Intracoastal Waterway – Fort Myers to Charlotte Harbor and Wiggins Pass
NOAA Chart 11427

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
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)

Wiggins Pass, 4 miles N of Clam Pass, is subject to frequent changes. The pass is used by small craft entering Cocohatchee River and the chain of lagoons and inland waterways that lead N to the passes in Estero Bay. A private light marks the approach to the pass. Inside the pass, a channel, marked by private daybeacons, leads S to Water Turkey Bay. There are several marinas on the N side of the Cocohatchee River near the mouth that provide gasoline, diesel fuel, water, ice, dry storage, and marine supplies. Hull, engine and electronic repairs can be made; lift to 5 tons.

A highway leads along the coastal beach from Bonita Beach on Little Hickory Island and crosses Big Hickory Pass on a bridge with a 40-foot fixed span with a clearance of 10 feet. A microwave tower, about 7 miles inshore between Wiggins Pass and Big Hickory Pass, is reported to be prominent. The tower, 715 feet high, is marked at the top by a red aircraft light. A lighted green water tower on Big Hickory Island and a hotel between Wiggins Pass and Clam Pass are also reported to be prominent.

In 1992, Big Hickory Pass was reported open for small craft with local knowledge. Private daybeacons reportedly mark the channel from the pass S through Hogue Channel, Big Hickory Bay, and Fish Trap Bay to Imperial River and also N through Broadway Channel to New Pass and Big Carlos Pass. Local knowledge is advised. A marina on the E side of the bridge over Big Hickory Pass has berths with electricity, gasoline, water, and ice.

The highway continues N from Big Hickory Pass over causeways on the islets in the S end of Estero Bay with bridges over New Pass, the pass just N of Big Hickory Island, and Big Carlos Pass. The bridge over New Pass has a clearance of 30 feet, and the one over the entrance to the lagoon on the E side of Black Island has a 30-foot fixed span with a clearance of 10 feet. An overhead power cable with a clearance of 36 feet crosses the entrance to the lagoon just W of the bridge.

In 1982, the reported depth was 4 feet in New Pass and in the channel leading S to the marinas and fish camps near Big Hickory Pass. Stakes mark the channel. In 1978, a row of pilings, centered in 26°22′42″N., 81°51′53″W., was reported to obstruct the channel through New Pass. Big Carlos Pass, marked by lighted and unlighted buoys, is about 1.5 miles NW of New Pass. A bridge with a 50-foot bascule span crossing Big Carlos Pass from Carlos Point to Black Island has a clearance of 23 feet at the center. (See 117.1 through 117.59 and 117.267, chapter 2, for drawbridge regulations.)

High-rise buildings on the S end of Estero Island are prominent when approaching Big Carlos Pass from the Gulf. Other high-rise and/or lower condominiums dot the Gulf side of Estero Island at its N end. About 1 mile NW of the bridge, a 2,100-foot privately dredged cut, 150 feet wide with several canals branching off from it, leads to a basin 500 feet long and 200 feet wide. A marina in the basin has gasoline, diesel fuel, electricity, pump-out, water, ice, marine supplies, boat storage, and hull, engine and electronic repairs available. In 2011, a depth of 6 feet was reported in the approach channel and alongside Vessels with drafts too deep to enter San Carlos Bay can obtain good anchorage in calm weather in depths of 15 to 25 feet, sticky bottom, 3 to 4 miles SE of Sanibel Island Light. With N winds there is good anchorage in depths of 16 to 24 feet under the lee of the S side of Sanibel Island, with the light bearing anywhere between NE and N by W.

San Carlos Bay, 41 miles NWW from Cape Romano, is largely filled with shoals on which the depths vary between 1 and 6 feet, and is of importance chiefly as the approach to Caloosahatchee River, the Okeechobee Waterway, and the Intracoastal Waterway, Gulf Section. The bay and adjacent waters are frequented mostly by small vessels and yachts, and are popular with tourists and fishermen during the winter.

Sanibel Island Light (26°27′11″N., 82°00′51″W.), 98 feet above the water, is shown from a brown square pyramidal skeleton tower, enclosing a stair cylinder on Point Ybel, the E end of Sanibel Island. San Carlos Bay Light SC (26°25′08″N., 81°57′33″W.), 16 feet above the water, shown from a dolphin, is 3.6 miles SE of Sanibel Island Light and marks the entrance to San Carlos Bay.

