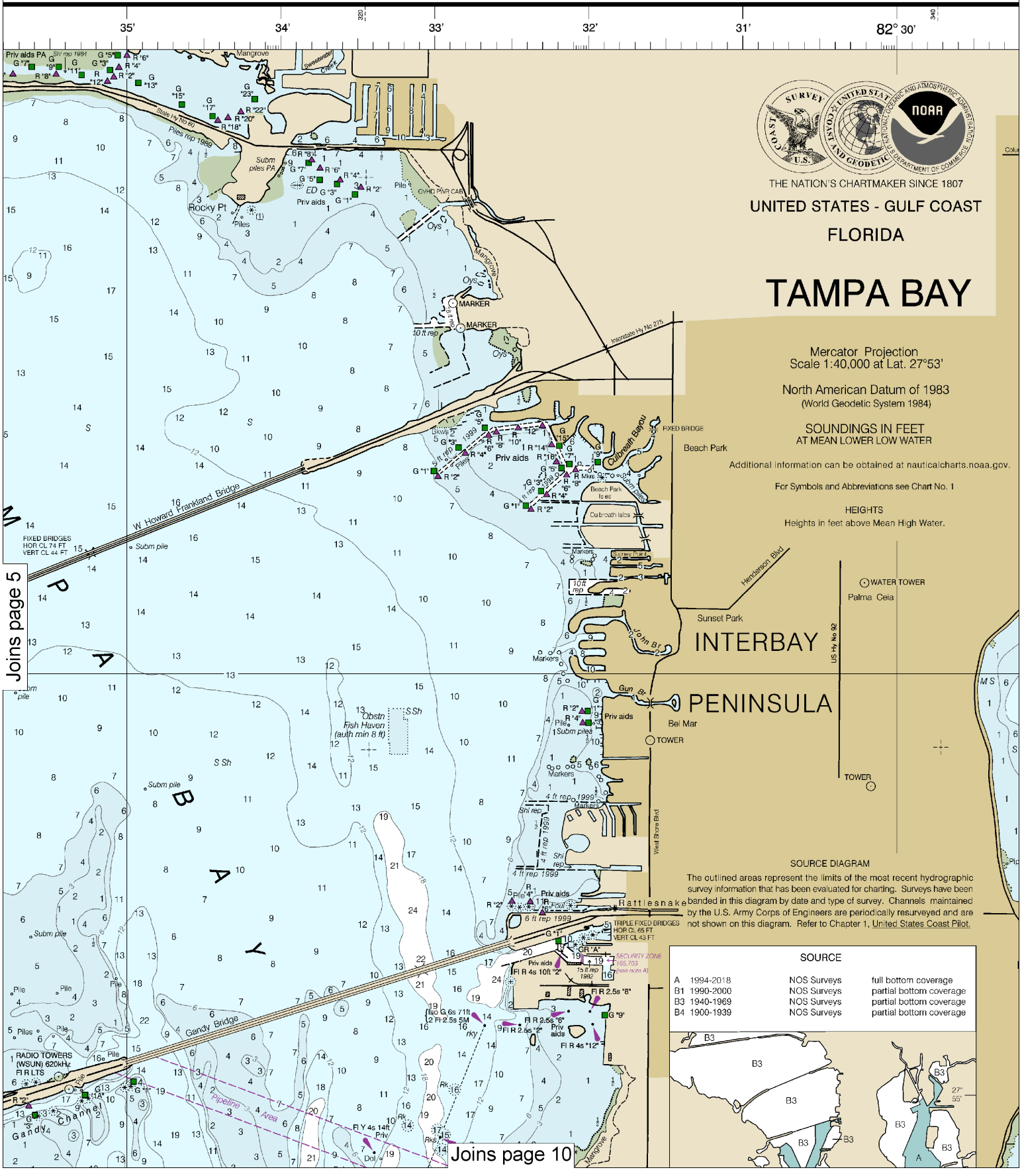
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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.

Formerly C&GS 11417b, 1st Ed., Jun. 1997 KAPP 2983



Printed at reduced scale.

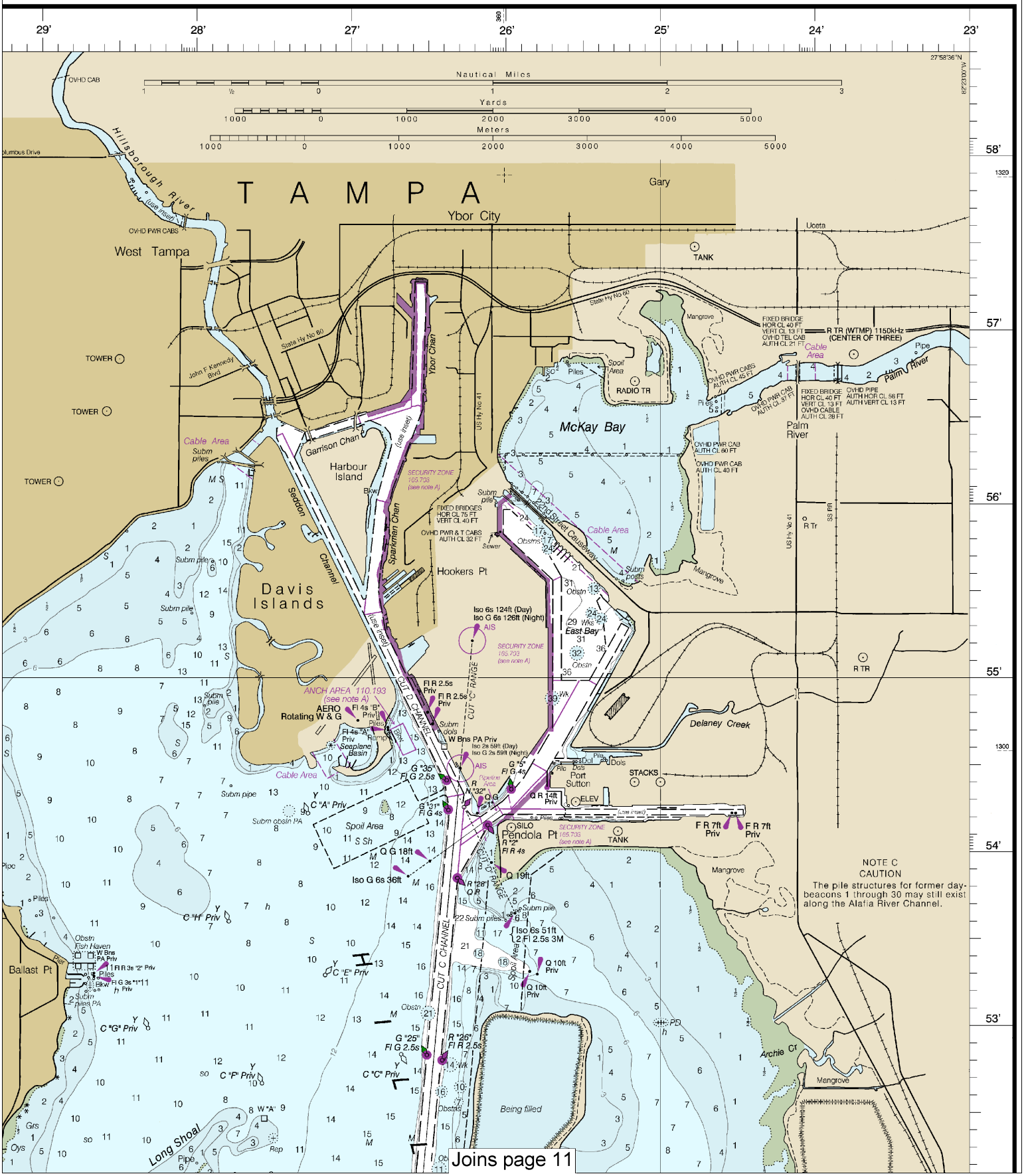
~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.



Use ENC charts for the most up to date information. References to other charts may no longer be applicable.

