Fort Lauderdale – Port Everglades
NOAA Chart 11470

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=11470

(Selected Excerpts from Coast Pilot)
Port Everglades is a deepwater port on the east coast of Florida. Many of the world’s large passenger vessels call at this major cruise port. Although principally a consumer port, considerable foreign commerce passes through. Two unmarked jetties protect the harbor entrance which is virtually landlocked. The most prominent objects seen approaching the port are four stacks painted with red and white bands about 1.2 miles southwest of the harbor entrance. These stacks are marked by red aircraft lights at night.

A Federal project provides a 500-foot-wide entrance channel 45 feet deep converging at the jetties to a 450-foot-wide channel 42 feet deep leading to a turning basin 42 feet deep at the main port facilities with north and south extensions 31 feet deep. From the turning basin southward, the Intracoastal Waterway leading to the Southport terminal has been dredged for a Port Everglades sponsored project width of 500 feet and project depth of 42 feet. Immediately north of the Southport terminal lies a turning notch on the west side of Intracoastal Waterway 850 feet by 750 feet, 42 feet project depth and marked by 7 fingered dolphins to the north and three articulated yellow buoys to the west. The federal plan includes the Intracoastal Waterway to Southport and the turning notch. Port Everglades Department of Foward County has dredged the south extension of the turning basin to a depth of 38 feet and will maintain it at that depth.

A lighted buoy marks the entrance, and channel markers include lighted buoys, lights, and a 269°30’ lighted entrance range.

Dangers.—Two submerged breakwaters, extending almost 0.7 mile offshore on either side of the entrance, are unmarked. A large abandoned spoil area north of the entrance channel has very little water on it and at times appears above the water as an island; it was reported to be building up to the northwestward in April 1983. The shoal area westward of the spoil area is marked by daybeacons. A Naval restricted area extends about 2.5 miles offshore and about 4 miles southward of the south edge of the entrance channel. (See 334.580, chapter 2, for limits and regulations.) Large vessels entering the port on weekends and holidays are advised to exercise extreme caution because of very heavy small-craft traffic. The ruins of a former jetty, covered 3 feet, extend south from the inner end of the north jetty.

A large fish haven extends from 1.5 to 5.7 miles north of the entrance channel and from 1 to 2.2 miles offshore. A smaller fish haven is about 1 mile north of the entrance channel and about 1.5 miles offshore.

Large commercial vessels approach, enter and depart the entrance channel within both quadrants east of Lighted Buoys 2 and 3. Small craft in the vicinity of the approach areas of the entrance channel are advised to be underway and prepared to get out of the way of any large commercial traffic at all times. They are advised never to anchor within 0.6 mile of Lighted Buoy PE or anywhere in the entrance channel itself, in order not to impede the passage of large commercial traffic.

Currents.—The tidal currents in the entrance average about 0.7 knot. In 1983, it was reported that the flood currents attain a velocity of 3 knots and the ebb currents 4 knots. Current swirls of varying characteristics are often encountered in the turning basin and make handling of ships difficult. Prevailing winds from the southeast and east coupled with a rising tide are the most hazardous. Caution should be exercised to avoid striking the piers or the rocky sides of the turning basin.

Pilotage, Port Everglades—Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade with a draft of 7 feet or more. Pilotage is optional for U.S. coastwise vessels that 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.)

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

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

PORT SIDE
ODD NUMBERED AIDS
- GREEN LIGHT ONLY
- FLASHING (2)
- FLASHING 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)
- FLASHING 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.
FORT LAUDERDALE
PORT EVERGLADES

Mercator Projection
Scale 1:10,000 at Latitude 26°05'30"
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geodetic Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

HORIZONTAL DATUM
The horizontal reference 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). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.31" northward and 0.83" eastward to agree with this chart.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. Scale 1:10,000
See Note on page 5.
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notices to Mariners.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light List and National Geospatial-Intelligence Agency Publication 117.

CAUTION
Radar reflector bearing with no official bearing broadcast station. Phone number should be used with caution.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 480 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Miami, FL KIS 34 162.550 MHz
West Palm Beach, FL KEC 50 162.175 MHz

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

RACING Buoys
Racing buoys within the limits of this chart are not shown here. Information may be obtained from the U.S. Coast Guard District Offices located in the U.S. Coast Guard Light List.

Radar Reflectors
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Pollution Reports
Report any 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 for your port of call. The Coast Guard will attempt to reach the appropriate authority.

PLANE COORDINATE GRID
(based on NAD 1927)
The Florida State Grid, east-west, is indicated on this chart at 4,000 foot intervals. The last three digits are omitted.

