**BookletChart™**

**Intracoastal Waterway – Charlotte Harbor to Tampa Bay**

**NOAA Chart 11425**

*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

### Approximate Page Index

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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 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.


**Selected Excerpts from Coast Pilot**

- **Charlotte Harbor**, about 60 miles SSE from Tampa Bay, is the approach to Port Boca Grande, Boca Grande, Punta Gorda, and several smaller settlements. On the S side Charlotte Harbor opens into Pine Island Sound and on the N side into Gasparilla Sound. These are described in chapter 12 in connection with the Intracoastal Waterway. Matlacha Pass, on the S side, has been described earlier in this chapter.
- **Port Boca Grande** on the inner side of the S end of Gasparilla Island is an important petroleum receiving port. The town of Boca Grande is about 2 miles to the N.

**Prominent features.**--In the approach to the entrance from the S or SW, the first object sighted in daytime should be **Gasparilla Island Light** (26°44'31"N, 82°15'48"W), 1.5 miles from the S end of Gasparilla Island. The light, 105 feet above the water, is shown from a white hexagonal pyramidal skeleton tower, enclosing a stair cylinder. A red sector in the light from 001° to 045° covers the shoals W of Cayo Costa S of the entrance.

Upon closer approach, the loading transporter and sampling tower at the abandoned phosphate terminal, the large storage sheds at the marina at Port Boca Grande, and four storage tanks about 0.4 mile N of the end of the island will be seen. A water tank and a microwave tower at the town of Boca Grande also are prominent. **Port Boca Grande Light** (26°43'02"N, 82°15'39"W), 41 feet above the water, is shown from a white frame dwelling on the S end of the island. Close SW of the light, the tower and attached dwelling of the former lighthouse are prominent.

**Anchorages.**—Vessels should anchor in the Charlotte Anchorage, SW of the Safety Fairway. (See 166.100 through 166.200, chapter 2.) In addition, good anchorage in Charlotte Harbor for large vessels is in depths of 20 to 40 feet at the inner end of the entrance channel; the holding bottom is good. This is the anchorage used by vessels waiting for loading berths at Port Boca Grande. The anchorage affords excellent shelter from all winds, and is used as a harbor of refuge by coasting vessels and others. Small vessels can anchor almost anywhere in Charlotte Harbor. Good depths for small craft can be found close inshore between Port Boca Grande and Boca Grande. Small craft also can use the lagoon at Boca Grande. In 1996, a submerged wreck was reported 0.7 mile E of the anchorage in position 26°38.2'N, 82°17.7'W. Another good anchorage for small craft has been reported between **Johnson Shoals** and the NW side of Cayo Costa. Depths in the anchorage are 7 to 11 feet, but only craft drawing less than 5 feet can enter through the unmarked swash channel along the NW side of Cayo Costa.

**Dangers.**—Numerous floating piles have been reported in Charlotte Harbor and adjacent waterways, and in Boca Grande Channel and its approaches.

**Currents.**—The tidal currents in the entrance channel average 2.2 knots at strength. The ebb current, which is said to attain occasionally an extreme velocity of 3 to 4 knots, depending also upon the force and direction of the wind. In the harbor channel between Cape Haze and the N end of Pine Island, the average velocity of the current is 0.5 knot. In Matlacha Pass at Little Pine Island bridge the current floods to the SE with an average velocity of 0.6 knot; the ebb current is weak and variable. To the N at the Myakka River bridges the current floods to the NW with an average velocity of 0.5 knot; the ebb current is weak and variable. In Peace River the current floods to the NE and ebb to the SW with an average velocity of about 0.4 knot at strength.

The coast between Charlotte Harbor and Tampa Bay trends about NW by N, and has a nearly straight sand beach that is broken in places by small inlets. Back of the barrier islands are shallow bays and lagoons which can be entered from the Gulf of Mexico through Gasparilla Pass, Stump Pass, Venice Inlet, Big Sarasota Pass, New Pass, and Longboat Pass. Most of these passes, though marked, are subject to change, and the aids are frequently shifted in position. The low shore is wooded nearly to the water’s edge and has few prominent features except in the vicinity of Boca Grande, Venice, and Sarasota, and for the 720-foot Venice Fishing Pier, about 2.5 miles S of the entrance to Venice Inlet. The pier is reported marked at its end by two fixed red lights.

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

<table>
<thead>
<tr>
<th>RCC New Orleans</th>
<th>Commander</th>
<th>8th CG District</th>
<th>(504) 589-6225</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Orleans, LA</td>
<td></td>
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</table>
Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS
- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO
STARBOARD
TOPMOST BAND GREEN
- GREEN LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO
PORT
TOPMOST BAND RED
- RED LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS
- RED LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

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

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/
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 travel 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 small boats and sailboats 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.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been developed from this chart.

WARNINGS

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.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/data/submit.htm.

INTRA COASTAL WATERWAY AID SYSTEM

The U.S. Coast Guard Navigation System is designed for use with nautical charts, and the use of it on navigational aids may not be legal 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 Charlotte Harbor River, Anclote, Fla. aids with yellow rings should be kept on the starboard side of the vessel. Aids with white rings should be kept on the port side of the vessel.

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

PLANE COORDINATE GRID

Florida State Grid, west zone, is indicated by dashed tick at 10,000 foot intervals, thus — . The last three digits are omitted.

CAUTION

BASELINE BRIDGE CLEARANCES

For bascule bridges, the bridge clearances shown in the chart may not be current, and inquiries should be directed to the local Coast Guard Auxiliary, the Coast Guard, or the Florida Department of Transportation, for up-to-date information.

The positions of navigation aids and submerged pipelines and cables are shown on this chart.

