

**NOTE B**  
The area in Miami Harbor from the turning basin to the northwest corner of Dodge Island is utilized intermittently as a seaplane operating area.

**NOTE C**  
The aids are private and positions are approximate.

**NOTE F**  
**CAUTION**  
Cross-channel current variations in parts of the Cut-2 and in the Cut-3 (50) are particularly difficult to negotiate because of variances between predicted and actual currents. Caution should be exercised when entering from the sea during flood tide with northeasterly winds; a strong turning torque occurs when just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tides. Horizontal current gradients occur in the turning basin at the northwest corner of Dodge Island, which may make maneuvering difficult. Ships may encounter current anomalies at the mouth of the Miami River.

**NOTE G**  
**BISCAIYNE NATIONAL PARK CLOSED AREA**  
For the protection of artifacts, this portion of Biscayne National Park is closed to the following activities:  
Scuba diving, snorkeling, swimming, floating, and any activity that involves placing persons or equipment on, in, or under the water. However, hook and line "drift" fishing is allowed.  
Use of any underwater viewing device including, but not limited to, face masks, glass bottom boats, glass bottom buckets or cameras.  
Anchoring any vessel at any time unless an emergency exists.

**NOTE H**  
**PROHIBITED AREAS**  
(Areas to be avoided)  
Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SMCirc. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

**NOTE J**  
**PRECAUTIONARY AREA**  
A Precautionary Area exists around Miami Lighted Buoy 11. Large commercial ships inbound and outbound of the port will be advised and disembarc pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipelines and cable areas are shown as follows:  
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 towing.  
Covered wells may be marked by lighted or unlighted buoys.

**PARTICULARLY SENSITIVE SEA AREA**  
The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

**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.

