FAQ

1. **How do you load the FMT chip to show the map and photos and is there a map where there are no Hi –Res photos?**

Turn on the chart plotter and boot it up. The machine will load the base maps that come as part of the unit. Then push the FMT chip into a slot until it clicks in. The machine will then begin to load the FMT charts and ask you to confirm you wish to load the FMT charts.   There is more than 25 GB of data to load and the unit could take 30 or 40 seconds to load all of it. Depending on your model unit, some will boot the data faster than others.   The unit will ask if you to confirm that you want to load the FMT map data.   Choose Yes and the FMT data will load.   You may switch back and forth to view data on two different loaded chips and some units may allow seeing data from two chips at the same time on a split screen.

The chip must remain inside the GPS and loaded for the map to run. For several reasons, you will not be able to save the map data to the unit's hard drive and run the map without the chip engaged.

The product includes map data (vector data) for the entire State but depending on the chip you have loaded, only the portion of the State you purchased will have the high res imagery for that area. Thus, if you are running a South Florida chip, that chip will include a map for the entire state and some lower res imagery but only the hi-res photos for S. FL. If you are running North Florida, the chip will have map data for all of Florida and some lower res images but only the hi-res imagery for N. FL.

You can run with the map only and no photos but it is far more useful with imagery. Some people who purchased S. Fl only and don't have a NFL chip still run with the FMT map only in NFL areas and vice versa. **If you want to run on the map only for any reason, turn OFF the PHOTOS. If the photo overlay is not turned OFF the** map area will appear Brown and the Land Features you need to see will not be visible.   Turn off the Photos to get the best looking mapp with Land Features.   Also, make sure the AREA land features are turned ON in "Categories".

2. **What basic settings are recommended to for my GPS unit up to run FMT?**
   A. Turn on your WAAS setting to get the greatest accuracy from your GPS. Without WAAS on your position may be off. This is usually in the Main Menu Settings of the GPS in "Satellites" within the "Configuration" settings. Make sure the WAAS box is check to ON.
   B. Turn on your Extension Line and set it to either 10 or 100nm. This will show a line directly from your boat cursor showing you exactly where your boat is headed and it is very useful for navigating to points in the distance and for helping you stay on track.

C. Set your Orientation on Chart Settings to Course UP which will orientate your map so that the direction you are heading is always up on your screen.   It's much easier to stay on Track that way.

3.   **I loaded the FMT and chip and I do not see any photos. Why? I did a hard reset and or turned on my brand new unit for the first time and I see some map area but no photos. Why?**

If you have a brand new unit and it is being turned on for the first time you need to set it up first with all of the correct unit settings and your preferences before inserting any mapping chips from any manufacturer.   We have found that upon initial first time boot or after a hard reset, the machine will often default the boat cursor location somewhere down near Africa. So if you did have any Florida map chip inserted the map would be blank and you would not be able to tell where you are on the map because of the map boundaries for the chip inserted and the default location reading of the cursor thousands of miles away outside of the map boundary. To get this straightened out make sure the base map that is part of the units' hard drive is turned on and not a mapping chip. The Insight map that is part of the Unit's hard drive will work. Keep zooming the view Out until you can see your location on the Insight map and move the cursor over to Florida and zoom back in to a reasonable zoom level at Florida. After doing that you can then insert a map chip after the unit preferences for all its features are all set. Unit preferences refer to the entire set up for Sonar Setup, Feature selections on or off, units of measure, cursor preferences, alarm settings, beeps, WAAS ON, Waypoint and track preferences, etc. These features controlling the unit are mutually exclusive to the operation of mapping chips and should be complete before inserting a chip and then selecting the map setting preferences for that chip.

If your unit is set up and the chip is in and you don't see any photos, the first thing to do is to check the software your unit is running and make sure the latest version is loaded. Click the Pages button on the top of the unit and go To Settings. Click "About" to see what software version you are running. It should be the latest version.   You can obtain the latest software and the simple install directions for free directly from the Lowrance or Simrad Websites in the Support/Download Software sections. Many current unit will also updated directly via wireless connection.

 The software controls the interface and menu options.   Once you have the latest software version loaded, follow the rest of the process. From the Menu choose Chart Options and then make sure "Chart Source" is set to an FMT option. To turn on Photos, from the Menu select "Chart Options" and then select "View". Check to ensure "Photo Overlay" is set to On or Full. Most units default upon initial booting to the photos being set to OFF. Once it is selected to "FULL" the unit should remember your selections. If it does not remember them your software is not updated and needs to be updated.

Make sure you are zooming in on an area where there is supposed to be hi res Imagery. For instance, if you have the S. FL chip, there will only be hi res photos south of approximately Sarasota and Merritt

Island and so zooming in or trying to view photos north of the S. FL data set will show only fuzzy low res imagery. Conversely, if you are running a N. FL chip imagery south of the approximately Sarasota and Merritt Island will show only low res imagery that looks good zoomed way out but not zoomed in.

If the menu options above don't line up with the menu options you see on your unit, check to see what version of the Lowrance or Simrad Software your Unit is running. Simrad and Lowrance run different types of software and they are not interchangeable. There are minor differences in the software packages but they are overall very similar in the setup. If you need to update your software to the latest version, you will need to go to the Simrad or the Lowrance websites respectively to get the appropriate software.

Click the Pages button on the top of the unit and go To Settings. Click "About" to see what software version you are running. It should be the latest version. You can go to the Lowrance Website to download the latest software. Lowrance.com then go to United States and click Support. On that page you can check the latest software release for your specific Lowrance Unit. Download the latest version to update your machine with this software or you can use the Wifi option (if you unit is equipped) to update the software. Once it is loaded on the GPS, retry the above steps.

For Simrad units, go to the Simrad-Yachting.com website to download the software and update your GPS.

For the chip to function at full optimization, FMT requires "Shaded Relief" option to be selected to ON. Shaded Relief is in Chart Options and in "Presentation". Most units will boot the chip the first time with Shaded Relief set to OFF so you need to check it ON.

4.   **The photos are advertised as Clear and Hi Res but when I zoom in out in the blue water areas of the ocean it does not appear clear. Why?**

We provide Hi Res Imagery for inshore areas and proximate to land masses only. Out in the ocean where the water is deep imagery is not important for navigation, FMT provides low resolution images for orientation purposes just as you would find on any other service such as Google.

