11445

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Key West, Fla.	WXJ-95	162.40 MHz

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping 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)

FIXED BRIDGES

The bridges between Little Duck Key and Bahia Honda Key are a series of fixed bridges.
HOR CL 14 FT VERT CL 7 FT

CAUTION

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

INTRACOASTAL WATERWAY

Project Depths

The Intracoastal Waterway project depth is 12 feet from Norfolk, Virginia to Ft. Pierce, Florida, thence 10 feet to Miami, and thence 7 feet to Cross Bank in Florida Bay. The authorized Federal project extension from Cross Bank (Florida Bay) to Key West has not been improved. Controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The waterway and suggested routes from Key West leading to the Intracoastal Waterway in Florida Bay are indicated by magenta lines. Mileage distances shown along the waterway and routes are in statute miles; southward from Norfolk, Virginia and indicated thus: ━●━

Tables for converting Statute Miles to international Nautical Miles are given in U.S. Coast Pilots 4 and 5. Courses are TRUE and must be CORRECTED for any variation and compass deviation.

Mercator Projection
Scale 1:40,000 at Lat. 24°38′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 and 5 for important supplemental information.

CAUTION

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

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.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Bahia Honda Key	(24°39′N/81°17′W)	1.6	1.3	0.2	-1.5
Cudjoe Key (Bridge)	(24°40′N/81°28′W)	1.1	0.9	0.1	-1.5

(997)

NOTE D
PROHIBITED AREAS
(Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act Pub. L. 101-605 and IMO advisary SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

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.

COAST SURVEY

FLORIDA
INTRACOASTAL WATERWAY

BAHIA HONDA KEY TO SUGARLOAF KEY

Formerly C & GS 853, 1st Combined Ed., Apr. 1959 KAPP 329

For Symbols and Abbreviations see Chart No. 1

OVERHEAD POWER CABLES

Overhead power cables run parallel to U.S. Highway No.1. All clearances are greater than those of the charted fixed bridges.

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 1.521" northward and 0.685" eastward to agree with this chart.

CAUTION

As a result of Hurricane Andrew, extensive debris is submerged in unknown locations. Wrecks and submerged obstructions may have been displaced from charted locations, and pipelines may have become uncovered or moved due to the force of storm surge. Aids to navigation might not be reliable. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest Coast Guard Unit.

AUTHORITIES

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

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).

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

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

COLREGS, 80.740 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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 Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Fla., or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Fla.

Refer to charted regulation section numbers.

CAUTION
SUBMARINE PIPELINES AND CABLES

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

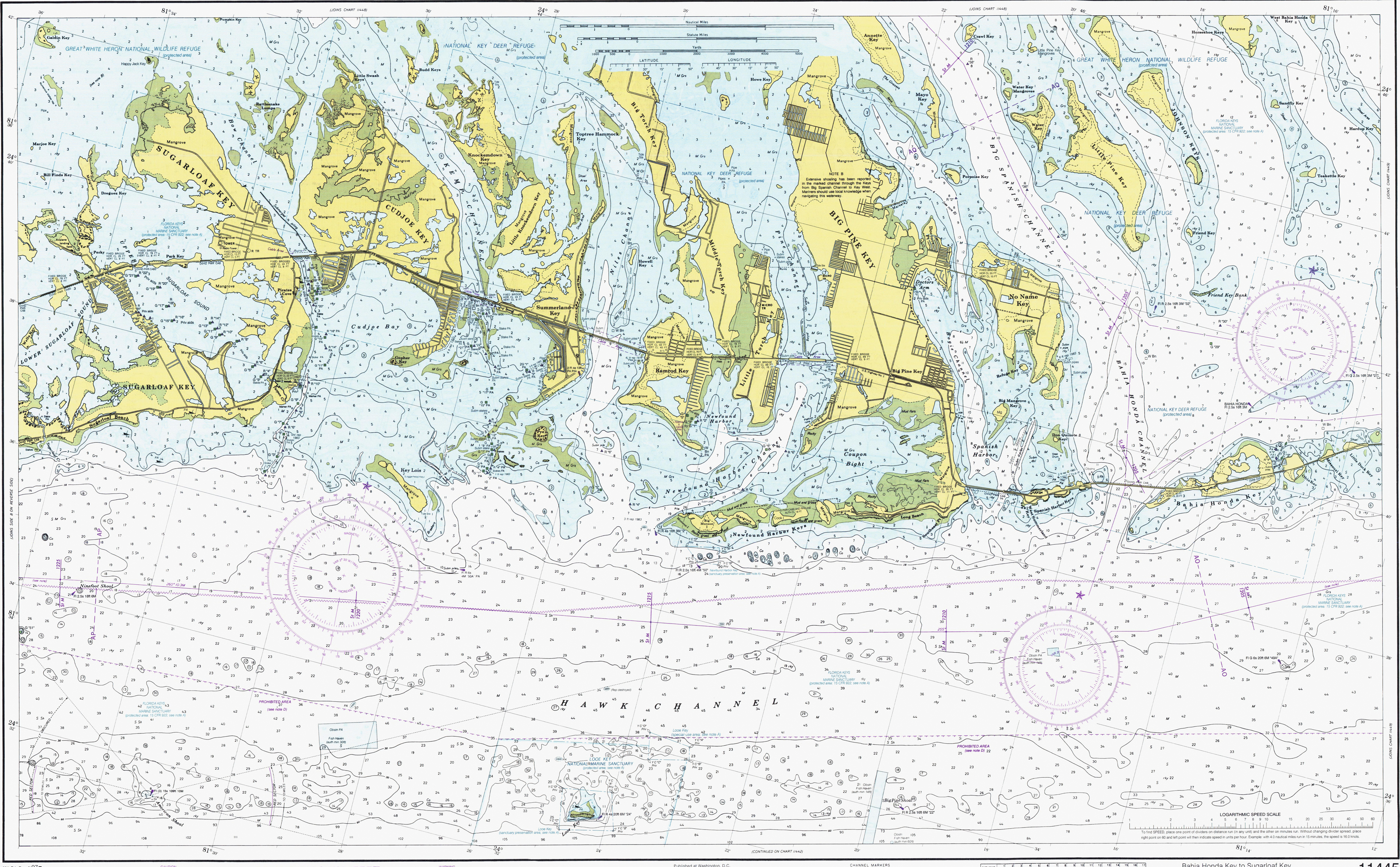
Pipeline Area	Cable Area

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.

SOUNDINGS IN FEET

Nautical Chart Catalog No. 1, Panels Q, R



29th Ed., Dec. 6/97 ■

11445

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUNDINGS IN FEET

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.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

CHANNEL MARKERS

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

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 18 19 20	21 22 23 24 25	26 27 28 29 30 31											

Bahia Honda Key to Sugarloaf Key
SOUNDINGS IN FEET - SCALE 1:40,000

11445

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