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
Published by the National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

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 vessels 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.


Garden Key is the site of historic Fort Jefferson National Monument, a hexagonal structure with walls 425 feet long rising from a surrounding moat. The fortress, once a military prison, is now a government reservation administered by the National Park Service. An abandoned lighthouse, 67 feet high, is behind the SE bastion. A fixed white light, visible at least 8 miles, is displayed at night from the tower by the National Park Service. Garden Key and the surrounding waters of the Dry Tortugas are subject to rules and regulations prescribed by the Secretary of the Interior. Commercial fishing is prohibited within these waters. The S and N of the three wharves on the E side of the key are in ruins. The center wharf, off the SE front of the fort, is in good condition, with 16 to 22 feet alongside. No fuel, provisions, or water are available.

Loggerhead Key, the other of the two principal keys in the Dry Tortugas, is 2.5 miles W of Garden Key. Dry Tortugas Light (24°38'00"N, 82°55'14"W), 151 feet above the water, is shown from a 151-foot conical tower, lower half white and upper half black, near the center of Loggerhead Key.

Fort Jefferson and Dry Tortugas Light are good landmarks and can be seen at a distance of 10 to 12 miles on a clear day. Fort Jefferson has the appearance of a bare rocky island, and is an excellent radar target at distances greater than 12 miles.

Bush Key, just E of Garden Key, is a refuge for noddy and sooty terns. These birds come in early April and leave in September. When approaching the Dry Tortugas from E or SE, soundings give little warning of danger, as depths of 10 to 15 fathoms are found close to the reefs in many places. The water shoals more gradually in the approaches from NW or SW, but an approaching vessel should stay in depths greater than 15 fathoms if uncertain of her position.

Southeast and Southwest Channels are the principal approaches; both are marked and the shoals can be identified on a clear day by the difference in color of the water. Northwest Channel is unmarked.

Southeast Channel skirts the reefs S of East Key and Middle Key, and passes between the 25-foot shoal S of Hospital Key and Iowa Rock off Bush Key Shoal. Iowa Rock is marked by a light. The reefs S of Middle Key can be cleared by keeping S of a line through the abandoned lighthouse on Fort Jefferson and Dry Tortugas Light. The channel has depths of 20 feet or more, but it should be used with caution by vessels drawing more than 18 feet.

Southwest Channel leads between the reefs W and SW of Garden Key and those off Loggerhead Key. The least depth found along the marked channel is 31 feet, but the same caution is advised as with Southeast Channel.

Excellent anchorage for small craft is found in the deep water of Bird Key Harbor, reached through the narrow channel encircling Garden Key, which is well marked. The entrance to Bird Key Harbor is narrow, and care is required to avoid the shoals on either side. The main entrance channel is marked by daybeacons.

In emergencies, the best shelter is SW of Garden Key and the channel encircling it, where protection is afforded from NW winds. However, the holding ground is poor, as boats drag anchor along the silty bottom. A general anchorage is in Bird Key Harbor. (See 110.1 and 110.190, chapter 2, for limits and regulations.)

Currents- In Southwest Channel, 1 mile S of Loggerhead Key, the current floods N and ebbs SW at an average velocity at strength of 0.5 knot. In Southeast Channel the current floods N and the ebb S at an average velocity at strength of 0.6 knot.

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

(Selected Excerpts from Coast Pilot)
The Dry Tortugas are a group of small keys and reefs 63 miles W from Key West. The group is about 11 miles long, in a NE-SW direction, and 6 miles wide. Pulaski Shoal, at the NE end of the group, is 12 miles NW of Rebecca Shoal. Pulaski Shoal Light (24°41'36.0"N, 82°46'22.7"W.) is shown from a small black house on a hexagonal pyramidal skeleton tower on piles on the E side of the shoal. The keys are low and irregular, and have a thin growth of mangrove. In general, they rise abruptly from deep water and have fairly good channels between them. They are continually changing in size and shape.
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

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.

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
PARTICULARLY SENSITIVE SEA AREA

This chart falls entirely within the limits of a Particularly Sensitive Sea Area (PSSA). 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.

NOTE 2
LO DISCHARGE ZONE: All vessels operating 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 navigating, moored, anchored, or docked within a NDZ must have the MSD cleat 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) web site: http://www.epa.gov/owow/oceans/ndz/notice/

Brilliant Shoal

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:40000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
CAUTION
This chart has been corrected from the Notice to Mariners (NTM) published weekly by the National Oceanic and Atmospheric Administration and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard District to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners are available at http://www.navalcharts.noaa.gov/start/contacts.htm.

NDIA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nws/coast/charts.nws.gov/chart/contacts.htm.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.
UNITED STATES – GULF COAST

FLORIDA

DRY TORTUGAS

Mercator Projection
Scale 1:30,000 at Lat 24° 39’
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean High Water

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

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information

NOTE B
PROHIBITED AREAS
(Areas to be avoided)
Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-606 and IHO Advisory SNI Disc. 14C, these areas are to be avoided by bank vessels and vessels greater than 50 meters in length.

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

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. 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, 796 Coastal Safety District in Miami, Florida, at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

SCALE 1:30,000
Naval Miles

Dr. Tortugas

SOUNDINGS IN FEET - SCALE 1:30,000

11438

15
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/

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Have all persons put on life jackets!

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.