CAUTION

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

CAUTION

Improved channels shown by brown lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft should stay close of large commercial and government vessels even if small craft have the right-of-way.

Small craft should not pass close where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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.

AIDS TO NAVIGATION

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

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.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta limit of regulated waters. Mariners are advised to proceed with caution.

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) boundary is depicted by a magenta line and highlighted with a green screened band or by a green screened band used in conjunction with the PSSA symbol. Vessels within which no PSSA cross-ties. A PSSA is an environmentally sensitive area around which ships must navigate with extreme caution. See U.S. Coast Pilot sources for information regarding this area.

CONTINUED ON CHART 11466

SCALE 1:40,000
NAUTICAL MILES
STATUTE MILES
YARDS

INSET 2

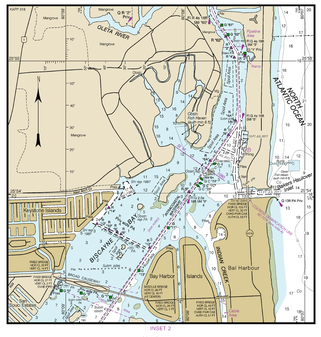
SCALE 1:24,000
NAUTICAL MILES
YARDS

INSET 4

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that 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 travel 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 wind with the result that sailboats and sailboards may unexpectedly find themselves in its lee. Wake and alert waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.


NORTH ATLANTIC OCEAN
BISCAYNE BAY
Key Biscayne
Bal Harbour
Bay Harbor Islands
Normandy Isles
Miami Beach
Dodge Island
Fisher Island
Government Cut
Port of Miami
Biscayne Channel
Lummus Island
Venetian Causeway
Julia Tuttle Causeway
Rickenbacker Causeway
Virginia Key
Key Biscayne
Cape Florida
Bill Baggs Cape Florida State Park
Crandon Park
Fowey Rocks
Cape Florida Channel
Fowey Rocks Channel
Biscayne Channel
Miami Harbor Channel
Miami Harbor Channel (Project depth 40 feet)
Miami Harbor Channel (Project depth 34 feet)
Miami Harbor Channel (Project depth 25 feet)
Miami Harbor Channel (Project depth 12 feet)
Miami Harbor Channel (Project depth 10 feet)
Miami Harbor Channel (Project depth 8 feet)
Miami Harbor Channel (Project depth 6 feet)
Miami Harbor Channel (Project depth 5 feet)
Miami Harbor Channel (Project depth 4 feet)
Miami Harbor Channel (Project depth 3 feet)
Miami Harbor Channel (Project depth 2 feet)
Miami Harbor Channel (Project depth 1 foot)
Miami Harbor Channel (Project depth 0 feet)
Miami Harbor Channel (Project depth 2 feet)
Miami Harbor Channel (Project depth 3 feet)
Miami Harbor Channel (Project depth 4 feet)
Miami Harbor Channel (Project depth 5 feet)
Miami Harbor Channel (Project depth 6 feet)
Miami Harbor Channel (Project depth 8 feet)
Miami Harbor Channel (Project depth 10 feet)
Miami Harbor Channel (Project depth 12 feet)
Miami Harbor Channel (Project depth 25 feet)
Miami Harbor Channel (Project depth 34 feet)
Miami Harbor Channel (Project depth 40 feet)
Miami Harbor Channel (Project depth 50 feet)
Miami Harbor Channel (Project depth 60 feet)
Miami Harbor Channel (Project depth 70 feet)
Miami Harbor Channel (Project depth 80 feet)
Miami Harbor Channel (Project depth