5.   **Does the FMT product come on a MicroSD chip and standard SD chip?**

FMT will offer high quality 32 GB waterproof Class Class 10 microchips in a SDHC adapter. Standard SDHC chips may be provided for those that run units that accept standard size SDHC. If you require a micro SD chip, the micro ship is not always shipped outside of the adapter. If you do not see it, pull it out of the adapter to use it.

6.   **What data is on the FMT Chip and how current is it?**

The chip is comprised of 1) photographs and 2) a detailed Nautical Map with NOAA depth indications and depth contours and navigational features typical of most marine maps found in chart plotters. This is the most recent NOAA map data available. However FMT has corrected most of the NOAA inshore navigational markers for accuracy. The map area runs the entire Gulf of Mexico to Cuba and into the Atlantic Ocean to the Bahamas and up the east coast of Florida and is visible on top of the photography. The imagery for the south Florida release covers Florida south of approximately Sarasota at the northern portion of Sarasota Bay and south of the Merritt Island area slightly north of Sebastian Inlet. It includes all of Florida's inland areas, 10,000 islands, Biscayne Bay, Everglades National Park and all of the Florida Keys to Key West, Marquesas Keys and Dry Tortugas and beyond. The imagery comprises virtually all of the keys out to the reef lines. The imagery for north Florida release covers all of the remaining areas of Florida including inland areas. Inland areas where there are no substantive areas of water are included at lower resolution. Some inland areas where there is no substantive water features may be excluded. Inland areas that include larger lakes and rivers are provided in high resolution.

South Florida data and North Florida Data are each provided on a separate Chip because the data will not fit on a single chip that the current chart plotters will accept.

The images are comprised of a high percentage of very high resolution ortho-rectified aerial photos and some lower quality satellite imagery mostly located along the reef lines and inland areas. Resolution of the aerial imagery is as high as 6 inches for all of Everglades National Park, 3 inches in the Boca Grand, Captiva and Palm Beach areas, and 1' to 2' for most other areas. But some photos still look a little clearer than others because we find the better the source imagery resolution the better it looks even if the source is higher than the unit specs say it will read. Thus, a photo with 6" resolution looks better than a photo with 1 foot even though the unit is designed for imagery at 1 meter or worse.

The way the images appear on your unit is also a function of the unit's screen resolution. For instance, the resolution for most 7" units is about 384,000 pixels. Units with 12" screens have resolutions of 1,020,000 pixels and 16" units have even more. The pictures look best on the highest resolution screens as they have the capability to read more of the pixels available in the images.

 To process all of Florida at the highest resolution possible it would take more than twenty 32 gb chips. For practicality, we have processed the imagery for the State so it fits on two 32 GB chips and comprises more than 60 GB of data. We may elect to produce at a future data an even higher resolution version for more discriminating customers who want super hi res photos but it would take 6 to 8 chips to cover the State and increase costs. By way of comparison, the Navionics 906P+ chip which covers the entire SE including the Bahamas is only a 16 GB chip and only 9.7 GB is used on it. This is the reason the imagery they provide appears poor quality. It is not possible to provide truly

high resolution output for Florida including water in the inland areas at less than 60 gb of required space.

With a few exceptions, the images are current to no earlier than 2012. Each image FMT has used on the S. FL release was individually adjusted for brightness, contrast, clarity and color. With respect to the dates of the images selected, sometimes the most recent photograph is not the best photograph for viewing details in the water and in those cases an earlier image for that area is used. As new photos are acquired each year, they will be reviewed vs. the historical imagery to see which would provide the best and most accurate result for navigating and seeing what is really there in the water. FMT anticipates full updates to the imagery for the entire State every 3 years approximately as about 1/3rd of the State may be available annually and FMT will attempt to update that on the chips if the photos are clear and superior to the latest provided on the chip.

7.   **I need a Chip to help me navigate. How does the FMT Imagery and Tracks compare to Navionics 906 Platinum + for Florida?**

By way of comparison to FMT, Navionics provides images (as of December 2017) that are more dated, processed to a lower resolution,, some black and white, missing, and/or severely lacking in resolution for many large areas. The most recent imagery updated in early 2017 appears to be mostly the same old imagery Navionics provided but it was brightened.   The latent data set used for the 906p+ imagery has remained identical for many years and in some areas are only black and white and in many areas of interest are missing. Most of the photos on the 906p+ provide very little in the way of meaningful navigation assistance or insight and compared to FMT are relatively useless for such purposes.   This is particularly the case for Everglades National Park where most of the Park images are severely lacking in resolution, clarity, color and fine detail. As late as December 2017, Navionics' imagery in the Park also has glaring holes where there is actually no imagery at all provided in very key areas leaving boaters totally in the dark; some of Nine Mile Bank and some of the surrounding areas to the north and west such as Schooner Bank, Oxfoot Bank, Blue Bank, and around Sandy Key are missing.   Also, none of the 2017 new running Poll and Troll boundaries are reflected and all of the hundreds of Park Service Markers are missing. With respect to any of those that may be included as part of user edits or community edits we found almost all of them that are shown are not correct.

When compared to Garmin's G2 Vision card, the Garmin product is inferior to Navionics and is very dark with a blue tinge and clearly not even close to the resolution FMT provides. Garmin recently released an "Everglades Chip" and we looked at it in detail in late 2016. Garmin appears to have used the same imagery as they provide on the G2 Vision card but processed it to a slightly higher resolution so it looks cleaner. However, it is the same picture and the quality of the photos is poor. It is not possible to navigate safely with confidence with Navionics or Garmin's imagery, and particularly in poor lighting conditions.

With respect to Tracks, FMT has detailed easy to see tracks covering the entire coastline and intra coastal areas of Florida. There are thousands of miles of tracks in S. Florida alone showing inshore boaters what is available to them at a glance no matter where they are or where they want to go. Navionics and Garmin provide virtually no Track data except for the largest channels and Intracoastal Waterway leaving boaters unfamiliar or new to the area uninformed on how to best get from point A to point B in the safest and most efficient manner. FMT provides what has never been previously offered by any other mapping company -- the highly detailed navigational insight that many shallow water fisherman and recreational boaters in the Keys have been hoping to find for years but could never find in a single comprehensive navigational tool all onvery high resolution imagery that provides the greatest clarity and situational awareness in the market.