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC New Orleans Commander 8th CG District (504) 589-6225
New Orleans, LA
NOAA’s navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry. To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

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.
RULES OF THE ROAD

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than fifty-five feet in length shall not impede a vessel navigating only in a narrow channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the "Rules of the Road" in U.S. Coast Guard publication "Navigation Rules."

CAUTION

WARNING CONCERNING LARGE VESSELS

The Rules of the Road state that occasional 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 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 and the result is that sailboats and small craft may unexpectedly find themselves unable to maneuver. Bow and stern waves are hazardous to small vessels. Large vessels may not be able to see a small craft close to their bows.

CONTINUED ON CHART 11426
**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 uncharted locations.

Charted soundings, channel depths, and shorelines may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buys may have been removed 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. Wracks 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.

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**Note**

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 other laws. The Exclusive Economic Zone 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 fishing jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Continental Shelf 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.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notices to Mariners.

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

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 divers flag, a red 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.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on those aids has been omitted from this chart.

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.

FLORIDA
FORT MYERS TO CHARLOTTE HARBOR AND WIGGINS PASS

Chart 11427
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Mercator Projection at Scale 1:40,000
North American Datum of 1983
(World Geodetic System 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.

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

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SUPPLEMENTAL INFORMATION
WEATHER RULES FOR SAFE BOATING

Before setting out:

1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don’t go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea.
### Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>ADRO</td>
<td>Admiralty</td>
</tr>
<tr>
<td>Bt</td>
<td>Back</td>
</tr>
<tr>
<td>Cdr</td>
<td>Captain</td>
</tr>
<tr>
<td>Cmp</td>
<td>Compass</td>
</tr>
<tr>
<td>Lt</td>
<td>Light</td>
</tr>
<tr>
<td>Lt Hld</td>
<td>Lieutenant</td>
</tr>
<tr>
<td>M/S</td>
<td>Manned Ship</td>
</tr>
<tr>
<td>Novelty</td>
<td>Novetly</td>
</tr>
<tr>
<td>RMB</td>
<td>Radio Magnetic Bearing</td>
</tr>
<tr>
<td>RTH</td>
<td>Radio Transmitter Horizontal</td>
</tr>
<tr>
<td>ST</td>
<td>Stageway</td>
</tr>
<tr>
<td>SY</td>
<td>Single Yacht</td>
</tr>
<tr>
<td>TV</td>
<td>Television</td>
</tr>
</tbody>
</table>

### Notes

1. **Abbreviations**
   - ALPHONSO: Admiralty Lightship
   - Bt: Back
   - Cdr: Captain
   - Cmp: Compass
   - Lt Hld: Lieutenant
   - MG: Meters
   - M/S: Manned Ship
   - Novelty: Novetly
   - RMB: Radio Magnetic Bearing
   - RTH: Radio Transmitter Horizontal
   - ST: Stageway
   - SY: Single Yacht

### Chart Information

- **Scale**: 1:40,000
- **Datum**: North American Datum of 1983 (World Geodetic System 1984)
- **Soundings**: In Feet
- **Heights**: In Feet above Mean High Water

### Chart Information

- **Datum**
  - North American Datum (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographical positions referred to the North American Datum of 1983 must be corrected on average of 1.2727 northward and 0.6807 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 (DQ free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 C.F.R. 153).

- **Caution**
  - This chart has been converted from the National Oceanic & Atmospheric Administration's National Geodetic Survey and the National Ocean Service, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

- **Supplemental Information**
  - Consult U.S. Coast Pilot 5 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
Improvised channels shown by broken lines are subject to shoaling, particularly at the edges.

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, a red 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.

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.

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.

INTRA COASTAL WATERWAY

INFRA COASTAL WATERWAY AIDs
The U.S. Coast to Navigation System is designed for use with traditional 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 five-inch yellow band provides no lateral information, but simply identifies aids to navigation marking the IntraCoastal Waterway.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE: 1:40,000

See Note on page 5.
WEATHER RULES FOR SAFE BOATING

Before setting out:
1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don’t go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea.

While afloat:
1. Keep a weather eye out for:
   A. A sudden vertical cumulus cloud development
   B. A sudden increase in wind velocity
   C. A sudden noticeable increase in wind velocity
   D. A drop in temperature
   E. Be alert for heavy showers on your AM radio which may indicate approaching thunderstorms
2. Check radio weather broadcasts for latest forecasts and warnings.

Thunderstorms often occur on warm, moist afternoons and are a great hazard to the mariner. They can have winds gusts up to 85 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blown to leeward into danger.
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!**

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**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/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
- 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

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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.

NOAA’s Office of Coast Survey The Nation’s Chartmaker