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(1989)

United States Coast Pilot 4

Atlantic Coast: Cape Henry to Key West

Twenty-sixth Edition

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Includes:
All amendments to the previous edition issued in Notices to Mariners are incorporated in this edition.

U.S. DEPARTMENT OF COMMERCE
Robert A. Mosbacher, Secretary

National Oceanic and Atmospheric Administration (NOAA)
William E. Evans, Under Secretary of Commerce for Oceans and Atmosphere

National Ocean Service
Thomas J. Maginnis, Assistant Administrator for Ocean Services and Coastal Zone Management

Washington, D.C.: 1989
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National Oceanic and Atmospheric Administration

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LIMITS OF UNITED STATES COAST PILOTS

Atlantic Coast

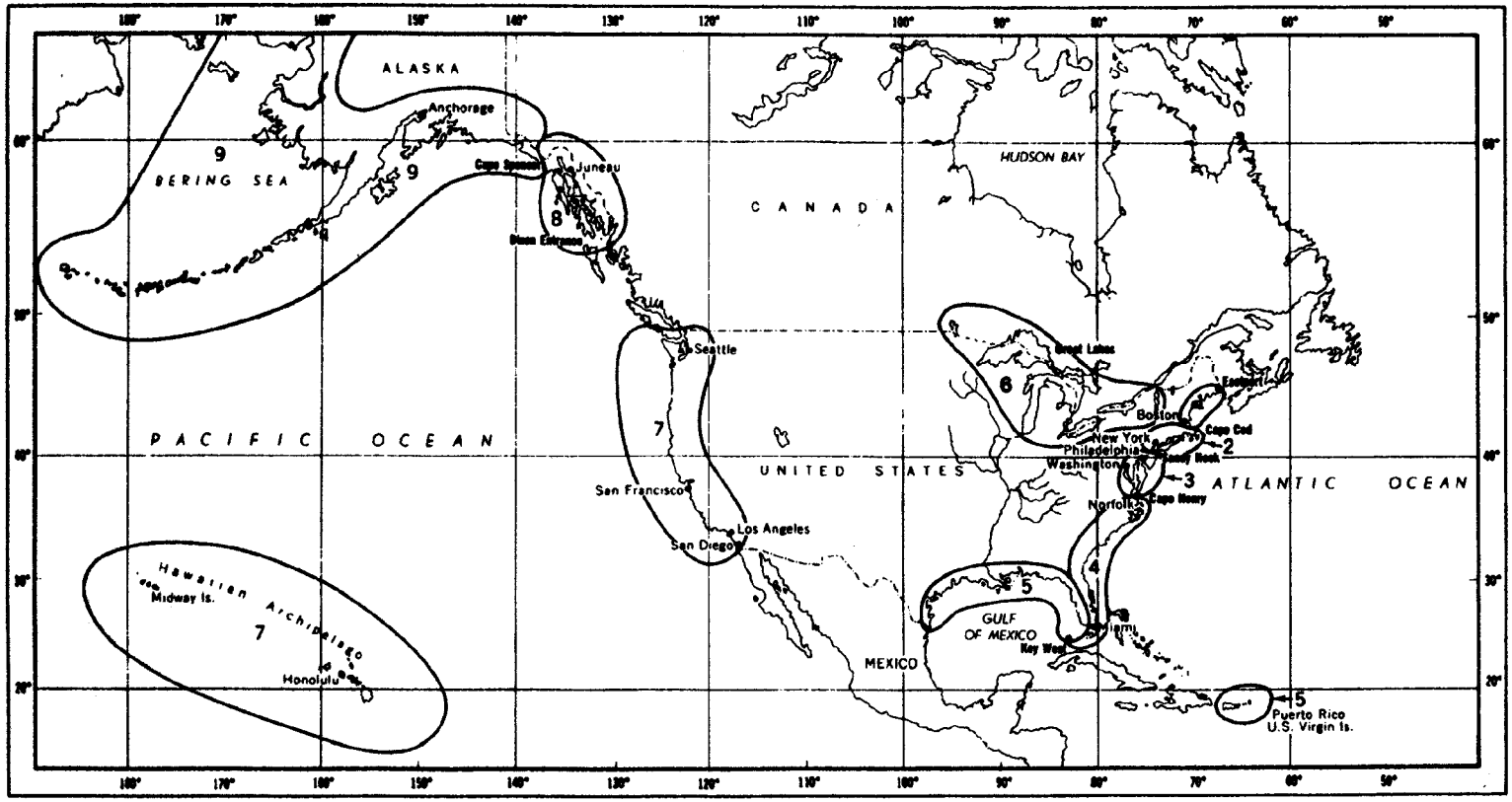
1 Eastport to Cape Cod
2 Cape Cod to Sandy Hook
3 Sandy Hook to Cape Henry
4 Cape Henry to Key West
5 Gulf of Mexico, Puerto Rico, and Virgin Islands

Pacific Coast

7 California, Oregon, Washington, and Hawaii
8 Alaska - - Dixon Entrance to Cape Spencer
9 Alaska - - Cape Spencer to Beaufort Sea

Great Lakes

6 The Lakes and their Connecting Waterways



Preface

The United States Coast Pilot is published by the National Ocean Service (NOS), Charting and Geodetic Services (C&GS), National Oceanic and Atmospheric Administration (NOAA), pursuant to the Act of 6 August 1947 (33 U.S.C. 883a and b), and the Act of 22 October 1968 (44 U.S.C. 1310).

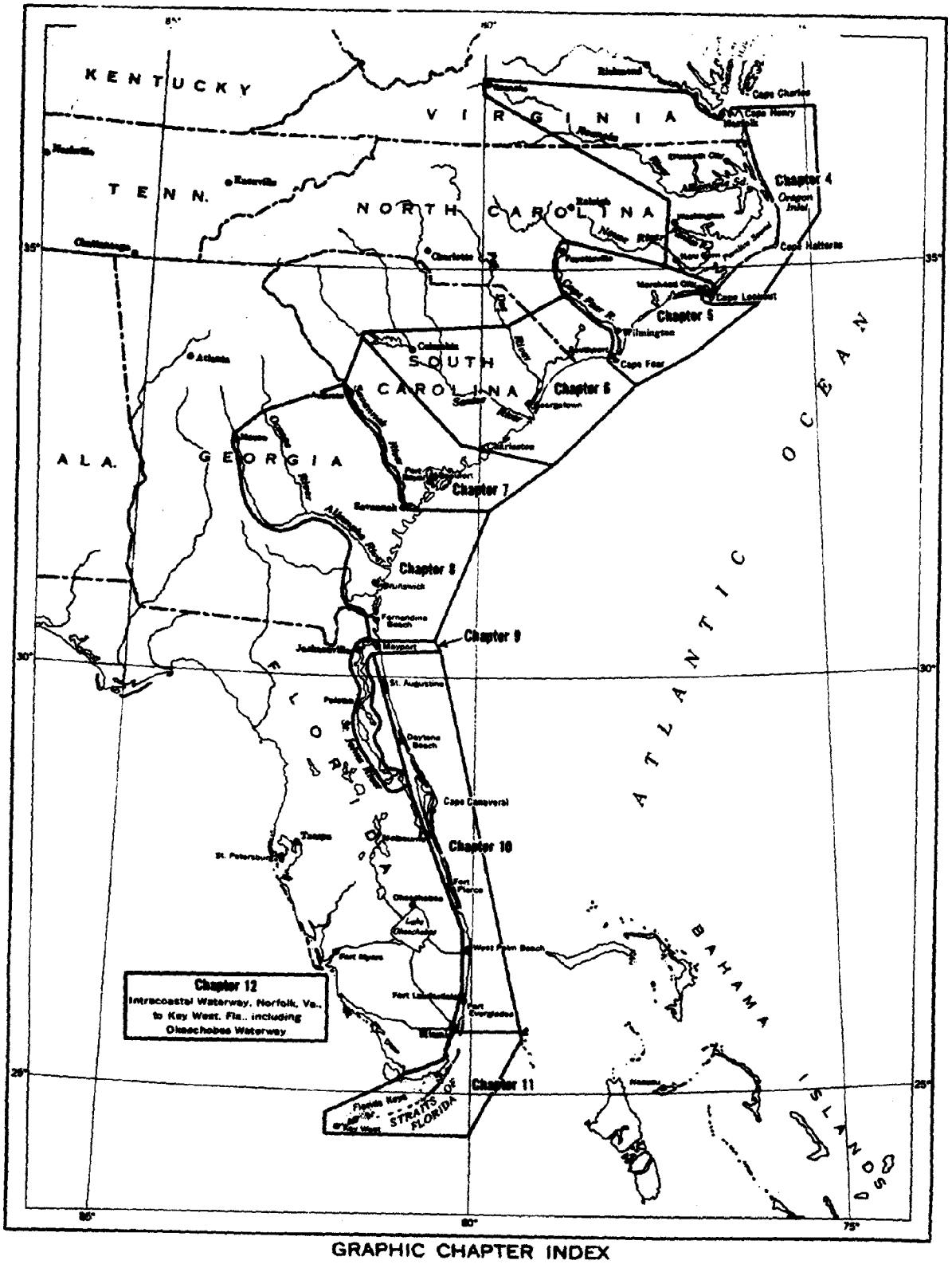
The Coast Pilot supplements the navigational information shown on the nautical charts. The sources for updating the Coast Pilot include but are not limited to field inspections conducted by NOAA, information published in Notices to Mariners, reports from NOAA Hydrographic vessels and field parties, information from other Government agencies, State and local governments, maritime and pilotage associations, port authorities, and mariners.

This volume of Coast Pilot 4, Atlantic Coast, Cape Henry to Key West, cancels the 1987 Edition.

Notice.-Amendments are issued to this publication through U.S. Coast Guard Local Notices to Mariners. A subscription to the Local Notice to Mariners is available upon application to the appropriate Coast Guard District Commander (Aids to Navigation Branch). Consult appendix for address. All amendments are also issued in Defense Mapping Agency Notices to Mariners.

Mariners and others are urged to report promptly to the National Ocean Service errors, omissions, or any conditions found to differ from or to be additional to those published in the Coast Pilot or shown on the charts in order that they may be fully investigated and proper corrections made. A Coast Pilot Report form is included in the back of this book and a Marine Information Report form is published in the Defense Mapping Agency Hydrographic/Topographic Center Notice to Mariners for your convenience. These reports and/or suggestions for increasing the usefulness of the Coast Pilot should be sent to

Director,
Charting and Geodetic Services, (N/CG2223),
National Ocean Service, NOAA,
Rockville, Md. 20852.



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1. GENERAL INFORMATION

UNITED STATES COAST PILOT.–The National Ocean Service Coast Pilot is a series of nine nautical books that cover a wide variety of information important to navigators of U.S. coastal and intracoastal waters, and the waters of the Great Lakes. Most of this book information cannot be shown graphically on the standard nautical charts and is not readily available elsewhere. The subjects in the Coast Pilot include, but are not limited to, channel descriptions, anchorages, bridge and cable clearances, currents, tide and water levels, prominent features, pilotage, towage, weather, ice conditions, wharf descriptions, dangers, routes, traffic separation schemes, small-craft facilities, and Federal regulations applicable to navigation.

Notice.-Amendments are issued to this publication through U.S. Coast Guard Local Notices to Mariners. A subscription to the Local Notice to Mariners is available upon application to the appropriate Coast Guard District Commander (Aids to Navigation Branch). Consult appendix for address. All amendments are also issued in Defense Mapping Agency Notices to Mariners.

Bearings.–These are true, and when given in degrees are clockwise from 000° (north) to 359°. Light-sector bearings are toward the light.

Bridges and cables.–Vertical clearances of bridges and overhead cables are in feet above mean high water unless otherwise stated; clearances of drawbridges are for the closed position, although the open clearances are also given for vertical-lift bridges. Clearances given in the Coast Pilot are those approved for nautical charting, and are supplied by the U.S. Coast Guard (bridges) and U.S. Army Corps of Engineers (cables); they may be as-built (verified by actual inspection after completion of structures) or authorized (design values specified in permit issued prior to construction). No differentiation is made in the Coast Pilot between as-built and authorized clearances. (See charts for horizontal clearances of bridges, as these are given in the Coast Pilots only when they are less than 50 feet.) Submarine cables are rarely mentioned.

Cable ferries.–Cable ferries are guided by cables fastened to shore and sometimes propelled by a cable rig attached to the shore. Generally, the cables are suspended during crossings and dropped to the bottom when the ferries dock. Where specific operating procedures are known they are mentioned in the text. Since operating procedures vary, mariners are advised to exercise extreme caution and seek local knowledge. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

Courses.–These are true and are given in degrees clockwise from 000° (north) to 359°. The courses given are the courses to be made good.

Currents.–Stated current velocities are the averages at strength. Velocities are in knots, which are nautical miles per hour. Directions are the true directions to which the currents set.

Depths.–Depth is the vertical distance from the chart datum to the bottom and is expressed in the same units (feet, meters or fathoms) as the applicable chart. (See Chart Datum this chapter for further detail.) The **controlling depth** of a channel is the least depth within the limits of the channel; it restricts the safe use of the channel to drafts of less than that depth. The **centerline controlling depth** of a channel applies only to the channel centerline; lesser depths may exist in the remainder of the channel. The **midchannel controlling depth** of a channel is the controlling depth of only the middle half of the channel. **Federal project depth** is the design dredging depth of a channel constructed by the Corps of Engineers, U.S. Army; the project depth may or may not be the goal of maintenance dredging after completion of the channel, and, for this reason, project depth must not be confused with controlling depth. **Depths alongside wharves** usually have been reported by owners and/or operators of the waterfront facilities, and have not been verified by Government surveys; since these depths may be subject to change, local authorities should be consulted for the latest controlling depths.

In general, the Coast Pilot gives the project depths for deep-draft ship channels maintained by the Corps of Engineers. The latest controlling depths are usually shown on the charts and published in the Notices to Mariners. For other channels, the latest controlling depths available at the time of publication are given. **In all cases, however, mariners are advised to consult with pilots, port and local authorities, and Federal and State authorities for the latest channel controlling depths.**

Under-keel clearances.–It is becoming increasingly evident that economic pressures are causing mariners to navigate through waters of barely adequate depth, with under-keel clearances being finely assessed from the charted depths, predicted tide levels, and depths recorded by echo sounders.

It cannot be too strongly emphasized that even charts based on modern surveys may not show all sea-bed obstructions or the shoalest depths, and actual tide levels may be appreciably lower than those predicted.

In many ships an appreciable correction must be applied to shoal soundings recorded by echo sounders due to the horizontal distance between the transducers. This separation correction, which is the amount by which recorded depths therefore exceed true depths, increases with decreasing depths to a maximum equal to half the distance apart of the transducers; at this maximum the transducers are aground. Ships whose transducers are more than 6 feet apart should construct a table of true and recorded depths using the Traverse Tables. (Refer to discussion of echo soundings elsewhere in chapter 1.)

Other appreciable corrections, which must be applied by many ships, are for settlement and squat. These corrections depend on the depth of water below the keel, the hull form, and speed of the ship.

Settlement causes the water level around the ship to be lower than would otherwise be the case. It will always cause echo soundings to be less than they would otherwise be. Settlement is appreciable when the depth is less than seven times the draft of the ship, and increases as the depth decreases and the speed increases.

Squat denotes a change in trim of a ship underway, relative to her trim when stopped. It usually causes the stern of a vessel to sit deeper in the water. However, it is reported that in the case of mammoth ships squat causes the bow to sit deeper. Depending on the location of the echo sounding transducers, this may cause the recorded depth to be greater or less than it ought to be. **Caution and**

common sense are continuing requirements for safe navigation.

Distances.–These are in nautical miles unless otherwise stated. A nautical mile is 1 minute of latitude, or approximately 2,000 yards, and is about 1.15 statute miles.

Heights.–These are in feet above the tidal datum used for that purpose on the charts, usually mean high water. However, the heights of the decks of piers and wharves are given in feet above the chart datum for depths.

Light and fog signal characteristics.–These are not described, and light sectors and visible ranges are normally not defined. (See Coast Guard Light Lists.)

Obstructions.–Wrecks and other obstructions are mentioned only if of a relatively permanent nature and in or near normal traffic routes.

Radio aids to navigation.–These are seldom described. (See Coast Guard Light Lists and Defense Mapping Agency Hydrographic/Topographic Center Radio Navigational Aids publications.)

Ranges.–These are not fully described. **"A 339° Range"** means that the rear structure bears 339° from the front structure. (See Coast Guard Light Lists.)

Reported information.–Information received by NOS from various sources concerning depths, dangers, currents, facilities, and other subjects, which has not been verified by Government surveys or inspections, is often included in the Coast Pilot; such **unverified information** is qualified as "reported", and should be regarded with caution.

Time.–Unless otherwise stated, all times are given in local standard time in the 24-hour system. (Noon is 1200, 2:00 p.m. is 1400, and midnight is 0000.)

Winds.–Directions are the true directions from which the winds blow. Unless otherwise indicated, speeds are given in knots, which are nautical miles per hour.

NOTICES TO MARINERS

Notices to Mariners are published by Federal agencies to advise operators of vessels of marine information affecting the safety of navigation. The notices include changes in aids to navigation, depths in channels, bridge and overhead cable clearances, reported dangers, and other useful marine information. They should be used routinely for updating the latest editions of nautical charts and related publications.

Local Notice to Mariners is issued by each Coast Guard District Commander for the waters under his jurisdiction. (See appendix for Coast Guard district(s) covered by this volume.) These notices are usually published weekly and may be obtained without cost by making application to the appropriate District Commander.

Notice to Mariners, published weekly by the Defense Mapping Agency Hydrographic/Topographic Center, is prepared jointly with NOS and the Coast Guard. These notices contain selected items from the Local Notices to Mariners and other reported marine information required by oceangoing vessels operating in both **foreign** and **domestic** waters. Special items covering a variety of subjects and generally not discussed in the Coast Pilot or shown on nautical charts are published annually in Notice to Mariners 1. These items are important to the mariner and should be read for future reference. These notices may be obtained by operators of oceangoing vessels, without cost, by making application to **Defense Mapping Agency** (see Defense Mapping Agency Procurement Information in appendix).

Notices and reports of **improved channel depths** are also published by district offices of the Corps of Engineers, U.S. Army. (See appendix for districts covered by this volume.) Although information from these notices/reports affecting NOS charts and related publications is usually published in the Notices to Mariners, the local district engineer office should be consulted where depth information is critical.

Marine Broadcast Notices to Mariners are made by the Coast Guard through Coast Guard, Navy, and some commercial radio stations to report deficiencies and important changes in aids to navigation. (See Radio Navigation Warnings and Weather, this chapter.)

Vessels operating within the limits of the Coast Guard districts can obtain information affecting NOS charts and related publications from the Local Notices to Mariners. Small craft using the Intracoastal Waterway and other waterways and small harbors within the United States that are not normally used by oceangoing vessels will require the Local Notices to Mariners to keep charts and related publications up-to-date. Information for oceangoing vessels can be obtained from the Notice to Mariners published by the Defense Mapping Agency Hydrographic/Topographic Center.

Notices to Mariners may be consulted at Coast Guard district offices, NOS field offices, Defense Mapping Agency Hydrographic/Topographic Center offices and depots, most local marine facilities, and sales agents handling charts and related publications.

U.S. GOVERNMENT AGENCIES PROVIDING MARITIME SERVICES

Animal and Plant Health Inspection Service, Department of Agriculture.–The Agricultural Quarantine Inspection Program and Animal Health Programs of this organization are responsible for protecting the Nation's animal population, food and fiber crops, and forests from invasion by foreign pests. They administer agricultural quarantine and restrictive orders issued under authority provided in various acts of Congress. The regulations prohibit or restrict the importation or interstate movement of live animals, meats, animal products, plants, plant products, soil, injurious insects, and associated items that may introduce or spread plant pests and animal diseases which may be new to or not widely distributed within the United States or its territories. Inspectors examine imports at ports of entry as well as the vessel, its stores, and crew or passenger baggage.

The Service also provides an inspection and certification service for exporters to assist them in meeting the quarantine requirements of foreign countries. (See appendix for a list of ports where agricultural inspectors are located and inspections conducted.)

Customs Service, Department of the Treasury.–The U.S. Customs Service administers certain laws relating to: entry and clearance of vessels and permits for certain vessel movements between points in the United States; prohibitions against coastwise transportation of passengers and merchandise; salvage, dredging and towing by foreign vessels; certain activities of vessels in the fishing trade; regular and special tonnage taxes on vessels; the landing and delivery of foreign merchandise (including unlading, appraisement, lighterage, drayage, warehousing, and shipment in bond); collection of customs duties, including duty on imported pleasure boats and yachts and 50% duty on foreign repairs to American vessels engaged in trade; customs treatment of sea and ship's stores while

in port and the baggage of crewmen and passengers; illegally imported merchandise; and remission of penalties or forfeiture if customs or navigation laws have been violated. The Customs Service also cooperates with many other Federal agencies in the enforcement of statutes they are responsible for. Customs districts and ports of entry, including customs stations, are listed in the appendix.

The Customs Service may issue, without charge, a **cruising license,** valid for a period of up to 6 months and for designated U.S. waters, to a yacht of a foreign country which has a reciprocal agreement with the United States. A foreign yacht holding a cruising license may cruise in the designated U.S. waters and arrive at and depart from U.S. ports without entering or clearing at the customhouse, filing manifests, or obtaining or delivering permits to proceed, provided it does not engage in trade or violate the laws of the United States or visit a vessel not yet inspected by a Customs Agent and does, within 24 hours of arrival at each port or place in the United States, report the fact of arrival to the nearest customhouse. Countries which have reciprocal agreements granting these privileges to United States yachts are Argentina, Australia, Bahama Islands, Bermuda, Canada, Federal Republic of Germany, Great Britain, Greece, Honduras, Jamaica, Liberia, the Netherlands, and New Zealand. Further information concerning cruising licenses may be obtained from the headquarters port for the customs district in which the license is desired. U.S. yacht owners planning cruises to foreign ports may contact the nearest customs district headquarters as to customs requirements.

National Ocean Service (NOS), National Oceanic and Atmospheric Administration (NOAA), Department of Commerce.–The National Ocean Service provides charts and related publications for the safe navigation of marine and air commerce, and provides basic data for engineering and scientific purposes and for other commercial and industrial needs. The principal facilities of NOS are located in Rockville, Md.; in Norfolk, Va. (Atlantic Marine Center); and in Seattle, Wash. (Pacific Marine Center). NOAA ships are based at the marine centers. These offices maintain files of charts and other publications which are available for the use of the mariners, who are invited to avail themselves of the facilities afforded. (See appendix for addresses.)