8. **What about Sonar depth and Contour details on the FMT map? How does that compare to Navionics Platinum + and what is really the bottom line (no pun intended)?**

FMT provides all of the Point depth indications and all of the depth Contours that are provided by NOAA as of 2014. The point indications are provided in feet to the tenth of a foot at mean low tide. They are the same data you may find on virtually all marine maps although other maps may have acquired their data on different historical dates and if that is the case, they may be slightly different. FMT has used the 2014 data. Navionics appears to have used NOAA data from an earlier release based on our side by side comparisons but we could not verify for sure the dates of their vector data. The NOAA depth data on the FMT chip are reasonably current.

Navionics in recent years appears to have elected to update it's most detailed map sonar data primarily based on user data uploads as opposed to their own vetted research. These data are available on the Navionics Platinum + but they only show with the photos turned OFF. Viewing the detailed sonar contours they advertise is not currently possible with the photos on and they say it only is possible using their App on a mobile device as opposed to a GPS chart plotter.

Navionics also appears to use the user uploads as their primary way to update other map vector information such as navigational aides and provide that information as "community edits" that a user may elect to show or not show on the map. Because the sonar data are provided by the public, it is only available in areas where the data may have been provided. Some areas are still missing. The detailed sonar data that Navionics is advertising (more detailed than NOAA for many areas) looks impressive and the technology they have employed to collect it is impressive. The detailed 1' data is accurate as far as showing 1' variances in the bottom features. But the exact depth indications for a particular contour are subject to variances of up to several feet and this could be a problem for very shallow contours. The way the data are collected and vetted should be noted as it may affect accuracy

which would be particularly important for inshore boaters concerned about running the best tracks. The Navionics sonar data collection method sounds good in theory but the inherent problem with that method is there is no way for Navionics to know how accurate this data really may be for any area they have not vetted themselves using clear measuring procedures. They cannot verify with certainty if inaccurate data may be being uploaded on purpose, the exact tide situation at different locations away far away from tide stations, or exactly how the sonar equipment used to collect the data was set before it was uploaded. Keel offset settings and even if the boat is on plane or idling when the data was logged could affect the depth indications of the data uploaded because the depth indications are only recorded below the transducer and there is no way they can know for sure exactly how far below the water surface the transducer was at the time the data was recorded. Just the tide fluctuations alone (let alone variances in boat sonar setups) could result in different readings of up to 3' or perhaps more depending on the area. Boats with transducers that are 2' below the water surface at idle could record a 2' difference if the data were recorded while the boat was on plane. Although impressive in appearance, the depth indications for individual contours are suspect for accuracy just as the community edits they provide for other map information are suspect. Navionics will not provide provide insight into how this sonar data has been vetted by them to ensure accuracy or what specific assumptions they use for transducer depths in their back end process. Some people believe it is the reason why they choose to keep this data set separate from the NOAA data so it may not be viewed with the navigational markers showing. Thus, the option which displays the detailed sonar data they collected via the user's uploads acts the same as the "community edits" data. You can choose to see it or not see it. And when it is selected, it would appear they intend for this data to be used for fishing rather than for navigating.

One Navionics rep has advised their detailed sonar data is better than high quality imagery for determining where to run your boat and it appears the company concurs. Navionics has elected to focus more on sonar information than imagery and one rep stated the imagery is not as important to users. The Navionics philosophy is clearly evident by the dated imagery they use. FMT took the exact opposite approach to mapping when it comes to helping boaters navigate. We find that good imagery is highly accurate and provides the best situational awareness in practical application. The clear and easy to read hi resolution photos show boaters what is actually there. This presentation format is the easiest information to quickly interpret the actual differences in water depths needed to discern where to best run your boat for safety.

Some Navionics customers question if the sonar data is so reliable and accurate why can't they view it simultaneously with the navigational markers and the photos? Do they keep it separate just like the community edits because it is suspect? At FMT, we don't know. The bottom line is the Navionics data are useful in some cases as they do show 1' variances in depths helpful in fishing applications, particularly offshore. But with respect to in shore navigation applications, it probably should not be considered fully vetted data confirmed to be collected consistently with the optimal sonar settings,

running speeds and most importantly collected at low tides. Thus, we do not advise trying to run in shallow water areas based only on contour indications on any map because when running in shore just a foot can mean the difference between a good day and a bad day and the NOAA data is not 100% reliable either.

9. **What is the difference between the Yellow Caution Icon ⚠ and the round red and white Caution icon 🛑 shown on the Track Lines? What is the ⚑ icon?**

Both types of Caution Icons indicate 1) the entrances to narrow channels, 2) entrances to narrow cuts through banks or flats and/or 3) shallower areas where extra caution should be exercised at lower tides. The ⚑ icon denotes a PVC stake. Caution Icons indicate areas that often, depending on the tide and conditions, require the operator to be on the track and often require the operator to trim up their engine at low tide. The Yellow Icon is placed in areas where heightened operator attention should be exercised to ensure the track is followed closely and the engine is properly trimmed for water conditions. The Red and White Caution Icon indicates the most challenging areas to properly navigate at lower tides and when approaching these Icons boat operators should exercise extreme caution to ensure safe passage.   Red Caution Icons are not recommended to be run unless there is very good visibility into the water or where the boater knows the water is obviously high based on personal experience on that track.   If that track has not been run previously with good visibility providing actual user experience on the track, they should not be attempted, particularly by less experienced boaters or those inexperienced in the area.

10. **I see many different colored lines on my map. What is the difference between them?**

Red Lines are the Tracks.

Black Lines are Tracks that should only be run on high water conditions. Black tracks include many short cuts run by locals. Most of them are not navigable on lower water conditions. They are shown because they are used regularly by locals and save a lot of running time and miles off the run when conditions permit. They are advised to be run only by boaters who are familiar with the run. If you have never run that black track don't run it the first time without good visibility on the water. In some areas with larger tidal fluctuations, seeing where black tracks run can be very deceiving until you see the track at low tides. Black Tracks are Black for good reason – use extreme caution on them. A few of these tracks in the Big Bend Area are recommended only for Airboats and noted accordingly.