16th Ed., Oct. 2020. Last Correction: 7/28/2022. Cleared through:
LNM: 3022 (7/26/2022), NM: 3222 (8/6/2022)

Joins page 4

tance in which to maneuver or stop. A large vessel's
berstructure 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.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Mullet Key Channel (Skyway)	(27°37'N/82°44'W)	2.1	1.8	0.3
Shell Point	(27°43'N/82°29'W)	2.3	1.9	0.5
St. Petersburg	(27°46'N/82°37'W)	2.3	2.0	0.4
Davis Island	(27°55'N/82°27'W)	2.6	2.3	0.5
Safety Harbor	(27°59'N/82°41'W)	2.8	2.4	0.5

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 2015)

KAPP 2989

82°40'

35'

SAFETY HARBOR
Scale 1:80,000

Nautical Miles
Yards
Meters

TOWERS (North & South of 6)

Safety Harbor
Harbor
Mobbly Bay
Mobbly Bayou
Double Branch
Double Branch Bay
Double Bayou
Cabbagehead Bayou
Dick Creek
Rocky Cr
The Pond
Sweetwater Creek
Alligator Lake
Cooper Bayou
Cooper Pt
Booth Pt
Philippe Pt
Indian Mound
Bishop Cr
Timms Cr
Snug Harbor
Oldsmar
Rio Vista
Mangrove
Snell Isle
Ramp
PETERSBURG
TANK
HOTEL CUPOLA
CHURCH TOWER
TWIN TRS
MICRO TR
DOME
CONTROL TOWER

CONTINUED ON MAIN CHART

TAMPA BAY PROJECT DEPTHS
(see note)

NAME OF CHANNEL	PROJECT DEPTH MLLW (FEET)
MULLET KEY CHANNEL	43
CUT A CHANNEL	43
CUT B CHANNEL	43
CUT C CHANNEL	43
CUT D CHANNEL	43
CUT E CHANNEL	43
CUT F CHANNEL	43
CUT F / GADSDEN PT. CUT WIDENER	43
CUT F / CUT G WIDENER	34
CUT G CHANNEL	34
CUT G WIDENER	34
CUT J WIDENER	34
CUT J CHANNEL	34
CUT J2 CHANNEL	34
CUT K CHANNEL	34
CUT K TURNING BASIN	34
GADSDEN PT. CUT	43
HILLSBOROUGH BAY	
CUT A CHANNEL	43
CUT C CHANNEL	43
CUT D CHANNEL	43
SEDDON CHANNEL	12
SEDDON CHANNEL TURNING BASIN	12
GARRISON CHANNEL (A)	30
LOWER SPARKMAN CHANNEL	34
UPPER SPARKMAN CHANNEL	34
UPPER SPARKMAN CHANNEL TURNING BASIN	34
UPPER SPARKMAN CHANNEL TURNING CHANNEL	34
YBOR / UPPER SPARKMAN TURNING BASIN WIDENER	34
YBOR CHANNEL	34
CUT C / PORT SUTTON LOWER WIDENER	43
PORT SUTTON CHANNEL	43
CUT C / PORT SUTTON UPPER WIDENER	43
PORT SUTTON LOWER TURNING BASIN	43
PORT SUTTON TURNING BASIN	43
PORT SUTTON UPPER TURNING BASIN	43
EAST BAY CHANNEL UPPER	43
EAST BAY CHANNEL LOWER	43
EAST BAY TURNING BASIN	43
EAST BAY CHANNEL EXTENSION 1	34
EAST BAY CHANNEL EXTENSION 2	34

