



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

AUTHORITY
 Hydrographic and topographic information by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

NOTE C
 Numerous submerged pipes have been reported in this area.

NOTE D
 PROHIBITED AREAS (Areas to be avoided)
 Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 103-666 and 104-254 (16 USC 1601-1614), these areas are to be avoided by tank vessels and vessels greater than 20 meters in length.

NOTE E
 UNCHARTED SUBMERGED STRUCTURES
 Uncharted submerged structures, structures designed for the purpose of coral propagation, may exist within the limits of this chart, especially in shallow water areas.

NOTE F
 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.

NOTE G
 POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-9802 (24 hr), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE H
 NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio Station listed below provides continuous weather broadcasts. The reception range is 30 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

NOTE I
 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 1983 must be corrected an average of 1' 52" northward and 0' 00" eastward to agree with this chart.

NOTE J
 PARTICULARLY SENSITIVE SEA AREA
 This chart falls entirely within the limits of a Particularly Sensitive Sea Area (PSSA). A PSSA is an environmentally sensitive area within which marine activities should exercise extreme caution. See U.S. Coast Pilot columns for information regarding this area.

NOTE K
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

NOTE L
 Warnings concerning large vessels
 The "Rules of the Road" size limit recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually proceed at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the view with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Row and swim water can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

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SOURCE DIAGRAM
 The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been conducted by the Coast and Geodetic Survey, U.S. Coast Guard, and other agencies. Areas that were originally surveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SUBMERGED PIPES AND CABLES
 Chained submarine pipelines and submarine cables and submarine pipelines and cables are shown as follows:
 - Submarine Pipeline
 - Submarine Cable
 - Submarine Pipeline and Cable

CAUTION
 Additional uncharted submarine pipelines and submarine cables are shown in this area of the chart. For all submarine pipelines and submarine cables, it is required that boats and those that were originally surveyed may have become displaced. Mariners should exercise caution when operating vessels in depths of water corresponding to the charted depths of submarine pipelines and cables may exist, and when anchoring, dragging, or trawling.
 Covered wires may be marked by lighted or unlighted buoys.

SCALE 1:40,000

CAUTION
 Overhead power cables parallel to U.S. Highway No. 1. All clearances are greater than those of the charted heights.

CAUTION
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notices to Mariners.

KEY WEST MAIN SHIP CHANNEL
 The project depth is 34-30 feet. For controlling depths see chart 11441 or 11447.

NOTE B
 Extension shading has been reported in the marked channel through the Keys from Big Spanish Channel to Key West. Mariners should use local knowledge when navigating this waterway.

COLLISION REGULATIONS
 International Regulations for Preventing Collisions at Sea, 1972. The entire text of this regulation is available on the Internet: www.internationalregulations.org

CAUTION
 Limitations on the use of radio signals are aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial Intelligence Agency Publication 117. Radio direction finding equipment to commercial broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
 ○ (Accurate location) △ (Approximate location)

TIDAL INFORMATION

PLACE	Height referred to datum of sounding, M (in feet)	Mean High	High Water	Low Water
Juanita Key	(24°12'N 81°58'W)	1.1	0.9	0.1
Stock Island	(24°12'N 81°58'W)	1.1	0.9	0.1
Key West	(24°12'N 81°58'W)	1.1	0.9	0.1
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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 various locations.
 Channel soundings, channel depths and shoals may not reflect actual conditions following these storms. Flood aids to navigation may have been damaged or destroyed. Boats may have been moved from their charted position, damaged, sunk, entangled or otherwise incapacitated. Boats should not rely upon the position or operation of an aid to navigation. Wrecks and submerged structures may have been displaced from charted locations. Pipelines may have become uncovered or moved.

CAUTION
 Mariners are urged to exercise extreme caution and are requested to report aids to navigation, discrepancies and hazards to navigation to the nearest United States Coast Guard Sector Office.

HEIGHTS
 19 Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION
 18 Consult U.S. Coast Pilot 5 for important supplemental information.

INTRACOASTAL WATERWAY
 Project Depths
 Within the 10-nautical-mile Territorial Sea established by Presidential Proclamation some Federal laws apply. The Three National Mile Line, previously identified as the outer limit of the Territorial Sea, is extended to 10 nautical miles to the Outer Continental Shelf (OCS) boundary. The 10-nautical-mile limit is the boundary of the Outer Continental Shelf (OCS) boundary. The 10-nautical-mile limit is the boundary of the Outer Continental Shelf (OCS) boundary. The 10-nautical-mile limit is the boundary of the Outer Continental Shelf (OCS) boundary.

NO-DISCHARGE ZONE
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11446

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the local hydrographic offices of the U.S. Coast Guard. Corrections to the dates shown in the lower left hand corner are available at www.nauticalcharts.noaa.gov.

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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

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