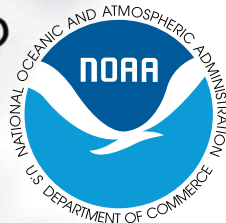


UNITED STATES Coast Pilot®



4

Atlantic Coast: Cape Henry to Key West

2011 (43rd) Edition

This edition cancels the 42nd Edition, 2010, and has been corrected through 5th Coast Guard District Local Notice to Mariners No. 31/11 and the 7th Coast Guard District Local Notice to Mariners No. 31/11, and includes all previously published corrections.

Changes to this edition will be published in the Fifth Coast Guard District Local Notice to Mariners, the Seventh Coast Guard District Local Notice to Mariners and the National Geospatial-Intelligence Agency (NGA) Notice to Mariners. The changes also are available at <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm>.



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Washington, DC
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Charts 11462, 11465, 11463, 11464, 11451

- (40) **Bowles Bank Anchorage**, 6.5 miles south-southwestward of Fowey Rocks Light (25°35'26"N., 80°05'48"W.), is fair in all but southerly winds. It has depths of 14 to 16 feet and soft bottom in places, and lies about 0.5 mile north of the light of Bache Shoal and eastward of the north end of **Elliott Key**.
- (41) **Legare Anchorage**, 7 miles southward of Fowey Rocks Light, lies between the reefs westward of **Triumph Reef**. The bottom is mostly hard, but there are some soft spots on which vessels may anchor. The entrances are not marked, and the anchorage is not generally used.
- (42) **Caesar Creek Bank Anchorage**, 12 miles south-southwestward of Fowey Rocks Light, is fair in all but southerly winds. It lies on the west side of Hawk Channel between **Margot Fish Shoal** and **Caesar Creek Bank**, with depths of 10 to 12 feet, soft bottom.
- (43) Excellent anchorage for small craft will be found in **Caesar Creek**, just north of Caesar Creek Bank. The entrance is marked by a light, and private daybeacons mark the channel. There was a reported depth of 6 feet through the entrance channel in 1983.
- (44) There is also a secure anchorage between **Adams Key**, **Meigs Key**, and **Elliott Key**. In 1983, it was reported that with local knowledge a draft of 4 feet could be carried into Biscayne Bay through a privately marked channel which leads north along the west side of Adams Key.
- (45) **Pacific Reef**, 13.4 miles southward of Fowey Rocks Light, is marked by **Pacific Reef Light** (25°22'16"N., 80°08'31"W.), 44 feet above the water and shown from a black skeleton tower on piles. A channel, marked by daybeacons, leads from the ocean 0.6 mile southward of Pacific Reef Light to Caesar Creek; the reported controlling depth was 8 feet in 1983.
- (46) In 1984, a sunken wreck was reported in Hawk Channel about 0.3 mile northwest of Turtle Harbor West Shoal Daybeacon 2 in about 25°19.5'N., 80°13.0'W.
- (47) **Angelfish Creek**, 17.5 miles southwestward of Fowey Rocks Light, is used by vessels proceeding to Card Sound and the Intracoastal Waterway. The reported controlling depth through the creek was 5 feet in 1983. The channel is marked by lights and daybeacons. The outer end of the creek offers good protection, but the bottom is rock ledge and the anchor should be buoyed.
- (48) **Ocean Reef Harbor** is on the east side of **Key Largo**, 19.5 miles southwestward of Fowey Rocks Light. A privately dredged channel leads to the harbor. In 1979, the centerline controlling depth in the channel was 7 feet. The entrance channel is marked by a light and private daybeacons. The harbor has good anchorage. A private yacht club is on the north side of the harbor.
- (49) In 1992, an obstruction was reported 0.6 mile east-southeastward of the entrance channel in about 25°18'19.4"N., 80°15'35.2"W.
- (50) A privately dredged channel, about 0.4 mile northward of the entrance to Ocean Reef Harbor, leads to a residential area. The channel, marked by private daybeacons, had a centerline controlling depth of 7 feet in 1979.
- (51) **Key Largo Anchorage**, 20 miles southwestward of Fowey Rocks Light, is fair in all but southerly winds. It has a depth of 14 feet, soft bottom, 4.5 miles northwestward of Carysfort Reef Light.
- (52) **Turtle Harbor**, a well-sheltered anchorage between the reefs lying northwestward of Carysfort Reef Light, is one of the better offshore anchorages between Key West and Miami, and is protected from all but northeast winds. It is entered from the Straits of Florida by a marked passage 5 miles northeastward of the light. Vessels of 15-foot draft can use this passage in smooth water. Depths in the approach range from 27 to 38 feet, and at the anchorage from 25 to 28 feet. In 1980, a submerged pile was reported in the north end of the anchorage about 0.2 mile southwest of Turtle Harbor Daybeacon 6. Vessels can enter Hawk Channel from this harbor by proceeding about 1.3 miles south-southwestward of Daybeacon 6 and then taking a westerly course.
- (53) **Carysfort Reef Light** (25°13'19"N., 80°12'41"W.), 100 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation, enclosing a conical dwelling and stair cylinder.
- (54) **The Elbow** is a reef, 5.3 miles southwestward of Carysfort Reef Light, on which several wrecks have occurred. It is marked on its seaward edge by a light.
- (55) **Molasses Reef**, 15.5 miles southwestward of Carysfort Reef Light, is marked by a light. The entrance to **Molasses Reef Channel**, which has a controlling depth of about 8 feet, is just south of the light. The shoalest part of the channel is marked by daybeacons. A **no anchorage area**, marked by private buoys, has been established on Molasses Reef.
- (56) **Biscayne National Park** extends south from Cape Florida for about 19.5 miles to Angelfish Creek and comprises Biscayne Bay and the offshore reef areas northeast and east of Elliott Key. Regulations are available from the park ranger station at Elliott Key Harbor or from the park headquarters on the west side of Biscayne Bay at Homestead. Gasoline and a launching ramp are available at the headquarters. The mailing address is Biscayne National Park, Post Office Box 1369, Homestead, Fla. 33030. Biscayne National Park is a Marine Protected Area (MPA).
- (57) The **John Pennekamp Coral Reef State Park** comprises the offshore reef area from the vicinity of Angelfish Creek to near Molasses Reef. The area has been established for the protection of the coral reef formation and its associated marine life. Regulations for the preserve are available at the park headquarters on the southwest side of Largo Sound.
- (58) **Key Largo Management Area (Key Largo National Marine Sanctuary)**, 20 miles long, extends to seaward about 8 miles from the John Pennekamp Coral Reef