PROJECT DEPTHS

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

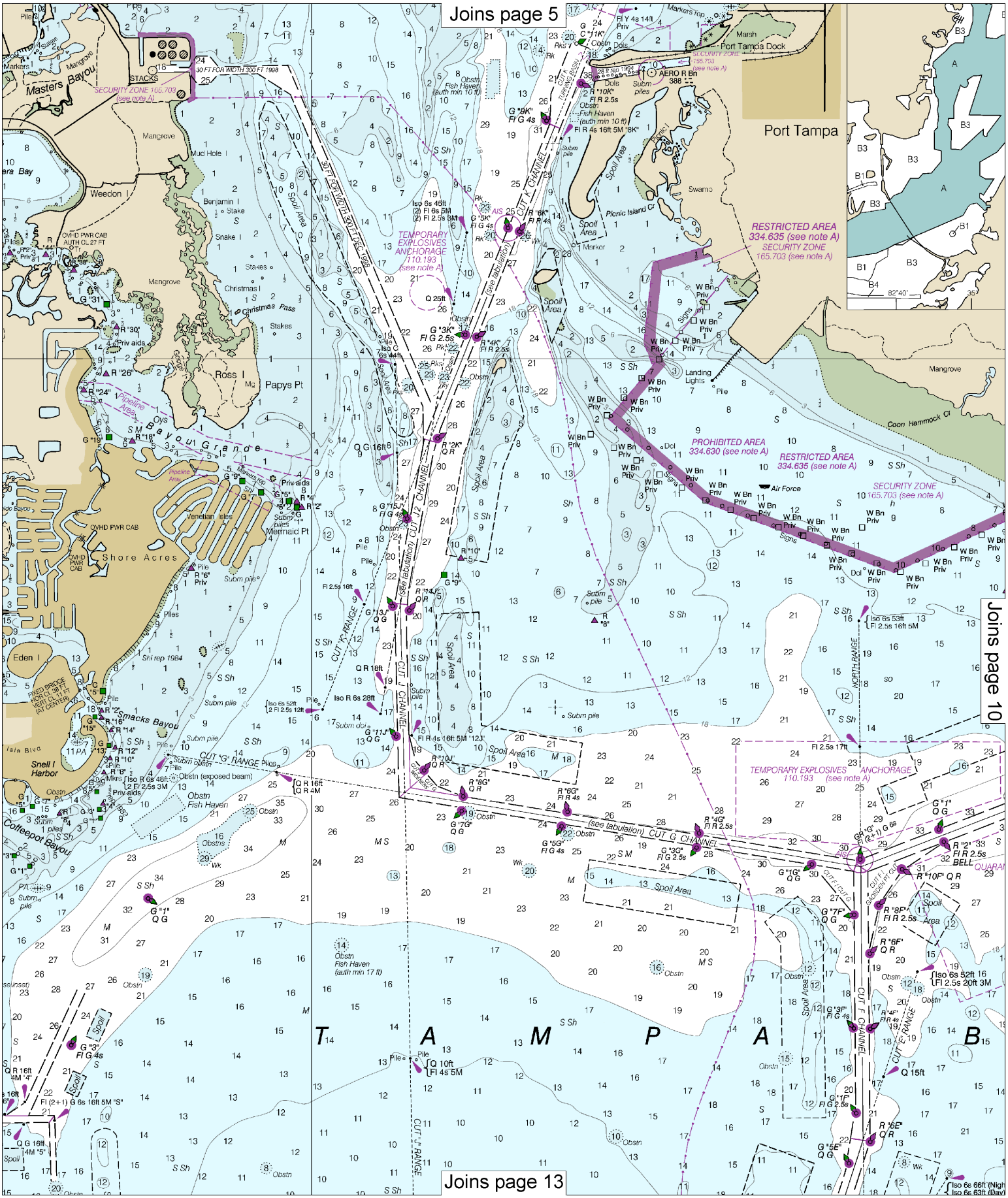
Joins page 12

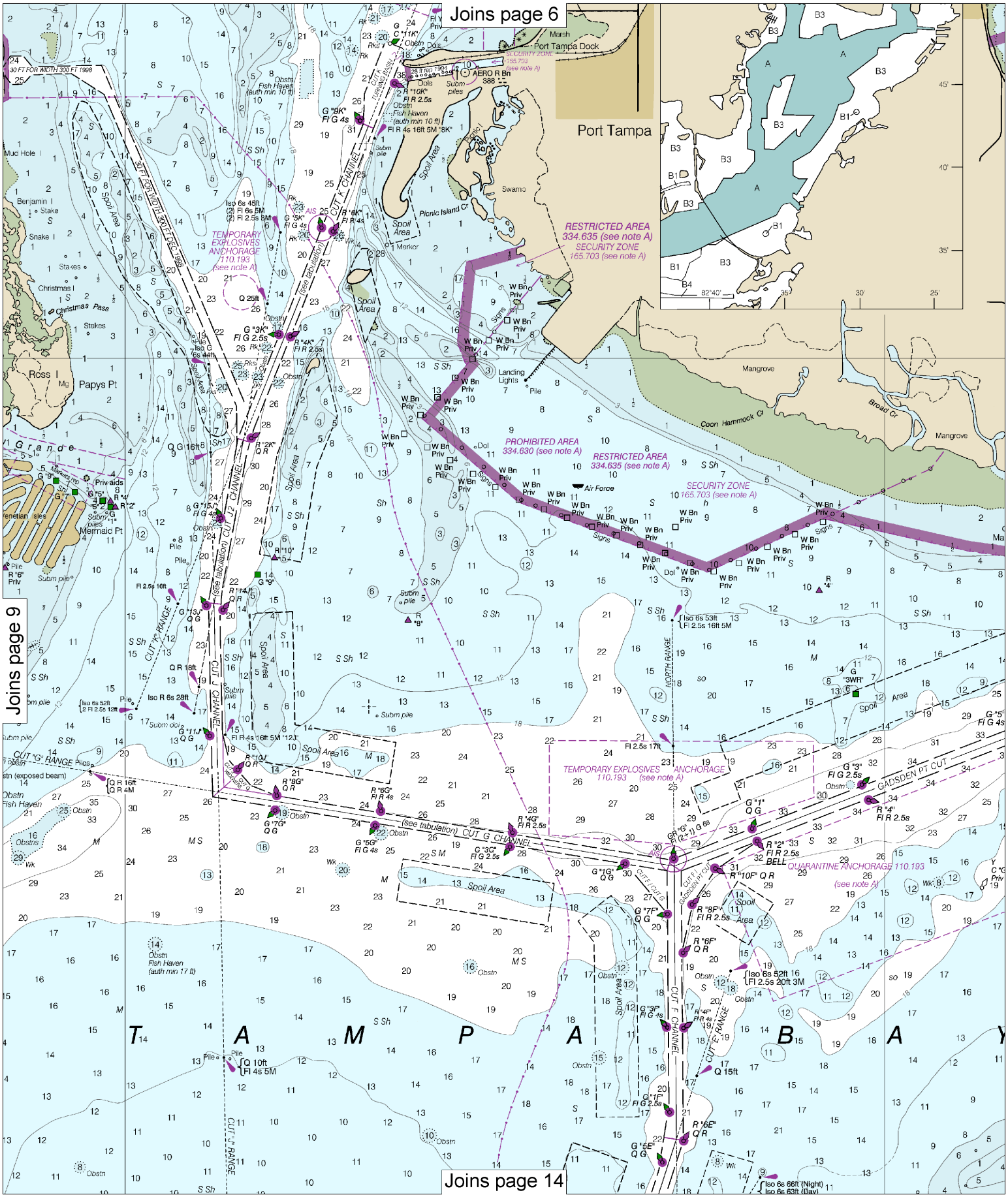
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
Port Tampa
Port Tampa Dock
Masters Bayou
Mangrove
STACKS
SECURITY ZONE 165.703 (see note A)
30 FT FOR WIDTH 300 FT DEC 1998
Weedon I
Benjamin I
Snake I
Christmas I
Christmas Pass
Ross I
Papys Pt
Bayou Grande
Pipeline Area
Venetian Isles
Mermaid Pt
Shore Acres
Eden I
Smacks Bayou
Snell I
Harbor
Coffeepot Bayou
Mud Hole I
Swamp
Picnic Island Cr
Coon Hammock Ct
Landing Lights
Air Force
CUT K CHANNEL
CUT L CHANNEL
CUT 'K' RANGE
CUT 'L' RANGE
CUT 'G' RANGE
CUT G CHANNEL
CUT F CHANNEL
TEMPORARY EXPLOSIVES ANCHORAGE 110.193 (see note A)
RESTRICTED AREA 334.635 (see note A)
SECURITY ZONE 165.703 (see note A)
PROHIBITED AREA 334.630 (see note A)
RESTRICTED AREA 334.635 (see note A)
SECURITY ZONE 165.703 (see note A)
TAMPA BAY



