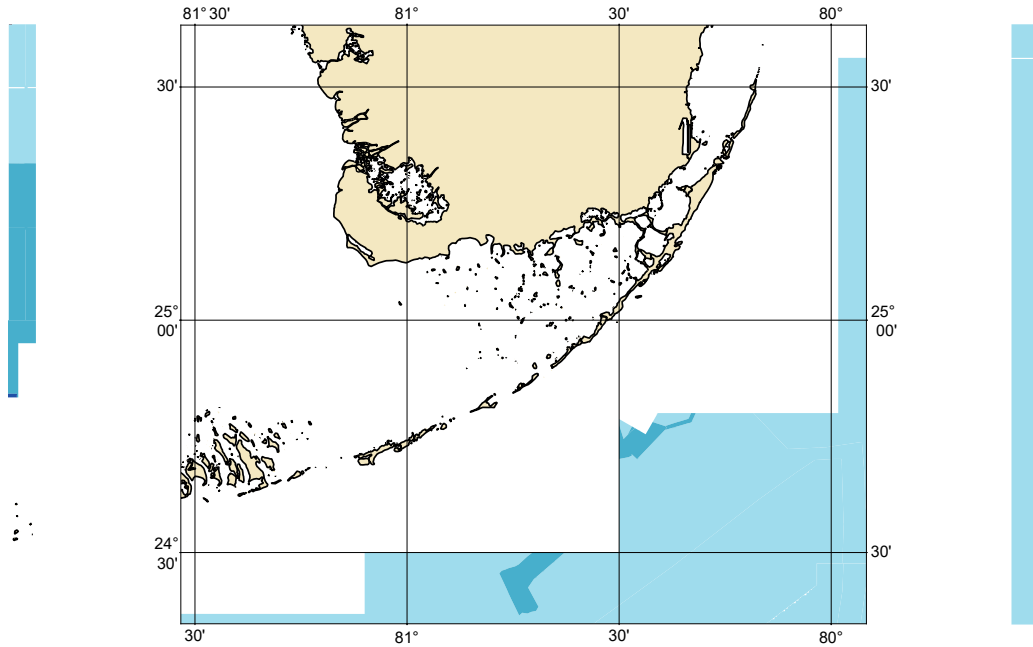








Zone of Confidence (ZOC) Diagram



ZOC CATEGORIES

ZOC	COLOR	POSITION ACCURACY	DEPTH ACCURACY	SEAFLOOR COVERAGE
A1		± 5 m + 5% depth ± 16.4 ft + 5% depth	= 0.50 m +1% d = 1.6 ft +1% d = 0.3 fm +1% d	All significant seafloor features detected.
A2		± 20 m ± 65.6 ft	= 1.00 m +2% d = 3.3 ft +2% d = 0.6 fm +2% d	All significant seafloor features detected.
B		± 50 m ± 164.0 ft	= 1.00 m +2% d = 3.3 ft +2% d = 0.6 fm +2% d	Uncharted features hazardous to surface navigation are not expected but may exist.
C		± 500 m ± 1640.4 ft	= 2.00 m +2% d = 6.6 ft +2% d = 1.1 fm +2% d	Depth anomalies may be expected.
D		Worse than ZOC C	Worse than ZOC C	Large depth anomalies may be expected.
U		Unassessed - The quality of the bathymetric data has yet to be assessed.		

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NOAA CUSTOM CHART
NOTES GEOSPATIAL DATABASE
VERSION 2.0B - 29 MARCH 2024

CAUTION
AUTOMATED CHART GENERATION

The records of the NOAA Custom Chart Notes Geospatial Database are current as of May 1st, 2023. Subsequent additions and refinements are to be expected. Please refer to all available navigational publications for complete information about the charted area.

CAUTION CHART UPDATES

This NOAA Custom Chart contains up-to-date information only as of the time of creation, and will become outdated. Mariners are advised to visit https://distribution.charts.noaa.gov/weekly_updates/ to check for weekly updates, and to render a new NOAA Custom Chart when information is updated. Notices to Mariners are not issued for corrections to this NOAA Custom Chart.

AUTHORITIES

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

COMMENTS REQUESTED

NOAA encourages users to submit inquiries, discrepancies, or comments about this chart via NOAA's ASSIST tool at <https://nauticalcharts.noaa.gov/customer-service/assist/>.

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HEIGHTS

Heights of fixed aids to navigation and vertical clearances of overhead obstructions will be shown in feet if the units are set to feet or fathoms. If units are set to meters, heights will be shown in meters. Land elevation values are shown in meters only.

WATER LEVELS, CURRENTS, AND TIDES

Real-time water levels, tide predictions, and tidal current predictions are available on the internet from NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) at https://tidesandcurrents.noaa.gov/water_level_info.html and https://tidesandcurrents.noaa.gov/currents_info.html.

ABBREVIATIONS

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

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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).

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.

SUPPLEMENTAL INFORMATION

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

Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 and NGA Publication 147 for supplemental information.

VERTICAL DATUM

Overhead clearances are referred to Mean High Water (MHW).

NOTE A

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

AIDS TO NAVIGATION

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

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.

ADDITIONAL INFORMATION

Additional information can be obtained at www.nauticalcharts.noaa.gov

SUPPLEMENTAL INFORMATION

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

Refer to charted regulation section numbers.

SOUNDING DATUM

Soundings referred to Mean Lower Low Water (MLLW).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, FL or at the Office of the District Engineer, Corps of Engineers in Jacksonville, FL.

Refer to charted regulation section numbers.

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COLREGS DEMARCATION LINE

The Inland Navigational Rules Act of 1980 is in effect for vessels transiting this area. The seaward boundaries of this area are the COLREGS demarcation lines. In the area seaward of the COLREGS demarcation lines, vessels are governed by COLREGS: International Regulations for Preventing Collisions at Sea, 1972. The COLREGS demarcation line is defined in COLREGS 33 CFR 80.735c.

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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 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

Improved channels are subject to shoaling, particularly at the edges.

CAUTION

SUBMERGED CABLES AND PIPELINES

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 pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

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

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details, see U.S. Coast Guard Light List.

CAUTION

LIMITATIONS ON THE USE OF RADIO SIGNALS

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.

CAUTION

BASCULE BRIDGES

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.

CAUTION

DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

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NOTE Z NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a NDZ are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) website: <https://www.epa.gov/vessels-marinas-and-ports> .

EVERGLADES NATIONAL PARK (PROTECTED AREA: 36 CFR 7.45)

For the protection of wildlife, all Keys in the Florida Bay portion of Everglades National Park are closed to landing except those marked as designated camping areas. A backcounty use permit is required for overnight camping and can be obtained at Park Ranger Stations. The killing, collecting, or molesting of animals, the collecting of plants, and waterskiing are prohibited by Federal Regulation.

PROHIBITED AREAS (AREAS TO BE AVOIDED)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L.101-605 and IMO advisory SN/Circ.145, these areas are to be avoided by tank vessels and vessels greater than 50 meters/164 feet in length.

PARTICULARLY SENSITIVE SEA AREA

A Particularly Sensitive Sea Area (PSSA) is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

FLORIDA KEYS

NATIONAL MARINE SANCTUARY
(PROTECTED AREA: 15 CFR 922; SEE NOTE A)

GREAT WHITE HERON
NATIONAL WILDLIFE REFUGE
(PROTECTED AREA)

LOOE KEY
MANAGEMENT AREA
(PROTECTED AREA: SEE NOTE A)

LOOE KEY
(SANCTUARY PRESERVATION AREA; SEE NOTE A)