State Park. The area has been established for the protection of the coral reef formation and its associated marine life. Sanctuary regulations include prohibitions against spearfishing, anchoring in the coral, breaking or removing coral, or otherwise damaging the fragile habitats found within the Sanctuary. The Sanctuary seeks to minimize reef damage by educating the public and providing alternatives to anchoring. The mooring buoy system now established in the Sanctuary is intended to alleviate the problem of anchor damage to coral reefs. (See **15 CFR 922**, chapter 2, for limits and regulations.)

(59) **El Radabob Key**, locally known as **Julia Island**, is an island westward of The Elbow, about 10 miles southwestward of Carysfort Reef Light. It is about 5 miles long and 0.5 miles wide, and in general is covered with dense mangrove growth. The island is separated from Key Largo on the west by Largo Sound, South Sound Creek and North Sound Creek.

(60) **Largo Sound**, between El Radabob Key and Key Largo, is about 1.8 miles long and 0.8 mile wide, and is entered southward of El Radabob Key. General depths in the sound are from 1 to 6 feet. A dredged channel leads from Hawk Channel through **South Sound Creek** thence 0.3 mile into the sound. The channel is well marked by lights and daybeacons. In 1986, the centerline controlling depth was 5½ feet, and in 1983, a reported depth of 4 feet could be carried to the headquarters of the Florida Board of Parks on the south side of the sound. Mariners are advised to stay well to the center of the channel as the sides are composed of coral rock, and the bends are sharp. The entrance is difficult and narrow, and fills with southerly winds.

(61) **Marvin D. Adams (Key Largo) Waterway**, another dredged channel, enters the west side of Largo Sound from Blackwater Sound. The waterway is marked at each end by a light. In 1986, the centerline controlling depth was 3½ feet. The waterway is crossed by 32-foot twin fixed highway spans of U.S. Route 1 and an overhead pipeline. The spans each have a clearance of 14 feet. A State park marina on the west side has berths, electricity, launching ramp, pump-out station, water and ice available.