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

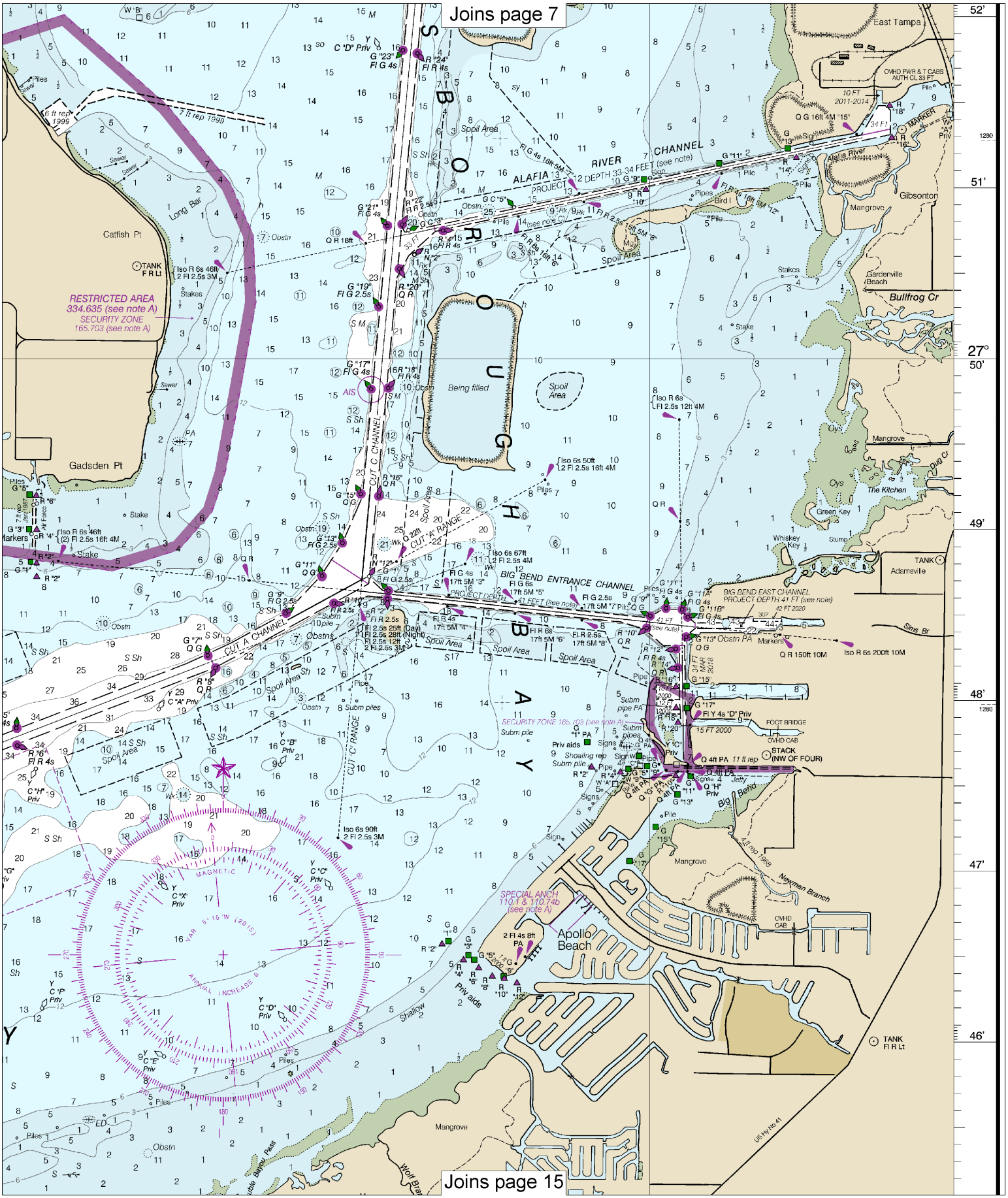
Nautical Miles

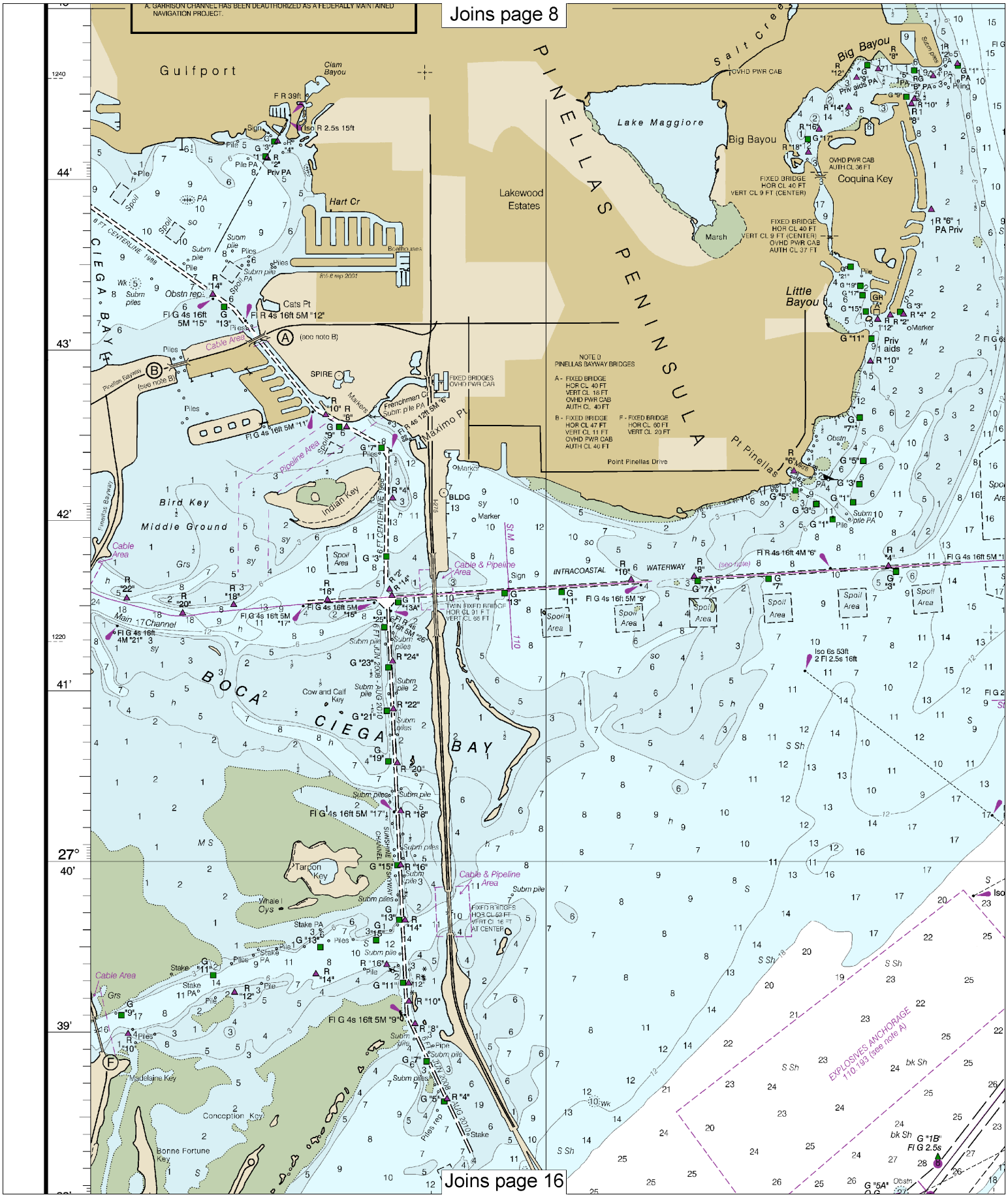
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Joins page 15
East Tampa
Alafia River
Gibsonton
Mangrove
Gardenville (Beach
Bullfrog Cr
Catfish Pt
Gadsden Pt
Long Bar
RESTRICTED AREA
334.635 (see note A)
SECURITY ZONE
165.703 (see note A)
ALAFIA RIVER CHANNEL
12 DEPTH 33-34 FEET (see note)
PROJECT
Spoil Area
Being filled
CUT C CHANNEL
CUT A CHANNEL
CUT A RANGE
CUT C RANGE
BIG BEND ENTRANCE CHANNEL
PROJECT DEPTH 41 FEET (see note)
BIG BEND EAST CHANNEL
PROJECT DEPTH 41 FT (see note)
SECURITY ZONE 165.723 (see note A)
SPECIAL ANCH 110.1 & 110.74b (see note A)
Apollo Beach
Big Bend
Adamsville
The Kitchen
Green Key
Whiskey Key
Oys
Mangrove
Newman Branch
Sims Br
Dug Cr
Stumo
FOOT BRIDGE
OVHD CAB
STACK (NW OF FOUR)
TANK
Markers
Piles
Stakes
Pipes
Pile
Sign
Jetty
Shoaling rep
Subm pile
Priv aids
Obstn
Wk
Rk
Shallow
MAGNETIC
VAR 5° 15' W (2015)
ANNUAL INCREASE 6'
US Hy No 41
52'
51'
27° 50'
49'
48'
47'
46'
1290
1280



12

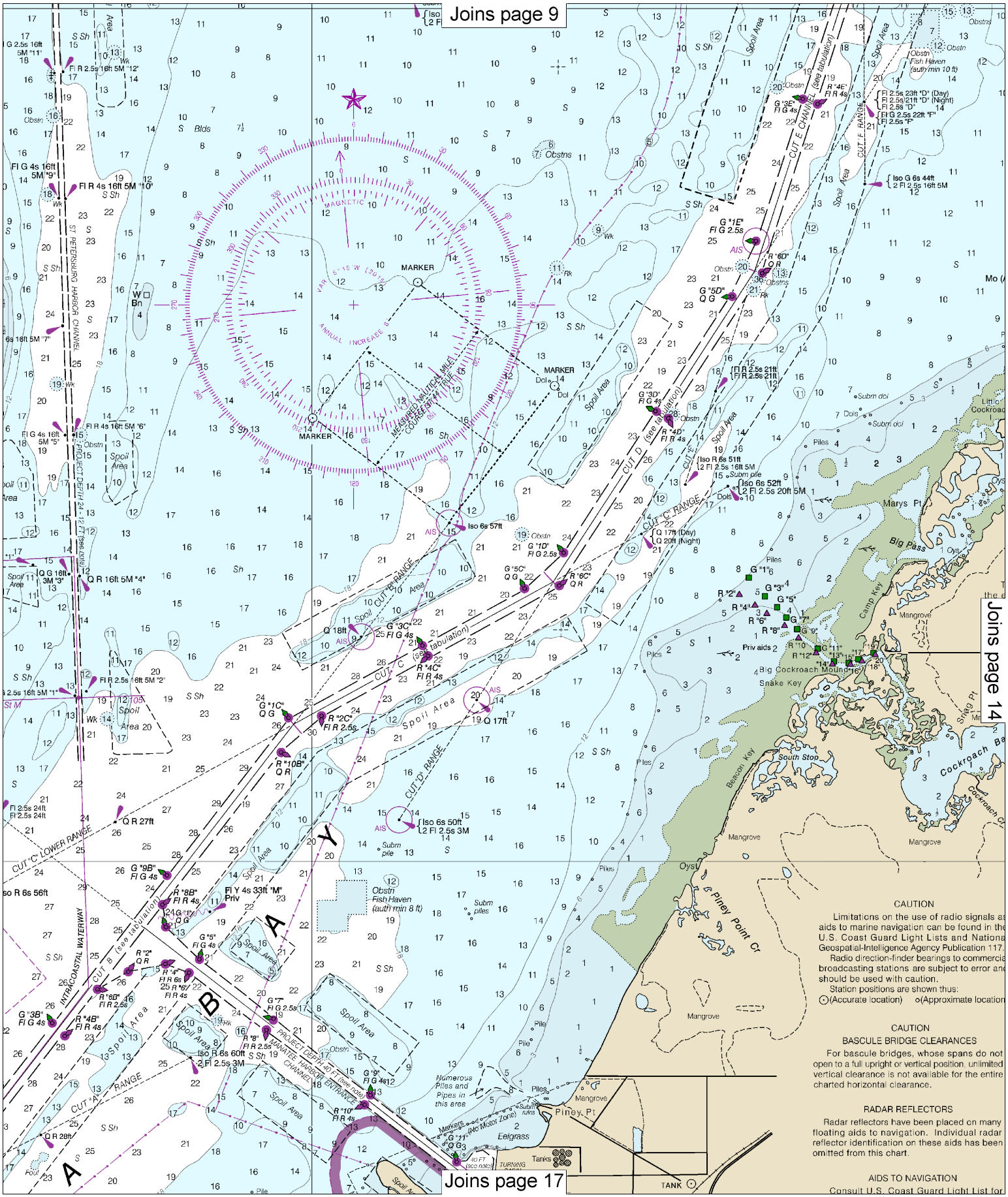
Note: Chart grid lines are aligned with true north.

