



THE NATION'S CHARTMAKER SINCE 1807

FLORIDA INTRACOASTAL WATERWAY

SANDS KEY TO BLACKWATER SOUND

Scale 1:40,000 at Lat. 25° 20'

North American Datum of 1983 (World Geodetic System of 1984)

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

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

HEIGHTS: Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

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

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 1.41' northward and 0.70' eastward to agree with this chart.

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).

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

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.

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.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with red buoy channels, 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.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. 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
The aids are private; aids are not charted, use local knowledge.

NOTE C
The controlling depth in Angelich Creek was 5 feet from daybeacon 3 to daybeacon 12. April 1977.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height (relative to datum of soundings) (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Lower Low Water
Eliot Key	1	25°27'N/80°12'W	1.6	1.0	0.1
	2	25°27'N/80°12'W	1.5	1.2	0.1
	3	25°24'N/80°14'W	2.0	1.6	0.1
	4	25°23'N/80°15'W	1.5	1.2	0.1
	5	25°20'N/80°18'W	0.8	0.7	0.1
Coral Reef Harbor	6	25°19'N/80°17'W	2.5	2.5	0.1

NOTE D
EVERGLADES NATIONAL PARK PROTECTED AREA, 36 CFR 7.45
The killing, collecting, or molesting of animals, the collecting of plants, and waterfishing are prohibited by Federal Regulations.

NOTE E
PROHIBITED AREAS (Areas to be Avoided)
Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-686 and the Federal Antiquities Act, 16 U.S.C. 433, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the Territorial Sea, is continuous to depict the jurisdictional limit of the other laws. The 8-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24 nautical mile Contiguous Zone and the 200 nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) via http://www.epa.gov/owow/coastguard/vessel_waste/.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as follows:

Additional uncharted submarine pipelines and submarine cables are shown on this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that are not originally buried may have

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

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.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

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

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.

INTRACOASTAL WATERWAY
Project Details:
12 feet Norfolk, VA to Fort Pierce, FL; 10 feet Fort Pierce, FL to Miami, FL; 7 feet Miami, FL to Cross Bank in Florida Bay.
Consult the U.S. Army Corps of Engineers for controlling depths and U.S. Coast Guard Local Notices 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/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, southward from Norfolk, VA, and are indicated by a magenta line.
One Statute Mile equals 0.87 Nautical Miles. Courses are TRUE and must be CORRECTED for any variation and compass deviation.

CORAL PROPAGATION
Uncharted submerged manmade structures, designed for the purpose of coral propagation, may exist within the limits of this chart, principally in shallow water areas.

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 will 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, relinquished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Weights and submerged obstructions may have been displaced from charted locations. Floppies 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.

FLORIDA KEYS NATIONAL MARINE SANCTUARY
The Particulary 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.

NO-DISCHARGE ZONE
(see note Z)

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