(62) A narrow unmarked channel leads northwestward from about 1 mile above the mouth of South Sound Creek to an unnamed bay. An island in the middle of the bay is connected to the mainland by a causeway bridge; bridge clearance is not known. Gasoline is available at a camper resort on the west side of the bay about 0.2 mile southwestward of the bridge.

(63) Several small-craft facilities are at the town of **Key Largo**, about 1 mile southwestward of the south end of El Radabob Key. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, a pump-out station, and a mobile lift are available; hull, engine and electrical repairs can be made.

(64) **Rock Harbor**, about 3 miles southwestward of El Radabob Key and 5.7 miles northwestward of the light on Molasses Reef, has small-craft facilities where

gasoline, water, and ice can be obtained. Also available are berths with electricity, launching ramps, repairs, and a 5-ton fixed lift.

(65) **Tavernier**, about 5 miles southwestward of Rock Harbor and 20 miles southwestward of Carysfort Reef Light, is one of the larger settlements on the Florida Keys. A channel, marked by a light and daybeacons, leads to Tavernier Harbor from Hawk Channel. A fixed highway bridge with a clearance of 15 feet crosses Tavernier Creek. In 1991, a fixed highway bridge with a design clearance of 15 feet was under construction immediately north of the existing bridge. Gasoline, supplies, motels, and charter party fishing boats are available. The small-craft facilities on the bay side at Tavernier and in Tavernier Creek are described with the Intracoastal Waterway, chapter 12.

(66) **Tavernier Key Anchorage** is 2 miles eastward of Tavernier. Anchor according to draft from northward to eastward of Tavernier Key, hard bottom.

Charts 11452, 11449, 11451

(67) **Alligator Reef Light** (24°51'06"N., 80°37'08"W.), 136 feet above the water, is shown from a white, octagonal pyramidal skeleton tower with black top, on pile foundation, enclosing a square dwelling and stair cylinder.

(68) **Indian Key Channel**, northwestward of Alligator Reef Light, is about 200 yards wide and leads from the Straits of Florida east of **Lignumvitae Key** to Florida Bay. It is marked by daybeacons. In 1983, the reported controlling depth in this narrow channel was 6 feet. It was also reported that the channel has a tendency to deepen with westerly winds and fill in with southeasterly winds. Local knowledge is advised. The highway bridge across the channel has a fixed span with a clearance of 27 feet.

(69) **Channel Five**, 8.4 miles westward of Alligator Reef Light, is a natural channel that had a reported controlling depth of 7 feet in 1978. At times a strong current sets through the channel. The fixed highway bridge across the channel has a clearance of 65 feet. Vessels drawing up to three feet can follow the marked route leading westward and northwestward in Florida Bay to Cape Sable and Flamingo.

(70) **Flamingo**, on the north side of Florida Bay about 9 miles east of East Cape (25°07'N., 81°05'W.), is a visitors center in **Everglades National Park**. (See chart 11433 for Everglades National Park.) A 300-foot tower and an 86-foot standpipe about 0.3 mile northeast of the visitors center are prominent.

(71) A dredged channel leads from the bay to the entrance to **Buttonwood (Flamingo) Canal**. The reported controlling depth was 4½ feet in 1982. A dam blocks the canal about 200 yards above the entrance. Passage around the dam to allow vessels to proceed to Whitewater Bay is provided by boat ramps and by an 8-ton sling

hoist that can handle craft to 26 feet with 10-foot beam. A highway bridge about 0.5 mile above the entrance to the canal has a 45-foot fixed span with a clearance of 10 feet. A marina on the west side of the canal just below the dam at Flamingo has berths with electricity, water, ice, and limited marine supplies. Gasoline, diesel fuel, and launching ramps are available on either side of the dam. A 5 mph-no wake **speed limit** is enforced in the canal.

(72) **Tennessee Reef Light** (24°44'46"N., 80°46'56"W.), 49 feet above the water, is shown from a small black house on a hexagonal, pyramidal skeleton tower on piles, about 0.7 mile off the southwestern end of **Tennessee Reef**. A lighted buoy is about 5.6 miles northeast of the light.