Yellow Dashed Lines denote the edges of sand bars, flats, and banks. They are useful aids in navigating and avoiding trouble.

Dark Red/Orange Dashed Lines denote the location of Rocks, Jettys, and Structure.

White Solid Lines denote the boundaries of State and National Parks

Green dashed Lines are Post Lines or fences that run into the water. They may be fences from flooded grazed lands or long rows of poles or stakes.

11.   **Are all of the tracks safe to run by all types of watercraft?**

No. The complete map of Tracks are designed to be used by boaters who run shallow running skiffs and bay boats with outboard engines that have a draft at rest of no more than 13.5' and can safely run on plane in less than a foot of water with the engine properly trimmed up.

12.   **Can I use the SDHC chip to save tracks, routes, sonar and waypoint data I generate on my chart plotter or is it a read only chip?**

If the chip switch is set to "Locked" (full sdhc or adapters only) it will not allow any other data to be saved to the chip. Micro chips are unlocked if used without an adapter thus for units that take only a micro chip, the chip is unlocked. For adapters and full size sdhc, if the chip switch is set to "UnLocked", any data the user generates on the chart plotter may be saved to the chip and subsequently transferred to a computer or other chart plotter. However, this is not recommended as there is a risk that the user may inadvertently erase one or more of the original source files for the maps and photos on the chip which would render it useless and it would need to be replaced unless the user had previously backed the source files up to a PC.

13.   **The track lines go under many bridges. Does that mean it is safe for any size skiff or shallow running boat?**

No. Some bridges are lower than others and some boats that have towers, platforms, leaning posts, raised biminis, and/or T-tops. Some of these may not fit under a bridge depending on the specific bridge clearance and tide. Although most boats capable of running the Tracks will fit under all of the bridges, some may not depending on the boat configuration. It is up to the boat operator to determine if it is safe to navigate under all of the bridges before proceeding.

14.   **How can I view the FMT chip on my PC and can I use it to plot my own tracks, routes, and waypoints?**

Navico provides a planning tool that may be used to do this called Insight Planner. The Insight Planner will allow you to import maps from a chip into the planner (which stores the chip data in my documents in windows). This software is specific to route planning and viewing chips. The cost is $30.00 and is available as a direct download. There has been a problem with second release of this software and the program was crashing with the FMT chip. Navico advised, it was a software issue and they were working to correct it. However, the initial release version 1 does not have that problem. If the release you may acquire crashes, contact Navico or FMT to get the initial release. We are not impressed with this software and do not recommend it as we find there are far better options for planning. However, it is the only current tool available to see the FMT chip's imagery on a PC.

If you do try this software, the imagery appears at a lower quality resolution when compared to what you will see on your HDS or Simrad chart plotter. The software can be downloaded from the Lowrance website.

15. **Can the maps and/or photos on the chip be copied to another chip for a second chart plotter I own?**

No. The chips are encrypted so the data on the chip purchased can only be read on that unique chip. The chip must be inserted in the chart plotter for the data to be displayed. However, the source data files can be viewed on any PC with an SD card reader and copied as backup for future transfer back to that original chip in the event the data on the chip is inadvertently erased by the user. Creating a back up copy is recommended prior to initial use. For users who also use the FMT chip as a storage media to save other data, there is a risk that one or more of the original source files for the maps may be inadvertently erased during the transfer process. In such an instance, the back-up files may be copied back to the originally purchased chip to restore total functionality.

16. **I unprotected my chip and erased a source file by accident and I did not back up the original files to my PC. What do I do?**

Send the original chip back to FMT and we will repair or replace it with a new one for a $25 service fee.

17. **My chip stopped working for an unknown reason. Is there a warranty?**

Yes. If you are sure it is the chip and not the chart plotter, return the chip to FMT and we will replace it at no cost. However, if FMT determines the chip is working properly, FMT will notify the customer and return it for a $25 service fee.

18. **Are the tracks and map data protected by US Copyright Law?**

Yes, the data was awarded a Certificate of Registration and is a part of the Copyright Office Records. originally effective in November 2010 and subsequently updated.

19. **What kind of utility may the chip provide to users with a larger boat that would be too large to safely run all of the tracks?**

It may still be highly useful to other recreational boaters that typically run in deeper water of 3' and greater and have their own previously tested tracks and want to overlay them on those photos. The photos are high quality and show more detail than any other competing product. FMT will release a version of the map at a later date with a map layer of tracks specifically designed for larger bay boats with deeper drafts than flats boats.

20. **Can I turn off the Tracks from showing on the Map to show only the Photos and/or Map so I only see my own tracks/trails that I created in my GPS? Can I add my own tracks/trails/waypoints to the map on top of those provided on the chip?**

Yes, this is part of the functionality of your Navico HDS or Simrad Unit. If you run and record your own tracks/waypoints or have some already saved in your GPS, they will appear on top of the map provided by FMT and are controlled just as they are with Navico base map or any other alternative map.

21. **How far should I zoom in on the photos for purposes of navigating in tight areas to make sure I am on the FMT Tracks?**

200' works well and is recommended when you are approaching caution symbols or other tight areas where visibility into the water may be impeded and you are relying on the GPS. If you are zoomed out farther than 200' it may appear your boat is on the Track but your actual boat location in relation to the Track may be off. Because the Tracks are drawn with a high degree of precision where they need to be, if you are not zoomed in far enough it may appear your boat is on the track but actually you may be off the track and it won't be evident until you zoom in. Because for many areas a few feet can make a difference, it is very important you are aware of your zoom level.

It takes some practice learning to stay on the track at different zoom levels and at different boat speeds. The more zoomed in you are the more challenging it is to stay on track at speed. The faster you are running the harder it is stay on the line at close zoom levels. We recommend you become accustomed to doing this with your GPS by making turns at different speeds and different zoom levels with good visibility so you can get a feel for how far to turn the wheel to stay on the line at different zoom levels.

Turn ON your Extension Line in your GPS and set it to your course heading for 10 NM or 100 Miles. This is very helpful when navigating to points in the distance or when working to stay on a track. It provides a line directly from the boat cursor showing you exactly where your boat is heading.