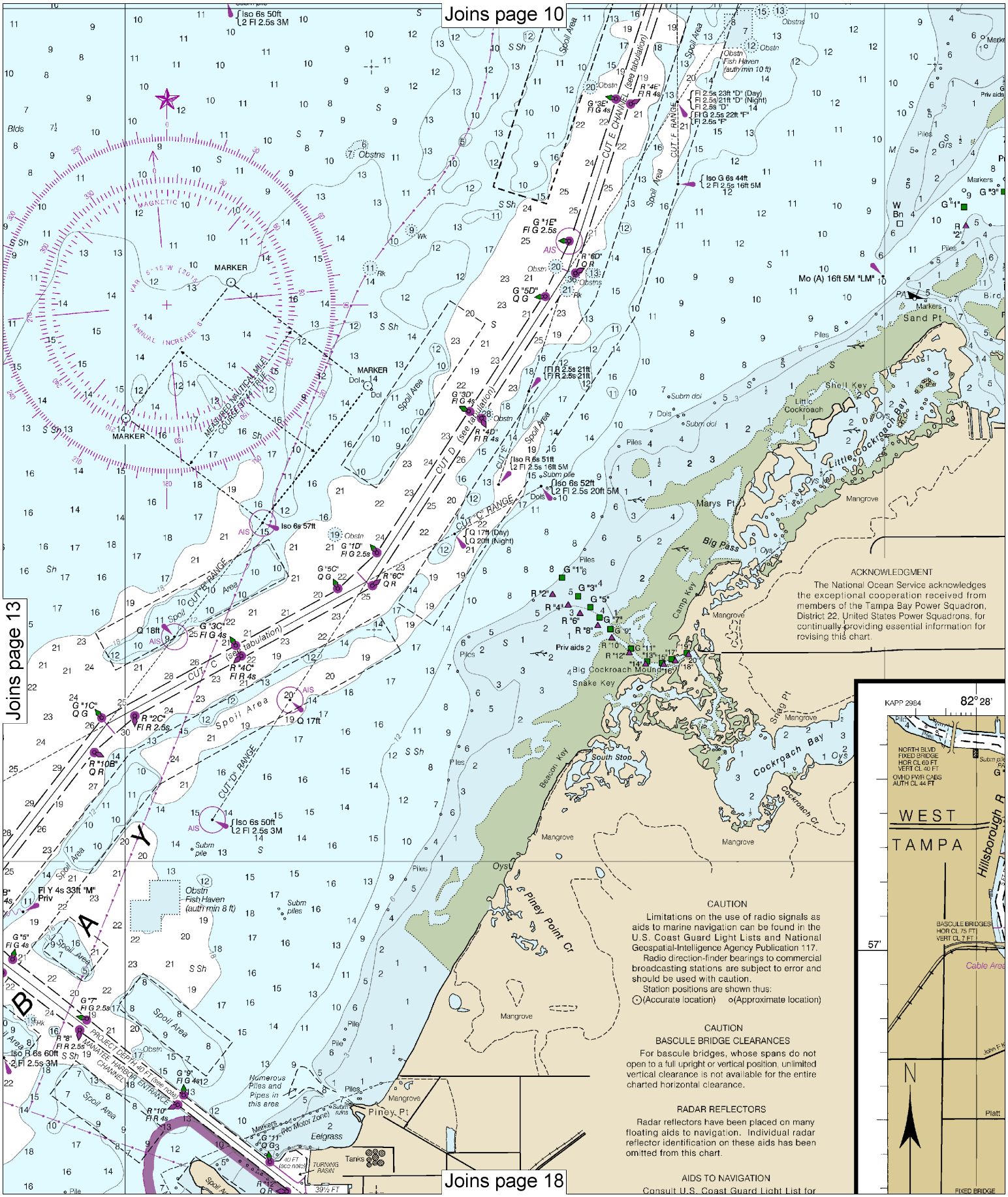
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
Joins page 14
Joins page 17
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
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.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for
ST PETERSBURG HARBOR CHANNEL
INTRACOASTAL WATERWAY
MANATEE HARBOR ENTRANCE CHANNEL
PROJECT DEPTH 42 FT (see note)
MEASURED NAUTICAL MILE
MARKER
CUT A RANGE
CUT B (see tabulation)
CUT C LOWER RANGE
CUT C RANGE
CUT D (see tabulation)
CUT D RANGE
CUT E CHANNEL (see tabulation)
CUT E RANGE
CUT F RANGE
Spoil Area
Piney Point Cr
Piney Pt
Big Pass
Snake Key
Big Cockroach Mound
Beacon Key
South Stop
Camp Key
Marys Pt
Eelgrass
Numerous Piles and Pipes in this area
Obstn Fish Haven (auth min 8 ft)
Obstn Fish Haven (auth min 10 ft)
Mangrove
Piles
Tanks
TANK
Fl G 4s 16ft 5M "9"
Fl R 4s 16ft 5M "10"
Fl R 2.5s 16ft 5M "12"
Fl G 2.5s 16ft 5M "11"
Fl R 4s 16ft 5M "6"
Fl G 4s 16ft 5M "5"
Q G 16ft 3M "3"
Q R 16ft 5M "4"
Fl R 2.5s 16ft 5M "2"
Fl G 2.5s 16ft 5M "1"
Q R 27ft
Q R 28ft
Fl 2.5s 24ft
Iso R 6s 56ft
Fl Y 4s 33ft "M" Priv
Iso R 6s 60ft 2 Fl 2.5s 3M
Iso 6s 57ft
Iso 6s 50ft 2 Fl 2.5s 3M
Iso R 6s 51ft 2 Fl 2.5s 16ft 5M
Iso 6s 52ft 2 Fl 2.5s 20ft 5M
Iso G 6s 44ft 2 Fl 2.5s 16ft 5M
Fl 2.5s 23ft "D" (Day)
Fl 2.5s 21ft "D" (Night)
Fl 2.5s "D"
Fl G 2.5s 22ft "F"
Fl 2.5s "F"
Fl R 2.5s 21ft
Fl R 2.5s 21ft
Q 17ft (Day)
Q 20ft (Night)
Q 18ft
Q 17ft
G "1C" Q G
R "2C" Fl R 2.5s
R "4C" Fl R 4s
G "3C" Fl G 4s
G "1D" Fl G 2.5s
R "6C" Q R
G "5C" Q G
R "10B" Q R
G "9B" Fl G 4s
R "8B" Fl R 4s
G "5" Fl G 4s
R "2" Q R
R "4" Fl R 6s
R "6" Fl R 4s
R "8D" Fl R 2.5s
G "3B" Fl G 4s
R "4B" Fl R 4s
R "8" Fl R 2.5s
G "7" Fl G 2.5s
G "9" Fl G 4s
R "10" Fl R 4s
G "11" (into Motor Zone)
G "1E" Fl G 2.5s
R "4E" Fl R 4s
G "3E" Fl G 4s
R "6D" Q R
G "5D" Q G
G "3D" Fl G 4s
R "4D" Fl R 4s
G "1" R "2" R "4" R "6" R "8" G "3" G "5" G "7" G "9" R "10" G "11" R "12" G "13" R "14"
Priv aids 2
A
B
Y