Sales agents for Charts, the Coast Pilot, Tide Tables, Tidal Current Tables, Tidal Current Diagrams, and Tidal Current Charts of the National Ocean Service are located in many U.S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs may be had free upon request from National Ocean Service, Distribution Branch (N/CG33). (See appendix for address.)

Nautical charts are published primarily for the use of the mariner, but serve the public interest in many other ways. They are compiled principally from NOS basic field surveys, supplemented by data from other Government organizations.

Tide Tables are issued annually by NOS in advance of the year for which they are prepared. These tables include predicted times and heights of high and low waters for every day in the year for a number of reference stations and differences for obtaining similar predictions for numerous other places. They also include other useful information such as a method of obtaining heights of tide at any time, local mean time of sunrise and sunset for various latitudes, reduction of local mean time to standard time, and time of moonrise and moonset for various ports.

Caution.–In using the Tide Tables, slack water should not be confused with high or low water. For ocean stations there is usually little difference between the time of high or low water and the beginning of ebb or flood currents; but for places in narrow channels, landlocked harbors, or on tidal rivers, the time of slack current may differ by several hours from the time of high or low water. The relation of the times of high or low water to the turning of the current depends upon a number of factors, so that no simple general rule can be given. (To obtain the times of slack water, refer to the Tidal Current Tables.)

Tidal Current Tables for the coasts of the United States are issued annually by NOS in advance of the year for which they are prepared. These tables include daily predictions of the times of slack water and the times and velocities of strength of flood and ebb currents for a number of waterways, together with differences for obtaining predictions for numerous other places. Also included is other useful information such as a method for obtaining the velocity of current at any time, duration of slack, coastal tidal currents, wind currents, combination of currents, and current diagrams. Some information on the Gulf Stream is included in the tables for the Atlantic coast.

Tidal Current Charts are published by NOS for various localities. These charts depict the direction and velocity of the current for each hour of the tidal cycle. They present a comprehensive view of the tidal current movement in the respective waterways as a whole and when used with the proper current tables or tide tables supply a means for readily determining for any time the direction and velocity of the current at various localities throughout the areas covered.

Tidal Current Diagrams, published annually by NOS, are a series of 12 monthly computer constructed diagrams used in conjunction with the Tidal Current Charts for a particular area. The diagrams present an alternate but more simplified method for calculating the speed and direction of the tidal currents in bays, estuaries, and harbors.

Coast Guard, Department of Transportation.– The Coast Guard has among its duties the enforcement of the laws of the United States on the high seas and in coastal and inland waters of the U.S. and its possessions; enforcement of navigation and neutrality laws and regulations; establishment and enforcement of navigational regulations upon the Inland Waters of the United States, including the establishment of a demarcation line separating the high seas from waters upon which U.S. navigational rules apply; administration of the Oil Pollution Act of 1961, as amended; establishment and administration of vessel anchorages; approval of bridge locations and clearances over navigable waters; administration of the alteration of obstructive bridges; regulation of drawbridge operations; inspection of vessels of the Merchant Marine; admeasurement of vessels; documentation of vessels; preparation and publication of merchant vessel registers; registration of stack insignia; port security; issuance of Merchant Marine licenses and documents; search and rescue operations; investigation of marine casualties and accidents, and suspension and revocation proceedings; destruction of derelicts; operation of aids to navigation; publication of Light Lists and Local Notices to Mariners; and operation of ice-breaking facilities.

The Coast Guard, with the cooperation of coast radio stations of many nations, operates the **Automated Mutual-assistance Vessel Rescue System (AMVER).** It is an

international maritime mutual assistance program which provides important aid to the development and coordination of search and rescue (SAR) efforts in many offshore areas of the world. Merchant ships of all nations making offshore passages are encouraged to voluntarily send movement (sailing) reports and periodic position reports to the AMVER Center at Coast Guard New York via selected radio stations. Information from these reports is entered into an electronic computer which generates and maintains dead reckoning positions for the vessels. Characteristics of vessels which are valuable for determining SAR capability are also entered into the computer from available sources of information.

A worldwide communications network of radio stations supports the AMVER System. Propagation conditions, location of vessel, and traffic density will normally determine which station may best be contacted to establish communications. To ensure that no charge is applied, all AMVER reports should be passed through specified radio stations. Those stations which currently accept AMVER reports and apply no coastal station, ship station, or landline charge are listed in each issue of the "AMVER Bulletin" publication. Also listed are the respective International radio call signs, locations, frequency bands, and hours of operation. The "AMVER Bulletin" is available from Commander, Atlantic Area (As), U.S. Coast Guard, AMVER Center, Governors Island, New York, N.Y. 10004. Although AMVER reports may be sent through nonparticipating stations, the Coast Guard cannot reimburse the sender for any charges applied.

Information concerning the predicted location and SAR characteristics of each vessel known to be within the area of interest is made available upon request to recognized SAR agencies of any nation or vessels needing assistance. Predicted locations are only disclosed for reasons related to marine safety.

Benefits of **AMVER** participation to shipping include: (1) improved chances of aid in emergencies, (2) reduced number of calls for assistance to vessels not favorably located, and (3) reduced time lost for vessels responding to calls for assistance. An AMVER participant is under no greater obligation to render assistance during an emergency than a vessel who is not participating.

All AMVER messages should be addressed to **Coast Guard New York** regardless of the station to which the message is delivered, except those sent to Canadian stations which should be addressed to **AMVER Halifax** or **AMVER Vancouver** to avoid incurring charges to the vessel for these messages.

Instructions guiding participation in the AMVER System are available in the following languages: Chinese, Danish, Dutch, English, French, German, Greek, Italian, Japanese, Korean, Norwegian, Portuguese, Polish, Russian, Spanish, and Swedish. The AMVER Users Manual is available from: Commander, Atlantic Area, U.S. Coast Guard, Governors Island, N.Y. 10004; Commander, Pacific Area, U.S. Coast Guard, Coast Guard Island, Alameda, Calif. 94501; and at U.S. Coast Guard District Offices, Marine Safety Offices, Marine Inspection Offices, and Captain of the Port Offices in major U.S. ports. Requests for instructions should state the language desired if other than English.

For AMVER participants bound for U.S. ports there is an additional benefit. AMVER participation via messages which include the necessary information is considered to meet the requirements of 33 CFR 160. (See **160.201**, chapter 2, for rules and regulations.)

AMVER Reporting Required.–U. S. Maritime Administration regulations effective August 1, 1983, state that certain U.S. flag vessels and foreign flag "War Risk" vessels must report and regularly update their voyages to the AMVER Center. This reporting is required of the following: (a) U.S. flag vessels of 1,000 gross tons or greater, operating in foreign commerce; (b) foreign flag vessels of 1,000 gross tons or greater, for which an Interim War Risk Insurance Binder has been issued under the provisions of Title XII, Merchant Marine Act, 1936.

Details of the above procedures are contained in the AMVER Users Manual. The system is also published in DMAHTC Pubs. 117A and 117B.

Search and Rescue Operation procedures are contained in the International Maritime Organization (IMO) SAR Manual (MERSAR). U.S. flag vessels may obtain a copy of MERSAR from local Coast Guard Marine Safety Offices and Marine Inspection Offices or by writing to U.S. Coast Guard (G-OSR), Washington, DC 20593-0001. Other flag vessels may purchase MERSAR directly from IMO.

The Coast Guard conducts and/or coordinates **search and rescue** operations for surface vessels and aircraft that are in distress or overdue. (See Distress Signals and Communication Procedures this chapter.)

Light Lists, published by the Coast Guard, describe aids to navigation, consisting of lights, fog signals, buoys, lightships, daybeacons, and electronic aids, in United States (including Puerto Rico and U.S. Virgin Islands) and contiguous Canadian waters. Light Lists are for sale by the Government Printing Office (see appendix for address), and by sales agents in the principal seaports. Mariners should refer to these publications for detailed information regarding the characteristics and visibility of lights, and the descriptions of light structures, lightships, buoys, fog signals, and electronic aids.

Documentation (issuance of certificates of registry, enrollments, and licenses), admeasurements of vessels, and administration of the various navigation laws pertaining thereto are functions of the Coast Guard. Yacht commissions are also issued, and certain undocumented vessels required to be numbered by the Federal Boat Safety Act of 1971 are numbered either by the Coast Guard or by a State having an approved numbering system (the latter is most common). Owners of vessels may obtain the necessary information from any Coast Guard District Commander, Marine Safety Office, or Marine Inspection Office. Coast Guard District Offices, Coast Guard Stations, Marine Safety Offices, Captain of the Port Offices, Marine Inspection Offices, and Documentation Offices are listed in the appendix. (Note: A Marine Safety Office performs the same functions as those of a Captain of the Port and a Marine Inspection Office. When a function is at a different address than the Marine Safety Office, it will be listed separately in the appendix.)

Corps of Engineers, Department of the Army.–The Corps of Engineers has charge of the improvement of the rivers and harbors of the United States and of miscellaneous other civil works which include the administration of certain Federal laws enacted for the protection and preservation of navigable waters of the United States; the establishment of regulations for the use, administration, and navigation of navigable waters; the establishment of harbor lines; the removal of sunken vessels obstructing or endangering navigation; and the granting of permits for structures or operations in navigable waters, and for

discharges and deposits of dredged and fill materials in these waters.

Information concerning the various ports, improvements, channel depths, navigable waters, and the condition of the Intracoastal Waterways in the areas under their jurisdiction may be obtained direct from the District Engineer offices. (See appendix for addresses.)

Fishtraps.–The Corps of Engineers has general supervision of location, construction, and manner of maintenance of all traps, weirs, pounds, or other fishing structures in the navigable waters of the United States. Where State and/or local controls are sufficient to regulate these structures, including that they do not interfere with navigation, the Corps of Engineers leaves such regulation to the State or local authority. (See **33 CFR 330** (not carried in this Pilot) for applicable Federal regulations.) Construction permits issued by the Engineers specify the lights and signals required for the safety of navigation.

Fish havens, artificial reefs constructed to attract fish, can be established in U.S. coastal waters only as authorized by a Corps of Engineers permit; the permit specifies the location, extent, and depth over these "underwater junk piles".

Environmental Protection Agency (EPA).–The U.S. Environmental Protection Agency provides coordinated governmental action to assure the protection of the environment by abating and controlling pollution on a systematic basis. The ocean dumping permit program of the Environmental Protection Agency provides that except when authorized by permit, the dumping of any material into the ocean is prohibited by the "Marine Protection, Research and Sanctuaries Act of 1972, Public Law 92-532," as amended (33 USC 1401 et seq.).

Permits for the **dumping of dredged material** into waters of the United States, including the territorial sea, and into ocean waters are issued by the Corps of Engineers. Permits for the dumping of fill material into waters of the United States, including the territorial sea, are also issued by the Corps of Engineers. Permits for the dumping of other material in the territorial sea and ocean waters are issued by the Environmental Protection Agency.

Corps of Engineers regulations relating to the above are contained in **33 CFR 323–324**; Environmental Protection Agency regulations are in **40 CFR 220–229**. (See Disposal Sites this chapter.)

Persons or organizations who want to file for an application for an ocean dumping permit should write the Environmental Protection Agency Regional Office for the region in which the port of departure is located. (See appendix for addresses of regional offices and States in the EPA coastal regions.)

The letter should contain the name and address of the applicant; name and address of person or firm; the name and usual location of the conveyance to be used in the transportation and dumping of the material involved; a physical description where appropriate; and the quantity to be dumped and proposed dumping site.

Everyone who writes EPA will be sent information about a final application for a permit as soon as possible. This final application is expected to include questions about the description of the process or activity giving rise to the production of the dumping material; information on past activities of applicant or others with respect to the disposal of the type of material involved; and a description about available alternative means of disposal of the material with explanations about why an alternative is thought by the applicant to be inappropriate.

Federal Communications Commission.–The Federal Communications Commission controls non-Government radio communications in the United States, Guam, Puerto Rico, and the Virgin Islands. Commission inspectors have authority to board ships to determine whether their radio stations comply with international treaties, Federal Laws, and Commission regulations. The commission has field offices in the principal U.S. ports. (See appendix for addresses.) Information concerning ship radio regulations and service documents may be obtained from the Federal Communications Commission, Washington, D.C. 20554, or from any of the field offices.

Immigration and Naturalization Service, Department of Justice.–The Immigration and Naturalization Service administers the laws relating to admission, exclusion, and deportation of aliens, the registration and fingerprinting of aliens, and the naturalization of aliens lawfully resident in the United States.

The designated ports of entry for aliens are divided into three classes. Class A is for all aliens. Class B is only for aliens who at the time of applying for admission are lawfully in possession of valid resident aliens' border-crossing identification cards or valid nonresident aliens' border-crossing identification cards or are admissible without documents under the documentary waivers contained in **8 CFR 212.1 (a)**. Class C is only for aliens who are arriving in the United States as crewmen as that term is defined in Section 101 (a) (10) of the Immigration and Nationality Act. (The term "crewman" means a person serving in any capacity on board a vessel or aircraft.) No person may enter the United States until he has been inspected by an immigration officer. A list of the offices covered by this Coast Pilot is given in the appendix.

Defense Mapping Agency Hydrographic/Topographic Center (DMAHTC), Department of Defense.–The Defense Mapping Agency Hydrographic/Topographic Center provides hydrographic, navigational, topographic, and geodetic data, charts, maps, and related products and services to the Armed Forces, other Federal Agencies, the Merchant Marine and mariners in general. Publications include Sailing Directions, List of Lights, Distances Between Ports, Radio Navigational Aids, International Code of Signals, American Practical Navigator (Bowditch), and Notice to Mariners. (See Defense Mapping Agency Procurement Information in appendix.)

Public Health Service, Department of Health and Human Services.–The Public Health Service administers foreign quarantine procedures at U.S. ports of entry.

All vessels arriving in the United States are subject to public health inspection. Vessels subject to routine boarding for quarantine inspection are only those which have had on board during the 15 days preceding the date of expected arrival or during the period since departure (whichever period of time is shorter) the occurrence of any death or ill person among passengers or crew (including those who have disembarked or have been removed). The master of a vessel must report such occurrences immediately by radio to the quarantine station at or nearest the port at which the vessel will arrive.

In addition, the master of a vessel carrying 13 or more passengers must report by radio 24 hours before arrival the number of cases (including zero) of diarrhea in passengers and crew recorded in the ship's medical log during the current cruise. All cases that occur after the 24

hour report must also be reported not less than 4 hours before arrival.

"Ill person" means person who:

1. Has a temperature of 100°F (or 38°C) or greater, accompanied by a rash, glandular swelling, or jaundice, or which has persisted for more than 48 hours; or

2. Has diarrhea, defined as the occurrence in a 24 hour period of three or more loose stools or of a greater than normal (for the person) amount of loose stools.

Vessels arriving at ports under control of the United States are subject to sanitary inspection to determine whether measures should be applied to prevent the introduction, transmission, or spread of communicable disease.

Specific public health laws, regulations, policies, and procedures may be obtained by contacting U.S. Quarantine Stations, U.S. Consulates or the Chief Program Operations, Division of Quarantine, Centers for Disease Control, Atlanta, Ga. 30333. (See appendix for addresses of U.S. Public Health Service Quarantine Stations.)

Food and Drug Administration (FDA), Public Health Service, Department of Health and Human Services.–Under the provisions of the Control of Communicable Diseases Regulations (**21 CFR 1240**) and Interstate Conveyance Sanitation Regulations (**21 CFR 1250**), vessel companies operating in interstate traffic shall obtain potable water for drinking and culinary purposes only at watering points found acceptable to the Food and Drug Administration. Water supplies used in watering point operations must also be inspected to determine compliance with applicable Interstate Quarantine Regulations (**42 CFR 72**). These regulations are based on authority contained in the Public Health Service Act (PL 78-410). Penalties for violation of any regulation prescribed under authority of the Act are provided for under Section 368 (42 USC 271) of the Act.

Vessel Watering Points.–FDA annually publishes a list of **Acceptable Vessel Watering Points.** This list is available from most FDA offices or from Interstate Travel Sanitation Subprogram Center for Food Safety and Applied Nutrition, FDA (HFF-312), 200 Street SW., Washington, DC 20204. Current status of watering points can be ascertained by contacting any FDA office. (See appendix for addresses.)

National Weather Service (NWS), National Oceanic and Atmospheric Administration (NOAA), Department of Commerce.–The National Weather Service provides marine weather forecasts and warnings for the U.S. coastal waters, the Great Lakes, offshore waters, and high seas areas. Scheduled marine forecasts are issued four times daily from more than 20 **National Weather Service Forecast Offices (WSFOs)** around the country, operating 24 hours a day. Marine services are also provided by over 50 **National Weather Service Offices** with local areas of responsibility. (See appendix for Weather Service Forecast Offices and Weather Service Offices for the area covered by this Coast Pilot.)

Typically, the forecasts contain information on wind speed and direction, wave heights, visibility, weather, and a general synopsis of weather patterns affecting the region. The forecasts are supplemented with special marine warnings and statements, radar summaries, marine observations, small-craft advisories, gale warnings, storm warnings and various categories of tropical cyclone warnings e.g., tropical depression, tropical storm and hurricane warnings. Specialized products such as coastal flood, seiche, and tsunami warnings, heavy surf advisories, low water statements, ice forecasts and outlooks, and lakeshore warnings and statements are issued as necessary.

The principal means of disseminating marine weather services and products in coastal areas is **NOAA Weather Radio.** This network of more than 350 stations nationwide is operated by the NWS and provides continuous broadcasts of weather information for the general public. These broadcasts repeat taped messages every 4-6 minutes. Tapes are updated periodically, usually every 2-3 hours and amended as required to include the latest information. When severe weather threatens, routine transmissions are interrupted and the broadcast is devoted to emergency warnings. (See appendix for NOAA Weather Radio Stations covered by this Coast Pilot.)

In coastal areas, the programming is tailored to the needs of the marine community. Each coastal marine forecast covers a specific area. For example, "Cape Henlopen to Virginia Beach, out 20 miles." The broadcast range is about 40 miles from the transmitting antenna site, depending on terrain and quality of the receiver used. When transmitting antennas are on high ground, the range is somewhat greater, reaching 60 miles or more. Some receivers are equipped with a warning alert device that can be turned on by means of a tone signal controlled by the NWS office concerned. This signal is transmitted for 13 seconds preceding an announcement of a severe weather warning.

Marine weather warnings are displayed to small-craft operators and others within sight of the shore by the flags, pennants, and lights of the **Coastal Warning Display** program. This means of receiving marine warnings is the least efficient because of the limited visual range of the display and problems in hoisting and lowering the display promptly. The Coastal Warning Display program is being de-emphasized as small-boat operators and coastal residents are urged to rely instead on low-cost, portable NOAA Weather Radio receivers.

NWS marine weather products are also disseminated to marine users through the broadcast facilities of the Coast Guard, Navy, National Bureau of Standards, National Marine Fisheries Service, certain Sea Grant Universities, and commercial marine radio stations. Details on these broadcasts including times, frequencies, and broadcast content are listed in the joint NWS/Navy publication Selected Worldwide Marine Weather Broadcasts. For marine weather services in the coastal areas, the NWS publishes a series of Marine Weather Services Charts showing locations of NOAA Weather Radio stations, Coastal Warning Display sites, telephone numbers of recorded weather messages and NWS offices, and other useful marine weather information.

Ships of all nations share equally in the effort to report weather observations. These reports enable meteorologists to create a detailed picture of wind, wave, and weather patterns over the open waters that no other data source can provide and upon which marine forecasts are based. The effectiveness and reliability of these forecasts and warnings plus other services to the marine community are strongly linked to the observations received from mariners. There is an especially urgent need for ship observations in the coastal waters, and the NWS asks that these be made and transmitted whenever possible. Many storms originate and intensify in coastal areas. There may be a great difference in both wind direction and speed between the open sea, the offshore waters, and on the coast itself.

Information on how ships, commercial fishermen, off-

shore industries, and others in the coastal zone may participate in the marine observation program is available from **National Weather Service Port Meteorological Officers (PMOs).** Port Meteorological Officers are located in major U.S. port cities and the Republic of Panama, where they visit ships in port to assist masters and mates with the weather observation program, provide instruction on the interpretation of weather charts, calibrate barometers and other meteorological instruments, and discuss marine weather communications and marine weather requirements affecting the ships' operations. (See appendix for addresses of Port Meteorological Officers in or near the area covered by this Coast Pilot.)

National Environmental Satellite, Data, and Information Service (NESDIS), National Oceanic and Atmospheric Administration (NOAA), Department of Commerce. - Among its functions, NESDIS archives, processes, and disseminates the non-realtime meteorological and oceanographic data collected by government agencies and private institutions. Marine weather observations are collected from ships at sea on a voluntary basis. About 1 million observations are received annually at NESDIS's National Climatic Center. They come from vessels representing every maritime nation. These observations, along with land data, are returned to the mariners in the form of climatological summaries and atlases for coastal and ocean areas. They are available in such NOAA publications as the **U.S. Coast Pilot, Mariners Weather Log,** and **Local Climatological Data, Annual Summary.** They also appear in the Defense Mapping Agency Hydrographic/Topographic Center's **Pilot Charts** and **Sailing Directions Planning Guides.**

DISTRESS SIGNALS AND COMMUNICATION PROCEDURES

Coast Guard search and rescue operations.–The Coast Guard conducts and/or coordinates search and rescue operations for surface vessels or aircraft that are in distress or overdue. Search and Rescue vessels and aircraft have special markings, including a wide slash of red-orange and a small slash of blue on the forward portion of the hull or fuselage. Other parts of aircraft, normally painted white, may have other areas painted red to facilitate observation. The cooperation of vessel operators with Coast Guard helicopters, fixed-wing aircraft, and vessels may mean the difference between life and death for some seaman or aviator; such cooperation is greatly facilitated by the prior knowledge on the part of vessel operators of the operational requirements of Coast Guard equipment and personnel, of the international distress signals and procedures, and of good seamanship.

International distress signals.–(1) A signal made by radiotelegraphy or by any other signalling method consisting of the group "SOS" in Morse Code.

(2) A signal sent by radiotelephony consisting of the spoken word "MAYDAY".

(3) The International Flag Code Signal of NC.

(4) A signal consisting of a square flag having above or below it a ball or anything resembling a ball.

(5) Flames on the craft (as from a burning oil barrel, etc.).

(6) A rocket parachute flare or hand flare showing a red light.

(7) Rockets or shells, throwing red stars fired one at a time at short intervals.

(8) Orange smoke, as emitted from a distress flare.

(9) Slowly and repeatedly raising and lowering arms outstretched to each side.

(10) A gun or other explosive signal fired at intervals of about 1 minute.

