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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11468

(Selected Excerpts from Coast Pilot)

Miami Harbor is a deepwater port on the east coast of Florida under the jurisdiction of the Metropolitan Dade County Seaport Department. It is principally a consumer port, but considerable foreign commerce passes through, and it is of great importance as a cruise port. Two unmarked jetties protect the harbor entrance, known as Government Cut. Miami covers most of the west shore of Biscayne Bay north of Key Biscayne. A large number of small boats that fish and cruise along the Florida Keys operate out of the port.

Miami Beach Coast Guard Base is north of the main ship channel near the east end of the MacArthur Causeway. Miami Beach City Yacht Harbor is on Meloy Channel at the southwestern end of Miami Beach. Radar targets in the approaches to Miami Harbor are poor, except for the land and jetty. Heavy small-craft traffic in the vicinity of the sea and entrance buoys may make visual or radar identification of these buoys difficult. In making a night approach, the many lights on Miami Beach may make identification of navigational aids difficult.

A Federal project provides a 44-foot channel from the sea buoy to inside Government Cut, then 42 feet to the Fisher Island Turning Basin and to the end of container berth in Fishermans Channel. Miami Main Channel on the north side of the Port of Miami has a depth of 36 feet to Main Turning basin with the same depth which is off the northwest corner of Dodge Island. The Lummus Island Turning Basin off Lummus Island as of 1997 had a depth of about 25 feet. The Federal project extends 1,200 feet to the west of the Lummus Island Basin and as of 1997 had a depth of 25 feet. The channels and turning basins are maintained at or near project depths. Mariners are advised that abrupt shoaling may be encountered along the northerly and southerly edges of the dredged channel.

Dangers.—Shoals extend about a mile offshore northward of the entrance, and vessels approaching from the northward should keep at least 1.5 miles offshore until within 4 miles of the entrance and then haul out for the sea buoy. A fish haven with 17 feet over it is about 3.5 miles NE of Miami Harbor entrance in about 25°48'34"N, 80°05'26"W. The outer reefs, for about 10 miles south of the entrance, are unmarked except for the northerly red sector in Fowey Rocks Light, and vessels approaching from that direction should stay outside this sector until well up before closing the sea buoy.

Currents.—Strong tidal currents run in the entrance between the jetties; the current velocity being about 2 to 4 knots. A northerly wind causes a considerable southerly set across the ends of the jetties. Vessels are advised to favor the southerly side of the entrance channel during southerly winds, as a pronounced northerly set may be experienced. The Biscayne Bay Pilots report variances between predicted and actual currents. Cross-channel current variations in Government Cut are particularly difficult to negotiate. Caution should be exercised when entering Government Cut from the sea during flood tide with northeasterly winds; a strong turning torque occurs when the bow is just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tide. Horizontal current gradients which may make maneuvering difficult occur in the turning basin north of Fisher Island.

Daily predictions for Miami Harbor entrance are given in the Tidal Current Tables.

Pilotage, Miami - Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade with a draft of 7 feet or more. Pilotage is optional for coastwise vessels which have on board a pilot licensed by the Federal Government.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)
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

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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NOTE F
PROHIBITED AREAS
(areas to be avoided)
Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-665 and IMO Advisory 140, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

NOTE D
PRECAUTIONARY AREA
A Precautionary Area exists around Marathon Light House. Vessels are advised to exercise extreme care in navigating within this area.

VIRGINIA KEY

NOTE X
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 line of the other states. The Three-Nautical-Mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three-Nautical-Mile Uninhabited islands remain in most cases the outer line of Federal fishery jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical-mile Contiguous 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 modifications.

PARTICULARLY SENSITIVE SEA AREA
The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green line. (See note 9) This line is highlighted with a green-sunken barrier (used in conjunction with the line symbol) for other ships to indicate rock formations reaching the water surface. A PSSA is an environmentally sensitive area around which vessels should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.
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!

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
Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm
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.