A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.
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)

Norris Cut is a shallow inlet just south of the Main Channel to Miami Harbor between Fisher Island and Virginia Key. A prominent stack and tanks are near the center of Virginia Key.

Key Biscayne is connected to the mainland by a bridge-causeway which crosses Bear Cut, Virginia Key, and Biscayne Bay. The highway bridge over Bear Cut has a 48-foot fixed span with a clearance of 16 feet. A shoal, reported bare at mean high water, extends about 0.6 mile in a north-south direction about 0.2 mile off the eastern shore of Key Biscayne. An abandoned lighthouse is on Cape Florida, the southern point of Key Biscayne.

Biscayne Channel leads through the shoals south of Cape Florida into Biscayne Bay. It is partially dredged, but the channel has shoaled. The channel is marked by lights and daybeacons. Craft whose draft is close to the limiting depth of the channel should exercise extreme caution in navigating it. Several channels leading through the shoals between Biscayne Channel and Key Biscayne are used by local boats.

Cape Florida Anchorage, with depths of 12 to 20 feet, is about 300 yards westward of the south end of Cape Florida with the lighthouse tower bearing northward of 069°. This is a poor anchorage with southerly winds.

Miami South Channel is a dredged cut leading from Biscayne Bay, westward of Virginia Key, to the Miami waterfront. One branch of it leads into the Miami River, and the other leads directly to the basin off Bay Front Park. The Intracoastal Waterway southward to Key West passes through Miami South Channel. Clearance of the Rickenbacker Causeway bridge is given in chapter 12.

Fowey Rocks Light (25°35'26"N., 80°05'48"W.), 110 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation enclosing a white dwelling and stair cylinder; a racon is at the light. A fish haven, covered 65 feet, is about 2.1 miles north-northeastward of the light in about 25°37'24"N., 80°04'34"W.

Bowles Bank Anchorage, 6.5 miles south-southwestward of Fowey Rocks Light (25°35'26"N., 80°05'48"W.), is fair in all but southerly winds. It has depths of 14 to 16 feet and soft bottom in places, and lies about 0.5 mile north of the light of Bache Shoal and eastward of the north end of Elliott Key.

Legare Anchorage, 7 miles southward of Fowey Rocks Light, lies between the reefs westward of Triumph Reef. The bottom is mostly hard, but there are some soft spots on which vessels may anchor. The entrances are not marked, and the anchorage is not generally used.

Caesar Creek Bank Anchorage, 12 miles south-southwestward of Fowey Rocks Light, is fair in all but southerly winds. It lies on the west side of Hawk Channel between Margot Fish Shoal and Caesar Creek Bank, with depths of 10 to 12 feet, soft bottom. Excellent anchorage for small craft will be found in Caesar Creek, just north of Caesar Creek Bank. The entrance is marked by a light, and private daybeacons mark the channel. There was a reported depth of 6 feet through the entrance channel in 1983.

There is also a secure anchorage between Adams Key, Meigs Key, and Elliott Key. In 1983, it was reported that with local knowledge a draft of 4 feet could be carried into Biscayne Bay through a privately marked channel which leads north along the west side of Adams Key.

Pacific Reef, 13.4 miles southward of Fowey Rocks Light, is marked by Pacific Reef Light (25°22'16"N., 80°08'31"W.), 44 feet above the water and shown from a black skeleton tower on pilings. A channel, marked by daybeacons, leads from the ocean 0.6 mile southward of Pacific Reef Light to Caesar Creek; the reported controlling depth was 8 feet in 1983.

Angelfish Creek, 17.5 miles southwestward of Fowey Rocks Light, is used by vessels proceeding to Card Sound and the Intracoastal Waterway. The reported controlling depth through the creek was 5 feet in 1983. The channel is marked by lights and daybeacons. The outer end of the creek offers good protection, but the bottom is rock ledge and the anchor should be buoyed.

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC Miami Commander
7th CG District (305) 415-6800
Miami, FL
Lateral System As Seen Entering From Seaward

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

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

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO PORT TOPMOST BAND RED
- 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/

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
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE: 1:48,000

See Note on page 5.

Joins page 4

Joins page 12
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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**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/

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**Quick References**

- Nautical chart related products and information — [http://www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — [http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm)
- Tides and Currents — [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Contact Us — [http://www.nauticalcharts.noaa.gov/staff/contact.htm](http://www.nauticalcharts.noaa.gov/staff/contact.htm)

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**For the latest news from Coast Survey, follow @NOAAcharts**

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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.