14

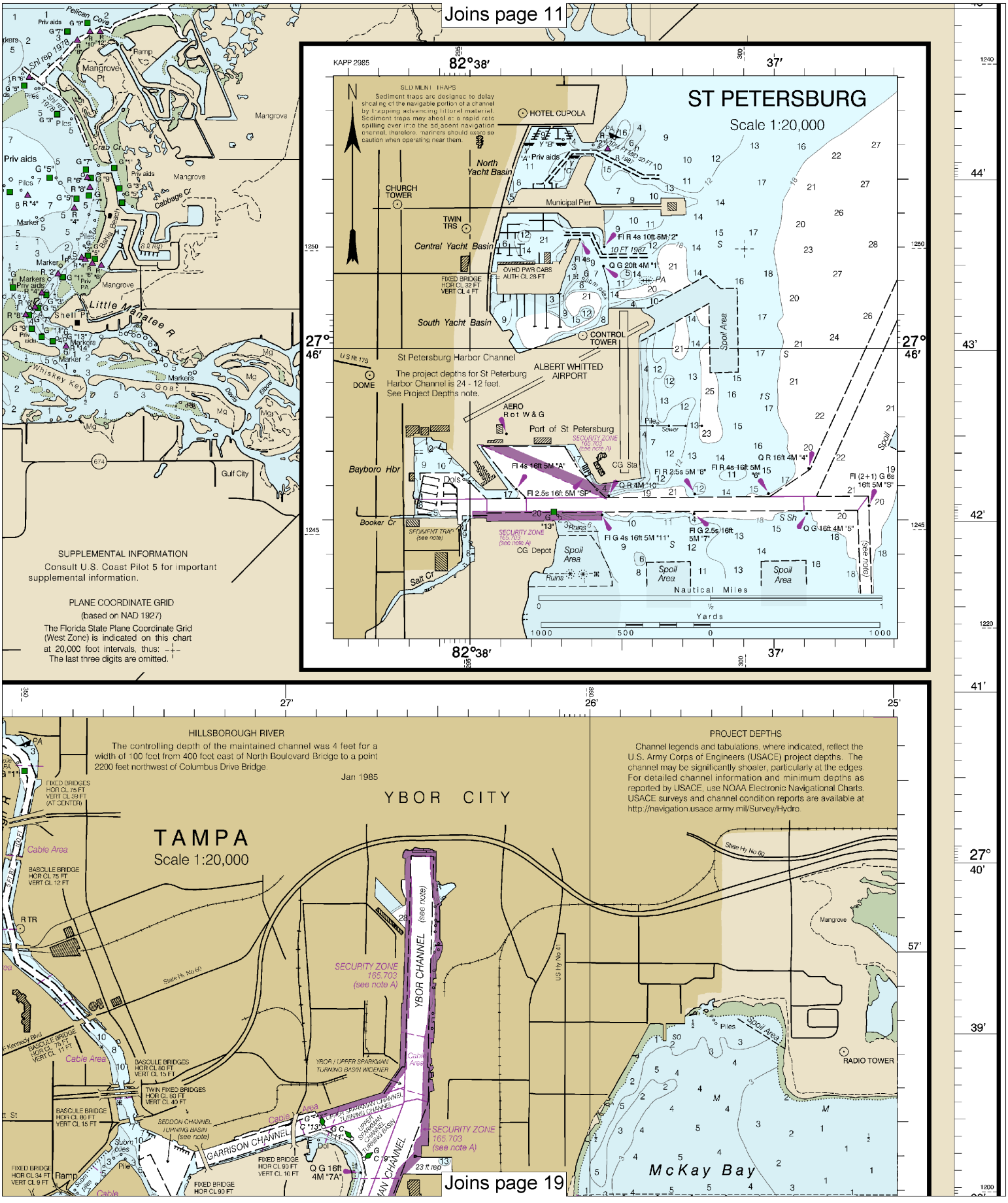
Note: Chart grid lines are aligned with true north.

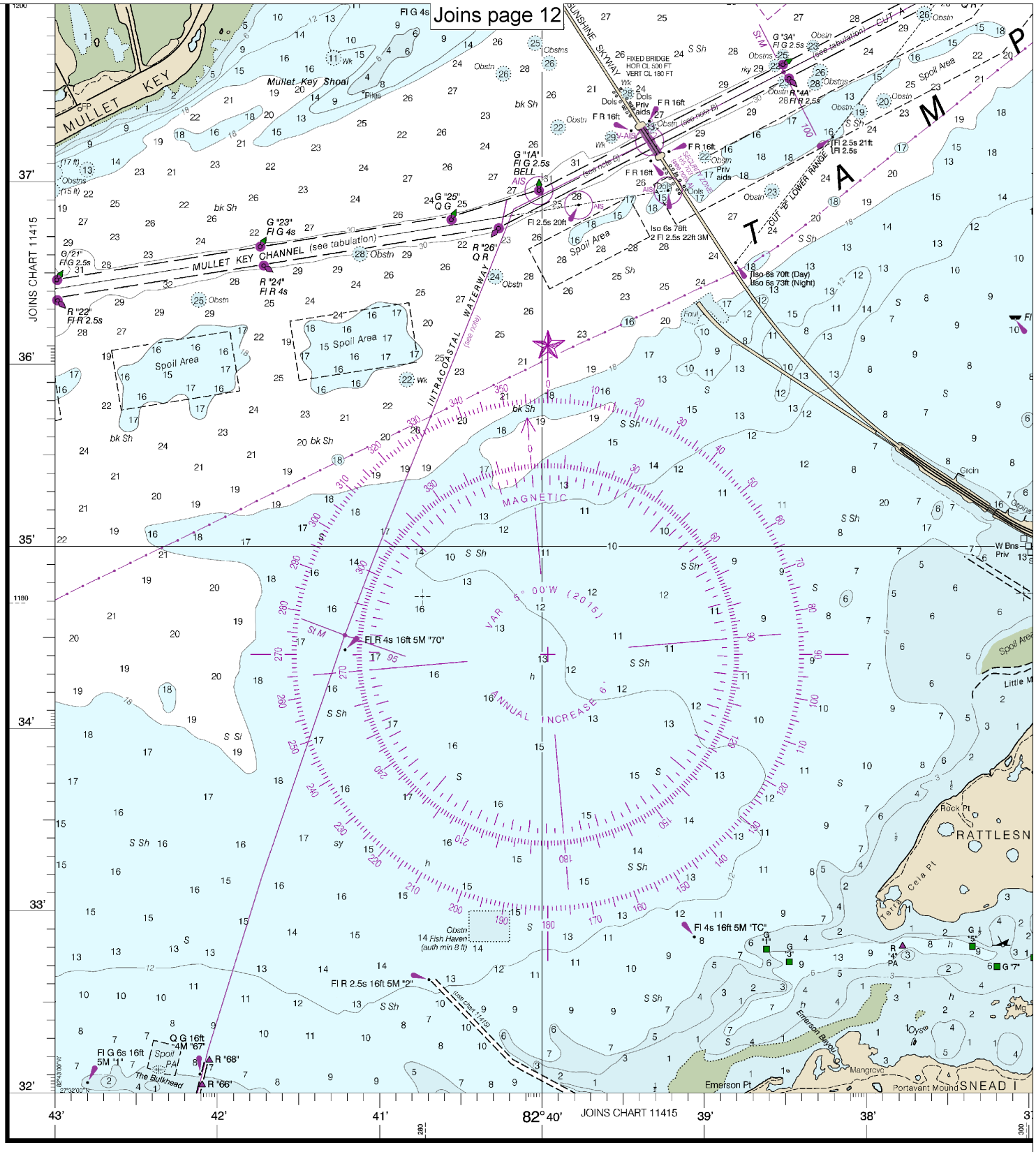
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
ST PETERSBURG
Scale 1:20,000
KAPP 2985
82°38′
37′
27°46′
43′
42′
41′
27°40′
39′
SLUDGE TRAPS
Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.
HOTEL CUPOLA
North Yacht Basin
CHURCH TOWER
TWIN TRS
Municipal Pier
Central Yacht Basin
South Yacht Basin
FIXED BRIDGE HOR CL 32 FT VERT CL 4 FT
OVHD PWR CABS AUTH CL 28 FT
CONTROL TOWER
Spoil Area
St Petersburg Harbor Channel
The project depths for St Petersburg Harbor Channel is 24 - 12 feet. See Project Depths note.
ALBERT WHITTED AIRPORT
DOME
AERO Rot W & G
Port of St Petersburg
CG Sta
Bayboro Hbr
Booker Cr
Salt Cr
CG Depot
Ruins
Nautical Miles
Yards
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.
PLANE COORDINATE GRID
(based on NAD 1927)
The Florida State Plane Coordinate Grid (West Zone) is indicated on this chart at 20,000 foot intervals, thus: -+-
The last three digits are omitted.
Pelican Cove
Mangrove Pt
Crab Cr
Cabbage Cr
Little Manatee R
Whiskey Key
Goat I
Shell Pt
Gulf City
HILLSBOROUGH RIVER
The controlling depth of the maintained channel was 4 feet for a width of 100 feet from 400 feet east of North Boulevard Bridge to a point 2200 feet northwest of Columbus Drive Bridge.
Jan 1985
PROJECT DEPTHS
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at http://navigation.usace.army.mil/Survey/Hydro.
YBOR CITY
TAMPA
Scale 1:20,000
SECURITY ZONE 165.703 (see note A)
YBOR CHANNEL (see note)
GARRISON CHANNEL
SEDDON CHANNEL TURNING BASIN (see note)
YBOR / UPPER SPARKMAN TURNING BASIN WIDENER
UPPER SPARKMAN CHANNEL TURNING BASIN
McKay Bay
RADIO TOWER
Joins page 19