22.   **Can I turn off other map features from appearing such as Caution Icons or Channel Markers, labels, depth indications, and depth contours independently from the Tracks? Can I turn off all of the photos too showing just the map?**

Yes, this is part of the conceived design of the map and functionality of your Navico unit (except for Elite Hdi and Hook units). See instructions for data display to turn on and off map features located in the "Categories" directory. Menu / Chart Options / View / Categories. FMT's base map Icons and map features may be found and turned on/off individually in the following listed directories. Expand each category to see all options by touching the arrow next to it:

(POINT) FMT   Icons include: Buoys/Beacons, Caution Icons, Danger/Obstruction Icons, Daymarkers, Depth Soundings, Fuel, Marinas, Labels/Names, Ramp Icons, Sign Icons, Tower Icons, Dive spots, Artificial Reefs, Wrecks, Infrastructure, Anchorage Areas and Posts. Most users prefer to keep all of these set to ON.
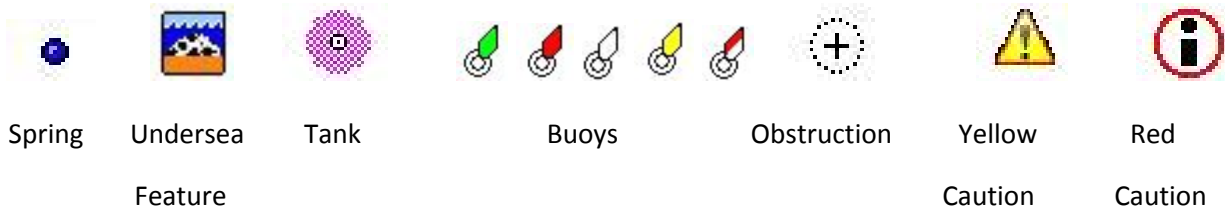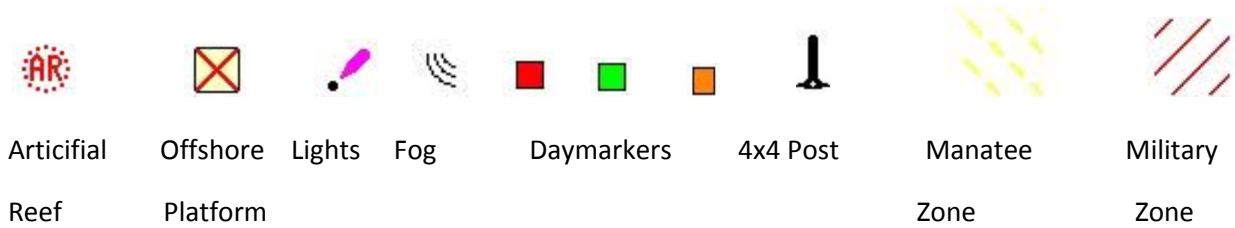

Some point features such as Artificial Reefs, Marinas, Anchorage Areas, and some buoys/markers have associated Labels that can be shown by touching the symbol on the screen. If you touch an Artificial Reef Icon (Round symbol with a red AR), it will tell you exactly what is down there. If you touch a Marina Icon, it will provide the name and telephone number. Touching an Anchorage Area will tell you how deep the area is. Many markers will show what the number or marker name. Some markers will not show this data. If you zoom in far enough on one of these icons the description for it will automatically appear on the screen without having to touch it.

 (LINE) FMT   Turns on and off map features that are Lines. These include: Tracks, Depth Contours, Poll and Troll Areas, Country Economic Zones, State and County Boundaries, Danger/Obstruction Areas, Govt. Restricted Areas, Rivers/Streams which show many small creeks etc but not necessarily where you can run your boat (recommended to be off), Roads, Jettys/Rocks/Structure (Orange Dashed Lines), Sand Bars and Flats (Yellow Dashed Lines) , post lines (Green solid lines), and the Intracoastal Waterways which are Thick Black Lines on both Coasts. Note: the ICW is also an AREA on the East Coast. Most users prefer to turn most of these layers off most of the time except for Tracks, Jettys and Sand Bars and depending on your preference, Dept Contours (NOAA).

(AREA) FMT – These features are shaded polygons and include Beaches (Diagonal Blue Lines), ENP Poll & Troll Areas, Military Bases or Secure Areas (Diagonal Black Lines or Green Lines), Manatee Zones (Diagonal Small Yellow Hash Marks), Oyster/Clam areas (Small red triangles), the IntraCoastal Waterway on the East Coast (light blue solid shaded area), and State and National Parks/Managed areas (Orange Boundary with Swamp symbols inside) and "Water" (Makes the water blue when photos are OFF).   These "areas" lay on top of the imagery and if they are set to ON will overlay the images with the colored lines or hash marks and the various referenced symbols.   If you wish to turn on/off any of these they can be selected and turned off individually.   Most users prefer to run with all of them set to Off.   If you have the IntraCoastal Waterway Area set to ON, this shaded area will overlay on the Photos for the entire East Coast.

Map Icons

Articifial Reef	Offshore Platform	Lights	Fog	Daymarkers	4x4 Post		Manatee Zone	Military Zone

Small Platform	Medium Platform	Large Platform	Concrete Abutment	Triple Posts	Powerline Tower	Large Tower	Small Tower	Lighthouse

Small Post	PVC	Sign	Infrastructure/ Pole	Equipment	Marina	Facilities	Gas	Wreck	Diving

Spring	Undersea Feature	Tank	Buoys	Obstruction	Yellow Caution	Red Caution

| Ramps | Dangerous Obstruction | Stop | Idle/Slow | Oyster/Clams | Anchorage Area |

Can you change the imagery to become more or less Transparent at different Levels?

Some units will allow for this capability and others will not. Further software updates for the various units are likely to provide changes to this capability. However, the product is designed to be used around the imagery as the images themselves provide the best base map for land and water features.

23.   **Can I pull up tide info from the Chip?**

Yes. NOAA Tide data is built into the chip. It is the same tide data you may access from your unit's hard drive. If your unit is not able to access this data, tide information may be obtained directly from your GPS unit rather than the chip itself. To load Tide data from the hard drive rather than the chip, the chip must be deactivated by temporarily disengaging/removing the chip so the chart plotter will begin to read the internal data on the hard drive rather than the chip. Subsequently, the chip can be pushed back into the slot to reactivate at the current location. If you run a Simrad or B&G Unit and you find Tides as an option that you may select directly from the units main menu you can do that or pull tides directly from of the chip.

