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
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. 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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11466

(Selected Excerpts from Coast Pilot)
Lake Worth Inlet is a cut through the barrier beach. The entrance is protected by two jetties and the cut by revetments. Shoaling was reported through the entrance channel, especially in the N side of the channel. Transit through the extreme S side of the channel. Local knowledge and caution are advised.

Lake Worth Inlet Coast Guard Station is inside the entrance on the west side of the Intracoastal Waterway.

A Federal project provides a 35-foot entrance channel, thence a 33-foot inner channel to two turning basins with depths of 33 and 24 feet respectively, at the Port of Palm Beach. Markers include a 271°30’

lighted entrance range, lights, and lighted and unlighted buoys. The north quarter of the entrance channel tends to shoal along the north jetty.

Anchorage for craft drawing up to 8 feet is available in the vicinity of Palm Beach.

A reef extends for 300 yards eastward of Peanut Island 25 feet north of the improved channel. The reef, with a least depth of 4 feet, is extremely dangerous. On the ebb, the current sets across the reef in a northeasterly direction.

Regulated speed zone for the protection of manatees is in the vicinity of the powerplant on the west side of the turning basin. The currents in the inlet are strong and must be carefully guarded against. The current is 2.4 knots on the flood and 3.6 knots on the ebb.

Boyon Inlet. The entrance is protected by jetties. The depth over the bar and to the Intracoastal Waterway was 5 feet. The inlet is crossed by Route A1A bridge which has a clearance of 18 feet. Boynton Inlet is dangerous and particularly hazardous to small boats not designed for open seas. Persons using this inlet should be experienced and have local knowledge. The channel is unmarked.

Tidal currents through the inlet reach 8 knots, and with an easterly wind it is impassable because of breakers at the entrance. There is a strong undertow when the tide is ebbing. Eddies and extreme turbulence accompany flood and ebb tides.

Except during a flat calm, breaking and confused seas exist in the channel from the bridge to the mouth of the inlet. Conditions worsen as seas and winds increase, particularly when the current is running.

Information on local conditions can be obtained by contacting the Lake Worth Inlet Coast Guard Station (telephone: 561-840-8503), and asking for the telephone number of the Coast Guard Auxiliary.

Boca Raton Inlet is used by party fishermen. The inlet is protected by short jetties marked by private lights. The inlet had a depth of 5 feet in the lower south part of the entrance; shoaling to much lesser depths was across the rest of the entrance.

Boca Raton Inlet is dangerous and particularly hazardous to all boats not designed for open seas. Persons using this inlet should be experienced and extremely knowledgeable of the area. The channel is unmarked.

Dangers. A reef in the form of a ridge with scattered boulders extends for about 300 yards eastward of Peanut Island about 25 feet north of the improved channel. The reef, with a least depth of about 4 feet over it, is extremely dangerous. On the ebb, the current sets across the reef in a northeasterly direction. Two fish havens are 0.7 and 1.5 miles off the north side of the entrance and another is 1.5 miles off the south entrance.

Currents. The currents in the inlet are strong and must be carefully guarded against. The current velocity is 2.4 knots on the flood and 3.6 knots on the ebb. Current predictions may be obtained from the Tidal Current Tables.

Pilotage, Port of Palm Beach - Pilotage is compulsory for foreign vessels and for U.S. vessels under register in the foreign trade and drawing more than 7 feet of water. Pilotage is optional for U.S. coastwise vessels which have a pilot aboard licensed by the Federal Government.

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

RCC Miami Commander 7th CG District (305) 415-6800 Miami, FL
Navigation Manager Regions

Northwest & Pacific Islands
crescent.moegling@noaa.gov

Great Lakes
greatlakes.navmanager@noaa.gov

Northeast
northeast.navmanager@noaa.gov

Mid-Atlantic
midatlantic.navmanager@noaa.gov

Southeast
kyle.ward@noaa.gov

South Florida, Puerto Rico & U.S. Virgin Islands
florida.navmanager@noaa.gov

Texas
texas.navmanager@noaa.gov

California
jeffrey.ferguson@noaa.gov

Alaska
alaska.navmanager@noaa.gov

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

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
Note: Chart grid lines are aligned with true north.
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AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING
The present marker will not rely only on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Security Intelligence Agency Publication 117. Radio navigation tidal bearings to commercial instrument aids are subject to error and should be used with caution. Station positions are shown at appropriate locations.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 45 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
- Miami, FL: KHRB-34, 162.550 MHz
- West Palm Beach, FL: KFC-90, 162.475 MHz
- Pensacola, FL: WDCI-653, 162.555 MHz

CORAL PROPAGATION
Use caution when submerged marine structures designed for the purpose of coral propagation, may exist within the limits of this chart. Districts in shallow water areas.

NOTE 5
Regulations for Oil Drilling Platforms are contained in 40 CFR, Part 250. Additional information concerning the regulations and requirements for oil drilling platforms may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot appendix for addresses of EPA offices. Drilling on the survey data may have obscured the depth shown.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility/HD-600 communication is prohibited (33 CFR 150).

RADAR REFLECTORS
Radar reflectors have been placed on the station chart. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM
The horizontal 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 1927 must be corrected for the average of 1.314" northward and 0.089" eastward to agree with this chart.

NOTE D
Protected Areas
(Area to be avoided)
Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 99-367 and IMO advisory SN/Circ. 115, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

CAUTION
SUBMARINE PIPELINES AND CABLES
Choked submarine pipelines and submarine cables and cable areas are shown as:
[Diagram of submarine pipelines and cables]
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are necessarily to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipeline and cable symbols are not charted.
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Submarine cables may exist within the area of the chart. Not all submarine cables are required to be buried, and those that were originally buried 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, dragging, or tow fishing. Covered wells may be marked by lighted or unlighted buoys.

**Particularly Sensitive Sea Area**

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA co-occurs. 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.

**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.

Drilled soundings, charted depths and shoreline may not reflect actual conditions following heavy storms. Fixed aids to navigation may have been damaged or destroyed. Buoys 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 aids to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pylons may have become unanchored or moved.

Mariners are urged to exercise extreme caution and are required to report aids to navigation destroyed and hazards to navigation to the nearest United States Coast Guard unit.

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NOTE:
PRECAUTIONARY AREA
A Precautionary Area exists around Miami Lighted Buoy "H". Large commercial ships inbound and outbound of the port will bound and disband pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.

S IN FEET

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

17
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.ncdc.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

For the latest news from Coast Survey, follow @NOAAcharts

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.