(11) A continuous sounding of any fog-signal apparatus.

(12) The radiotelegraph alarm signal.

(13) The radiotelephone alarm signal.

(14) Signals transmitted by emergency position-indicating radiobeacons.

(15) A piece of orange-colored canvas with either a black square and circle or other appropriate symbol (for identification from the air).

(16) A dye marker.

Radio distress procedures.–Distress calls are made on 500 kHz (SOS) for radiotelegraphy and on 2182 kHz or channel 16 (156.80 MHz) VHF-FM (MAYDAY) for radiotelephony. For less serious situations than warrant the distress procedure, the urgency signal PAN (PAHN, spoken three times), or the safety signal SECURITY (SAY-CURITAY, spoken three times), for radiotelephony, are used as appropriate. Since radiotelegraph transmissions are normally made by professional operators, and urgency and safety situations are less critical, only the distress procedures for voice radiotelephone are described. For complete information on emergency radio procedures, see **47 CFR 83** or DMAHTC Pub. 117. **(See appendix for a list of Coast Guard Stations which guard 2182 kHz and 156.80 MHz.)** Complete information on distress guards can be obtained from Coast Guard District Commanders.

Distress calls indicate a vessel or aircraft is threatened by grave and imminent danger and requests immediate assistance. They have absolute priority over all other transmissions. All stations which hear a distress call must immediately cease any transmission capable of interfering with the distress traffic and shall continue to listen on the frequency used for the emission of the distress call. This call shall not be addressed to a particular station, and acknowledgement of receipt shall not be given before the distress message which follows it is sent.

Radiotelephone distress communications include the following actions:

(1) The **radiotelephone alarm signal** (if available): The signal consists of two audio tones, of different pitch, transmitted alternately; its purpose is to attract the attention of persons on radio watch or to actuate automatic alarm devices. It may only be used to announce that a distress call or message is about to follow.

(2) The **distress call,** consisting of:–the distress signal MAYDAY (spoken three times);

the words THIS IS (spoken once);

the call sign or name of the vessel in distress (spoken three times).

(3) The **distress message** follows immediately and consists of:

the distress signal MAYDAY:

The call sign and name of the vessel in distress;

particulars of its position (latitude and longitude, or true bearing and distance from a known geographical position);

the nature of the distress;

the kind of assistance desired;

the number of persons aboard and the condition of any injured;

present seaworthiness of vessel;

description of the vessel (length; type; cabin; masts; power; color of hull, superstructure, trim; etc.);

any other information which might facilitate the rescue, such as display of a surface-to-air identification signal or a radar reflector;

your listening frequency and schedule;

THIS IS (call sign and name of vessel in distress). OVER.

(4) **Acknowledgement of receipt of a distress message:** If a distress message is received from a vessel which is definitely in your vicinity, immediately acknowledge receipt. If it is not in your vicinity, allow a short interval of time to elapse before acknowledging, in order to permit vessels nearer to the vessel in distress to acknowledge receipt without interference. However, in areas where reliable communications with one or more shore stations are practicable, all vessels may defer this acknowledgement for a short interval so that a shore station may acknowledge receipt first. The acknowledgement of receipt of a distress is given as follows:

the call sign or name of the vessel sending the distress (spoken three times);

the words THIS IS;

the call sign or name of acknowledging vessel (spoken three times);

The words RECEIVED MAYDAY.

After the above acknowledgement, allow a momentary interval of listening to insure that you will not interfere with another vessel better situated to render immediate assistance; if not, with the authority of the person in charge of the vessel, transmit:

the word MAYDAY;

the call sign and name of distressed vessel;

the words THIS IS;

the call sign and name of your vessel;

your position (latitude and longitude, or true bearing and distance from a known geographical position);

the speed you are proceeding towards, and the approximate time it will take to reach, the distressed vessel. OVER.

(5) **Further distress messages and other communications:** Distress communications consist of all messages relating to the immediate assistance required by the distressed vessel. Each distress communication shall be preceded by the signal MAYDAY. The vessel in distress or the station in control of distress communications may **impose silence** on any station which interferes. The procedure is:–the words SEELONCE MAYDAY (Seelonce is French for silence). Silence also may be imposed by nearby mobile stations other than the vessel in distress or the station in control of distress communications. The mobile station which believes that silence is essential may request silence by the following procedure:–the word SEELONCE, followed by the word DISTRESS, and its own call sign.

(6) **Transmission of the distress procedure by a vessel or shore station not itself in distress:** A vessel or a shore station which learns that a vessel is in distress shall transmit a distress message in any of the following cases:

(a) **When the vessel in distress is not itself able to transmit the distress message.**

(b) When a vessel or a shore station considers that further help is necessary.

(c) When, although not in a position to render assistance, it has heard a distress message that has not been acknowledged.

In these cases, the transmission shall consist of:

the radiotelephone alarm signal (if available);

the words MAYDAY RELAY (spoken three times);

the words THIS IS;

the call sign and name of vessel (or shore station), spoken three times.

When a vessel transmits a distress under these conditions, it shall take all necessary steps to contact the Coast Guard or a shore station which can notify the Coast Guard.

(7) **Termination of distress:** When distress traffic has ceased, or when silence is no longer necessary on the frequency used for the distress traffic, the station in control shall transmit on that frequency a message to all stations as follows:

the distress signal MAYDAY;

the call TO ALL STATIONS, spoken three times;

the words THIS IS;

the call sign and name of the station sending the message;

the time;

the name and call sign of the vessel in distress;

the words SEELONCE FEENEE (French for silence finished).

DISTRESS ASSISTANCE AND COORDINATION PROCEDURES

Surface ship procedures for assisting distressed surface vessels.

(1) The following immediate action should be taken by each ship on receipt of a distress message:

(a) Acknowledge receipt and, if appropriate, retransmit the distress message;

(b) Immediately try to take D/F bearings during the transmission of the distress message and maintain a D/F watch on 500 kHz and/or 2182 kHz;

(c) Communicate the following information to the ship in distress:

(i) identity;

(ii) position;

(iii) speed and estimated time of arrival (ETA);

(iv) when available, true bearing of the ship in distress.

(d) Maintain a continuous listening watch on the frequency used for the distress. This will normally be:

(i) 500 kHz (radiotelegraphy) and/or

(ii) 2182 kHz (radiotelephony).

(e) Additionally, maintain watch on VHF-FM channel 16 as necessary;

(f) Operate radar continuously;

(g) If in the vicinity of the distress, post extra lookouts.

(2) The following action should be taken when proceeding to the area of distress:

(a) Plot the position, course, speed, and ETA of other assisting ships.

(b) Know the communication equipment with which other ships are fitted. This information may be obtained from the International Telecommunication Union's List of Ship Stations.

(c) Attempt to construct an accurate "picture" of the circumstances attending the casualty. The important information needed is included under Distress Signals and Communication Procedures, this chapter. Should the ship in distress fail to transmit this information, a ship proceeding to assist should request what information is needed.

(3) The following on-board preparation while proceeding to the distress area should be considered:

(a) A rope (guest warp) running from bow to quarter at the waterline on each side and secured by lizards to the ship's side to assist boats and rafts to secure alongside;

(b) A derrick rigged ready for hoisting on each side of the ship with a platform cargo sling, or rope net, secured

to the runner to assist the speedy recovery of exhausted or injured survivors in the water;

(c) Heaving lines, ladders, and scramble net placed ready for use along both sides of the ship on the lowest open deck and possibly crew members suitably equipped to enter the water and assist survivors;

(d) A ship's liferaft made ready for possible use as a boarding station;

(e) Preparations to receive survivors who require medical assistance including the provision of stretchers;

(f) When own lifeboat is to be launched, any means to provide communications between it and the parent ship will prove to be of very great help;

(g) A line throwing appliance with a light line and a heavy rope, ready to be used for making connection either with the ship in distress or with survival craft.

Aircraft procedures for directing surface craft to scene of distress incident.–The following procedures performed in sequence by an aircraft mean that the aircraft is directing a surface craft toward the scene of a distress incident,

(a) Circling the surface craft at least once.

(b) Crossing the projected course of the surface craft close ahead at low altitude, rocking the wings, opening and closing the throttle, or changing the propeller pitch.

(c) Heading in the direction in which the surface craft is to be directed. The surface craft should acknowledge the signal by changing course and following the aircraft. If, for any reason, it is impossible to follow, the surface craft should hoist the international code flag NOVEMBER, or use any other signaling means available to indicate this.

The following procedures performed by an aircraft mean that the assistance of the surface craft is no longer required:

(a) Crossing the wake of the surface craft close astern at a low altitude, rocking the wings, opening and closing the throttle or changing the propeller pitch.

Since modern jet-engined aircraft cannot make the characteristic sound associated with opening and closing the throttle, or changing propeller pitch, ships should be alert to respond to the signals without the sounds, when jets or turboprop aircraft are involved.

Surface ship procedures for assisting aircraft in distress. – 1. When an aircraft transmits a distress message by radio, the first transmission is generally made on the designated air/ground enroute frequency in use at the time between the aircraft and aeronautical station. The aircraft may change to another frequency, possibly another enroute frequency or the aeronautical emergency frequencies of 121.50 MHz or 243 MHz. In an emergency, it may use any other available frequency to establish contact with any land, mobile, or direction-finding station.

2. There is liaison between Coast Radio Stations aeronautical units, and land–based search and rescue organizations. Merchant ships will ordinarily be informed of aircraft casualties at sea by broadcast messages from Coast Radio Stations, made on the international distress frequencies of 500 kHz and 2182 kHz. Ships may, however, become aware of the casualty by receiving:

(a) An SOS message from an aircraft in distress which is able to transmit on 500 kHz or a distress signal from an aircraft using radiotelephone on 2182 kHz.

(b) A radiotelegraphy distress signal on 500 kHz from a hand-operated emergency transmitter carried by some aircraft.

(c) A message from a SAR aircraft.

3. For the purpose of emergency communications with aircraft, special attention is called to the possibility of conducting direct communications on 2182 kHz, if both ship and aircraft are so equipped.

4. An aircraft in distress will use any means at its disposal to attract attention, make known its position, and obtain help, including some of the signals prescribed by the applicable Navigation Rules.

5. Aircraft usually sink quickly (e.g. within a few minutes). Every endeavor will be made to give ships an accurate position of an aircraft which desires to ditch. When given such a position, a ship should at once consult any other ships in the vicinity on the best procedure to be adopted. The ship going to the rescue should answer the station sending the broadcast and give her identity, position, and intended action.

6. If a ship should receive a distress message direct from an aircraft, she should act as indicated in the immediately preceding paragraph and also relay the message to the nearest Coast Radio Station. Moreover, a ship which has received a distress message direct from an aircraft and is going to the rescue should take a bearing on the transmission and inform the Coast Radio Station and other ships in the vicinity of the call sign of the distressed aircraft and the time at which the distress message was received, followed by the bearing and time at which the signal ceased.

7. When an aircraft decides to ditch in the vicinity of a ship, the ship should:

(a) Transmit homing bearings to the aircraft, or (if so required) transmit signals enabling the aircraft to take its own bearings.

(b) By day, make black smoke.

(c) By night, direct a searchlight vertically and turn on all deck lights. Care must be taken not to direct a searchlight toward the aircraft, which might dazzle the pilot.

8. Ditching an aircraft is difficult and dangerous. A ship which knows that an aircraft intends to ditch should be prepared to give the pilot the following information:

(a) Wind direction and force.

(b) Direction, height, and length of primary and secondary swell systems.

(c) Other pertinent weather information.

The pilot of an aircraft will choose his own ditching heading. If this is known by the ship, she should set course parallel to the ditching heading. Otherwise the ship should set course parallel to the main swell system and into the wind component, if any.

9. A land plane may break up immediately on striking the water, and liferafts may be damaged. The ship, should, therefore, have a lifeboat ready for launching, and if possible, boarding nets should be lowered from the ship and heaving lines made ready in the ship and the lifeboat. Survivors of the aircraft may have bright colored lifejackets and location aids.

10. The method of recovering survivors must be left to the judgment of the master of the ship carrying out the rescue operation.

11. It should be borne in mind that military aircraft are often fitted with ejection seat mechanisms. Normally, their aircrew will use their ejection seats, rather than ditch. Should such an aircraft ditch, rather than the aircrew bail out, and it becomes necessary to remove them from their ejection seats while still in the aircraft, care should be taken to avoid triggering off the seat mechanisms. The activating handles are invariably indicated by red and or black/yellow coloring.

12. A survivor from an aircraft casualty who is recovered may be able to give information which will assist in

the rescue of other survivors. Masters are therefore asked to put the following questions to survivors and to communicate the answers to a Coast Radio Station. They should also give the position of the rescuing ship and the time when the survivors were recovered.

(a) What was the time and date of the casualty?

(b) Did you bail out or was the aircraft ditched?

(c) If you bailed out, at what altitude?

(d) How many others did you see leave the aircraft by parachute?

(e) How many ditched with the aircraft?

(f) How many did you see leave the aircraft after ditching?

(g) How many survivors did you see in the water?

(h) What flotation gear had they?

(i) What was the total number of persons aboard the aircraft prior to the accident?

(j) What caused the emergency?

Helicopter evacuation of personnel.–Helicopter evacuation, usually performed by the Coast Guard, is a hazardous operation to the patient and to the flight crew, and should only be attempted in event of very serious illness or injury. Provide the doctor on shore with all the information you can concerning the patient, so that an intelligent evaluation can be made concerning the need for evacuation. Most rescue helicopters can proceed less than 150 miles offshore (a few new helicopters can travel 250 to 300 miles out to sea), dependent on weather conditions and other variables. If an evacuation is necessary, the vessel must be prepared to proceed within range of the helicopter, and should be familiar with the preparations which are necessary prior to and after its arrival.

When requesting helicopter assistance:

(1) Give the accurate position, time, speed, course, weather conditions, sea conditions, wind direction and velocity, type of vessel, and voice and CW frequency for your ship.

(2) If not already provided, give complete medical information including whether or not the patient is ambulatory.

(3) If you are beyond helicopter range, advise your diversion intentions so that a rendezvous point may be selected.

(4) If there are changes to any items reported earlier, advise the rescue agency immediately. Should the patient die before the arrival of the helicopter, be sure to advise those assisting you.

Preparations prior to the arrival of the helicopter:

(1) Provide continuous radio guard on 2182 kHz or specified voice frequency, if possible. The helicopter normally cannot operate CW.

(2) Select and clear the most suitable hoist area, preferably aft on the vessel with a minimum of 50 feet radius of clear deck. This must include the securing of loose gear, awnings, and antenna wires. Trice up running rigging and booms. If hoist is aft, lower the flag staff.

(3) If the hoist is to take place at night, light the pickup areas as well as possible. Be sure you do not shine any lights on the helicopter, so that the pilot is not blinded. If there are any obstructions in the vicinity, put a light on them so the pilot will be aware of their positions.

(4) Point searchlights vertically to aid the flight crew in locating the ship and turn them off when the helicopter is on the scene.

(5) Be sure to advise the helicopter of the location of the pickup area on the ship before the helicopter arrives, so that the pilot may make his approach to aft, amidships, or forward, as required.

(6) There will be a high noise level under the helicopter, so voice communications on deck are almost impossible. Arrange a set of hand signals among the crew who will assist.

Hoist operations:

(1) If possible, have the patient moved to a position as close to the hoist area as his condition will permit–**time is important**.

(2) Normally, if a litter (stretcher) is required, it will be necessary to move the patient to the special litter which will be lowered by the helicopter. Be prepared to do this as quickly as possible. Be sure the patient is strapped in, face up, and with a life jacket on (if his condition will permit).

(3) Be sure that the patient is tagged to indicate what medication, if any, was administered to him and when it was administered.

(4) Have patient's medical record and necessary papers in an envelope or package ready for transfer with the patient.

(5) Again, if the patient's condition permits, be sure he is wearing a life jacket.

(6) Change the vessel's course to permit the ship to ride as easily as possible with the wind on the bow, preferably on the port bow. Try to choose a course to keep the stack gases clear of the hoist area. Once established, maintain course and speed.

(7) Reduce speed to ease ship's motion, but maintain steerageway.

(8) If you do not have radio contact with the helicopter, when you are in all respects ready for the hoist, signal the helicopter in with a "come on" with your hand, or at night by flashlight signals.

(9) **Allow basket or stretcher to touch deck prior to handling to avoid static shock.**

(10) If a trail line is dropped by the helicopter, guide the basket or stretcher to the deck with the line; keep the line free at all times. This line will not cause shock.

(11) Place the patient in basket, sitting with his hands clear of the sides, or in the litter, as described above. Signal the helicopter hoist operator when ready for the hoist. Patient should signal by a nodding of the head if he is able. Deck personnel give thumbs up.

(12) If it is necessary to take the litter away from the hoist point, unhook the hoist cable and keep it free for the helicopter to haul in. **Do not secure cable or trail line to the vessel or attempt to move stretcher without unhooking.**

(13) When patient is strapped into the stretcher, signal the helicopter to lower the cable, attach cable to stretcher sling (bridle), then signal the hoist operator when the patient is ready to hoist. Steady the stretcher so it will not swing or turn.

(14) If a trail line is attached to the basket or stretcher, use it to steady the patient as he is hoisted. Keep your feet clear of the line, and keep the line from becoming entangled.

Medical advice and/or evacuation.–In the event a master of a vessel requires medical advice and/or there is a potential of evacuation the following should be volunteered by the master:

Vessel's name and call sign.

Vessel's position and time at position.

Vessel's course, speed and next port and estimated time of arrival (ETA).

Patient's name, nationality, age, race and sex.

Patient's respiration, pulse and temperature.

Patient's symptoms and nature of illness.

Any known history of similar illness.

Location and type of pain.
Medical supplies carried on board vessel.
Medication given to patient.
Weather.
Communication schedule and frequency.

Coast Guard droppable, floatable pumps.–The Coast Guard often provides vessels in distress with emergency pumps by either making parachute drops, by lowering on helicopter hoist, or by delivering by vessel. The most commonly used type of pump comes complete in a sealed aluminum drum about half the size of a 50-gallon oil drum. One single lever on top opens it up. Don't be smoking as there may be gas fumes inside the can. The pump will draw about 90 gallons per minute. There should be a waterproof flashlight on top of the pump for night use. Operating instructions are provided inside the pump container.

Preparations for being towed by Coast Guard:

(1) Clear the forecastle area as well as you can.

(2) If a line-throwing gun is used, keep everyone out of the way until line clears the boat. The Coast Guard vessel will blow a police whistle or otherwise warn you before firing.

(3) Have material ready for chafing gear.

Radar reflectors on small craft.–Operators of disabled wooden or fiberglass craft and persons adrift in rubber rafts or boats that are, or may consider themselves to be, the object of a search, should hoist on a halyard or otherwise place aloft as high as possible any irregularly-shaped metallic object that would assist their detection by radar. The more irregular the shape, the better will be the radar reflective quality. Coast Guard cutters and aircraft are radar equipped and thus are able to continue searching in darkness and during other periods of low visibility. To assist in identification during periods of low visibility, shine spotlights straight up, being careful not to blind the crew when aircraft are involved. It is advisable for coastal fishing boats, yachts, and other small craft to have efficient radar reflectors permanently installed aboard the vessel.

Filing Cruising schedules.–Small-craft operators should prepare a cruising plan before starting on extended trips and leave it ashore with a yacht club, marina, friend, or relative. It is advisable to use a checking-in procedure by telephone for each point specified in the cruising plan. Such a trip schedule is vital for determining if a boat is overdue and will assist materially in locating a missing craft in the event search and rescue operations become necessary.

Medical advice.–Free medical advice is furnished to seamen by radio through the cooperation of Governmental and commercial radio stations whose operators receive and relay messages prefixed **DH MEDICO** from ships at sea to the U.S. Coast Guard and/or directly to a hospital and then radio the medical advice back to the ships. (See appendix for list of radio stations that provide this service.)

RADIO NAVIGATION WARNINGS AND WEATHER

Marine radio warnings and weather are disseminated by many sources and through several types of transmissions. Morse code radiotelegraph broadcasts of navigational warnings and other advisories are not described, since these transmissions are normally copied only by professional radio operators. U.S. Coast Guard NAVTEX, high-frequency (HF) narrow-band direct printing (radio telex), HF radiofacsimile, and radiotelephone broadcasts of maritime safety information are summarized here. (For complete information on radio warnings and weather see DMAHTC Pub. 117 and the joint National Weather Service/Navy publication Selected Worldwide Marine Weather Broadcasts.)

Frequency units.–Hertz (Hz), a unit equal to one cycle per second, has been generally adopted for radio frequencies; accordingly, frequencies formerly given in the Coast Pilot in kilocycles (kc) and megacycles (mc) are now stated in **kilohertz (kHz)** and **Megahertz (MHz)**, respectively.

Coast Guard radio stations.–Coast Guard radio stations provide urgent, safety, and scheduled marine information broadcasts with virtually complete coverage of the approaches and coastal waters of the United States, Puerto Rico, and the U.S. Virgin Islands.

Urgent and safety radiotelephone broadcasts of important Notice to Mariners items, storm warnings, and other vital marine information are transmitted upon receipt, and urgent broadcasts are repeated 15 minutes later; additional broadcasts are made at the discretion of the originator. **Urgent** broadcasts are preceded by the urgent signal PAN (PAHN, spoken three times). **Both the urgent signal and message are transmitted on 2182 kHz and/or VHF-FM channel 16. Safety** broadcasts are preceded by the safety signal SECURITY (SAY-CURITAY, spoken three times). **The safety signal is given on 2182 kHz and/or VHF-FM channel 16, and the message is given on 2670 kHz and/or VHF-FM channel 22A.**

Scheduled radiotelephone broadcasts include routine weather, small-craft advisories, storm warnings, navigational information, and other advisories. Short-range broadcasts are made on **2670 kHz** and/or **VHF-FM channel 22A**, following a preliminary call on **2182 kHz** and/or **VHF-FM channel 16**. (See appendix for a list of stations and their broadcast frequencies and times for the area covered by this Coast Pilot.)

Weather information is not normally broadcast by the Coast Guard on VHF-FM channel 22A in areas where NOAA Weather Radioservice is available. See note below regarding VHF-FM channel 22A.

HF single-sideband broadcasts of high seas weather information is available on the (carrier) frequencies 4428.7, 6506.4, 8765.4, 13113.2, and 17307.3 kHz from Portsmouth, VA and San Francisco, CA.

Narrow-band direct printing (radio telex or sitor) broadcasts of NAVAREA and other navigational warnings are transmitted on the following assigned frequencies:

Atlantic ice reports: 5320, 8502, and 12750 kHz.

Other Atlantic warnings: 8490, 16968.8 kHz.