24.   **How were the tracks determined for use on the map?**

FMT's founder and president, Glenn Housman, personally created the tracks over many years of detailed proprietary record keeping on navigating all of the waters of the Florida Keys and other coastal waters as well as detailed study of multiple years of hi res aerial images.   All of the tracks have been run successfully at low water conditions in a typical flats skiff except those caveated for Airboats only. None of the Keys Tracks were provided by 3rd Parties. In some areas north of the Keys such as 10,000 islands, some reliable 3rd party assistance was provided in track development. FMT has zero reports to date of any tracks that have not been correct.

25.   **Can you run this chip in 3D viewing mode?** Yes. It works great.

26.   **How accurate are the track lines?**

They are precise and drawn to the foot where they need to be at narrow cuts and channels (particularly in S. Florida). Users should ensure their unit's WAAS is enabled and be properly zoomed in on their GPS to ensure they are actually on the track when approaching caution symbols and navigating in tight areas. WAAS settings are usually in the Satellite Configuration area of your main GPS menu settings. When

zoomed out too far it can appear as though you are on the track but in reality you may be off it by a dangerous margin for the area being run. Until you are familiar with the area you are navigating and the operation of the chip with respect to the details you can see on your unit at different zoom levels, when approaching shallow areas or caution symbols you should remain cautious and zoom in to an appropriate level to ensure you are on the track.

27. **In Everglades National Park are the navigational directional markers installed by the Park Service noted on the map denoting the entrances to channels and cuts? Is the Poll and Troll areas shown?**

Yes, most if not all of the markers to the entrances of the channels and cuts are denoted on the map and they are drawn with great precision and the track lines will run directly between them. The ENP poll and troll areas are all noted and boundaries are drawn to the exact specifications the Park Service advised. This feature is currently unique to FMT. There are more than 400 of these markers and a few buoys. Where there are directional markers installed by the Park they are denoted with black post icons or orange square icons (depending on your chip version) and no Caution or other Icon is used denoting entrances to cuts and channels in those locations.

For other smaller cuts and channels that were not marked by the Park Service, different caution Icons or PVC stake icons (if one or more were found there) are used denoting the entrances. Although most are relatively easy to see on the GPS screen, these smaller cuts are often hard to see while navigating on the water. This is why caution symbols were placed at these entrances because they must be negotiated with precision, particularly at low tide.

The Park Service and other Governmental Agencies are removing and or not replacing some markers in remote and challenging areas. FMT has decided for navigational purposes to show where they used to be (if they were totally removed). When running in this area if you see a Red or Green marker on your map that is not on the water this is the reason.

28. **On other chips I have used I found the location of the navigational markers was in many cases substantively off from the actual location and, in some cases, it was not even remotely close. Is the FMT chip any better on marker accuracy?**

Yes, FMT has endeavored to correct all of the inshore markers and buoys to their exact locations. This was done for thousands of markers and by actually running the boat to them and taking coordinates and noting that on the map. Also, we overlaid the most recent NOAA marker locations on top of our most recent imagery. We could then check the location of the markers according to NOAA vs the actual locations as shown on the imagery and move them to their exact locations. We moved virtually every one of them by some margin from their indicated NOAA locations. Some moved just a few feet and some by more than 300'. New markers that were not reflected in the latest NOAA data were

added where we found them and most of those that were removed or missing were deleted from the map. FMT also included signs where we found them that are not part of the NOAA information and we also added additional navigational hazards, power line poles, concrete abutments, platforms, infrastructure and other features that may be navigational hazards and not reflected on some maps. Some stop signs were even included where boaters often make a wrong turn and risk running aground. The result is, using FMT, if you see a marker on the map, you can have confidence it is exactly where it shows (or at least it was there recently).

Navigational markers are continually changing so keeping them all up date is a big job. We prefer to keep this up to date with recent imagery and on the water surveys as this method is accurate. Obviously, bouy and marker locations are changing regularly. Some may be added, removed, or moved so the location of these features can never be 100% accurate on any map but overall, we believe FMT is the most accurate map you can buy for a State.

29. **There are many PVC stakes and Signs located that are used by locals to help in navigating and marking shallow areas. Are any of these noted on the map?**

Yes, many of the PVC stakes that have been there for a long time are noted with a specific icon but not all of them and it is noted PVC stakes, park service markers and other markers are subject to change due to storms or damage. Signs are noted as round blue icons. Surprisingly, many PVC stakes remain in place for many years.

30. **Do I need to have WAAS activated on my chart plotter to run the tracks and is an external antennae required for the chip to run well?**

Yes. WAAS should be active to most accurately show your location and navigate in tight areas. We have found that the internal antenna on the Navico HDS units is sufficiently fast to be able to run the tracks with accuracy at typical planning speed. An external antenna is not required.

31. **Do I always need to stay exactly on the Track line to be safe?**

No, many tracks cover large basins and bays with consistent safe depths and deeper wider channels. However, if you are 1) a novice navigating the area and/or are unfamiliar reading water depths and color or 2) you cannot see into the water well due to poor lighting conditions or dirty water, or 3) you see the track runs proximate to a Flat or Bank and you have not run it previously or 4) you have not run the track before in good light to get a feel for it, it is recommended to stay on the track lines and to choose tracks that have no Caution Icons. At and between yellow Caution Icons you do need to stay very close to the track and at or between Red Cautions you need to be even closer and even directly on

the track. It takes practice to stay on the track lines when driving primarily via the GPS as the zoom levels and speed of the boat need to be factored in.