(73) **Long Key Anchorage**, 3 miles north-northwestward of Tennessee Reef Light, has soft bottom in depths of 15 to 18 feet, but it is exposed to southerly winds.

(74) In 1982, a partially submerged steel beam was reported 2.8 miles northwest of Tennessee Reef Light in about 24°46.5'N., 80°49.3'W.

(75) **Turtle Shoal Anchorage**, 20 miles southwestward of Alligator Reef Light and 1 mile westward of **East Turtle Shoal Light 45** (24°43'29"N., 80°55'59"W.), 20 feet above the water, has a soft bottom in a depth of 27 feet. It is a fair anchorage in fine weather. **West Turtle Shoal** to the southwestward affords another anchorage area in depths of 24 to 36 feet about 1 mile to its westward. A 1-mile-square fish haven is immediately southward of West Turtle Shoal.

(76) A well-protected yacht basin and a marina are at **Duck Key**, about 3 miles north-northeastward of East Turtle Shoal Light 45. A private light and private daybeacons mark the channel entrance to Duck Key. In 1983, a reported depth of 10 feet could be carried to the yacht basin, thence 5 feet to the marina beyond. Berths, electricity, gasoline, diesel fuel, and water are available at the yacht basin and marina. A launching ramp, ice, and marine supplies are also available at the marina. Hotels and restaurants are nearby.

(77) **Valhalla** on **Crawl Key**, about 3 miles northwestward of East Turtle Shoal Light 45, has a private yacht club.

(78) **Key Colony Beach**, about 3 miles southwestward of Valhalla, is a protected harbor westward of **Fat Deer Key**. In 2000, the reported controlling depth was 9 feet in the entrance channel. The channel is marked by private daybeacons. Gasoline, diesel fuel, water, berthing with electricity, and a launching ramp are available.

(79) **Sister Creek**, about 3.8 miles southwestward of Key Colony Beach and 4 miles northeastward of Sombrero Key Light, is a narrow passage between **Boot Key** and **Vaca Key**. It connects Hawk Channel to the southward with Boot Key Harbor to the northward, and has several arms which provide secure refuge during heavy weather. Vessels tie to the mangroves. The entrance to the creek between **West Sister Rock** and **East Sister Rock** is marked by a light and daybeacons. Rocks awash extend well into the channel from the east side. In 1983,

the reported controlling depth was 5 feet to Boot Key Harbor. A sunken wreck is about 300 yards southeastward of West Sister Rock.

(80) **Knight Key Anchorage**, northward of Sombrero Key Light, is good but exposed to southwesterly winds. To make this anchorage, bring Sombrero Key Light astern on a **352°** course and anchor in 6 to 12 feet, sticky bottom, about 0.6 mile southward of Knight Key.

(81) **Boot Key Harbor**, on the south side of the town of **Marathon**, is entered southward of **Knight Key** about 4.5 miles northward of Sombrero Key Light. The entrance channel is marked by a light and daybeacons; the color of the banks is also a good guide for the narrow entrance channel. Daybeacons also mark the channel through the harbor for a distance of about 1.5 miles. In 1983, the reported controlling depth was 7 feet, but shoaling was reported along the southerly side of the entrance channel; caution is advised. A highway bridge, over the channel at mile 0.13, has a bascule span with a clearance of 24 feet at the center. (See **117.1 through 117.59 and 117.272**, chapter 2, for drawbridge regulations.) An overhead power cable on the west side of the bridge has a clearance of 65 feet.

(82) A group of four radio towers on the southwestern end of Boot Key and four radio towers about 1.1 miles eastnortheastward of the first group are prominent. Also prominent is a tower with a blue strobe light at a marina 1.2 miles northward of the southeasterly radio towers.

(83) An aerolight is at Marathon Airstrip at the east end of Vaca Key.

(84) Boot Key Harbor is a secure refuge and has excellent small-craft facilities. Several marinas and a boatyard in the western part of the harbor can provide berthage with electricity, gasoline, diesel fuel, water, ice, launching ramps, marine supplies, and hull, engine, and electronic repairs. A boatyard on the north side of the harbor, immediately eastward of the highway bridge, has a 50-ton mobile lift. There are several fish wharves in the harbor where fuel and some services can be obtained. The small-craft facilities on the bay side at Marathon are described in chapter 12.