11416

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.

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

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.

16th Ed., Oct. 2020. Last Correction: 7/28/2022. Cleared through:
LNM: 3022 (7/26/2022), NM: 3222 (8/6/2022)

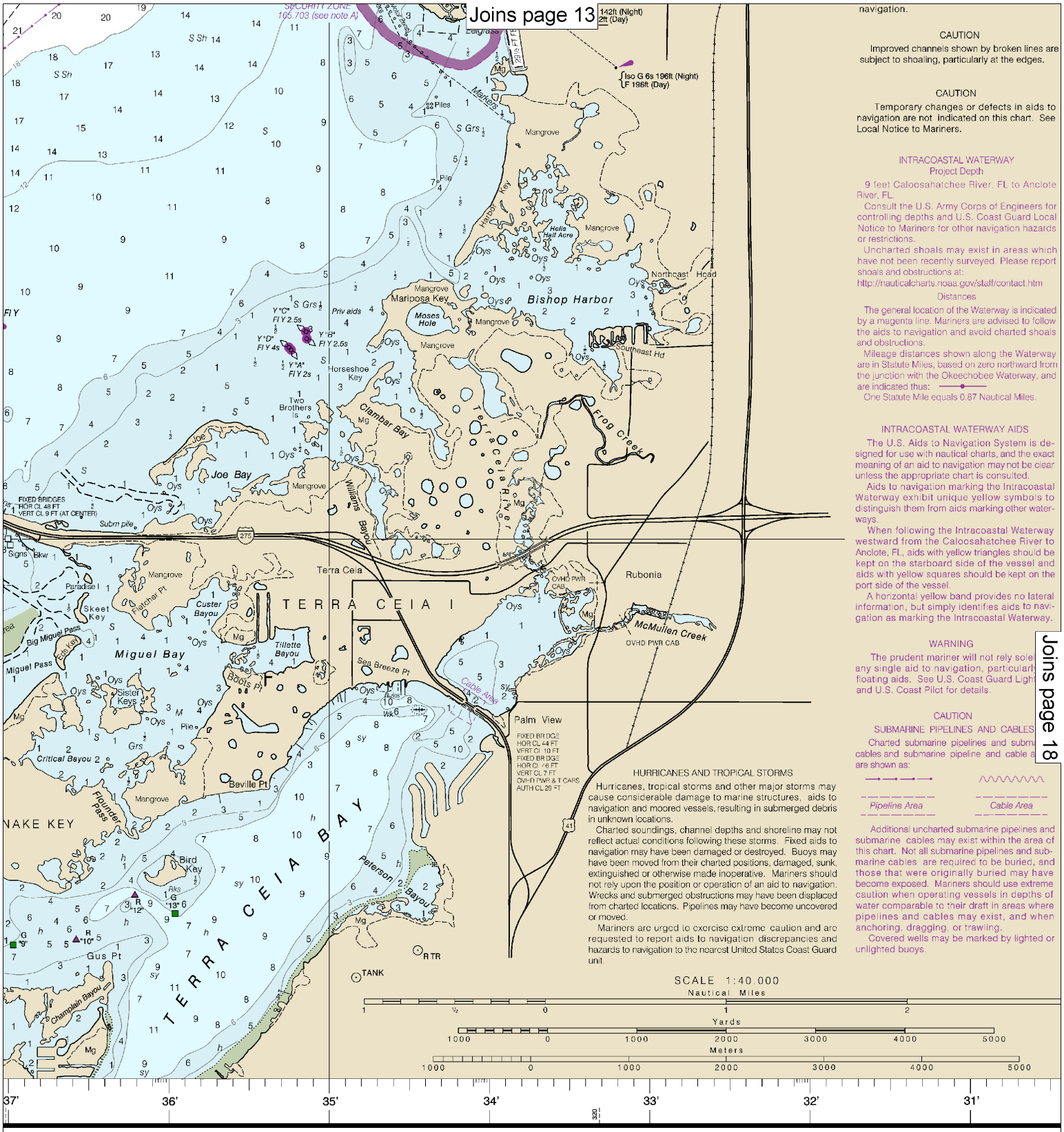
Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



navigation.

CAUTION

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

CAUTION

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

INTRACOASTAL WATERWAY
Project Depth

9 feet Caloosahatchee River, FL to Anclote River, FL.

Consult the U.S. Army Corps of Engineers for controlling depths and U.S. Coast Guard Local Notice to Mariners for other navigation hazards or restrictions.

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

Distances

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

Mileage distances shown along the Waterway are in Statute Miles, based on zero northward from the junction with the Okeechobee Waterway, and are indicated thus:

One 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.

WARNING

The prudent mariner will not rely sole any single aid to navigation, particularl floating aids. See U.S. Coast Guard Ligh and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and subma cables and submarine pipeline and cable a 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.

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.

Joins page 18

mit inquiries, discrepancies or comments
alcharts.noaa.gov/staff/contact.htm.