32.   **I have run tracks that that I have saved in my GPS with no issues and I don't see them on the map. Why are they missing from the tracks?**

The tracks on the chip are navigable at low tides. At higher tides, there are many more navigation options and with experience you can begin to recognize when other tracks may be available that are not indicated on the map. Also, although the Tracks provide at a glance a great variety of options to run in different directions and indicate a plethora of shortcuts and cuts through flats and banks, there are some not indicated or are so close to another option they were not drawn. That being stated, clearly every possible track that could be shown and may be negotiated at low tides has not been charted and if any substantive tracks have been overlooked that a user thinks should be included, FMT is happy to entertain any user suggestions for future releases. Users may email their suggestions to Info@FloridaMarineTracks.com in .kml, .kmz, .usr or any other format for consideration. Feedback with respect to marker or hazard coordinates/corrections should be provided to six decimal accuracy and taken precisely at the location to be noted. FMT will update the Chip for free to any user that that provides suggested tracks or substantive track modifications or marker changes that are implemented on future releases.

33.   **When do I know I really need to zoom in very close on the map to ensure my boat track is actually right on the Track Line?**

The photos are sufficiently clear so areas of shallower water nearby your track should be obvious and in those areas, particularly near the edge of the basins and protruding flats and banks, you need to pay close attention and zoom in closer. Red and Yellow Caution Icons are also located on the map at locations where precision navigating is required to avoid running aground at the entrances to cuts and channels through flats and where shallower depths are indicated. Caution icons may also appear on a track where it may be extra shallow and additional trimming up may be required at low tide. When you see a Caution Icon coming up on your track and you have limited or poor visibility to due to glare, poor lighting or are running at night, you should trim up and stay exactly on the Track to be safe. If you have good visibility and are familiar with the track already you often have more room to navigate on either side of the track near caution symbols but it is recommended to stay on the Track. It will take some practice to learn how to drive the track at different speeds and zoom levels accurately on your chart plotter but once you have a feel for it, the procedure is relatively easy. However, it does require a greater than typical focus and concentration.

34.   What kind of boat(s) were used to create and test the tracks on the chip?

All of the S. Florida tracks and some of the N. FL tracks were created running an all fiberglass Egret 18.9' flats boat with a 150 HP Merc 4 stroke or 175HP Engine Merc ProXS. A jack plate was not used but the boat has standard trim tabs. The boat drafts about 13.5" at rest with a typical load and runs on a plane in less than a foot of water with the engine properly trimmed up. Some tracks in N. FL were also created using hi res imagery and recent depth indications.

35.   I notice the photos on my HDS gen 1 unit, Elite unit, or Simrad Go7 unit don't appear as vibrant and clear as on an HDS gen 2/3 unit or Carbon. The same thing is observed between Simrad Evo2 and Evo 3 Units. Why is that?

FMT looks great on all units but the better the screen the better the images will appear. The Lowrance Gen 1 Screens are not as capable as the Gen 2 screens at generating the same resolution/clarity/color and the resolution of the Go7 screen is also inferior to the more capable screens. It is within the chart plotter's screen design and not the Chip. The Gen 1 units store the color the same as gen 2 in the data and system (same RGB support), but the color would not appear as vibrant on the screen surface because of the differences in screens. The gen 2 and gen 3 touch units, Elite Ti, Simrad NSS and B&G units have a higher quality screens. For most unit types larger units will have higher screen capability so check the specifications of the units.   There is no data fix for this, this is a hardware limitation.

 The Simrad Evo 3 has some screen improvements vs. the Evo 2. The product looks great on both but the images do appear slightly richer (more saturation) and slightly darker on the Evo 3 vs Evo 2. Some like the Evo 2 better as it's a bit brighter. We notice a difference in the appearance of the imagery but not sure it's worth the extra money for the later model. The Simrad Go series has different screen resolutions depending on unit size so expect to get the most out of imagery with the 12" higher resolution screen.

36. **In the 10,000 Islands area, the Lower Keys, the Big Bend Area and few other areas there are a few Tracks that are Black instead of Red. What do Black tracks mean?**

The 10,000 islands and a few other selected areas present unique navigating challenges. The water may be generally dirty with poor visibility or there could be "tricky" entrances to channels at low tide. Additionally, the tide fluctuations are often as much as 4'+, and a strong northeast wind can push even more water out of the shallows creating very dramatic changes in the coastal landscape exposing and covering a variety of dangerous obstructions and shallow mud and oyster bars. But at higher water levels there are useful timing saving tracks that can be safely navigated. Some of these are shown in Black and most are noted on the map with Caution Notes to Run only on higher water level conditions. Thus, before running any of these Black tracks users should check the tide and ensure that there is sufficient water depth for their boat at that location before proceeding to avoid running aground. Because these Black tracks are commonly used by knowledgeable locals and they are very useful, they were included.   A few of these tracks in the Big Bend Area within the Chassahowitzka NWR are recommended only for airboats.   Much of the Big Bend Area has long expanses of very shallow flat gradually sloping bottom . Black tracks are provided over much of this area as these are routinely run during the second half of the incoming tide and higher water conditions. Many run up to and into creeks that drain into the Gulf. These same runs will not be passable for many rigs during the lower water conditions. If you are not 100% sure, do not know the tide level or do not have high water conditions, do not run the black tracks, particularly with poor light.

37. **In the 10,000 Islands and areas near Florida's Big Bend some of the tracks look like they run way offshore from the coastline, especially near some river mouths but when I was there, I found I could run way inside those tracks with no problems at all. Why are they drawn so far out?**

Because on low water conditions, most if not all of the those runs you made safely inside of the tracks shown on the map would not be possible as there would be no water there at all or virtually no water.

38. **I want to save my own settings for "Categories" so only the layers I typically want to see are the only ones that boot up. I keep having to set them from scratch every time I turn my GPS on or reboot. How do I do this?**

We don't like having to reset the defaults from scratch either.   If you are finding your unit does not save your map settings, update your software. The unit's software controls this. Most of the units now have software that will save your preferred map settings and if your unit is not doing this, it is probably running old software.

39.   **I found when running my FMT chip in my HDS Unit that my unit locked up, freezes, or it would not turn off a map layer even though I set it to turn off. What is going on?**

There is probably a minor bug in the version of the software your unit is running and that is causing a "memory leak". For many of the HDS Gen 2 and Gen 3 units, it was a noted issue during 2015. In December 2015 updated software was released which correct this.   It was not a problem with the Chip.   The Simrad and B&G units were not affected.