Pacific: 8710.5, 8714.5, 8718, 13077, 13084.5, 17203, 22567, and 22574.5 khz.

HF radiofacsimile broadcasts of weather and ice charts are made on the following frequencies:

Atlantic: 3242, 7530, 8502(ice only), 12750 (ice only) kHz.

Pacific: 4298 (Kodiak), 4336, 8459 (Kodiak), 8682, 12730, 17151.2 kHz.

Warning Regarding Coast Guard VHF-FM Channel 22A Broadcasts.–The Coast Guard broadcasts urgent and routine maritime safety information to ships on channel 22A (157.10 MHz), the ship station transmit frequency portion of channel 22, of Appendix 18 of the International Telecommunications Union (ITU) Radio Regulations. This simplex use of channel 22A is not compatible with

the international duplex arrangement of the channel (coast transmit 161.70 MHz, ship transmit 157.10 MHz). As a result, many foreign flag vessels having radios tuned to the international channel 22 can not receive these maritime safety broadcasts. A 1987 Coast Guard survey of foreign vessels in U.S. waters indicated that half of foreign vessels in U.S. waters did not have equipment on board capable of receiving channel 22A broadcasts.

Operators of vessels which transit U.S. waters and who do not have VHF-FM radios tunable to USA channel 22A are urged to either obtain the necessary equipment, to monitor the radiotelephone frequency 2182 kHz and tune to 2670 kHz when a broadcast is announced, or to carry a NAVTEX receiver.

NAVTEX Marine Information Broadcasts.–NAVTEX is an international system used in the United States to broadcast printed copies of Coast Guard district notices to mariners, distress notices, weather forecasts and warnings, ice warnings, and Gulf Stream location (where applicable), and radionavigation information to all types of ships. NAVTEX consists of a small, low-cost and self-contained 'smart' printing radio receiver installed in the pilot house of a ship or boat. The receiver checks each incoming message to see if it has been received during an earlier transmission, or if it is of a category of no interest to the ship's master. If it is a new and wanted message, it is printed on a roll of adding-machine size paper; if not, the message is ignored. The ship's master can, at his convenience, read the latest notices he needs to know. A new ship coming into the area will receive many previously-broadcast messages for the first time; ships already in the area which had already received the message will not receive it again. NAVTEX can be received either by a dedicated receiver, or by any narrow- band direct printing (radio telex) receiver operating in the forward error correcting (FEC) mode, tuned to 518 kHz.

The accompanying chart shows NAVTEX predicted coverage area for the U.S. east coast. The propagation predictions were based upon a 90% probability of reception during an average season and time of atmospheric radio noise, with a received character error rate of 1 in 1,000. The Coast Guard operates NAVTEX from stations in Boston (NMF), Portsmouth, VA (NMN), Miami (NMA), and New Orleans (NMG). The Canadian Coast Guard also broadcasts NAVTEX information from Sydney, Nova Scotia. U.S. Coast Guard broadcasts of NAVTEX are expected to begin on the west coast by late 1988.

As of January 1988, 43 NAVTEX stations in 19 countries were in operation worldwide, and 7 other countries indicated they might soon begin operating NAVTEX.

Broadcasts are planned internationally. Mandatory carriage of NAVTEX receivers is planned for Safety of Life at Sea (SOLAS) Convention regulated vessels (merchant vessels greater than 300 gross tons and passenger vessels on international voyages) after 1991.

Questions and comments concerning the NAVTEX service in the United States are solicited. Correspondence should be addressed to:

Commandant (G-TTS-3/64)
United States Coast Guard
Washington, DC 20593-0001
Telex: 89-2427 COMDT COGARD Washington, DC.

NOAA Weather Radio.–The National Weather Service operates **VHF-FM radio stations,** usually on frequencies **162.40, 162.475, or 162.55 MHz,** to provide continuous recorded weather broadcasts. These broadcasts are available to those with suitable receivers within about 40 miles of the antenna site. (See the appendix for a list of these stations in the area covered by this Coast Pilot.)

Commercial radiotelephone coast stations.–Broadcasts of coastal weather and warnings are made by some commercial radiotelephone coast stations (marine operators) on the normal transmitting frequencies of the stations. Vessels with suitable receivers and desiring this service may determine the frequencies and schedules of these broadcasts from their local stations, from Selected Worldwide Marine Weather Broadcasts, or from the series of Marine Weather Services Charts published by NWS.

Local broadcast-band radio stations.–Many local radio stations in the standard AM and FM broadcast band give local marine weather forecasts from NWS on a regular schedule. These stations are listed on the series of Marine Weather Services Charts published by NWS.

Reports from ships.–The master of every U.S. ship equipped with radio transmitting apparatus, on meeting with a tropical cyclone, dangerous ice, subfreezing air temperatures with gale force winds causing severe ice accretion on superstructures, derelict, or any other direct danger to navigation, is required to cause to be transmitted a report of these dangers to ships in the vicinity and to the appropriate Government agencies.

During the West Indies hurricane season, June 1 to November 30, ships in the Gulf of Mexico, Caribbean Sea area, southern North Atlantic Ocean, and the Pacific waters west of Central America and Mexico are urged to cooperate with NWS in furnishing these special reports in order that warnings to shipping and coastal areas may be issued.

Time Signals.–The **National Bureau of Standards** broadcasts time signals continuously, day and night, from its radio stations **WWV**, near Fort Collins, Colorado, (40°49′49″N., 105°02′27″W.) on frequencies of 2.5, 5, 10, 15, and 20 MHz, and **WWVH**, Kekaha, Kauai, Hawaii (21°59′26″N., 159°46′00″W.) on frequencies 2.5, 5, 10, and 15 MHz. Services include time announcements, standard time intervals, standard audio frequencies, Omega Navigation System status reports, geophysical alerts, BCD (binary coded decimal) time code, UT1 time corrections, and high seas storm information.

Time announcements are made every minute, commencing at 15 seconds before the minute by a female voice and at 7.5 seconds before the minute by a male voice, from WWHV and WWV, respectively. The time given is in Coordinated Universal Time (UTC) and referred to the time at Greenwich, England, i.e., Greenwich Mean Time.

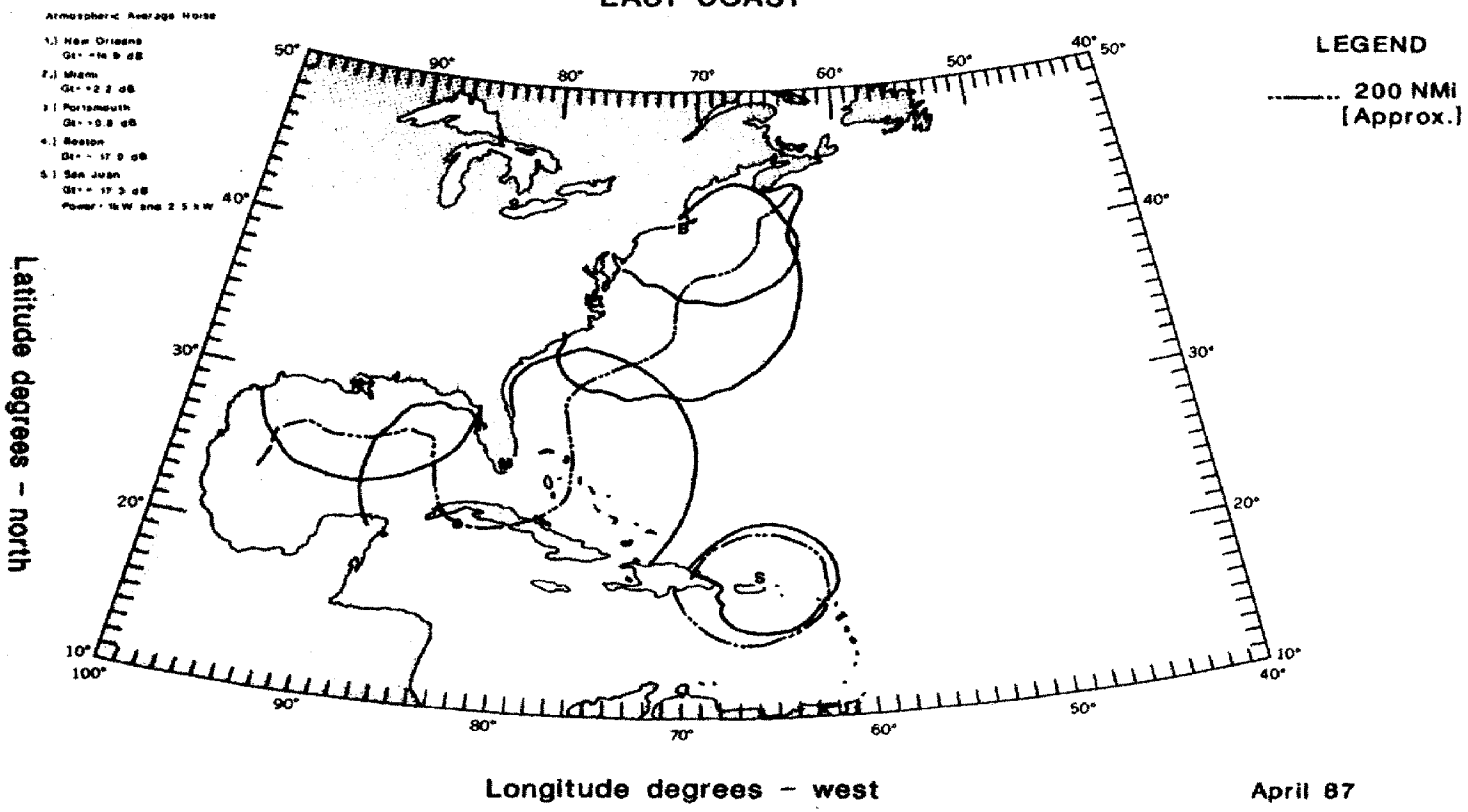
NBS Time and Frequency Dissemination Services, Special Publication 432, gives a detailed description of the time and frequency dissemination services of the National Bureau of Standards. Single copies may be obtained upon request from the National Bureau of Standards, Time and Frequency Division, Boulder, CO 80303. Quantities may be obtained from the Government Printing Office (see appendix for address).

NAUTICAL CHARTS

Reporting chart deficiencies.–Users are requested to report all significant observed discrepancies in and desirable additions to NOS nautical charts, including depth information in privately maintained channels and basins; obstructions, wrecks, and other dangers; new landmarks or the nonexistence or relocation of charted ones; uncharted fixed private aids to navigation; and deletions or

NAVTEX PREDICTED COVERAGE AREA

EAST COAST



additions of small-craft facilities. All such reports should be sent to Director, Charting and Geodetic Services, Attention: N/CG22, National Ocean Service, NOAA, Rockville, MD 20852-3806.

Chart symbols and abbreviations.–The standard symbols and abbreviations approved for use on all regular nautical charts published by the Defense Mapping Agency Hydrographic/Topographic Center and NOS are contained in **Chart No. 1,** United States of America **Nautical Chart Symbols and Abbreviations.** This publication is available from the Defense Mapping Agency Office of Distribution Services and NOS, and their sales agents.

On certain foreign charts reproduced by the United States, and on foreign charts generally, the symbols and abbreviations used may differ from U.S. approved standards. It is, therefore, recommended that navigators who acquire and use foreign charts and reproductions procure the symbol sheet or Chart No. 1 produced by the same foreign agency.

The mariner is warned that the buoyage systems, shapes, and colors used by other countries often have a different significance than the U.S. system.

Chart Datum.–Chart Datum is the particular tidal datum to which soundings and depth curves on a nautical chart or bathymetric map are referred. The tidal datum of **Mean Low Water Mean Low Water** has been used as Chart Datum along the east coast of the United States and in parts of the West Indies. It is presently being changed to Mean Lower Low Water, with no adjustments to soundings, shorelines, low water lines, clearances, heights, elevations, or in the application of tide predictions for navigational purposes. The tidal datum of **Mean Lower Low Water Mean Lower Low Water** is used as Chart Datum along the gulf and west coasts; the coasts of Alaska, Hawaii, and other United States and United Nations islands of the Pacific; and in parts of the West Indies.

Mean Low Water is defined as the arithmetic mean of all the low water heights observed over the National Tidal Datum Epoch. Mean Lower Low Water is defined as the arithmetic mean of the lower low water height of each tidal day (24.84 hours) observed over the National Tidal Datum Epoch. The National Tidal Datum Epoch is the specific 19-year period adopted by the National Ocean Service, NOAA, as the official time segment over which tide observations are taken and reduced to obtain mean values for tidal datums. The present Epoch is 1960 through 1978.

Accuracy of a nautical chart.–The value of a nautical chart depends upon the accuracy of the surveys on which it is based. The chart reflects what was found by field surveys and what has been reported to NOS Headquarters. The chart represents general conditions at the time of surveys or reports and does not necessarily portray present conditions. Significant changes may have taken place since the date of the last survey or report.

Each sounding represents an actual measure of depth and location at the time the survey was made, and each bottom characteristic represents a sampling of the surface layer of the sea bottom at the time of sampling. Areas where sand and mud prevail, especially the entrances and approaches to bays and rivers exposed to strong tidal current and heavy seas, are subject to continual change.

In coral regions and where rocks and boulders abound, it is always possible that surveys may have failed to find every obstruction. Thus, when navigating such waters, customary routes and channels should be followed and areas avoided where irregular and sudden changes in depth indicate conditions associated with pinnacle rocks, coral heads, or boulders.

Information charted as "reported" should be treated with caution in navigating the area, because the actual conditions have not been verified by government surveys.

The **date of a chart** is of vital importance to the navigator. When charted information becomes obsolete, further use of the chart for navigation may be dangerous. Announcements of new editions of nautical charts are usually published in notices to mariners. A quarterly list of the latest editions is distributed to sales agents; free copies may be obtained from the sales agents or by writing to Distribution Branch (N/CG33), National Ocean Service. (See appendix for address.)

U.S. Nautical Chart Numbering System.–This chart numbering system, adopted by the National Ocean Service and the Defense Mapping Agency Hydrographic/Topographic Center, provides for a uniform method of identifying charts published by both agencies. Nautical charts published by the Defense Mapping Agency Hydrographic/Topographic Center are identified in the Coast Pilot by an asterisk preceding the chart number.

Corrections to charts.–It is essential for navigators to keep charts corrected through information published in the notices to mariners, especially since the NOS no longer hand-corrects charts prior to distribution.

Caution in using small-scale charts.–Dangers to navigation cannot be shown with the same amount of detail on small-scale charts as on those of larger scale. Therefore, the largest scale chart of an area should always be used.

The **scales of nautical charts** range from 1:2,500 to about 1:5,000,000. Graphic scales are generally shown on charts with scales of 1:80,000 or larger, and numerical scales are given on smaller scale charts. NOS charts are classified according to scale as follows:

Sailing charts, scales 1:600,000 and smaller, are for use in fixing the mariner's position as he approaches the coast from the open ocean, or for sailing between distant coastwise ports. On such charts the shoreline and topography are generalized and only offshore soundings, and the principal lights, outer buoys, and landmarks visible at considerable distances are shown.

General charts, scales 1:150,000 to 1:600,000, are for coastwise navigation outside of outlying reefs and shoals.

Coast charts, scales 1:50,000 to 1:150,000 are for inshore navigation leading to bays and harbors of considerable width and for navigating large inland waterways.

Harbor charts, scales larger than 1:50,000, are for harbors, anchorage areas, and the smaller waterways.

Special charts, various scales, cover the Intracoastal waterways and miscellaneous small-craft areas.

Blue tint in water areas.–A blue tint is shown in water areas on many charts to accentuate shoals and other areas considered dangerous for navigation when using that particular chart. Since the danger curve varies with the intended purpose of a chart a careful inspection should be made to determine the contour depth of the blue tint areas.

Caution on bridge and cable clearances.–For bascule bridges whose spans do not open to a full vertical position, unlimited overhead clearance is not available for the entire charted horizontal clearance when the bridge is open, due to the inclination of the drawspans over the channel.

The charted clearances of overhead cables are for the lowest wires at mean high water unless otherwise stated. **Vessels with masts, stacks, booms, or antennas should allow sufficient clearance under power cables to avoid arcing.**

Submarine cables and pipelines cross many waterways used by both large and small vessels, but all of them may not be charted. For inshore areas, they usually are buried beneath the seabed, but, for offshore areas, they may lie on the ocean floor. Warning signs are often posted to warn mariners of their existence.

The installation of submarine cables or pipelines in U.S. waters or the continental shelf of the United States is under the jurisdiction of one or more Federal agencies, depending on the nature of the installation. They are shown on the charts when the necessary information is reported to NOS and they have been recommended for charting by the cognizant agency. The chart symbols for submarine cable and pipeline areas are usually shown for inshore areas, whereas, chart symbols for submarine cable and pipeline routes may be shown for offshore areas. Submarine cables and pipelines are not described in the Coast Pilot.

In view of the serious consequences resulting from damage to submarine cables and pipelines, vessel operators should take special care when anchoring, fishing, or engaging in underwater operations near areas where these cables or pipelines may exist or have been reported to exist.

Certain cables carry high voltage, while many pipelines carry natural gas under high pressure or petroleum products. Electrocution, fire, or explosion with injury, loss of life, or a serious pollution incident could occur if they are broached.

Vessels fouling a submarine cable or pipeline should attempt to clear without undue strain. Anchors or gear that cannot be cleared should be slipped, but no attempt should be made to cut a cable or pipeline.

Artificial obstructions to navigation.–Disposal areas are designated by the Corps of Engineers for depositing dredged material where existing depths indicate that the intent is not to cause sufficient shoaling to create a danger to surface navigation. The areas are charted without blue tint, and soundings and depth curves are retained.

Disposal Sites are areas established by Federal regulation **(40 CFR 220–229)** in which dumping of dredged and fill material and other nonbuoyant objects is allowed with the issuance of a permit. Dumping of dredged and fill material is supervised by the Corps of Engineers and all other dumping by the Environmental Protection Agency (EPA). (See Corps of Engineers and Environmental Protection Agency, this chapter, and appendix for office addresses.)

Dumping Grounds are also areas that were established by Federal regulation (33 CFR 205). However, these regulations have been revoked and the use of the areas discontinued. These areas will continue to be shown on nautical charts until such time as they are no longer considered to be a danger to navigation.

Disposal Sites and Dumping Grounds are rarely mentioned in the Coast Pilot, but are shown on nautical charts. **Mariners are advised to exercise extreme caution in and in the vicinity of all dumping areas.**

Spoil areas are for the purpose of depositing dredged material, usually near and parallel to dredged channels; they are usually a hazard to navigation. Spoil areas are usually charted from survey drawings from Corps of Engineers after-dredging surveys, though they may originate from private or other Government agency surveys. Spoil areas are tinted blue on the charts and labeled, and all soundings and depth curves are omitted. Navigators of even the smallest craft should avoid crossing spoil areas.

Fish havens are established by private interests, usually sport fishermen, to simulate natural reefs and wrecks that attract fish. The reefs are constructed by dumping assorted junk ranging from old trolley cars and barges to scrap building material in areas which may be of very small extent or may stretch a considerable distance along a depth curve; old automobile bodies are a commonly used material. The Corps of Engineers must issue a permit, specifying the location and depth over the reef, before such a reef may be built. However, the reefbuilders' adherence to permit specifications can be checked only with a wire drag. Fish havens are outlined and labeled on the charts and show the minimum authorized depth when known. Fish havens are tinted blue if they have a minimum authorized depth of 11 fathoms or less or if the minimum authorized depth is unknown and they are in depths greater than 11 fathoms but still considered a danger to navigation. Navigators should be cautious about passing over fish havens or anchoring in their vicinity.

Fishtrap areas are areas established by the Corps of Engineers, or State or local authority, in which traps may be built and maintained according to established regulations. The fish stakes which may exist in these areas are obstructions to navigation and may be dangerous. The limits of fishtrap areas and a cautionary note are usually charted. Navigators should avoid these areas.

Local magnetic disturbances.–If measured values of magnetic variation differ from the expected (charted) values by several degrees, a magnetic disturbance note will be printed on the chart. The note will indicate the location and magnitude of the disturbance, but the indicated magnitude should not be considered as the largest possible value that may be encountered. Large disturbances are more frequently detected in the shallow waters near land masses than on the deep sea. Generally, the effect of a local magnetic disturbance diminishes rapidly with distance, but in some locations there are multiple sources of disturbances and the effects may be distributed for many miles.

Compass roses on charts.–Each compass rose shows the date, magnetic variation, and the annual change in variation. Prior to the new edition of a nautical chart, the compass roses are reviewed. Corrections for annual change and other revisions may be made as a result of newer and more accurate information. On some general and sailing charts, the magnetic variation is shown by isogonic lines in addition to the compass roses.

The **Mercator projection** used on most nautical charts has straight-line meridians and parallels that intersect at right angles. On any particular chart the distances between meridians are equal throughout, but distances between parallels increase progressively from the Equator toward the poles, so that a straight line between any two points is a rhumb line. This unique property of the Mercator projection is one of the main reasons why it is preferred by the mariner.

Echo soundings.–Ships' echo sounders may indicate small variations from charted soundings; this may be due to the fact that various corrections (instrument corrections, settlement and squat, draft, and velocity corrections) are made to echo soundings in surveying which are not normally made in ordinary navigation, or to observational errors in reading the echo sounder. Instrument errors vary between different equipment and must be determined by calibration aboard ship. Most types of echo sounders are factory calibrated for a velocity of sound in water of 800 fathoms per second, but the actual velocity may differ from the calibrated velocity by as much as 5 percent, depending upon the temperature and salinity of

the waters in which the vessel is operating; the highest velocities are found in warm, highly saline water, and the lowest in icy freshwater. Velocity corrections for these variations are determined and applied to echo soundings during hydrographic surveys. All echo soundings must be corrected for the vessel's draft, unless the draft correction has been set on the echo sounder.

Observational errors include misinterpreting false echos from schools of fish, seaweed, etc., but the most serious error which commonly occurs is where the depth is greater than the scale range of the instrument; a 400-fathom scale indicates 15 fathoms when the depth is 415 fathoms. Caution in navigation should be exercised when wide variations from charted depths are observed.

AIDS TO NAVIGATION

Reporting of defects in aids to navigation.–Promptly notify the nearest Coast Guard District Commander if an aid to navigation is observed to be missing, sunk, capsized, out of position, damaged, extinguished, or showing improper characteristics.

Radio messages should be prefixed "Coast Guard" and transmitted directly to any U.S. Government shore radio station for relay to the Coast Guard District Commander. If the radio call sign of the nearest U.S. Government radio shore station is not known, radiotelegraph communication may be established by the use of the general call "NCG" on the frequency of 500 kHz. Merchant ships may send messages relating to defects noted in aids to navigation through commercial facilities only when they are unable to contact a U.S. Government shore radio station. Charges for these messages will be accepted "collect" by the Coast Guard.