(85) In April 1983, a privately dredged channel through the shallow eastern part of Boot Key Harbor had a reported controlling depth of 8 feet. The channel leads eastward from near the vicinity of Daybeacon 20 to a marina where berthage with electricity, gasoline, diesel fuel, water, and ice, can be obtained. This marina and Boot Key Harbor proper can also be reached from the southward via Sister Creek as previously described.

(86) **Marathon Coast Guard Station** is on the bay side at Marathon.

Charts 11442, 11449, 11445, 11446

(87) **Sombrero Key Light** (24°37'40"N., 81°06'39"W.), 142 feet above the water, is shown from a brown,

Charts 11463, 11464, 11451

(604) The **Homestead Bay Front Park Marina** at the entrance to **North Canal**, 5 miles west of **Mile 1111.5**, is entered just south of **Convoy Point**. The entrance is marked by lights and daybeacons. In 1985, the entrance channel had a reported controlling depth of 4 feet; in 1983, depths of 4 feet were available alongside the piers. Slips are available for berthing 70 boats up to 40 feet; there is a launching ramp and a 3-ton hoist for craft to 25 feet. Gasoline, water, ice, and electricity are available at the basin.

(605) A barge channel on the west side of Biscayne Bay, with a reported centerline controlling depth of 7½ feet in 1983, leads from water of the same depth in the bay for a distance of about 3.1 miles to a powerplant on **Turkey Point, Mile 1113.7**. The channel is marked by a light and buoys. Two 415-foot stacks at the powerplant are prominent.

(606) **Caesar Creek**, 1.2 miles southeast of **Mile 1115.0**, between **Elliott Key** and **Old Rhodes Key 11463** **Old Rhodes Key**, connects Biscayne Bay with Hawk Channel. The reported controlling depth was 8 feet in 1983, except for shoaling to 2 feet at the bayside entrance. The entrance from Hawk Channel is marked by a light, and private daybeacons mark the channel through the creek.

(607) The Intracoastal Waterway leaves Biscayne Bay via a straight dredged cut through **Cutter Bank** at **Mile 1117.3** and enters **Card Sound**. The sound is a body of water about 5 miles long and 2.7 miles wide with depths of 7 to 12 feet in the center.

(608) **Angelfish Creek**, 1.5 miles southeast of **Mile 1120.0** between **Palo Alto Key** on the north and **Key Largo** and **Angelfish Key** on the south, connects Card Sound with Hawk Channel. The controlling depth, in 1983, was reported to be 5 feet. The channel is marked by lights and daybeacons.

(609) Good anchorage in depths of 9 feet is available in Card Sound on the south side of **Pumpkin Key**, 1.5 miles southeast of **Mile 1121.8**.

(610) In 1977, numerous piles were reported to extend southeast from Pumpkin Key to Snapper Point on the west side of Key Largo. Caution is advised when navigating in this area.

(611) Gasoline, diesel fuel, lubricating oil, water, ice, and electricity are available at the Key Largo Anglers Club, 1.8 miles southeast of **Mile 1122.4**. A lift is available for hauling out boats up to 35 feet. A prominent microwave tower is a good landmark on the westerly side of the Card Sound and Little Card Sound area. Another microwave tower, just west of Ocean Reef Harbor on Key Largo, is also prominent.

(612) From Card Sound the waterway follows **Card Point Cut**, a dredged cut across **Card Bank, Mile 1124.4**, the shoal that separates Card Sound from **Little Card**

Sound. Little Card Sound has depths of 6 to 9 feet in the center.

(613) The waterway enters a dredged channel through the shoal that separates Little Card Sound and **Barnes Sound** opposite **Barnes Point, Mile 1126.8**. A fixed highway bridge with design clearance of 65 feet crosses the waterway at Barnes Point. An overhead power cable northward of the bridge has a clearance of 88 feet. Barnes Sound is about 6 miles long and 3 miles wide, with depths of 7 to 10 feet in the center.

(614) Near the south end of Barnes Sound the waterway enters **Jewfish Creek, Mile 1132.8**. The highway bridge crossing the creek at **Cross Key, Mile 1134.1**, has a fixed span with a clearance of 67 feet. Overhead power cables just southwest of the bridge have a minimum clearance of 85 feet. On the southwest side of the bridge are two marinas with berths, electricity, gasoline, diesel fuel, water, ice, launching ramp, and a pump-out station.