If you have an HDS Gen 2 or Gen 3 make sure your software is up to date with the latest release. Gen 1 units did not apparently get the update as it was not needed.   If you have the updated software and still experience a performance issue and turning the unit off and on does not fix it, do a soft reset on your unit. To soft reset, turn off the unit, hold down the Pages button and keep holding it down and turn the unit back on. Do not release the Pages button until you see the map appear or other message appear.   Set the unit up again with your preferred feature settings and do not forget to turn on WAAS.

40.   **My unit crashed when I ran the N. Florida Chip at the same time as the S. FL Chip. What is the problem?**

FMT's product is of the most ambitious 3rd party mapping projects of any of Navico's mapping partners and it has pushed the limits of the Navico HDS hardware and the software in the HDS units. The FMT chips falls well within the allotted constraints of the unit and is designed to function without issues but does push the boundaries of the capacity of the HDS units. The Simrad and B&G units have a bit more processing power and rarely if ever encounter performance issues when compared to HDS units but have the same chip size constraints. The units are currently designed to run a chip of up to a maximum of 32 gb and each of FMT's chips have approximately 30 gb of data. Therefore, if you run both at the same time (even if you elect one to not load when pushed in), the unit may encounter a memory overload issue, particularly if you run an outdated version of the software for your unit. If you encounter this issue, ensure you are running the latest software and try running one FMT chip at a time and keep the second slot empty to maximize memory capacity. The units will run two FMT chips or FMT with a Navionics chip or other chips but are more susceptible to a memory issue running two chips at the same time when compared to running only a single chip.   If you have two FMT chips, we

do not recommend having both of them booted at the same time. Note: if it is Clicked in to the slot but you elected not to "Load" the chip when prompted, some of the chip is still loaded into memory. To avoid this, leave it in the slot but do not push it in so it is engaged.

41.   **I see yellow hash marks and/or swamp type symbols, some blue hash marks and some red hash marks too all over the photos. There is also a long solid blue area running down the intracoastal waterway on the East Coast of Florida. How do I turn one or more of them off so I only see the photos?**

These symbols represent different types of areas as noted above in the description of AREA. For instance green swamp symbols represent Managed Areas/National Parks and Yellow Hash Marks represent Manatee Zones.   These symbols cover all of these areas. To turn them off go into "Categories" and select FMT "Areas" and uncheck the areas you do not want represented and those symbols will disappear.

42.   **I updated my chip and but some of the "Categories" that I know are supposed to be on the Chip are not showing up in the list. What is going on with this and how do I fix it?**

It's a software issue and you are likely running software that is way out of date.   Update your software. Until then, the fix is to Reset your unit which is easy and takes just a few minutes. From the Main Screen choose Settings and then under the "System" Choices select"Restore Defaults". Local Settings should be checked and then choose OK.   You will then have to reset some of your preferred settings for your unit such as beeps, WAAS, cursor choice etc. The unit should recognize all of the updated categories properly after this reset.

43.   **I have only the SFL or NFL chip but I see the chip includes map data including all of the tracks for the entire State and I want to use the FMT map to help me navigate the ½ of the State that does not have any imagery. I know it would be best to have the other chip with the imagery prvovided but if I don't and just want to use what I have, what is the best way to do this?**

FMT provides the map data for the entire State on all chips. If you run SFL or NFL or other provided areas that may be released, your chip has the map data for all of FL but hi-res imagery is provided only for the area you purchased. If you want to use FMT outside the area you purchased, only low res imagery will be visible but all of the map data is still available and you can use it. It's best to turn off the low res photos first.

To set your GPS for best performance to do this, the first thing to do is go into your Menu and turn **OFF** the Imagery or Photo Overlay. This is important. This will create the best viewing background for the

base map. Make sure in the Categories under (AREAS) that "Land Features" are checked to be **ON and make sure "Water" is checked to be "ON.**   If you were running based on the imagery before and unchecked the land features, now that you are running without imagery, the Land Features need to be turned back on so you will see them on the Map and "water" needs to be on for a Blue background.

44.   **What is the policy for Map Updates?**

FMT is continually looking for better and more recent imagery. We expect that approximately 1/3rd of the State may be updated annually.   When we obtain new imagery or superior imagery for substantive areas larger than a County, customers who wish to update their chip with the newer photos and latest map can purchase the update for $99.   We will make announcements when any substantive map updates are made. FMT will provide an option in our on line store to pay for updates. We are also continually adding or editing tracks and making edits to our map to reflect the latest changes.   There may be a lot of changes to your area or there may be just a few or none. When chips are mailed out, they always go out with the latest map.

Because our data set for each half of Florida is now approaching 32 gb, doing updates via on line downloads is inefficient and very slow and for some not even possible. There is just too much imagery data provided at higher resolution. By way of comparison to say Navionics, FMT's data set for just half of Florida is about three times the size of the entire Navionics 906 chip. If we were to make the data set smaller to facilitate smaller chips and on line downloads etc., the resolution of the imagery would be substantively degraded. If anything, we are working to move in the opposite direction. Thus, updates (given current technology) unfortunately must be done by us which means you have to send your chip back to us to get it updated.

Supported Compatible Units with FMT

Model series	Card capacity	Card slot type
HDS and HDS m Gen 2/3 touch series	High capacity (up to 32GB)	SD slot/ microSD Slot

HDS and HDS m Gen 2 (Button) series	High capacity (up to 32GB)	SD slot
HDS and HDS m Gen 1 (button) series	High capacity (up to 32 GB) – limit speed class 4-6	SD/MMC Slot
HDS Carbon	High capacity (up to 32GB)	microSD slot
Elite Ti series	High capacity (up to 32GB)	microSD slot
Simrad NSO series	High capacity (up to 32GB)	SD slot
Simrad NSO Evo2/Evo3 (supports multi-touch screens)	High capacity (up to 32GB)	microSD slot
Simrad NSE series	High capacity (up to 32GB)	SD slot
Simrad NSS series	High capacity (up to 32GB)	microSD slot
Simrad Go series	High capacity (up to 32GB)	microSD slot
B&G Zeus	High capacity (up to 32GB)	SD slot
B&G Zeus Touch	High capacity (up to 32GB)	microSD slot
B&G Zeus2 MultiTouch	High capacity (up to 32GB)	microSD slot

Units NOT Compatible with FMT

1. **Elite Hdi**
2. **Hook 1**
3. **Hook 2**