Intracoastal Waterway –
Grassy Key to Bahia Honda Key
NOAA Chart 11453

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
Bahia Honda Channel (Bahia Honda), 10 miles northwestward of Sombrero Key and between Bahia Honda Key on the east and Scout Key on the west, is the deepest channel between the Straits of Florida and Florida Bay. In 1983, the reported controlling depth was 8 feet from Hawk Channel to Little Pine Key. The passage is crossed by three fixed highway bridges. The southernmost has a clearance of 20 feet over the channel and unlimited vertical clearances at an opening at each end. Mariners are advised to navigate with extreme caution as falling and hanging debris exits in the area. The twin bridges to northward have a clearance of 23 feet over the channel. The direction of the current should be carefully watched when turning northwestward after passing under the bridges in order to avoid being grounded on the banks on either side of the channel. These banks are usually visible. Currents through the passage average 2 knots or more at strength. (For predictions at the southernmost bridge, see the Tidal Current Tables.) A marina with two boat basins is at the Bahia Honda State Park, on the bayside and near the western end of Bahia Honda Key. In 1981, depths of 4 feet were reported in the unmarked entrance channel, with 7 to 15 feet in the basins. Berths with electricity, water, ice, and a launching ramp are available.

Dangers.–Vessels proceeding through the channels inside the Florida Keys should exercise extreme caution because of the numerous rocks, shoals, wrecks, and pile structures which exist. The chart should be examined carefully to determine the position of these dangerous obstructions so they may be avoided.

The Intracoastal Waterway on the western and northern side of the keys passes southward through Biscayne Bay, Card, Barnes, and Blackwater Sounds and connecting waterways in Florida Bay to Moser Channel. From there it is necessary to pass either through Moser Channel and proceed to Key West via Hawk Channel, a distance of 40 miles, or to remain on the northern side of the keys and proceed to Key West via Big Spanish Channel and the Gulf of Mexico, a distance of 54 miles. The waterway route is through smooth waters, except in Hawk Channel and the Gulf of Mexico.

Boot Key Harbor, on the south side of the town of Marathon, is entered southward of Knight Key about 4.5 miles northward of Sombrero Key Light. The entrance channel is marked by a light and daybeacons; the color of the banks is also a good guide for the narrow entrance channel. Daybeacons also mark the channel through the harbor for a distance of about 1.5 miles. In 1983, the reported controlling depth was 7 feet, but shoaling was reported along the southerly side of the entrance channel; caution is advised. A highway bridge, over the channel at mile 0.13, has a bascule span with a clearance of 24 feet at the center. (See 117.1 through 117.59 and 117.272, chapter 2, for drawbridge regulations.) An overhead power cable on the west side of the bridge has a clearance of 65 feet.
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

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.
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.

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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/

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**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

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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.

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**NOAA’s Office of Coast Survey**

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