(615) The waterway continues southward into **Blackwater Sound**, a body of water about 3 miles square that has depths of 7 to 8 feet in the center. A cut leads from Blackwater Sound into the southern part of **Lake Surprise**, in the northeast end of the sound. In 1983, the reported controlling depth in the dredged cut was 4 feet. A boatyard is on a canal that extends eastward from the lake 0.4 mile east of the cut. An 11-ton mobile lift is available for hull, engine, and electronic repairs. In 1983, it was reported that Lake Surprise was an excellent harbor of refuge, used frequently as an over-night anchorage by small craft. Several marinas are located at the southeast end of Blackwater Sound. Gasoline, diesel fuel, water, ice, marine supplies, and storage facilities are available; lifts to 9 tons are available for limited engine, hull and electronic repairs.

(616) The waterway follows **Dusenbury Creek** from Blackwater Sound to **Tarpon Basin**.

Charts 11464, 11451

(617) The waterway follows an east-to-west course across Tarpon Basin and on the west side exits through **Group-er Creek** into **Buttonwood Sound**; in the eastern end of the creek, the deepest water is close to the south bank. Tarpon Basin is reported to offer good shelter from winds from any direction, but the holding ground is poor with thick grass over the bottom.

(618) From Buttonwood Sound, which has a depth of 5 to 7 feet, the Intracoastal Waterway follows **Baker Cut, Mile 1143.0**, into **Florida Bay**. The route across the bay crosses many bars and is well marked by lights and daybeacons.

(619) A protected area of the **Everglades National Park** is in the northern part of Florida Bay. Landing on the beaches or keys of this area without the authorization of the Superintendent of the Everglades National Park is prohibited, except on those beaches or keys marked by a sign denoting the area as being open.

(620) **Community Harbor**, a bight on the southerly end of Key Largo and 1 mile southwest of **Mile 1150.0**, is the bayside waterfront of **Tavernier**. The entrance is marked by daybeacons and stakes. In 2004, the reported approach depth to the wharf was 4.5 feet. A marina at the southern end of the harbor has berths with electricity, gasoline, diesel fuel, water, ice, a pump-out station and marine supplies. A 60 ton lift is available for hauling out vessels for hull, engine, and electronic repairs.

(621) **Tavernier Creek**, just westward of Tavernier, in 1983, had a reported controlling depth of 4 feet to Hawk Channel and is frequently used by local fishing craft. The south entrance to the creek is marked by a light and daybeacons, and the north entrance is marked by daybeacons. In 1986, a submerged obstruction was reported 0.25 mile northeast of the light in about 24°59'24"N., 80°31'06"W. A fixed highway bridge near the southern end of the creek has a clearance of 15 feet. In 1982, it was reported that strong currents may be experienced in the vicinity of the bridge, particularly during spring tides. A fixed highway bridge across the creek has a least clearance of 15 feet. Gasoline, diesel fuel, water, ice, and some marine supplies are available at the small-craft facilities near the bridge.

(622) **Cross Bank, Mile 1152.5**, is crossed by **Cowpens Cut**, a straight dredged channel marked by lights and daybeacons.

(623) At **Mile 1155.0**, in **Cowpens Anchorage**, there is a marina with gasoline, diesel fuel, water, ice, a pump-out station, berths with electricity and a launching ramp. In 2004, the reported approach depth was 6 feet with 5 feet alongside.

(624) **Snake Creek**, 1.3 miles south of **Mile 1156.0** between **Plantation Key** and Windley Key, is used by local fishing boats as a passage between the bay and the ocean. In 1984, the reported controlling depth through the creek was 4 feet. The entrance to the creek from the ocean side is marked by daybeacons and a light. The highway bridge across the creek has a bascule span with a clearance of 27 feet. (See **117.1 through 117.59 and 117.331**, chapter 2, for drawbridge regulations.) On the north side of the bridge there is a small marina and a fishing camp. Gasoline, engine repairs, water, ice, some marine supplies, and a launching ramp are available. Currents are strong through the creek, and especially at the bridge. Gasoline, water, and ice are available at the wharf at the ocean entrance on Windley Key.