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 North American Datum of 1927 (NAD 27) and NAD 84. Geographic positions referred to the North American Datum of 1927 must be corrected on average of 1° 16' north and 5° 05' east to agree with this chart.

Map Symbols

- Map symbols are defined in the chart notes.

Additional underwater pipelines and submarine cables may exist that were not shown on this chart.

Directional light is shown as follows:

- Green light: Proceed to the left.
- Red light: Proceed to the right.
- Yellow light: Proceed with caution.
- Black light: Proceed with caution.

Charted aids may be marked with yellow buoys.

NOTE: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.

SCALE 1:40,000

Nautical Miles

Yards

1000 0 1000 2000 3000 4000 5000

- CAUTION -
RACON BUOYS

Racing buoys within the limits of this chart are not shown herein. Information may be obtained from the U.S. Coast Guard District Offices. Racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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 shoal areas may not reflect actual conditions. All existing charts are limited to the charted areas. Fixed aids to navigation may have been damaged or destroyed. Boats 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 all aids to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pylons may have become unmoored or moved.

Mariners are urged to exercise extreme caution and are requested to report any navigation discrepancies and hazards to navigation to the nearest U.S. Coast Guard unit.

CAUTION

Temporary changes or obstructions to 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.

Pump-out facilities

### Chart of Submarine Piping and Cables

Additional uncharted submarine piping and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be charted, and those that were originally charted 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, docking or mooring.

Coved wells may be marked by lighted or unlighted buoys.

### Table: Placename Information

<table>
<thead>
<tr>
<th>Name</th>
<th>Lat/Long</th>
<th>Min:Low Water</th>
<th>Mean:Low Water</th>
<th>Mean:High Water</th>
<th>Mean:High Water</th>
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<tbody>
<tr>
<td>Matl. Key Chn</td>
<td>27°17'-18'N</td>
<td>82°43'-14'W</td>
<td>10.1</td>
<td>11.6</td>
<td>13.5</td>
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<tr>
<td>Port Boca Grande</td>
<td>27°15'-16'N</td>
<td>82°37'-17'W</td>
<td>10.4</td>
<td>11.0</td>
<td>12.5</td>
</tr>
<tr>
<td>Pt. McArthur</td>
<td>27°18'-19'N</td>
<td>82°32'-13'W</td>
<td>10.1</td>
<td>11.1</td>
<td>12.5</td>
</tr>
<tr>
<td>Venice West</td>
<td>27°13'-14'N</td>
<td>82°28'-10'W</td>
<td>10.1</td>
<td>11.0</td>
<td>12.5</td>
</tr>
<tr>
<td>Sarasota</td>
<td>27°14'-15'N</td>
<td>82°28'-09'W</td>
<td>10.1</td>
<td>11.0</td>
<td>12.5</td>
</tr>
<tr>
<td>Anna Maria Key</td>
<td>27°15'-16'N</td>
<td>82°29'-10'W</td>
<td>10.1</td>
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<td>12.5</td>
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<tr>
<td>North Jetty</td>
<td>27°17'-11'N</td>
<td>82°33'-15'W</td>
<td>10.1</td>
<td>11.0</td>
<td>12.5</td>
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<td>Redfish Point</td>
<td>27°12'-13'N</td>
<td>82°32'-11'W</td>
<td>10.1</td>
<td>11.0</td>
<td>12.5</td>
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<tr>
<td>Egmont Key</td>
<td>27°14'-15'N</td>
<td>82°28'-09'W</td>
<td>10.1</td>
<td>11.0</td>
<td>12.5</td>
</tr>
<tr>
<td>Cott. Island</td>
<td>27°14'-15'N</td>
<td>82°33'-15'W</td>
<td>10.1</td>
<td>11.0</td>
<td>12.5</td>
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<tr>
<td>Englewood</td>
<td>27°16'-17'N</td>
<td>82°31'-15'W</td>
<td>10.1</td>
<td>11.0</td>
<td>12.5</td>
</tr>
<tr>
<td>Eng. Nook</td>
<td>27°16'-17'N</td>
<td>82°31'-15'W</td>
<td>10.1</td>
<td>11.0</td>
<td>12.5</td>
</tr>
<tr>
<td>Eng. Nook</td>
<td>27°16'-17'N</td>
<td>82°31'-15'W</td>
<td>10.1</td>
<td>11.0</td>
<td>12.5</td>
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE: 1:48,000. See Note on page 5.
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 diver flag, an icon 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.

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

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 retained as it continues to depict the jurisdictional limit of the outer limits of the Exclusive Economic Zone.

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). Geodetic positions referred to the North American Datum of 1983 must be corrected on average of 1.161 northward and 0.656 eastward to agree with this datum.

CAUTION
RASCULE 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.

NOTE 6
The channels at the entrances to many of the islands on this chart are subject to change. Buoyage is not charted.

NOTE 5
Hydrography and shoeweave in this area are subject to continual change.

GAPARILLA MARINA CHANNEL
The daybeacons are private and positions are approximate. Not all daybeacons have been charted.

Navigation regulations in the Pan American Treaty Zone may be different than those elsewhere.
CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rule of the Road" states 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
seasailboats and sailboards may unexpectedly find themselves
unable to maneuver. Blow and stern waves can be hazardous
to small vessels. Large vessels may not be able to see small
dezes close to their bows.

NOTE A
Navigation regulations are published in Chapter 2, U.S.
Coast Pilot. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning the
regulations may be obtained at the Office of the Comman-
der in Miami, Florida, or at the Office
of the District Engineer, Corps of Engineers in Jacksonville,
Florida. Refer to charted regulation section numbers.
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.

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
- Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/ids/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
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.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

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.

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!