Lights.–The range of visibility of lights as given in the Light Lists and as shown on the charts is the **Nominal range,** which is the maximum distance at which a light may be seen in clear weather (meteorological visibility of 10 nautical miles) expressed in nautical miles. The Light Lists give the Nominal ranges for all Coast Guard lighted aids except range and directional lights. **Luminous range** is the maximum distance at which a light may be seen under the existing visibility conditions. By use of the diagram in the Light Lists, Luminous range may be determined from the known Nominal range, and the existing visibility conditions. Both the Nominal and Luminous ranges do not take into account elevation, observer's height of eye, or the curvature of the earth. **Geographic range** is a function of only the curvature of the earth and is determined solely from the heights above sea level of the light and the observer's eye; therefore, to determine the actual geographic range for a height of eye, the Geographic range must be corrected by a distance corresponding to the height difference, the distance correction being determined from a table of "distances of visibility for various heights above sea level." (See Light List or Coast Pilot table following appendix.) The maximum distances at which lights can be seen may at times be increased by abnormal atmospheric refraction and may be greatly decreased by unfavorable weather conditions, such as fog, rain, haze, or smoke. All except the most powerful lights are easily obscured by such conditions. In some conditions of the atmosphere white lights may have a reddish hue. During weather conditions which tend to reduce visibility, colored lights are more quickly lost to sight than are white lights. Navigational lights should be used with caution because of the following conditions that may exist:

A light may be extinguished and the fact not reported to the Coast Guard for correction, or a light may be located in an isolated area where it will take time to correct.

In regions where ice conditions prevail the lantern panes of unattended lights may become covered with ice or snow, which will greatly reduce the visibility and may also cause colored lights to appear white.

Brilliant shore lights used for advertising and other purposes, particularly those in densely populated areas, make it difficult to identify a navigational light.

At short distances flashing lights may show a faint continuous light between flashes.

The distance of an observer from a light cannot be estimated by its apparent intensity. The characteristics of lights in an area should always be checked in order that powerful lights visible in the distance will not be mistaken for nearby lights showing similar characteristics at low intensity such as those on lighted buoys.

The apparent characteristic of a complex light may change with the distance of the observer, due to color and intensity variations among the different lights of the group. The characteristic as charted and shown in the Light List may not be recognized until nearer the light.

Motion of a vessel in a heavy sea may cause a light to alternately appear and disappear, and thus give a false characteristic.

Where lights have different colored sectors, be guided by the correct bearing of the light; do not rely on being able to accurately observe the point at which the color changes. On either side of the line of demarcation of colored sectors there is always a small arc of uncertain color.

On some bearings from the light, the range of visibility of the light may be reduced by obstructions. In such cases, the obstructed arc might differ with height of eye and distance. When a light is cut off by adjoining land and the arc of visibility is given, the bearing on which the light disappears may vary with the distance of the vessel from which observed and with the height of eye. When the light is cut off by a sloping hill or point of land, the light may be seen over a wider arc by a ship far off than by one close to.

Arcs of circles drawn on charts around a light are not intended to give information as to the distance at which it can be seen, but solely to indicate, in the case of lights which do not show equally in all directions, the bearings between which the variation of visibility or obscuration of the light occurs.

Lights of equal candlepower but of different colors may be seen at different distances. This fact should be considered not only in predicting the distance at which a light can be seen, but also in identifying it.

Lights should not be passed close aboard, because in many cases riprap mounds are maintained to protect the structure against ice damage and scouring action.

Many prominent towers, tanks, smokestacks, buildings, and other similar structures, charted as landmarks, display flashing and/or fixed red aircraft obstruction lights. Lights shown from landmarks are charted only when they have distinctive characteristics to enable the mariner to positively identify the location of the charted structure.

Articulated lights.–An articulated light is a vertical pipe structure supported by a submerged buoyancy chamber and attached by a universal coupling to a weighted sinker on the seafloor. The light, allowed to move about by the universal coupling, is not as precise as a fixed aid. However, it has a much smaller watch circle than a conventional buoy, because the buoyancy chamber tends

to force the pipe back to a vertical position when it heels over under the effects of wind, wave, or current.

Articulated daybeacons Articulated daybeacons.-Same description as for articulated lights (see above) except substitute daybeacon for light.

Bridge lights and clearance gages.-The Coast Guard regulates marine obstruction lights and clearance gages on bridges across navigable waters. Where installed, clearance gages are generally vertical numerical scales, reading from top to bottom, and show the actual vertical clearance between the existing water level and the lowest point of the bridge over the channel; the gages are normally on the right-hand pier or abutment of the bridge, on both the upstream and downstream sides.

Bridge lights are fixed red or green, and are privately maintained; they are generally not charted or described in the text of the Coast Pilot. All bridge piers (and their protective fenders) and abutments which are in or adjacent to a navigation channel are marked on all channel sides by red lights. On each channel span of a fixed bridge, there is a range of two green lights marking the center of the channel and a red light marking both edges of the channel, except that when the margins of the channel are confined by bridge piers, the red lights on the span are omitted, since the pier lights then mark the channel edges; for multiplespan fixed bridges, the main-channel span may also be marked by three white lights in a vertical line above the green range lights.

On all types of drawbridges, one or more red lights are shown from the drawspan (higher than the pier lights) when the span is closed; when the span is open, the higher red lights are obscured and one or two green lights are shown from the drawspan, higher than the pier lights. The number and location of the red and green lights depend upon the type of drawbridge.

Bridges and their lighting, construction, maintenance, and operation are set forth in **33 CFR 114–118** (not carried in this Coast Pilot). Aircraft obstruction lights, prescribed by the Federal Aviation Administration, may operate at certain bridges. Drawbridge operation regulations are published in chapter 2 of the Coast Pilot.

Fog signals.-Caution should be exercised in the use of sound fog signals for navigation purposes. They should be considered solely as warning devices.

Sound travels through the air in a variable manner, even without the effects of wind; therefore, the hearing of fog signals cannot be implicitly relied upon.

Experience indicates that distances must not be judged only by the intensity of the sound; that occasionally there may be areas close to a fog signal in which it is not heard; and that fog may exist not far from a station, yet not be seen from it, so the signal may not be operating. It is not always possible to start a fog signal immediately when fog is observed.

Avoidance of collision with lightships, ocean station vessels, offshore light stations, and large navigational buoys (LNB).-Courses should invariably be set to pass these aids with sufficient clearance to avoid the possibility of collision from any cause. Errors of observation, current and wind effects, other vessels in the vicinity, and defects in steering gear may be, and have been the cause of actual collisions, or imminent danger thereof, needlessly jeopardizing the safety of these facilities and their crews, and of all navigation dependent on these important aids to navigation.

Experience shows that lightships and offshore light stations cannot be safely used as leading marks to be passed close aboard, but should always be left broad off the course, whenever sea room permits. When approaching lightships, ocean station vessels, fixed offshore light structures, and large navigational buoys (LNB) on radio bearings, the risk of collision will be avoided by ensuring that radio bearing does not remain constant.

It should be borne in mind that most lightships and large buoys are anchored to a very long scope of chain and, as a result, the radius of their swinging circle is considerable. The charted position is the location of the anchor. Furthermore under certain conditions of wind and current, they are subject to sudden and unexpected sheers which are certain to hazard a vessel attempting to pass close aboard.

During extremely heavy weather and due to their exposed locations, lightships may be carried off station without the knowledge and despite the best efforts of their crews. The mariner should, therefore, not implicitly rely on a lightship maintaining its precisely charted position during and immediately following severe storms. A lightship known to be off station will secure her light, fog signal, and radiobeacon and fly the International Code signal "LO" signifying "I am not in my correct position".

Watch (station) buoys are sometimes moored near lightships and seacoast buoys to mark the approximate station should these important aids be carried away or temporarily removed. The lightship watch buoy also gives the crew an indication of dragging.

Since these uncharted buoys are always unlighted and, in some cases, moored as much as a mile from the lightship or seacoast buoy, the danger of a closely passing vessel colliding with them is always present–particularly so during darkness or periods of reduced visibility.

Buoys.-The aids to navigation depicted on charts comprise a system consisting of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid.

The approximate position of a buoy is represented by the dot or circle associated with the buoy symbol. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecisions in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance, but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside of the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as a result of ice, running ice or other natural causes, collisions, or other accidents.

For the foregoing reasons, a prudent mariner must not rely completely upon the charted position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

Buoys may not always properly mark shoals or other obstructions due to shifting of the shoals or of the buoys. Buoys marking wrecks or other obstructions are usually placed on the seaward or channelward side and not

directly over a wreck. Since buoys may be located some distance from a wreck they are intended to mark, and since sunken wrecks are not always static, extreme caution should be exercised when operating in the vicinty of such buoys.

Caution, channel markers.–Lights, daybeacons, and buoys along dredged channels do not always mark the bottom edges. Due to local conditions, aids may be located inside or outside the channel limits shown by dashed lines on a chart. The Light List tabulates the offset distances for these aids in many instances.

Aids may be moved, discontinued, or replaced by other types to facilitate dredging operations. Mariners should exercise caution when navigating areas where dredges with auxiliary equipment are working.

Temporary changes in aids are not included on the charts.

Radiobeacons.–A map showing the locations and operating details of marine radiobeacons is given in each Light List. This publication describes the procedure to follow in using radiobeacons to calibrate radio direction-finders as well as listing special radio direction-finder calibration stations.

A vessel steering a course for a radiobeacon should observe the same precautions as when steering for a light or any other mark. If the radiobeacon is aboard a lightship, particular care should be exercised to avoid the possibility of collision, and sole reliance should never be placed on sighting the lightship or hearing its fog signal. If there are no dependable means by which the vessel's position may be fixed and the course changed well before reaching the lightship, a course should be selected that will ensure passing the lightship at a distance, rather than close aboard, and repeated bearings of the radiobeacon should show an increasing change in the same direction.

Radio bearings.–No exact data can be given as to the accuracy to be expected in radio bearings taken by a ship, since the accuracy depends to a large extent upon the skill of the ship's operator, the condition of the ship's equipment, and the accuracy of the ship's calibration curve. Mariners are urged to obtain this information for themselves by taking frequent radio bearings, when their ship's position is accurately known, and recording the results.

Radio bearings obtained at twilight or at night, and bearings which are almost parallel to the coast, should be accepted with reservations, due to "night effect" and to the distortion of radio waves which travel overland. Bearings of aircraft ranges and standard broadcast stations should be used with particular caution due to coastal refraction and lack of calibration of their frequencies.

Conversion of radio bearings to Mercator bearings.–Radio directional bearings are the bearings of the great circles passing through the radio stations and the ship, and, unless in the plane of the Equator or a meridian, would be represented on a Mercator chart as curved lines. Obviously it is impracticable for a navigator to plot such lines on a Mercator chart, so it is necessary to apply a correction to a radio bearing to convert it into a Mercator bearing, that is, the bearing of a straight line on a Mercator chart laid off from the sending station and passing through the receiving station.

A table of corrections for the conversion of a radio bearing into a Mercator bearing follows the appendix. It is sufficiently accurate for practical purposes for distances up to 1,000 miles.

The only data required are the latitudes and longitudes of the radiobeacons and of the ship by dead reckoning. The latter is scaled from the chart, and the former is either scaled from the chart or taken from the Light List.

The table is entered with the differences of longitude in degrees between the ship and station (the nearest tabulated value being used), and opposite the middle latitude between the ship and station, the correction to be applied is read.

The sign of the correction (bearings read clockwise from the north) will be as follows: In north latitude, the minus sign is used when the ship is east of the radiobeacon and the plus sign used when the ship is west of the radiobeacon. In south latitude, the plus sign is used when the ship is east of the radiobeacon, and the minus sign is used when the ship is west of the radiobeacon.

To facilitate plotting, 180 degrees should be added to or subtracted from the corrected bearing, and the result plotted from the radiobeacon.

Should the position by dead reckoning differ greatly from the true position of the ship as determined by plotting the corrected bearings, retrial should be made, using the new value as the position of the ship.

Radio bearings from other vessels.–Any vessel with a radio direction-finder can take a bearing on a vessel equipped with a radio transmitter. These bearings, however, should be used only as a check, as comparatively large errors may be introduced by local conditions surrounding the radio direction-finder unless known and accounted for. Although any radio station, for which an accurate position is definitely known, may serve as a radiobeacon for vessels equipped with a radio direction-finder, extreme caution must be exercised in their use. Stations established especially for maritime services are more reliable.

Radar beacons (Racons) are low-powered radio transceivers that operate in the marine radar X-band frequencies. When activated by a vessel's radar signal, **Racons** provide a distinctive visible display on the vessel's radarscope from which the range and bearing to the beacon may be determined. (See Light List and DMAHTC Pub. 117 for details.)

Loran.–A list of stations and descriptive details of the Loran System are given in the Light Lists. Instructions, tables, and charts of the Loran System are published by the Defense Mapping Agency Hydrographic/Topographic Center. NOS shows Loran lines on sailing, general, and coastal charts of the U.S. coasts.

Exact data cannot be given as to the accuracy to be expected in loran positions since the accuracy depends to a large extent on the skill of the operator, the condition and type of receiving equipment, and the area of operation. The accuracy of a loran fix is determined by the accuracy of the individual lines of positions used to establish the fix and by their angle of intersection.

Loran position determinations on or near the baseline extensions are subject to significant geometric errors and, therefore, should be avoided whenever possible. Loran is a long-range aid to navigation and should not normally be used in pilot waters. The use of skywaves is not recommended within 250 miles of either station.

Caution must be used in matching loran signals to ensure that the groundwave signal of the master station is not unknowingly matched with a skywave signal of a secondary station, or vice versa; or that a one-hop skywave signal from one station is not matched with a two-hop skywave signal from the other.

Omega.–Omega is a continuous radionavigation system which provides hyperbolic lines of position through phase comparisons of very low frequency (10–14 kHz range) continuous wave signals transmitted on a common fre-

quency on a time shared basis. With eight transmitting stations located throughout the world, Omega provides worldwide, all-weather navigation coverage. Six stations make Omega available in nearly all parts of the globe, with the two other stations providing redundancy and coverage during off-air time for maintenance.

Users are cautioned that the Omega system is in an implementation stage. System changes and station off-air periods are promulgated by Notice to Mariners and radio navigational warning messages. Current information on the status of individual Omega transmitting stations is broadcast on station WWV, 16 minutes after the hour, and on station WWVH, 47 minutes after the hour. Current status reports are available by telephone (202-245-0298).

At the present time the worldwide accuracy and reliability of this system cannot be precisely determined. Therefore positioning information derived from Omega should not be totally relied upon without reference to other positioning methods.

Uniform State Waterway Marking System.–Many bodies of water used by boatmen are located entirely within the boundaries of a State. The Uniform State Waterway Marking System (USWMS) has been developed to indicate to the small-boat operator hazards, obstructions, restricted or controlled areas, and to provide directions. Although intended primarily for waters within the State boundaries, USWMS is suited for use in all water areas, since it supplements and is generally compatible with the Coast Guard lateral system of aids to navigation. The Coast Guard is gradually using more aids bearing the USWMS geometric shapes described below.

Two categories of waterway markers are used. Regulatory markers, buoys, and signs use distinctive standard shape marks to show regulatory information. The signs are white with black letters and have a wide orange border. They signify speed zones, restricted areas, danger areas, and directions to various places. Aids to navigation on State waters use red and black buoys to mark channel limits. Red and black buoys are generally used in pairs. The boat should pass between the red buoy and its companion black buoy. If the buoys are not placed in pairs, the distinctive color of the buoy indicates the direction of dangerous water from the buoy. White buoys with red tops should be passed to the south or west, indicating that danger lies to the north or east of the buoy. White buoys with black tops should be passed to the north or east. Danger lies to the south or west. Vertical red and white striped buoys indicate a boat should not pass between the buoy and the nearest shore. Danger lies inshore of the buoy.

DESTRUCTIVE WAVES.–Unusual sudden changes in water level can be caused by tsunamis or violent storms. These two types of destructive waves have become commonly known as **tidal waves,** a name which is technically incorrect as they are not the result of tide-producing forces.

Tsunamis (seismic sea waves) are setup by submarine earthquakes. Many such seismic disturbances do not produce sea waves and often those produced are small, but the occasional large waves can be very damaging to shore installations and dangerous to ships in harbors.

These waves travel great distances and can cause tremendous damage on coasts far from their source. The wave of April 1, 1946, which originated in the Aleutian Trench, demolished nearby Scotch Cap Lighthouse and caused damages of $25 million in the Hawaiian Islands 2,000 miles away. The wave of May 22-23, 1960, which originated off southern Chile, caused widespread death and destruction in islands and countries throughout the Pacific.

The speed of tsunamis varies with the depth of the water, reaching 300 to 500 knots in the deep water of the open ocean. In the open sea they cannot be detected from a ship or from the air because their length is so great, sometimes a hundred miles, as compared to their height, which is usually only a few feet. Only on certain types of shelving coasts do they build up into waves of disastrous proportions.

There is usually a series of waves with crests 10 to 40 minutes apart, and the highest may occur several hours after the first wave. Sometimes the first noticeable part of the wave is the trough which causes a recession of the water from shore, and people who have gone out to investigate this unusual exposure of the beach have been engulfed by the oncoming crest. Such an unexplained withdrawal of the sea should be considered as nature's warning of an approaching wave.

Improvements have been made in the quick determination and reporting of earthquake epicenters, but no method has yet been perfected for determining whether a sea wave will result from a given earthquake. The Pacific Tsunami Warning Center, Oahu, Hawaii, of the National Oceanic and Atmospheric Administration is headquarters of a warning system which has field reporting stations (seismic and tidal) in most countries around the Pacific. When a warning is broadcast, waterfront areas should be vacated for higher ground, and ships in the vicinity of land should head for the deep water of the open sea.

Storm surge.–A considerable rise or fall in the level of the sea along a particular coast may result from strong winds and sharp change in barometric pressure. In cases where the water level is raised, higher waves can form with greater depth and the combination can be destructive to low regions, particularly at high stages of tide. Extreme low levels can result in depths which are considerably less than those shown on nautical charts. This type of wave occurs especially in coastal regions bordering on shallow waters which are subject to tropical storms.

Seiche is a stationary vertical wave oscillation with a period varying from a few minutes to an hour or more, but somewhat less than the tidal periods. It is usually attributed to external forces such as strong winds, changes in barometric pressure, swells, or tsunamis disturbing the equilibrium of the water surface. Seiche is found both in enclosed bodies of water and superimposed upon the tides of the open ocean. When the external forces cause a short-period horizontal oscillation of the water, it is called **surge.**

The combined effect of seiche and surge sometimes makes it difficult to maintain a ship in its position alongside a pier even though the water may appear to be completely undisturbed, and heavy mooring lines have been parted repeatedly under such conditions. Pilots advise taut lines to reduce the effect of the surge.

SPECIAL SIGNALS FOR CERTAIN VESSELS

Special signals for surveying vessels.–National Oceanic and Atmospheric Administration (NOAA) vessels engaged in survey operations and limited in their ability to maneuver because of the work being performed (handling equipment over-the-side such as water sampling or conductivity-temperature-density (CTD) casts, towed gear, bottom samplers, etc., and divers working on, below or in

proximity of the vessel) are required by Navigation Rules, International-Inland, Rule 27, to exhibit:

(b)(i) three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;

(ii) three shapes in a vertical line where they can best be seen. The highest and lowest of these shapes shall be balls and the middle one a diamond;

(iii) when making way through the water, masthead lights, sidelights and a sternlight, in addition to the lights prescribed in subparagraph (b)(i); and

(iv) when at anchor, in addition to the lights or shapes prescribed in subparagraphs (b)(i) and (ii) the light, lights or shapes prescribed in Rule 30, Anchored Vessels and Vessels Aground.

The color of the above shapes is black.

A NOAA vessel engaged in hydrographic survey operations (making way on a specific trackline while sounding the bottom) is not restricted in its ability to maneuver and therefore exhibits at night only those lights required for a power-driven vessel of its length.

The **wire drags** used by NOAA in sweeping for dangers to navigation may be crossed by vessels without danger of fouling at any point except between the towing launches and the large buoys near them, where the towline approaches the surface of the water. Vessels passing over the drag are requested to change course so as to cross it approximately at right angles, as a diagonal course may cause the propeller to foul the supporting buoys and attached wires. No attempt should be made to pass between the drag launches while the wire is being set out or taken in, unless it would endanger a vessel to do otherwise, because the bottom wire is slack and the floats at each 100-foot section may lift it nearly to the surface; at this time the launches usually are headed directly toward or away from each other and the operation may be clearly seen.

Warning signals for Coast Guard vessels while handling or servicing aids to navigation are the same as those prescribed for surveying vessels. (See Special signals for surveying vessels, this chapter.)

Minesweeper signals.–U.S. vessels engaged in minesweeping operations or exercises are hampered to a considerable extent in their maneuvering powers. With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety, all other vessels, whether steamers or sailing craft, must endeavor to keep out of the way of vessels displaying these signals and not approach them inside the distances mentioned herein, especially remembering that it is dangerous to pass between the vessels of a pair or group sweeping together.

All vessels towing sweeps are to show: **By day**, a black ball at or near the foremast head and a black ball at each end of the fore yard. **By night**, all around green lights instead of the black balls, and in a similar manner.

Vessels or formations showing these signals are not to be approached nearer than 1,640 feet (500 meters) on either beam and vessels are not to cross astern closer than 3,280 feet (1,000 meters). Under no circumstances is a vessel to pass through a formation of minesweepers. Minesweepers should be prepared to warn merchant vessels which persist in approaching too close by means of any of the appropriate signals from the International Code of Signals. In fog, mist, falling snow, heavy rainstorms, or any other condition similarily restricting visibility, whether by day or night, minesweepers while towing sweeps when in the vicinity of other vessels will sound whistle signals for a vessel towing (one prolonged blast followed by two short blasts).

The United States is increasingly using helicopters to conduct minesweeping operations and exercises. When so engaged, helicopters, like vessels, are considerably hampered in their ability to maneuver. Helicopters may function at night as well as during the day and in varying types of weather. Accordingly, surface vessels approaching helicopters engaged in minesweeping operations should take precautions similar to those described above with regard to minesweeping vessels.

Helicopters towing minesweeping gear, and surface escorts, if any, will use all practical means to warn approaching ships of the operations being conducted. Where practical, measures will be taken to mark or light the gear being towed. While towing, the helicopter's altitude varies from 49.2 to 311.6 feet (15 to 95 meters) above the water, and speeds vary from 0 to 30 knots.

