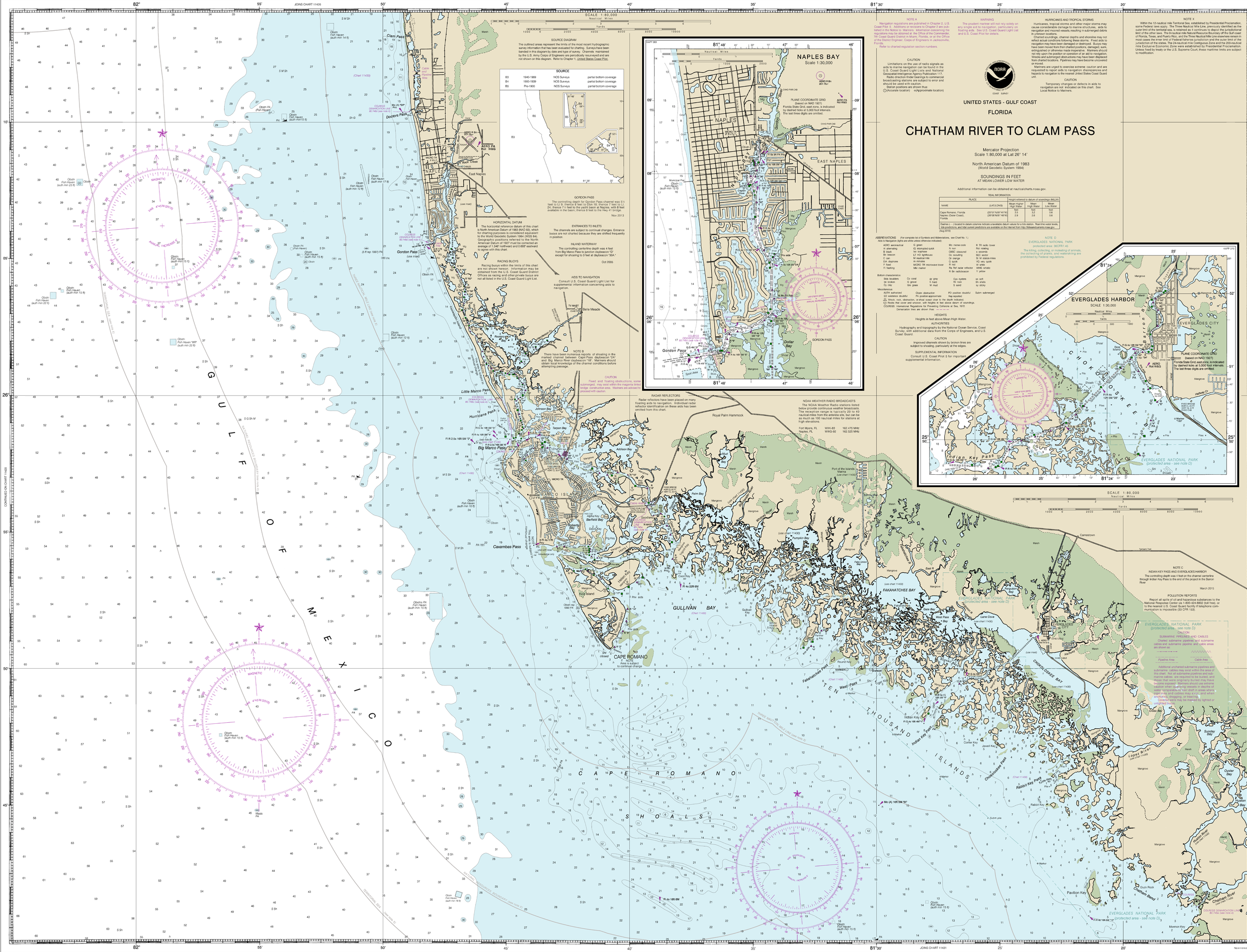

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bended in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered identical to the World Geodetic System 1984 (WGS 84). Geographic positions referenced to the North American Datum of 1927 must be corrected an average of 1.346" northward and 0.693" eastward to agree with this chart.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

GORDON PASS

The controlling depth for Gordon Pass channel was 5½ feet to U.S. 41 (Tamiami Trail); thence 8 feet to Rte. 951; thence 7 feet to U.S. 24; thence 7½ feet to the yacht basin at Naples, with 8 feet available in the basin; thence 8 feet to the Hwy 41 bridge.

Nov 2013

ENTRANCES TO INLETS

The channels are subject to continual changes. Entrance buoys are not charted because they are shifted frequently in position.

INLAND WATERWAY

The controlling centerline depth was 4 feet from Big Marco Pass to junction daybeacon "O" except for shoaling to 3 feet at daybeacon "30A."

Oct 2005

AIDS TO NAVIGATION

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

NOTE B

There have been numerous reports of shoaling in the marked channel between Capri Pass daybeacon "2A" and Big Marco River daybeacon "18". Mariners should obtain local knowledge of the channel conditions before attempting passage.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

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.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Fort Myers, FL	WXK-83	162.475 MHz
Naples, FL	WWG-92	162.525 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

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 Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ⊙(Approximate location)

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.

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.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these 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 an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

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 unit.

CAUTION

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

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 limit of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries 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 modification.

UNITED STATES - GULF COAST

FLORIDA

CHATHAM RIVER TO CLAM PASS

Mercator Projection
Scale 1:80,000 at Lat 26° 14'

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.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Cape Romano, Florida (Gulf of Mexico Water Coast), Florida	(25°51'N/81°41'W)	3.5	3.2	0.8
	(26°00'N/81°46'W)	2.9	2.6	0.6

Diamond (◇) located in datum column indicates unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Aug 2018)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
Dia diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
VARIS variable
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
gr gravel
Gns gravel
gy gray
h hard
M mud
Oys oysters
sc soft
Sh shells
sy sticky
S sand

Miscellaneous:

AUTH authorized
ED existence doubtful
DD, Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(1) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

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, and U.S. Coast Guard

CAUTION

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

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

NOTE D

EVERGLADES NATIONAL PARK
protected area: 36CFR7.45

The killing, collecting, or molesting of animals, the collecting of plants, and waterskiing are prohibited by Federal regulations.

PLANE COORDINATE GRID
(based on NAD 1927)
Florida State Grid, east zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

NOTE C

INDIAN KEY PASS AND EVERGLADES HARBOR

The controlling depth was 4 feet on the channel centerline through Indian Key Pass to the end of the project in the Barron River.

March 2015

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 if telephone communication is impossible (33 CFR 153).

CAUTION

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

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and 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 submarine cables may exist, and when anchoring, dragging, or fishing. Areas of cable burial may be marked by lighted or unlighted buoys.