(625) **Islamorada Coast Guard Station** is on the east side of Snake Creek at 24°57.2'N., 80°35.2'W.

(626) **Windley Harbor**, 1.7 miles south of **Mile 1157.2**, is a good but seldom used refuge that is well protected from all directions. **Whale Harbor Channel**, west of **Wilson Key**, is marked by a light and daybeacons. In 1983, the channel had a reported controlling depth of 5 feet. Two fixed bridges over the channel, one highway and one pedestrian, have a least clearance of 33 feet horizontal and 12 feet vertical. Berths with electricity, gasoline,

diesel fuel, water, ice, and marine supplies are available at Windley Harbor.

(627) **Upper Matecumbe Key** is 2 miles southeast of **Mile 1160.0**. **Islamorada** is on the key. The **Florida Key Memorial** is in about the middle of the key.

(628) Several marinas are near the center of the key on the northwest side. (See the small-craft facilities tabulation on chart 11451 for services and supplies available.)

(629) At **Mile 1160.7**, the waterway passes through **Steamboat Channel**, a dredged cut through **Shell Key Bank**. The channel in the cut is marked by lights and daybeacons.

Charts 11449, 11451

(630) **Shell Key Channel** and **Race Channel**, just to the northwestward of Upper Matecumbe Key, are used by small sport-fishing craft. These channels join to form **Teatable Key Channel** connecting the Intracoastal Waterway and Hawk Channel. Teatable Key Channel is crossed by two fixed bridges, one highway and one pedestrian, and an adjacent overhead pipeline with least clearances of 33 feet horizontal and 10 feet vertical. In 1983, the reported controlling depth was 8 feet from Hawk Channel to Florida Bay through Teatable Key Channel and Race Channel.

(631) There are marinas and repair facilities at the southwest end of Upper Matecumbe Key. (See the small-craft facilities tabulation on chart 11451 for services and supplies available.)

(632) **Indian Key Channel**, 1.7 miles south of **Mile 1162.3**, one of the routes connecting Florida Bay and Hawk Channel, is described in chapter 11.

(633) **Lignumvitae Channel**, 1.6 miles south of **Mile 1163.3** and west of Lignumvitae Key, forms a passage from the Intracoastal Waterway to Hawk Channel. Two fixed bridges that cross the channel, one highway and one pedestrian, have least clearances of 32 feet horizontal and 10 feet vertical. Pilings that support overhead power cables close north of the bridges somewhat restrict the channel; local knowledge is advised. Berths with electricity, gasoline, water and ice are available at a marina at the northeast end of Lower Matecumbe Key.

(634) Overhead power cables at the fixed bridges along the highway viaduct between Upper Matecumbe Key and Grassy Key have a minimum clearance of 26 feet, but are submerged at the drawbridges.

(635) **Peterson Key Bank, Mile 1165.0**, is crossed by **Bowlegs Cut**. After passing through the cut, traffic may continue southwestward through Channel Five to Hawk Channel. In 1975, the controlling depth was reported to be 7 feet.

(636) **Matecumbe Harbor**, is at the southwest end of **Lower Matecumbe Key**, 1 mile southeast of **Mile 1168.8** via Channel Five. The entrance is marked by a light, and the remainder of the channel is privately marked. In 1983, the controlling depth was reported to be 5 feet in the

entrance, with deeper water inside. Gasoline, diesel fuel, water, ice, electricity, and marine supplies are available at a marina in the southern part of the harbor. A mobile lift can handle craft to 24 feet for hull, engine, and electronic repairs.

(637) **Channel Two**, just west of Matecumbe Harbor, connects Florida Bay and Hawk Channel. In 1975, the reported controlling depth in the channel was 8 feet. The channel is crossed by two fixed bridges, one highway and one pedestrian, with a least clearance of 35 feet horizontal and 11 feet vertical. In 1983, submerged pilings were reported to exist in Channel Two; caution is advised. A daybeacon marks a submerged piling in midchannel south of the bridges.

(638) **Channel Five, Mile 1170.6**, one of the main routes by which boats can reach Hawk Channel, is described in chapter 11.