Minesweeping helicopters are equipped with a rotating beacon which has a selectable red and amber mode. The amber mode is used during towing operations to notify and warn other vessels that the helicopter is towing.

Submarine emergency identification signals.–U.S. submarines are equipped with signal ejectors which may be used to launch identification signals, including emergency signals. Two general types of signals may be used: smoke floats and flares or stars. The smoke floats, which burn on the surface, produce a dense colored smoke for a period of 15 to 45 seconds. The flares or stars are propelled to a height of 300 to 400 feet from which they descend by small parachute. The flares or stars burn for about 25 seconds. The color of the smoke or flare/star has the following meaning:

Green or black is used under training exercise conditions only to indicate that a torpedo has been fired or that the firing of a torpedo has been simulated.

Yellow indicates the submarine is about to rise to periscope depth. Surface craft terminate antisubmarine counterattack and clear vicinity of submarine. Do not stop propellers.

Red indicates an emergency inside the submarine; she will try to surface immediately. Surface ships clear the area and stand by to assist. In case of repeated red signals, or if the submarine fails to surface in a reasonable time, she may be presumed disabled. Buoy the location, look for submarine buoy, and attempt to establish sonar communications. Advise U.S. Navy authorities immediately.

Submarine marker buoys consist of two spheres 3 feet in diameter with connecting structure, painted international orange. The buoy has a wire cable to the submarine, to act as a downhaul line for a rescue chamber. The buoy may be accompanied by an oil slick release to attract attention. A submarine on the bottom in distress may release this buoy. If sighted, such a buoy should be investigated and reported immediately to U.S. Navy authorities.

The submarine may transmit the International Distress Signal (SOS) on its sonar gear independently or in conjunction with the red signal. Submarines also may use these other means of attracting attention: release of dye marker or air bubble; ejection of oil; pounding on hull.

Vessels Constrained by their Draft.–International Navigation Rules, Rule 28, states that a vessel constrained by her draft may, in addition to the lights prescribed for power-driven vessels in Rule 23, exhibit where they can best be seen three all-round red lights in a vertical line, or a cylinder.

NAVIGATION RESTRICTIONS AND REQUIREMENTS

Traffic Separation Schemes (Traffic Lanes).–To increase the safety of navigation, particularly in converging areas of high traffic density, routes incorporating traffic separation have, with the approval of the International Maritime Organization (IMO), formerly the Inter-Governmental Maritime Consultative Organization (IMCO), been established in certain areas of the world. In the interest of safe navigation, it is recommended that through traffic use these schemes, as far as circumstances permit, by day and by night and in all weather conditions.

General principles for navigation in Traffic Separation Schemes are as follows:

1. A ship navigating in or near a traffic separation scheme adopted by IMO shall in particular comply with Rule 10 of the 72 COLREGS to minimize the development of risk of collision with another ship. The other rules of the 72 COLREGS apply in all respects, and particularly the steering and sailing rules if risk of collision with another ship is deemed to exist.

2. Traffic separation schemes are intended for use by day and by night in all weather, in ice-free waters or under light ice conditions where no extraordinary maneuvers or assistance by icebreaker(s) are required.

3. Traffic separation schemes are recommended for use by all ships unless stated otherwise. Bearing in mind the need for adequate underkeel clearance, a decision to use a traffic separation scheme must take into account the charted depth, the possibility of changes in the seabed since the time of last survey, and the effects of meteorological and tidal conditions on water depths.

4. A deepwater route is an allied routing measure primarily intended for use by ships which require the use of such a route because of their draft in relation to the available depth of water in the area concerned. Through traffic to which the above consideration does not apply should, if practicable, avoid following deepwater routes. When using a deepwater route mariners should be aware of possible changes in the indicated depth of water due to meteorological or other effects.

5. Users of traffic separation schemes adopted by IMO will be guided by Rule 10 of the 1972 International Regulations for Preventing Collisions at Sea (72 COLREGS) as follows:

(a) This Rule applies to traffic separation schemes adopted by the Organization.

(b) A vessel using a traffic separation scheme shall:

(i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;

(ii) so far as practicable keep clear of a traffic separation line or separation zone;

(iii) normally join or leave a traffic separation lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.

(c) A vessel shall so far as practicable avoid crossing traffic lanes, but if obliged to do so, shall cross as nearly as practicable at right angles to the general direction of traffic flow.

(d) Inshore traffic zones shall not normally be used by through traffic which can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length and sailing vessels may under all circumstances use inshore traffic zones.

(e) A vessel, other than a crossing vessel, or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:

(i) in cases of emergency to avoid immediate danger;

(ii) to engage in fishing within a separation zone.

(f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.

(g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.

(h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.

(i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.

(j) A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.

(k) A vessel restricted in her ability to maneuver when engaged in an operation for the maintenance of safety of navigation in a traffic separation scheme is exempted from complying with Rule 10 to the extent necessary to carry out the operation.

(l) A vessel restricted in her ability to maneuver when engaged in an operation for laying, servicing or picking up of a submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.

6. The arrows printed on charts merely indicate the general direction of traffic; ships need not set their courses strictly along the arrows.

7. The signal "YG" meaning "You appear not to be complying with the traffic separation scheme" is provided in the International Code of Signals for appropriate use.

When approved or established, traffic separation scheme details are announced in Notice to Mariners, and later depicted on appropriate charts and included in Coast Pilot and Sailing Directions.

Oil Pollution.–The Federal Water Pollution Control Act, as amended, prohibits the discharge of a harmful quantity of oil or a hazardous substance into or upon the United States navigable waters or adjoining shorelines, or into or upon the waters of the contiguous zone, or in connection with activities under the Outer Continental Shelf Lands Act or the Deepwater Port Act of 1974, or which may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States including resources under the Fishery Conservation and Management Act of 1976. Discharges that do occur must be reported to the Coast Guard (National Response Center) by the most rapid available means. To assist in swift reporting of spills, a nationwide, 24-hour, toll-free telephone number has been established (1-800-424-8802).

Hazardous quantities of oil have been defined by the Environmental Protection Agency as those which violate applicable water quality standards or cause a film or sheen upon or discoloration of the surface of the water or adjoining shorelines, or cause a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines. (For regulations pertaining to this Act see **40 CFR 110.3**, not carried in this Pilot.)

The Refuse Act of 1899 (33 U.S.C. 407) prohibits anyone from throwing, discharging or depositing any refuse matter of any kind in U.S. navigable waters or tributaries of navigable waters. The only exceptions to this prohibition are liquid sewage flowing from streets or sewers and discharges made from shore facilities under a permit granted by the U.S. Army Corps of Engineers.

The Act to Prevent Pollution from Ships (33 U.S.C. 1901) is based on the International Convention for the Prevention of Pollution from Ships, as modified by the Protocol of 1978 (MARPOL 73/78). For tankers over 150 gross tons and all other ships over 400 gross tons, MARPOL 73/78 requires the installation of new equipment to control overboard discharges of oil and oily waste. This includes oily-water separating, monitoring and alarm systems for discharges from cargo areas, cargo pump rooms and machinery space bilges. New ships must have the equipment on board by October 2, 1983, while existing ships have until October 2, 1986 to comply.

Ships are also required to have an International Oil Pollution Prevention Certificate verifying that the vessel is in compliance with MARPOL 73/78 and that any required equipment is on board and operational, and they must maintain a new Oil Record Book reporting all oil transfers and discharges. The Oil Record Book is available from the Government Printing Office (see appendix for address).

Other requirements for the protection of navigable waters.–It is not lawful to tie up or anchor vessels or to float lografts in navigable channels in such manner as to obstruct normal navigation. When a vessel or raft is wrecked and sunk in a navigable channel it is the duty of the owner to immediately mark it with a buoy or beacon during the day and a light at night until the sunken craft is removed or abandoned.

Obligation of deck officers.–Licensed deck officers are required to acquaint themselves with the latest information published in Notice to Mariners regarding aids to navigation.

Improper use of searchlights prohibited.–No person shall flash or cause to be flashed the rays of a searchlight or other blinding light onto the bridge or into the pilothouse of any vessel underway. The International Code Signal "PG2" may be made by a vessel inconvenienced by the glare of a searchlight in order to apprise the offending vessel of the fact.

Unnecessary whistling prohibited.–The unnecessary sounding of the vessel's whistle is prohibited within any harbor limits of the United States.

Use of Radar.–Navigation Rules, International-Inland, Rule 7, states, in part, that every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist. Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

This rule places an additional responsibility on vessels which are equipped and manned to use radar to do so while underway during periods of reduced visibility without in any way relieving commanding officers of the responsibility of carrying out normal precautionary measures.

Navigation Rules, International-Inland, Rules 6, 7, 8, and 19 apply to the use of radar.

Danger signal.–Navigation Rules, International-Inland, Rule 34(d), states that when vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the whistle. Such signal may be supplemented by a light signal of at least five short and rapid flashes.

Narrow channels.–Navigation Rules, International-Inland, Rule 9(b) states: A vessel of less than 65.6 feet (20 meters) in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway.

Control of shipping in time of emergency or war.–In time of war or national emergency, merchant vessels of the United States and those foreign flag vessels, which are considered under effective U.S. control, will be subject to control by agencies of the U.S. Government. The allocation and employment of such vessels, and of domestic port facilities, equipment, and services will be performed by appropriate agencies of the War Transport Administration. The movement, routing, and diversion of merchant ships at sea will be controlled by appropriate naval commanders. The movement of merchant ships within domestic ports and dispersal anchorages will be coordinated by the U.S. Coast Guard. The commencement of naval control will be signalled by a general emergency message. (See DMAHTC Pubs. 117A or 117B for emergency procedures and communication instructions.)

Exclusive Economic Zone of the United States.–Established by a Presidential Proclamation on March 10, 1983, the Exclusive Economic Zone (EEZ) of the United States is a zone contiguous to the territorial sea, including zones contiguous to the territorial sea of the United States, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands (to the extent consistent with the Covenant and the United Nations Trusteeship Agreement), and United States overseas territories and possessions. The EEZ extends to a distance of 200 nautical miles from the baseline from which the breadth of the territorial sea is measured. In cases where the maritime boundary with a neighboring state remains to be determined, the boundary of the EEZ shall be determined by the United States and the other state concerned in accordance with equitable principles.

Within the EEZ, the United States has asserted, to the extent permitted by international law, (a) sovereign rights for the purpose of exploring, exploiting, conserving and managing natural resources, both living and nonliving, of the seabed and subsoil and the superjacent waters and with regard to other activities for the economic exploitation and exploration of the zone, such as the production of energy from the water, currents and winds; and (b) jurisdiction with regard to the establishment and use of artificial islands, and installations and structures having economic purposes, and the protection and preservation of the marine environment.

Without prejudice to the sovereign rights and jurisdiction of the United States, the EEZ remains an area beyond the territory and territorial sea of the United States in which all states enjoy the high seas freedoms of navigation, overflight, the laying of submarine cables and pipelines, and other internationally lawful uses of the sea.

This Proclamation does not change existing United States policies concerning the continental shelf, marine mammals and fisheries, including highly migratory species of tuna which are not subject to United States jurisdiction and require international agreements for effective management.

The United States will exercise these sovereign rights and jurisdiction in accordance with the rules of international law.

The seaward limit of the EEZ is shown on the nautical chart as a line interspersed periodically with EXCLU-

SIVE ECONOMIC ZONE. The EEZ boundary is coincidental with that of the Fishery Conservation Zone.

U.S. Fishery Conservation Zone.-The United States exercises exclusive fishery management authority over all species of fish, except tuna, within the fishery conservation zone, whose seaward boundary is 200 miles from the baseline from which the U.S. territorial sea is measured; all anadromous species which spawn in the United States throughout their migratory range beyond the fishery conservation zone, except within a foreign country's equivalent fishery zone as recognized by the United States; all U.S. Continental Shelf fishery resources beyond the fishery conservation zone. Such resources include American lobster and species of coral, crab, abalone, conch, clam, and sponge, among others.

No foreign vessel may fish, aid, or assist vessels at sea in the performance of any activity relating to fishing including, but not limited to, preparation, supply, storage, refrigeration, transportation, or processing, within the fishery conservation zone, or fish for anadromous species of the United States or Continental Shelf fishery resources without a permit issued in accordance with U.S. law. These permits may only be issued to vessels from countries recognizing the exclusive fishery management authority of the United States in an international agreement. The owners or operators of foreign vessels desiring to engage in fishing off U.S. coastal waters should ascertain their eligibility from their own flag state authorities. Failure to obtain a permit prior to fishing, or failure to comply with the conditions and restrictions established in the permit may subject both vessel and its owners or operators to administrative, civil and criminal penalties. (Further details concerning foreign fishing are given in **50 CFR 611**.)

Reports of foreign fishing activity within the fishery conservation zone should be made to the U.S. Coast Guard. Immediate reports are particularly desired, but later reports by any means also have value. Reports should include the activity observed, the position, and as much identifying information (name, number, homeport, type, flag, color, size, shape, etc.) about the foreign vessel as possible, and the reporting party's name and address or telephone number.

Bridge-to-Bridge Radiotelephone Communication.-Voice radio bridge-to-bridge communication between vessels is an effective aid in the prevention of collisions where there is restricted maneuvering room and/or visibility. VHF-FM radio is used for this purpose, due to its essentially line-of-sight characteristic and relative freedom from static. As VHF-FM has increasingly come into use for short-range communications in U.S. harbors and other high-traffic waters, so has the number of ships equipped with this gear increased.

The Vessel Bridge-to-Bridge Radiotelephone Regulations, effective January 1, 1973, require vessels subject to the Act while navigating to be equipped with at least one single channel transceiver capable of transmitting and receiving on VHF-FM channel 13 (156.65 MHz), the Bridge-to-Bridge Radiotelephone frequency. Vessels with multichannel equipment are required to have an additional receiver so as to be able to guard VHF-FM channel 13 (156.65 MHz), the Bridge-to-Bridge Radiotelephone frequency, in addition to VHF-FM channel 16 (156.80 MHz), the National Distress, Safety and Calling frequency required by Federal Communications Commission regulations. (See **26.01 through 26.10**, chapter 2, for Vessel Bridge-to-Bridge Radiotelephone Regulations.)

Mariners are reminded that the use of bridge-to-bridge voice communications in no way alters the obligation to comply with the provisions of the Navigation Rules, International-Inland.

VHF-FM Radiotelephone.-The following table provides the frequency equivalents and general usage of selected VHF-FM channels which appear in the Coast Pilot. The letter 'A' appended to a channel number indicates that U.S. operation of the particular channel is different than the international operation, i.e., U.S. stations transmit and receive on the same frequency and international stations use different frequencies.

The information given here is extracted from the 'Marine Radiotelephone Users Handbook' published by the Radio Technical Commission for Maritime Services. Ordering information for this valuable, comprehensive publication is included in the appendix.

All channels given below are designated for both ship-to-ship and ship-to-coast communications except as noted.

Channel	Ship Frequency (MHz) Transmit	Receive	Channel Usage
1A	156.050	156.050	Port operations and commercial
5A	156.250	156.250	Port operations
6	156.300	156.300	Intership safety
7A	156.350	156.350	Commercial
8	156.400	156.400	Commercial (ship-to-ship only)
9	156.450	156.450	Commercial and non-commercial
10	156.500	156.500	Commercial
11	156.550	156.550	Commercial
12	156.600	156.600	Port operations (traffic advisories, including VTS in some ports)
13	156.650	156.650	Navigational (ship-to-ship), also used at locks and bridges
14	156.700	156.700	Port operations (traffic advisories, including VTS in some ports)
16	156.800	156.800	Distress, safety and calling
17	156.850	156.850	State or local government control
18A	156.900	156.900	Commercial
19A	156.950	156.950	Commercial
20	157.000	161.600	Port operations (traffic advisories)
22A	157.100	157.100	Coast Guard Liaison

Channel	Ship Frequency (MHz) Transmit	Receive	Channel Usage
24	157.200	161.800	Public correspondence (ship-to-coast)
25	157.250	161.850	Public correspondence (ship-to-coast)
26	157.300	161.900	Public correspondence (ship-to-coast)
27	157.350	161.950	Public correspondence (ship-to-coast)
28	157.400	162.000	Public correspondence (ship-to-coast)
63A	156.175	156.175	VTS New Orleans
65A	156.275	156.275	Port operations (traffic advisories)
66A	156.325	156.325	Port operations (traffic advisories)
67	156.375	156.375	Commercial (ship-to-ship only) (used in New Orleans VTS for ship-to-ship navigational purposes)
68	156.425	156.425	Non-commercial
69	156.475	156.475	Non-commercial
71	156.575	156.575	Non-commercial
72	156.625	156.625	Non-commercial (ship-to-ship only)
73	156.675	156.675	Port operations (traffic advisories)
74	156.725	156.725	Port operations (traffic advisories)
77	156.875	156.875	Port operations (ship-to-ship, to and from pilots docking ships)
78A	156.925	156.925	Non-commercial
79A	156.975	156.975	Commercial
80A	157.025	157.025	Commercial
84	157.225	161.825	Public correspondence (ship-to-coast)
85	157.275	161.875	Public correspondence (ship-to-coast)
86	157.325	161.925	Public correspondence (ship-to-coast)
87	157.375	161.975	Public correspondence (ship-to-coast)
88	157.425	162.025	Public correspondence in Puget Sound and parts of Great Lakes
88A	157.425	157.425	Commercial, fishing (ship-to-ship) (except in parts of Great Lakes)

2. NAVIGATION REGULATIONS

This chapter contains sections from the **Code of Federal Regulations (CFR)** that are of most importance in the areas covered by Coast Pilot 4. Included from **Title 33, Navigation and Navigable Waters (33 CFR)**, are

Part 26, Vessel Bridge-to-Bridge Radiotelephone Regulations; Part 80, COLREGS Demarcation Lines; Part 110, Anchorage Regulations;

Part 117, Drawbridge Operation Regulations;

Part 160, Ports and Waterways Safety-General;

Part 162, Inland Waterways Navigation Regulations;

Part 164, Navigation Safety Regulations (in part);

Part 165, Regulated Navigation Areas and Limited Access Areas;

Part 207, Navigation Regulations; and

Part 334, Danger Zones and Restricted Area Regulations; and from

Title 50, Wildlife and Fisheries (50 CFR),

Part 638, Coral and Coral Reefs of the Gulf of Mexico and the South Atlantic.

Note.–These regulations can only be amended by the enforcing agency or other authority cited in the regulations. Accordingly, requests for changes to these regulations should be directed to the appropriate agency for action. In those regulations where the enforcing agency is not cited or is unclear, recommendations for changes should be directed to the following Federal agencies for action: U.S. Coast Guard (33 CFR 26, 80, 110, 117, 160, 162, 164, and 165); U.S. Army Corps of Engineers (33 CFR 207 and 334); National Marine Fisheries Service, National Oceanic and Atmospheric Administration (50 CFR 638).

Title 33–Navigation and Navigable Waters

Part 26–Vessel Bridge-to-Bridge Radiotelephone Regulations

§26.01 Purpose.

(a) The purpose of this part is to implement the provisions of the Vessel Bridge-to-Bridge Radiotelephone Act. This part–

(1) Requires the use of the vessel bridge-to-bridge radiotelephone;

(2) Provides the Coast Guard's interpretation of the meaning of important terms in the Act;

(3) Prescribes the procedures for applying for an exemption from the Act and the regulations issued under the Act and a listing of exemptions.

(b) Nothing in this part relieves any person from the obligation of complying with the rules of the road and the applicable pilot rules.

§26.02 Definitions.

For the purpose of this part and interpreting the Act–

"Secretary" means the Secretary of the Department in which the Coast Guard is operating;

"Act" means the "Vessel Bridge-to-bridge Radiotelephone Act," 33 U.S.C. sections 1201-1208;

"Length" is measured from end to end over the deck excluding sheer;

"Power-driven vessel" means any vessel propelled by machinery; and

"Towing vessel" means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

§26.03 Radiotelephone required.

(a) Unless an exemption is granted under §26.09 and except as provided in paragraph (a)(4) of this section, section 4 of the Act provides that–

(1) Every power-driven vessel of 300 gross tons and upward while navigating;

(2) Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;

(3) Every towing vessel of 26 feet or over in length while navigating; and

(4) Every dredge and floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels: Provided, that an unmanned or intermittently manned floating plant under the control of a dredge need not be required to have separate radiotelephone capability; Shall have a radiotelephone capable of operation from its navigational bridge, or in the case of a dredge, from its main control station, and capable of transmitting and receiving on the frequency or frequencies within the 156–162 Mega-Hertz band using the classes of emissions designated by the Federal Communications Commission, after consultation with other cognizant agencies, for the exchange of navigational information.

(b) The radiotelephone required by paragraph (a) of this section shall be carried on board the described vessels, dredges, and floating plants upon the navigable waters of the United States inside the lines established pursuant to section 2 of the Act of February 19, 1895 (28 Stat. 672), as amended.

§26.04 Use of the designated frequency.

(a) No person may use the frequency designated by the Federal Communications Commission under section 8 of the Act, 33 U.S.C. 1207(a), to transmit any information other than information necessary for the safe navigation of vessels or necessary tests.

(b) Each person who is required to maintain a listening watch under section 5 of the Act shall, when necessary, transmit and confirm, on the designated frequency, the intentions of his vessel and any other information necessary for the safe navigation of vessels.

(c) Nothing in these regulations may be construed as prohibiting the use of the designated frequency to communicate with shore stations to obtain or furnish information necessary for the safe navigation of vessels.

Note.–The Federal Communications Commission (FCC) has designated the frequency 156.65 MHz (Channel 13) for the use of bridge-to-bridge stations in most of the United States. However, FCC rules designate the frequency 156.375 MHz (Channel 67) to be used instead of Channel 13 in the following areas, except to facilitate transition from these areas: The Mississippi River from South Pass Lighted Bell Buoy "2" and Southwest Pass Entrance (midchannel) Lighted Whistle Buoy SW to mile 242.4 AHP (Above Head of Passes) near Baton Rouge; and, in addition, over the full length of the Mississippi River-Gulf Outlet Canal from entrance to its junction with the Inner Harbor Navigation Canal, and over the full length of the Inner Harbor Navigation Canal from its junction with the Mississippi River to its entry to Lake Pontchartrain at the New Seabrook vehicular bridge.

§26.05 Use of radiotelephone. Section 5 of the Act states–

(a) The radiotelephone required by this Act is for the exclusive use of the master or person in charge of the vessel, or the person designated by the master or person in charge of the vessel, or the person designated by the master or person in charge to pilot or direct the movement of the vessel, who shall maintain a listening watch on the designated frequency. Nothing contained herein shall be interpreted as precluding the use of portable radiotelephone equipment to satisfy the requirements of this Act.