CAUTION
Bagoule Bridge Clearance
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

COTROS: International Regulations for Preventing Collisions at Sea, 1972
Demarcation lines are shown thus:

TOTAL INFORMATION
Place Name: Bahia Mar Yacht Club, Port Everglades, and Southport Everglades, Key West.

<table>
<thead>
<tr>
<th>Place</th>
<th>Height (feet)</th>
<th>Width (feet)</th>
<th>Width (feet)</th>
<th>Width (feet)</th>
</tr>
</thead>
<tbody>
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<td>24.0</td>
<td>24.0</td>
<td>24.0</td>
</tr>
<tr>
<td>Port Everglades</td>
<td>27.7</td>
<td>24.0</td>
<td>24.0</td>
<td>24.0</td>
</tr>
<tr>
<td>Southport Everglades, Key West</td>
<td>27.7</td>
<td>24.0</td>
<td>24.0</td>
<td>24.0</td>
</tr>
</tbody>
</table>

 webinar notes: Chart grid lines are aligned with true north.
**PROJECT DEPTHS**

Channel legends and sublegends, as indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The raw data may be significantly different, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, see NOAA Center's Navigational Charts. USACE surveys and channel condition reports are available at [http://navigation.usace.army.mil/SanPanHydro](http://navigation.usace.army.mil/SanPanHydro).

**NOTE A**

Navigation regulations are published in Chapters 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Navigators. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District at Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida. Refer to charted regulated section numbers.

**NOTE B**

INTRACOASTAL WATERWAY

The project depth from Lake Worth Inlet to Miami, FL, is 15 ft. Consult the U.S. Army Corps of Engineers for controlling depths and U.S. Coast Guard Local Notice to Mariners or other navigational hazards or restrictions.

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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**TIDAL INFORMATION**

<table>
<thead>
<tr>
<th>NAME</th>
<th>Height referred to datum of soundings (MLLW)</th>
<th>Mean</th>
<th>Mean</th>
<th>Mean</th>
</tr>
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<tr>
<td></td>
<td>Datum</td>
<td>Vessels</td>
<td>Water</td>
<td>Dredge</td>
</tr>
<tr>
<td>Bahia Mar Yacht Club</td>
<td>29°08'00&quot;N / 80°16'00&quot;W</td>
<td>2.7</td>
<td>2.7</td>
<td>2.0</td>
</tr>
<tr>
<td>Port Everglades</td>
<td>29°08'00&quot;N / 80°16'00&quot;W</td>
<td>2.7</td>
<td>2.7</td>
<td>2.0</td>
</tr>
<tr>
<td>Beach Port Everglades</td>
<td>29°08'00&quot;N / 80°16'00&quot;W</td>
<td>2.7</td>
<td>2.7</td>
<td>2.0</td>
</tr>
<tr>
<td>Port Lauderdale, Deep Cut-Off Canal</td>
<td>29°08'00&quot;N / 80°16'00&quot;W</td>
<td>2.7</td>
<td>2.7</td>
<td>2.0</td>
</tr>
</tbody>
</table>

**NOTE C**

The controlling depth was 6 ft, in New River, from the dredge report of "San Antonio" to the William H. Mariscal Memorial Bridge, thence 6 ft to a point in 20°09'01"N / 80°09'51"W, thence 10 ft to 20°09'42.3"N / 80°09'28.1"W, thence 3 ft to Dania Cut-Off Canal.


In Dania Cut-Off Canal, the lowest reported depth was 2 ft, in the U.S. I Highway Bridge, thence 5 ft to a point in 28°09'38"N, 80°08'06"W.

**NOTE D**

Regulations for Ocean Dumping Sites are contained in all Charts. Para. 200.220. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot, approach to determine if the site is open. Dumping subsequent to the survey dates may have reduced the depth shown.

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**PORT EVERGLADES**

**NOTE F**

CAUTION

Submarine Pipelines and Cables

charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

- Pipeline Area
- Cable Area

Adjacent, uncharted submarine pipelines and submarine cables may exist within the area of the chart. All submarine pipeline and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when navigating near the depths of the pipelines and cables.

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**SOURCES**

The chart is based on the latest published data available. All surveys were completed in 1957, 1969, and 1975. The chart is updated from time to time to reflect such changes. The chart is not to be used for navigational purposes.

**SCALE**

1:100,000

Nautical Miles

Yards

0 200 400 600 800 1000 1200

See Note on page 5.
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.ncd.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

Have all persons put on life jackets!