(639) At **Mile 1170.6**, there is a marina on **Fiesta Key** where gasoline, water, ice, restaurant, motel, electricity, and some marine supplies are available. The reported controlling depth in the channel leading to the marina was 3 feet in 1983, with 4 to 5 feet alongside the pier.

(640) At **Mile 1171.6**, there is a marina on Long Key where gasoline, water, ice, electricity, restaurant, motel, launching ramp, and marine supplies are available. Berthage is limited. The reported controlling depth in the channel leading to the marina and alongside the pier was 3 feet in 1983.

(641) At the west end of **Long Key**, 2.2 miles south of **Mile 1174.2**, berthage with electricity, gasoline, water, ice, a boat launching ramp, and limited marine supplies are available at a marina. **Conch Keys**, 2.4 miles west of the west end of Long Key, are marked by a water tank. The channel to the wharf on the north side of the east key is privately marked. In 1983, the channel had a reported controlling depth of 3 feet, with 2 feet alongside the wharf. Gasoline, water, and other services are available.

(642) At **Mile 1178.7**, the waterway goes through **Channel Key Banks at Channel Key Pass**, which is marked by a light and daybeacons.

(643) **Grassy Key** is at **Mile 1181.6**.

(644) **Marathon**, on **Vaca Key** 1.5 miles south of **Mile 1192.0**, is the second largest town on the Florida Keys. There are several small-craft facilities on the north side of Vaca Key at Marathon. (See the small-craft facilities tabulation on chart 11451 for services and supplies available.)

(645) Additional facilities on the south side of Vaca Key at Marathon, and in Boot Key Harbor are described in chapter 11.

(646) A group of four radio towers on the southwest end of Boot Key south of Marathon and three radio towers about 1.1 miles to the east-northeastward of the first group are prominent. An aerolight is at Marathon Airstrip at the east end of Vaca Key.

(647) **Marathon Coast Guard Station** is on the bay side at Marathon.

(648) **Knight Key Channel**, just west of Marathon, had a reported controlling depth of 8 feet in 1975. The fixed highway and pedestrian bridges crossing the channel have a least clearance of 19 feet.

(649) **Bethel Bank, Mile 1193.4**, is a junction point in the Intracoastal Waterway. Vessels may follow the southern route via Moser Channel or Bahia Honda Channel and Hawk Channel to Key West, or the northern alternate route via Big Spanish Channel and the Gulf of Mexico. The southern route is about 14 miles shorter to Key West.

(650) **Pigeon Key**, on the east side of Moser Channel, is marked by white buildings. The viaduct passes high overhead at the key.

(651) **Moser Channel**, Mile 1196.9, and **Bahia Honda Channel (Bahia Honda)**, 7 miles to the westward, connect Florida Bay and Hawk Channel. These channels are described in chapter 11.

Chart 11445

(652) The Intracoastal Waterway routes through Moser Channel and Bahia Honda Channel rejoin at **Mile 1207.8**, about 2.1 miles south of the bridge over Bahia Honda Channel, and then the route follows the aids in Hawk Channel to Key West. Hawk Channel is described in chapter 11.

(653) **Newfound Harbor Keys Anchorage, Newfound Harbor Channel, Niles Channel, Cudjoe Bay, and Bow Channel** are discussed in chapter 11.

(654) From Hawk Channel, the Intracoastal Waterway joins the Main Ship Channel at **Mile 1241.9** about 0.5 mile southward of Key West, and then follows the main channel to **Key West, Mile 1243.8**. The supply and repair facilities at Key West are described in chapter 11.

(655) **Saddlebunch Harbor, Boca Chica Channel, and Safe Harbor Channel** are discussed in chapter 11.

Charts 11448, 11442

Big Spanish Channel to Key West, north of Florida Keys

(656) The northern alternate route of the Intracoastal Waterway leads northwestward from Bahia Honda through **Big Spanish Channel** to Harbor Key Bank, thence along the north side of the Florida Keys to Northwest Channel, thence to Key West. In 1983, it was reported that the controlling depth for this route was 2 feet. Numerous submerged pilings are also in this channel. Local knowledge is advised.

(657) At **Mile 1214.2A**, the waterway passes through a crooked channel marked by daybeacons southwest of **Big Spanish Key**. Caution should be exercised in this shoal area. Northward of the key the color of the water is a good indication of the channel location.