§26.06 Maintenance of radiotelephone; failure of radiotelephone. Section 6 of the Act states–

(a) Whenever radiotelephone capability is required by this Act, a vessel's radiotelephone equipment shall be maintained in effective operating condition. If the radiotelephone equipment carried aboard a vessel ceases to operate, the master shall exercise due diligence to restore it or cause it to be restored to effective operating condition at the earliest practicable time. The failure of a vessel's radiotelephone equipment shall not, in itself, constitute a violation of this Act, nor shall it obligate the master of any vessel to moor or anchor his vessel; however, the loss of radiotelephone capability shall be given consideration in the navigation of the vessel.

§26.07 English language. No person may use the services of, and no person may serve as a person required to maintain a listening watch under section 5 of the Act, 33 U.S.C. 1204 unless he can speak the English language.

§26.08 Exemption procedures.

(a) Any person may petition for an exemption from any provision of the Act or this part;

(b) Each petition must be submitted in writing to U.S. Coast Guard (G-W), 2100 Second Street SW., Washington, D.C. 20593, and must state–

(1) The provisions of the Act or this part from which an exemption is requested; and

(2) The reasons why marine navigation will not be adversely affected if the exemption is granted and if the exemption relates to a local communication system how that system would fully comply with the intent of the concept of the Act but would not conform in detail if the exemption is granted.

§26.09 List of exemptions. (a) All vessels navigating on those waters governed by the navigation rules for Great Lakes and their connecting and tributary waters (33 U.S.C. 241 et seq.) are exempt from the requirements of the Vessel Bridge-to-Bridge Radiotelephone Act and this part until May 6, 1975.

(b) Each vessel navigating on the Great Lakes as defined in the Inland Navigational Rules Act of 1980 (33 U.S.C. 2001 et seq.) and to which the Vessel Bridge-to-Bridge Radiotelephone Act (33 U.S.C. 1201-1208) applies is exempt from the requirements in 33 U.S.C. 1203, 1204, and 1205 and the regulations under §§26.03, 26.04, 26.05, 26.06, and 26.07. Each of these vessels and each person to whom 33 U.S.C. 1208(a) applies must comply with Articles VII, X, XI, XII, XIII, XV, and XVI and Technical Regulations 1-7 of "The Agreement Between the United States of America and Canada for Promotion of Safety on the Great Lakes by Means of Radio, 1973."

§26.10 Penalties. Section 9 of the Act states–

(a) Whoever, being the master or person in charge of a vessel subject to the Act, fails to enforce or comply with the Act or the regulations hereunder; or whoever, being designated by the master or person in charge of a vessel subject to the Act to pilot or direct the movement of a vessel fails to enforce or comply with the Act or the regulations hereunder–is liable to a civil penalty of not more than $500 to be assessed by the Secretary.

(b) Every vessel navigated in violation of the Act or the regulations hereunder is liable to a civil penalty of not more than $500 to be assessed by the Secretary, for which the vessel may be proceeded against in any District Court of the United States having jurisdiction.

(c) Any penalty assessed under this section may be remitted or mitigated by the Secretary, upon such terms as he may deem proper.

Part 80-COLREGS Demarcation Lines

§80.01 General basis and purpose of demarcation lines. (a) The regulations in this part establish the lines of demarcation delineating those waters upon which mariners shall comply with the International Regulations for Preventing Collisons at Sea, 1972 (72 COLREGS) and those waters upon which mariners shall comply with the Inland Navigation Rules.

(b) The waters inside of the lines are Inland Rules waters. The waters outside the lines are COLREGS waters.

(c) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

§80.510 Chesapeake Bay Entrance, Va.

A line drawn from Cape Charles Light to Cape Henry Light.

§80.515 Cape Henry, Va. to Cape Hatteras, N.C. (a) A line drawn from Rudee Inlet Jetty Light 2 to Rudee Inlet Jetty Light 1.

(b) A line formed by the centerline of the highway bridge across Oregon Inlet.

§80.520 Cape Hatteras, N.C. to Cape Lookout, N.C. (a) A line drawn from Hatteras Inlet Lookout Tower (30°11.8'N., 75°44.9'W.) 255° true to the eastern end of Ocracoke Island.

(b) A line drawn from the westernmost extremity of Ocracoke Island at latitude 35°04.0'N. longitude 76°00.8'W. to the northeastern extremity of Portsmouth Island at latitude 35°03.7'N. longitude 76°02.3'W.

(c) A line drawn across Drum Inlet parallel with the general trend of the highwater shoreline.

§80.525 Cape Lookout, N.C. to Cape Fear, N.C. (a) A line drawn from Cape Lookout Light to the seaward tangent of the southeastern end of Shackleford Banks.

(b) A line drawn from Morehead City Channel Range Front Light to the seaward extremity of the Beaufort Inlet west jetty.

(c) A line drawn from the southernmost extremity of Bogue Banks at latitude 34°38.7'N. longitude 77°06.0'W. across Bogue Inlet to the northernmost extremity of Bear Beach at latitude 34°38.5'N. longitude 77°07.1'W.

(d) A line drawn from the southeasternmost extremity on the southwest side of New River inlet at latitude 34°31.5'N., longitude 77°20.6'W., to the seaward tangent of the shoreline on the northeast side on New River Inlet.

(e) A line drawn across New Topsail Inlet between the closest extremities of the shore on either side of the inlet from latitude 34°20.8'N. longitude 77°39.2'W. to latitude 34°20.6'N. longitude 77°39.6'W.

(f) A line drawn from the seaward extremity of the

jetty on the northeast side of Masonboro Inlet to the seaward extremity of the jetty on the southeast side of the Inlet.

(g) Except as provided elsewhere in this section from Cape Lookout to Cape Fear, lines drawn parallel with the general trend of the highwater shoreline across the entrance of small bays and inlets.

§80.530 Cape Fear, N.C. to Little River Inlet, N.C. (a) A line drawn from the abandoned lighthouse charted in approximate position latitude 33°52.4'N. longitude 78°00.1'W. across the Cape Fear River Entrance to Oak Island Light.

(b) Except as provided elsewhere in this section from Cape Fear to Little River Inlet, lines drawn parallel with the general trend of the highwater shoreline across the entrance to small inlets.

§80.703 Little River Inlet, S.C. to Cape Romain, S.C. (a) A line drawn from the westernmost extremity of the sand spit on Bird Island to the easternmost extremity of Waties Island across Little River Inlet.

(b) Lines drawn parallel with the general trend of the highwater shoreline across Hog Inlet, Murrels Inlet, Midway Inlet, Pawleys Inlet, and North Inlet.

(c) A line drawn from the charted position of Winyah Bay North Jetty End Buoy 2N south to the Winyah Bay South Jetty.

(d) A line drawn from Santee Point to the seaward tangent of Cedar Island.

(e) A line drawn from Cedar Island Point west to Murphy Island.

(f) A north-south line (longitude 79°20.3'W.) drawn from Murphy Island to the northernmost extremity of Cape Island Point.

§80.707 Cape Romain, S.C. to Sullivans Island, S.C. (a) A line drawn from the western extremity of Cape Romain 292° true to Racoon Key on the west side of Racoon Creek.

(b) A line drawn from the westernmost extremity of Sandy Point across Bull Bay to the northernmost extremity of Northeast Point.

(c) A line drawn from the southernmost extremity of Bull Island to the easternmost extremity of Capers Island.

(d) A line formed by the overhead power cable from Capers Island to Dewees Island.

(e) A line formed by the overhead power cable from Dewees Island to Isle of Palms.

(f) A line formed by the centerline of the highway bridge between Isle of Palms and Sullivans Island over Breach Inlet.

§80.710 Charleston Harbor, S.C. (a) A line formed by the submerged north jetty from the shore to the west end of the north jetty.

(b) A line drawn from across the seaward extremity of the Charleston Harbor Jetties.

(c) A line drawn from the west end of the South Jetty across the South Entrance to Charleston Harbor to shore on a line formed by the submerged south jetty.

§80.712 Morris Island, S.C. to Hilton Head Island, S.C. (a) A line drawn from the easternmost tip of Folley Island to the abandoned lighthouse tower on the north side of Lighthouse Inlet; thence west to the shoreline of Morris Island.

(b) A straight line drawn from the seaward tangent of Folly Island through Folly River Daybeacon 10 across Stono River to the shoreline of Sandy Point.

(c) A line drawn from the southernmost extremity of Seabrook Island 257° true across the North Edisto River Entrance to the shore of Botany Bay Island.

(d) A line drawn from the microwave antenna tower on Edisto Beach charted in approximate position latitude 32°29.3'N. longitude 80°19.2'W. across St. Helena Sound to the abandoned lighthouse tower on Hunting Island.

(e) A line formed by the centerline of the highway bridge between Hunting Island and Fripp Island.

(f) A line drawn from the westernmost extremity of Bull Point on Capers Island to Port Royal Sound Channel Range Rear Light, latitude 32°13.7'N., longitude 80°36.0'W.; thence 259° true to the easternmost extremity of Hilton Head at 32°13.0'N., 80°40.1'W.

§80.715 Savannah River.

A line drawn from the southernmost tank on Hilton Head Island charted in approximate position latitude 32°06.7'N. longitude 80°49.3'W. to Bloody Point Range Rear Light; thence to Tybee (Range Rear) Light.

§80.717 Tybee Island, Ga. to St. Simons Island, Ga. (a) A line drawn from the southernmost extremity of Savannah Beach on Tybee Island 255° true across Tybee Inlet to the shore of Little Tybee Island south of the entrance to Buck Hammock Creek.

(b) A straight line drawn from the northeasternmost extremity of Wassaw Island 031° true through Tybee River Daybeacon 1 to the shore of Little Tybee Island.

(c) A line drawn approximately parallel with the general trend of the highwater shorelines from the seaward tangent of Wassaw Island to the seaward tangent of Bradley Point on Ossabaw Island.

(d) A north-south line (longitude 81°08.4'W.) drawn from the southernmost extremity of Ossabaw Island to St. Catherine Island.

(e) A north-south line (longitude 81°10.6'W.) drawn from the southernmost extremity of St. Catherines Island to Northeast Point on Blackbeard Island.

(f) A line following the general trend of the seaward highwater shoreline across Cabretta Inlet.

(g) A north-south line (longitude 81°16.9'W.) drawn from the southwesternmost point on Sapelo Island to Wolf Island.

(h) A north-south line (longitude 81°17.1'W.) drawn from the southeasternmost point of Wolf Island to the northeasternmost point on Little St. Simons Island.

(i) A line drawn from the northeastern extremity of Sea Island 045° true to Little St. Simons Island.

(j) An east-west line from the southernmost extremity of Sea Island across Goulds Inlet to St. Simons Island.

§80.720 St. Simons Island, Ga. to Amelia Island, Fla. (a) A line drawn from St. Simons Light to the northernmost tank on Jekyll Island charted in approximate position latitude 31°05.9'N. longitude 81°24.5'W.

(b) A line drawn from the southernmost tank on Jekyll Island charted in approximate position latitude 31°01.6'N. longitude 81°25.2'W. to coordinate latitude 30°59.4'N. longitude 81°23.7'W. (0.5 nautical mile east of the charted position of St. Andrew Sound Lighted Buoy 32); thence to the abandoned lighthouse tower on the north end of Little Cumberland Island charted in approximate position latitude 30°58.5'N. longitude 81°24.8'W.

(c) A line drawn across the seaward extremity of the St. Marys River Entrance Jetties.

§80.723 Amelia Island, Fla. to Cape Canaveral, Fla. (a) A line drawn from the southernmost extremity of Amelia Island to the northeasternmost extremity of Little Talbot Island.

(b) A line formed by the centerline of the highway bridge from Little Talbot Island to Fort George Island.

(c) A line drawn across the seaward extremity of the St. Johns River Entrance Jetties.

(d) A line drawn across the seaward extremity of the St. Augustine Inlet Jetties.

(e) A line formed by the centerline of the highway bridge over Matanzas Inlet.

(f) A line drawn across the seaward extremity of the Ponce de Leon Inlet Jetties.

§80.727 Cape Canaveral, Fla. to Miami Beach, Fla. (a) A line drawn across the seaward extremity of the Port Canaveral Entrance Channel Jetties.

(b) A line drawn across the seaward extremity of the Sebastian Inlet Jetties.

(c) A line drawn across the seaward extremity of the Fort Pierce Inlet Jetties.

(d) A north-south line (longitude 80°09.7'W.) drawn across St. Lucie Inlet.

(e) A line drawn from the seaward extremity of Jupiter Inlet North Jetty to the northeast extremity of the concrete apron on the south side of Jupiter Inlet.

(f) A line drawn across the seaward extremity of the Lake Worth Inlet Jetties.

(g) A line drawn across the seaward extremity of the Boynton Inlet Jetties.

(h) A line drawn from Boca Raton Inlet North Jetty Light 2 to Boca Raton Inlet South Jetty Light 1.

(i) A line drawn from Hillsboro Inlet Light to Hillsboro Inlet Entrance Light 2; thence to Hillsboro Inlet Entrance Light 1; thence west to the shoreline.

(j) A line drawn across the seaward extremity of the Port Everglades Entrance Jetties.

(k) A line formed by the centerline of the highway bridge over Bakers Haulover Inlet.

§80.730 Miami Harbor, Fla.

A line drawn across the seaward extremity of the Miami Harbor Government Cut Jetties.

§80.735 Miami, Fla. to Long Key, Fla. (a) A line drawn from the southernmost extremity of Fisher Island 212° true to the point in latitude 25°45.0'N. longitude 80°08.6'W. on Virginia Key.

(b) A line formed by the centerline of the highway bridge between Virginia Key and Key Biscayne.

(c) A line drawn from Cape Florida Light to Biscayne Channel Light 8; thence to the northernmost extremity on Soldier Key.

(d) A line drawn from the southernmost extremity on Soldier Key to the northernmost extremity of the Ragged Keys.

(e) A line drawn from the Ragged Keys to the southernmost extremity of Angelfish Key following the general trend of the seaward shoreline.

(f) A line drawn on the centerline of the Overseas Highway (U.S. 1) and bridges from latitude 25°19.3'N. longitude 80°16.0'W. at Little Angelfish Creek to the radar dome charted on Long Key at approximate position latitude 24°49.3'N. longitude 80°49.2'W.

§80.740 Long Key, Fla. to Cape Sable, Fla.

A line drawn from the microwave tower charted on Long Key at approximate position latitude 24°48.8'N. longitude 80°49.6'W. to Long Key Light 1; thence to Arsenic Bank Light 2; thence to Sprigger Bank Light 5; thence to Schooner Bank Light 6; thence to Oxfoot Bank Light 10; thence to East Cape Light 2; thence through East Cape Daybeacon 1A to the shoreline at East Cape.

Part 110–Anchorage Regulations

§110.1 General. (a) The areas described in Subpart A of this part are designated as special anchorage areas pursuant to the authority contained in an act amending laws for preventing collisions of vessels approved April 22, 1940 (54 Stat. 150); Article 11 of section 1 of the act of June 7, 1897, as amended (30 Stat. 98; 33 U.S.C. 180), Rule 9 of section 1 of the act of February 8, 1895, as amended (28 Stat. 647; 33 U.S.C. 258), and Rule Numbered 13 of section 4233 of the Revised Statutes as amended (33 U.S.C. 322). Vessels not more than 65 feet in length, when at anchor in any special anchorage area shall not be required to carry or exhibit the white anchor lights required by the Navigation Rules.

(b) The anchorage grounds for vessels described in Subpart B of this part are established, and the rules and regulations in relation thereto adopted, pursuant to the authority contained in section 7 of the act of March 4, 1915, as amended (38 Stat. 1053; 33 U.S.C. 471).

(c) All bearings in the part are referred to true meridian.

(d) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

Subpart A–Special Anchorage Areas

§110.72b St. Simons Island, Ga. The area beginning at a point southwest of Frederica River Bridge, St. Simons Island Causeway at latitude 31°09'58"N., longitude 81°24'55"W.; thence southwesterly to latitude 31°09'42"N., longitude 81°25'10"W.; thence westerly to the shoreline at latitude 31°09'45"N., longitude 81°25'20"W.; thence northeasterly along the shoreline to latitude 31°10'02"N., longitude 81°25'00"W.; thence southeasterly to the point of origin.

§110.72d Ashley River, Charleston, S.C.

The waters lying within an area bounded by the outer end of Municipal Marina bulkhead latitude 32°46'35"N., longitude 79°57'05"W.; thence 129° true to latitude 32°46'30"N., longitude 79°56'57"W.; thence 090° true to the shoreline; thence northwest along the shoreline to the shore end of City Marina bulkhead.

§110.73 St. Johns River, Fla. (a) Area A. The waters lying within an area bounded by a line beginning at a point located at the west bank of St. Johns River at latitude 30°15'11", longitude 81°41'23"; thence to latitude 30°15'13", longitude 81°41'14"; thence to latitude 30°15'03", longitude 81°41'11"; thence to latitude 30°15'04", longitude 81°41'20"; and thence to the point of beginning.

(b) Area B. The waters lying within an area bounded by a line beginning at latitude 30°15'03", longitude 81°41'28"; thence to latitude 30°15'02", longitude 81°41'10"; thence to latitude 30°14'56", longitude 81°41'08"; thence to latitude 30°14'54.5", longitude 81°41'10.5"; and thence to the point of beginning.

§110.73a Indian River at Sebastian, Florida. Beginning at a point on the shoreline at latitude 27°49'40"N., longitude 80°28'26"W.; thence 060° to latitude 27°49'46"N., longitude 80°28'13"W.; thence 156° to latitude 27°49'31"N., longitude 80°28'05"W.; thence 242° to latitude 27°49'25"N., longitude 80°28'18"W.; thence northerly along the shoreline to the point of beginning.

Note: This area is principally for use by commercial fishing vessels less than 65 feet in length.

§110.73b Indian River at Vero Beach, Fla.

(a) Area A. Beginning at a point located on the eastern

shore of Fritz Island at latitude 27°39'32.5"N., longitude 80°22'20.6"W., following the shoreline northward to the northwest point at 27°39'46"N., 80°22'25.9"W., thence due east to a point on Orchid Island at approximately 27°39'46"N., 80°22'16.2"W., thence southerly along the shoreline of Orchid Island to 27°39'32.5"N., 80°22'13.4"W., thence due west to the point of beginning.

(b) Area B. Beginning at a point located at the entrance channel marker No. 2 at 27°39'12"N., 80°22'17.3"W., thence northeasterly to channel marker No. 4 at 27°39'21"N., 80°22'15.8"W., thence due east to Orchid Island at approximately 27°39'21"N., 80°22'11.8"W., thence southerly along the western shoreline of Orchid Is. to 27°39'12"N., 80°22'15.6"W., thence due west to the point of beginning.

(c) Vessels shall be so anchored so that no part of the vessel obstructs the turning basin or channels adjacent to the special anchorage areas.

Subpart B–Anchorage Grounds

§110.170 Lockwoods Folly Inlet, N.C. (a) Explosives Anchorage. Beginning at a point southeast of Shallotte Inlet at latitude 33°52'31", longitude 78°18'49"; thence south to latitude 33°51'31", longitude 78°18'42"; thence east to latitude 33°51'51", longitude 78°14'35"; thence north to latitude 33°52'52", longitude 78°14'40"; thence west to the point of beginning.

(b) General regulations. (1) This anchorage is reserved for the exclusive use of vessels carrying explosives.

(2) Vessels in this anchorage shall not anchor closer than 1,500 yards to one another. This provision is not intended to prohibit barges or lighters from lying alongside vessels for transfer of cargo.

(3) The maximum quantity of explosives aboard any vessel that may be in this anchorage is 8,000 tons.

(4) Nothing in this section shall be construed as relieving the owner, master, or person in charge of any vessel from the penalties of the law for obstructing navigation or for not complying with the navigation laws in regard to lights, fog signals, etc.

§110.173 Port of Charleston, S.C.

(a) The anchorage grounds. (1) Commercial Anchorage A. This anchorage is located adjacent to the western edge of Folly Island Channel and southwest of Rebellion Reach and is bounded by the following coordinates: 32°45'34"N., 79°52'12"W.; to 32°46'17"N., 79°53'21"W.; to 32°45'51"N., 79°53'23"W.; to 32°45'34"N., 79°52'55"W.; thence back to 32°45'34"N., 79°52'12"W.

(2) Commercial Anchorage B. This anchorage is located adjacent to the south side of South Channel and bounded by the following coordinates: 32°45'28"N., 79°53'40"W.; to 32°45'28"N., 79°54'46"W.; to 32°45'19"N., 79°54'46"W.; to 32°45'12"N., 79°54'06"W.; to 32°45'16"N., 79°53'40"W.; thence back to 32°45'28"N., 79°53'40"W.

(3) Commercial Anchorage C. This anchorage is located 1,800 yards, 118° true from St. Michaels Church Spire and has a diameter of 500 yards. Vessels using this anchorage must anchor in the center.

(4) Commercial Anchorage D. This anchorage is located 051°30' true, 1,375 yards from St. Michaels Church Spire and has a diameter of 1,400 feet. The use of this anchorage is limited to loaded vessels for a period of not more than 24 hours.

(b) The regulations. (1) Except in cases of great emergency, no vessel shall be anchored in the main ship channels as defined by broken lines marking their boundaries on NOAA Chart 11524. Vessels must be anchored in such a way as not to interfere with the free navigation of channels in the port, including Cooper, Ashley, Wando Rivers, and Town Creek, nor to obstruct the approach to any pier or entrance to any slip, nor to impede the movement of any vessel or craft.

(2) Vessels using the anchorages opposite the eastern waterfront of Charleston shall place their anchors as near as possible in the center of the anchorage. Vessels not using a designated commercial anchorage shall not place their anchors within the main ship channels, nor shall be so anchored as to swing within 400 feet of any wharf or pier on the eastern waterfront of Charleston. Vessels may be so anchored as to swing into the main ship channels only if they are so placed with reference to the customary winds, tides, and currents of the harbor, as to swing only during slack water, and that during this period there shall remain in the waters adjacent to the channel an area of sufficient depth as to permit the safe passage of loaded vessels.

(3) No vessel may anchor within the designated anchorages for more than 72 hours without the prior approval of the Captain of the Port.

(4) No vessel may anchor unless it maintains a bridge watch, guards and answers Channel 16 FM, and maintains an accurate position plot.

(5) If any anchored vessel is so close to another that a collision is probable, each vessel must communicate with the other vessel and the Captain of the Port on Channel 16 FM and shall act to eliminate the close proximity situation.