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NATIONAL OCEAN SERVICE
COAST SURVEY

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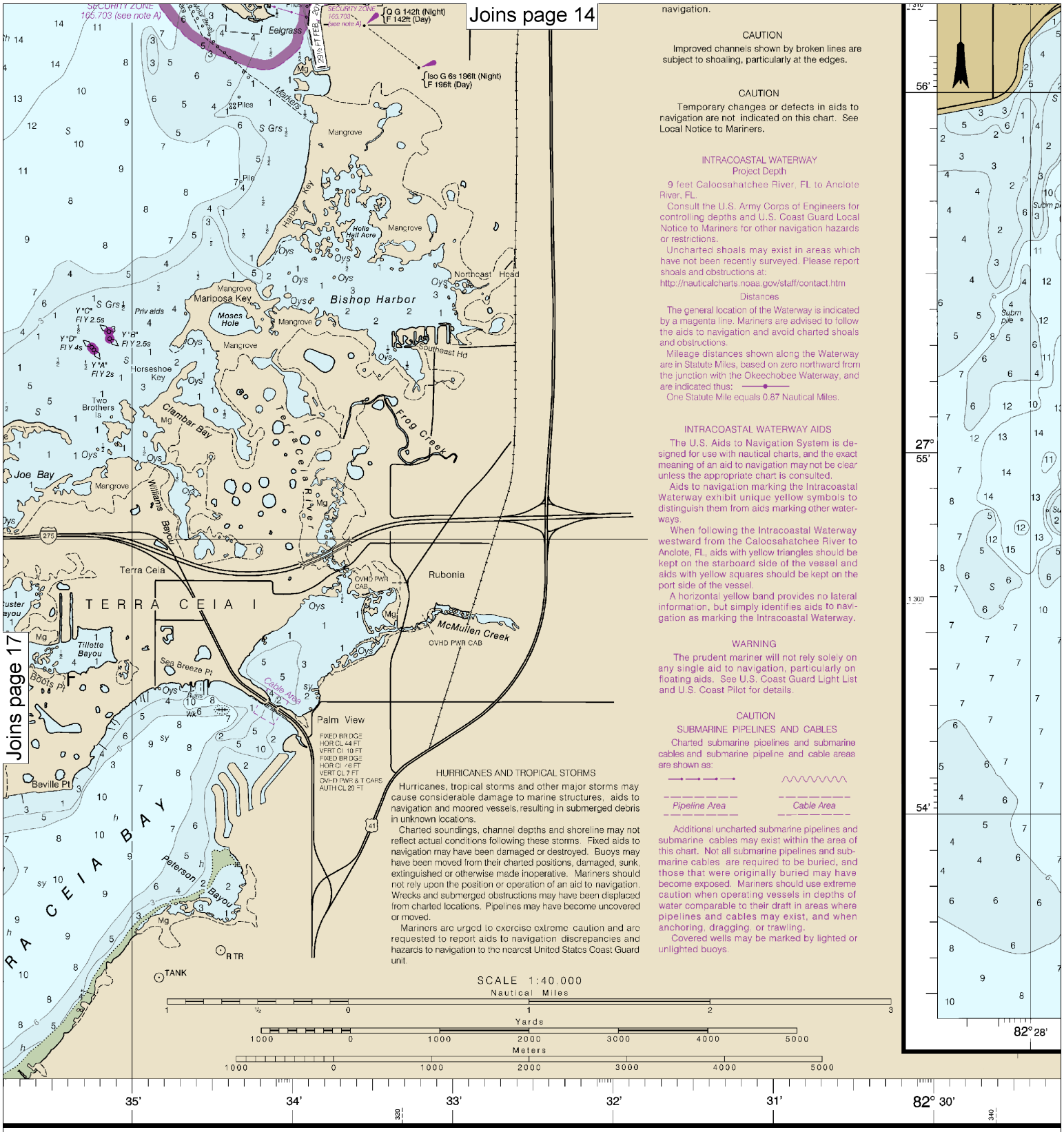

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WARNING

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Pipeline Area — Cable Area

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NATIONAL OCEAN SERVICE
COAST SURVEY

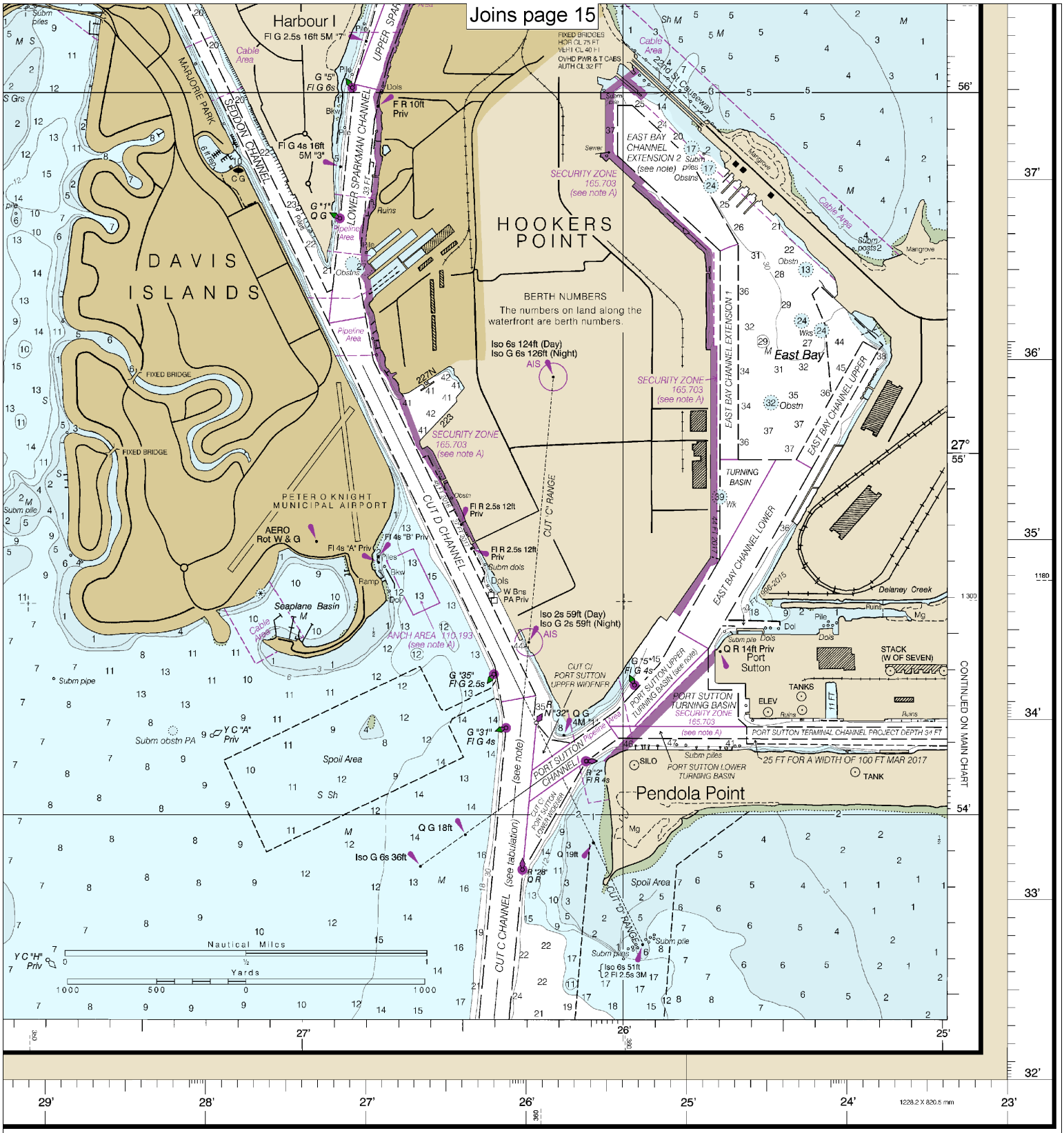
SOUNDINGS IN F

Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Tampa Bay

SOUNDINGS IN FEET - SCALE 1:40,000

11416

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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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.

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