(6) No vessel may anchor unless it maintains the capability to get underway within 4 hours.

(7) No vessel may anchor in a "dead ship" status (propulsion or control unavailable for normal operations) without the prior approval of the Captain of the Port.

(8) Dragging of anchors in or across main ship channels and cable areas is prohibited.

(9) Vessels which, through force of great emergency, are anchored contrary to the foregoing regulations in this section shall be shifted to new berths in accordance with such regulations at the earliest opportunity.

(10) A vessel, upon notification from the Captain of the Port to shift its position in anchorage grounds must get underway at once or signal for a tug, and must change position as directed with reasonable promptness.

(11) No vessel may conduct lightering operations in an anchorage without permission from the Captain of the Port.

(12) When the use of an anchorage is required by naval vessels, the vessels anchored therein shall move when the Captain of the Port directs them.

(13) Nothing in this section shall be construed as relieving the owner or person in charge of any vessel from the penalties of law for obstructing navigation, or for obstructing or interfering with range lights, or for not complying with the navigation laws in regard to lights, fog signals, etc.

§110.179 Skidaway River, Isle of Hope, Ga. (a) The anchorage ground. An area in Skidaway River beginning at a point on the mean low water line 400 feet south of Brady Boat Works, thence 76°30', 300 feet to a buoy; thence 152°30', 900 feet to a buoy; thence 251°00', 450 feet to the mean low water line at Wymberly Yacht Club dock.

(b) The regulations. (1) Except in cases of great emergency, no vessels shall anchor in Skidaway River between the north end of Barbee's dock and southward to Day Marker 48 except in the anchorage area hereby defined

and established: Provided, however, That vessels may moor to any lawfully constructed wharf.

(2) Except in cases of great emergency, no vessel shall be anchored where it can swing within 50 feet of any lawfully constructed wharf or within 50 feet of the mean low water line, nor shall any vessel be so anchored that any portion of the hull or rigging shall at any time extend outside the boundary of the anchorage area.

(3) Any vessel anchoring under circumstances of great emergency outside the anchorage area should be placed in such a position as not to interfere with the free navigation of the channel nor obstruct the approach to any lawfully constructed wharf nor impede the movement of any boat, and shall move away immediately after the emergency ceases or upon notification of the District Commander.

(4) No vessels with an overall length greater than 65 feet will use the anchorage area except in cases of great emergency.

(5) Vessels operating within the anchorage area will not exceed a speed of five (5) miles per hour.

§110.182 Atlantic Ocean off Fort George Inlet, near Mayport, Fla. (a) The Anchorage areas–(1) Anchorages for aircraft carriers and other deep draft vessels. Four circular areas each with a radius of 600 yards and with their centers located at: "A"–latitude 30°25′35″, longitude 81°21′23″; "B"–latitude 30°26′13″, longitude 81°21′13″; "C"–latitude 30°26′19″, longitude 81°20′27″; "D"–latitude 30°26′55″, longitude 81°20′47″.

(2) Anchorages for destroyers and other ships of similar size. Six circular areas each with a radius of 300 yards and with their centers located at: "1"–latitude 30°24′38″, longitude 81°21′57″; "2"–latitude 30°24′57″, longitude 81°21′58″; "3"–latitude 30°24′56″, longitude 81°21′38″; "4"–latitude 30°25′13″, longitude 81°22′05″; "5"–latitude 30°25′13″, longitude 81°21′43″; "6"–latitude 30°25′07″, longitude 81°21′24″.

(3) Explosives anchorage. The circular area "A" described in paragraph (a) (1) of this section is also designated as an explosives anchorage for use during periods when ammunition must be handled outside the limits of the U.S. Naval Station, Mayport, Fla.

(b) The regulations for all designated areas. (1) Usage of these areas by naval vessels shall predominate only when necessary for military requirements; at such times other vessels shall remain clear of the areas.

(2) Prudent assignment of the anchorage areas shall be made by the Commanding Officer, U.S. Naval Station, Mayport, Fla.

(c) Additional regulations for Explosives Anchorage Area "A". (1) When occupied by a vessel handling explosives, no other vessel may enter the area unless authorized by the enforcing agency.

(2) Only one vessel handling explosives may anchor in the area at one time. A patrol craft shall be utilized to assure that other vessels remain clear when explosives are exposed or being transferred to and from the anchorage.

(3) No more than 500,000 pounds net high explosives or equivalent may be exposed in the area at any one time.

(d) The regulations in this section shall be enforced by the Commanding Officer, U.S. Naval Station, Mayport, Fla., or other agencies that he may designate.

§110.183 St. Johns River, Fla. (a) The anchorage grounds–(1) (Reserved)

(2) (Reserved)

(3) Anchorage C. Shoreward of a line located as follows:

Beginning at a point on the south shore westerly of the entrance to Miller Creek at longitude 81°38′15″; thence north 300 yards; thence east to longitude 81°37′40″; thence to latitude 30°19′06″, longitude 81°37′27″; thence east to longitude 81°37′02″; thence south to Empire Point.

(4) Anchorage D. Bounded on the west by a line along the easterly side of Terminal Channel and bounded on the east by a line along the westerly side of Arlington Cut. Beginning at a point at latitude 30°19′30″, longitude 81°37′25″; thence to latitude 30°20′07″, longitude 81°37′18″; thence to latitude 30°20′00″, longitude 81°37′05″; thence to latitude 30°19′20″, longitude 81°37′17″; thence to the point of beginning. No vessels shall anchor within 300 feet of Terminal Channel or Arlington Cut.

(5) Anchorage E. Beginning at a point near the easterly shore of the river at latitude 30°21′42″, longitude 81°36′52″; thence west to longitude 81°37′15″; thence north to latitude 30°22′07″; thence to the point of beginning.

(6) Anchorage F. Shoreward of a line located as follows: Beginning at a point on the east shore at latitude 30°21′42″, longitude 81°36′45″; thence west to longitude 81°36′52″; thence to latitude 30°22′07″, longitude 81°37′15″; thence N. 56°15′E. to the east shore.

(b) The regulations. (1) Anchorages A, B, D, and F, are permanent anchorages. Anchorage A is reserved for deep-draft vessels, Anchorage B is reserved for shallow-draft vessels, Anchorage D is reserved for light-draft barges and schooners, and Anchorage F is reserved for deep-draft barges and schooners.

(2) Anchorage C is a temporary anchorage for deep-draft vessels. This anchorage shall be an anchorage for vessels exceeding 24 feet in draft. No vessel shall remain in the anchorage more than 24 hours without obtaining a permit from the Captain of the Port.

(3) Anchorage E shall be used only by vessels awaiting quarantine inspection, or by special permit from the Captain of the Port.

§110.185 Atlantic Ocean, off the Port of Palm Beach, FL

(a) The anchorage grounds. (1) Anchorage A. The waters lying within an area bounded by a line beginning at latitude 26°50′00″N., longitude 80°01′12″W.;

thence westerly to 26°50′00″N., 80°01′30″W.;
thence southerly to 26°47′30″N., 80°01′30″W.;
thence easterly to 26°47′30″N., 80°01′12″W.; and
thence northerly to the point of beginning.

(2) Anchorage B. The waters lying within an area bounded by a line beginning at 26°45′06″N., 80°01′12″W.;

thence westerly to 26°45′06″N., 80°01′42″W.;
thence southerly to 26°43′48″N., 80°01′42″W.;
thence easterly to 26°43′48″N., 80°01′12″W.; and
thence northerly to the point of beginning.

(b) The regulations. (1) Vessels in the Atlantic Ocean near Lake Worth Inlet awaiting berthing space at the Port of Palm Beach, shall only anchor within the anchorage areas hereby defined and established, except in cases of great emergency.

(2) Vessels anchoring under circumstances of great emergency outside the anchorage areas shall be shifted to new positions within the anchorage areas immediately after the emergency ceases.

§110.188 Atlantic Ocean off Miami and Miami Beach, Fla. (a) The anchorage grounds. The area to the eastward of a line bearing 012° through a point X, which is 1½ nautical miles due east of the intersection of the Miami Beach shoreline with the north jetty; to the northward of a line bearing 102° and intersecting the 012° line at a point A, one-half nautical mile north of the said point X; and to the southward of a line bearing 102° and intersecting the

012° line at a point B, 2½ nautical miles north of the said point X. The northern and southern extremities of the 012° line are marked by spar buoys. The entire anchorage area lies north of the entrance channel to Miami Harbor.

(b) The rules and regulations. (1) except in cases of great emergency, no vessel shall be anchored in the Atlantic Ocean in the vicinity of the entrances to the approach channels leading to the cities of Miami Beach and Miami, Fla., outside of the anchorage area hereby defined and established-that is, they shall not anchor shoreward of the line first named nor southward of the second nor northward of the third line-but may anchor as far to the eastward as may be desired.

(2) Any vessel anchoring under circumstances of great emergency outside of the anchorage area shall be shifted to new berths within the area immediately after the emergency ceases.

(3) All vessels shall lie at anchor with as short a cable as conditions will permit.

(4) A vessel upon being notified to move into the anchorage limits or to shift its position on the anchorage ground must get under way at once or signal for a tug, and must change position as directed with reasonable promptness.

(5) Whenever the maritime or commercial interests of the United States so require, the Captain of the Port, U.S. Coast Guard, Miami, Fla., is hereby empowered to shift the position of any vessel anchored on the anchorage ground or outside thereof, or of any vessel moored or anchored so as to impede or obstruct vessel movements or obstruct or interfere with range lights.

(6) Vessels carrying explosives shall be anchored only under a written permit issued by the Captain of the Port and at such point as he may direct.

(7) Vessels carrying explosives shall be at all times in charge of a competent person, and must display by day a red flag, of not less than 16 square feet, at the masthead, or not less than 10 feet above the upper deck if the vessel has no mast; at night a red light shall be displayed in the positions specified for the red flag.

(8) Nothing in this paragraph shall be construed as relieving the owner or person in charge of any vessel from the penalties of the law for obstructing navigation, or for obstructing or interfering with range lights, or for not complying with the navigation laws in regard to lights, fog signals, or other aids to navigation, or for otherwise violating law.

§110.189a Key West Harbor, Key West, Fla.; naval explosives anchorage area. (a) The anchorage ground. A circular area with its center at latitude 24°30'50.6", longitude 81°50'31.6" with a radius of 300 yards, for use for ammunition exceeding the prescribed limits for pierside handling.

(b) The regulations. (1) When occupied by a vessel handling explosives, no other vessel may enter the area unless authorized by the enforcing agency.

(2) Only one vessel handling explosives may anchor in the area at one time.

(3) No more than 300,000 pounds net of high explosives or equivalent may be handled in the area at any one time.

(4) The regulations in this section shall be enforced by the Commander, U.S. Naval Base, Key West, Fla., and any other agencies he may designate.

Part 117-Drawbridge Operation Regulations

Subpart A-General Requirements

§117.1 Purpose.

This subpart prescribes general requirements relating to the use and operation of drawbridges across the navigable waters of the United States.

Note-The primary jurisdiction to regulate drawbridges across the navigable waters of the United States is vested in the Federal Government. Laws, ordinances, regulations, and rules which purport to regulate these bridges and which are not promulgated by the Federal Government have no force and effect.

§117.3 Applicability.

The provisions of this subpart not in conflict with the provisions of Subpart B apply to each drawbridge.

Note.-For all of the requirements applicable to a drawbridge listed in Subpart B, one must review the requirements in Subpart A and §§117.51 through 117.99 of Subpart B, as well as the requirements in Subpart B applicable to the particular drawbridge in question.

§117.5 When the draw shall open.

Except as otherwise required by this subpart, drawbridges shall open promptly and fully for the passage of vessels when a request to open is given in accordance with this subpart.

§117.7 General duties of drawbridge owners and tenders.

(a) Drawbridge owners and tenders shall operate the draw in accordance with the requirement in this part.

(b) Except for drawbridges not required to open for the passage of vessels, owners of drawbridges shall ensure that:

(1) The necessary drawtenders are provided for the safe and prompt opening of the draw;

(2) The operating machinery of the draw is maintained in a serviceable condition; and

(3) The draws are operated at sufficient intervals to assure their satisfactory operation.

§117.9 Delaying opening of a draw.

No person shall unreasonably delay the opening of a draw after the signals required by §117.15 have been given.

Note.-Trains are usually controlled by the block method. That is, the track is divided into blocks or segments of a mile or more in length. When a train is in a block with a drawbridge, the draw may not be able to open until the train has passed out of the block and the yardmaster or other manager has "unlocked" the drawbridge controls. The maximum time permitted for delay is defined in Subpart B for each affected bridge. Land and water traffic should pass over or through the draw as soon as possible in order to prevent unnecessary delays in the opening and closure of the draw.

§117.11 Appurtenances unessential to navigation.

No vessel owner or operator shall signal a drawbridge to open for any nonstructural vessel appurtenance which is not essential to navigation or which is easily lowered.

§117.15 Signals.

(a) General. (1) The operator of each vessel requesting a drawbridge to open shall signal the drawtender and the drawtender shall acknowledge that signal. The signal shall be repeated until acknowledged in some manner by the drawtender before proceeding.

(2) The signals used to request the opening of the draw and to acknowledge that request shall be sound signals, visual signals, or radiotelephone communications described in this subpart.

(3) Any of the means of signaling described in this subpart sufficient to alert the bridge being signaled may be used.

(b) Sound signals. (1) Sound signals shall be made by whistle, horn, megaphone, hailer, or other device capable

of producing the described signals loud enough to be heard by the drawtender.

(2) As used in this section, "prolonged blast" means a blast of four to six seconds duration and "short blast" means a blast of approximately one second duration.

(3) The sound signal to request the opening of a draw is one prolonged blast followed by one short blast sounded not more than three seconds after the prolonged blast. For vessels required to be passed through a draw during a scheduled closure period, the sound signal to request the opening of the draw during that period is five short blasts sounded in rapid succession.

(4) When the draw can be opened immediately, the sound signal to acknowledge a request to open the draw is one prolonged blast followed by one short blast sounded not more than 30 seconds after the requesting signal.

(5) When the draw cannot be opened immediately, or is open and shall be closed promptly, the sound signal to acknowledge a request to open the draw is five short blasts sounded in rapid succession not more than 30 seconds after the vessel's opening signal. The signal shall be repeated until acknowledged in some manner by the requesting vessel.

(c) Visual signals. (1) The visual signal to request the opening of a draw is–

(i) A white flag raised and lowered vertically; or

(ii) A white, amber, or green light raised and lowered vertically.

(2) When the draw can be opened immediately, the visual signal to acknowledge a request to open the draw, given not more than 30 seconds after the vessel's opening signal, is–

(i) A white flag raised and lowered vertically;

(ii) A white, amber, or green light raised and lowered vertically, or

(iii) A fixed or flashing white, amber, or green light or lights.

(3) When the draw cannot be opened immediately, or is open and must be closed promptly, the visual signal to acknowledge a request to open the draw is–

(i) A red flag or red light swung back and forth horizontally in full sight of the vessel given not more than 30 seconds after the vessel's opening signal; or

(ii) A fixed or flashing red light or lights given not more than 30 seconds after the vessel's opening signal.

(4) The acknowledging signal when the draw cannot open immediately or is open and must be closed promptly shall be repeated until acknowledged in some manner by the requesting vessel.

(d) Radiotelephone communications. (1) Radiotelephones may be used to communicate the same information provided by sound and visual signals.

NOTE: Call signs and radio channels for drawbridges equipped with radiotelephones are included with the bridge descriptions in chapters 4 through 12.

(2) The vessel and the drawtender shall monitor the frequency used until the vessel has cleared the draw.

(3) When radiotelephone contact cannot be initiated or maintained, sound or visual signals under this section shall be used.

§117.17 Signalling for contiguous drawbridges.

When a vessel must pass two or more drawbridges close together, the opening signal is given for the first bridge. After acknowledgment from the first bridge that it will promptly open, the opening signal is given for the second bridge, and so on until all bridges that the vessel must pass have been given the opening signal and have acknowledged that they will open promptly.

§117.19 Signalling when two or more vessels are approaching a drawbridge.

When two or more vessels are approaching the same drawbridge at the same time, or nearly the same time, whether from the same or opposite directions, each vessel shall signal independently for the opening of the draw and the drawtender shall reply in turn to the signal of each vessel. The drawtender need not reply to signals by vessels accumulated at the bridge for passage during a scheduled open period.

§117.21 Signalling for an opened drawbridge.

When a vessel approaches a drawbridge with the draw in the open position, the vessel shall give the opening signal. If no acknowledgment is received within 30 seconds, the vessel may proceed, with caution, through the open draw.

§117.23 Installation of radiotelephones.

(a) When the District Commander deems it necessary for reasons of safety of navigation, the District Commander may require the installation and operation of a radiotelephone on or near a drawbridge.

(b) The District Commander gives written notice of the proposed requirement to the bridge owner.

(c) All comments the owner wishes to submit shall be submitted to the District Commander within 30 days of receipt of the notice under paragraph (b) of this section.

(d) If, upon consideration of the comments received, the District Commander determines that a radiotelephone is necessary, the District Commander notifies the bridge owner that a radiotelephone shall be installed and gives a reasonable time, not to exceed six months, to install the radiotelephone and commence operation.

§117.24 Radiotelephone installation identification.

(a) The Coast Guard authorizes, and the District Commander may require the installation of a sign on drawbridges, on the upstream and downstream sides, indicating that the bridge is equipped with and operates a VHF radiotelephone in accordance with §117.23.

(b) The sign shall give notice of the radiotelephone and its calling and working channels-

(1) In plain language; or

(2) By a sign consisting of the outline of a telephone handset with the long axis placed horizontally and a vertical three-legged lightning slash superimposed over the handset. The slash shall be as long vertically as the handset is wide horizontally and normally not less than 27 inches and no more than 36 inches long. The preferred calling channel should be shown in the lower left quadrant and the preferred working channel should be shown in the lower right quadrant.

§117.31 Closure of draw for emergency vehicles.

When a drawtender is informed by a reliable source that an emergency vehicle is due to cross the draw, the drawtender shall take all reasonable measures to have the draw closed at the time the emergency vehicle arrives at the bridge.

§117.33 Closure of draw for natural disasters or civil disorders.

Drawbridges need not open for the passage of vessels during periods of natural disasters or civil disorders declared by the appropriate authorities unless otherwise provided for in Subpart B or directed to do so by the District Commander.

§117.35 Operations during repair or maintenance.

(a) When operation of the draw must deviate from the regulations in this part for scheduled repair or maintenance work, the drawbridge owner shall request approval from the District Commander at least 30 days before the

date of the intended change. The request shall include a brief description of the nature of the work to be performed and the times and dates of requested changes. The District Commander's decision is forwarded to the applicant within five working days of the receipt of the request. If the request is denied, the reasons for the denial are forwarded with the decision.

(b) When the draw is rendered inoperative because of damage to the structure or when vital, unscheduled repair or maintenance work shall be performed without delay, the drawbridge owner shall immediately notify the District Commander and give the reasons why the draw is or should be rendered inoperative and the expected date of completion of the repair or maintenance work.

(c) All repair or maintenance work under this section shall be performed with all due speed in order to return the draw to operation as soon as possible.

(d) If the operation of the draw will be affected for periods of less than 60 days, the regulations in this part will not be amended. Where practicable, the District Commander publishes notice of temporary deviations from the regulations in this part in the Federal Register and Local Notices to Mariners. If operation of the draw is expected to be affected for more than 60 days, the District Commander publishes temporary regulations covering the repair period.

§117.37 Opening or closure of draw for public interest concerns.

(a) For reasons of public health or safety or for public functions, such as street parades and marine regattas, the District Commander may authorize the opening or closure of a drawbridge for a specified period of time.

(b) Requests for opening or closure of a draw shall be submitted to the District Commander at least 30 days before the proposed opening or closure and include a brief description of the proposed event or other reason for the request, the reason why the opening or closure is required, and the times and dates of the period the draw is to remain open or closed.

(c) Approval by the District Commander depends on the necessity for the opening or closure, the reasonableness of the times and dates, and the overall effect on navigation and users of the bridge.

§117.39 Closure of draw due to infrequent use.

Upon written request by the owner or operator of a drawbridge, the District Commander may, after notice in the Federal Register and opportunity for public comment, permit the draw to be closed and untended due to infrequency of use of the draw by vessels. The District Commander may condition approval on the continued maintenance of the operating machinery.

§117.41 Maintenance of draw in fully open position.

The draw may be maintained in the fully open position to permit the passage of vessels and drawtender service discontinued if the District Commander is notified in advance. The draw shall remain in the fully open position until drawtender service is restored or authorization under §117.39 is given for the draw to remain closed and untended.

§117.43 Changes in draw operation requirements for regulatory purposes.

In order to evaluate suggested changes to the drawbridge operation requirements, the District Commander may authorize temporary deviations from the regulations in this part for periods not to exceed 60 days. Notice of these deviations is disseminated in the Local Notices to Mariners and published in the Federal Register.

§117.45 Operation during winter in the Great Lakes area.

(a) The Commander, Ninth Coast Guard District, may determine that drawbridges located in the Ninth Coast Guard District need not open during the winter season when general navigation is curtailed, unless a request to open the draw is given at least 12 hours before the time of the intended passage.

(b) Notice of these determinations is disseminated in Local Notices to Mariners and other appropriate media. Notices indicate–

(1) The name and location of the bridge affected;

(2) The period of time covered; and

(3) The telephone number and address of the party to whom requests for openings are given.

§117.47 Clearance gages.

(a) Clearance gages are required for drawbridges across navigable waters of the United States discharging into the Atlantic Ocean south of Delaware Bay (including the Lewes and Rehoboth Canal, DE) or into the Gulf of Mexico (including coastal waterways contiguous thereto and tributaries to such waterways and the Lower Atchafalaya River, LA), except the Mississippi River and its tributaries and outlets.

(b) Except for provisions in this part which specify otherwise for particular drawbridges, clearance gauges shall be designed, installed, and maintained according to the provisions of 33 CFR 118.160 (not carried in this Coast Pilot).

Note.–Clearance gage requirements, if any, for drawbridges other than those referred to in this section are listed in Subpart B under the appropriate bridge.

§117.49 Process of violations.

(a) Complaints of alleged violations under this part are submitted to the District Commander of the Coast Guard District in which the drawbridge is located.

(b) Penalties for violations under this part are assessed and collected under Subpart 1.07 of Part 1 of this chapter (not published in this Coast Pilot; see 33 CFR 1.07).

Subpart B–Specific Requirements

§117.51 Purpose.

This subpart prescribes specific requirements relating to the operation of certain drawbridges.

Note.–The drawbridges under this subpart are listed by the waterway they cross and by the state in which they are located. Waterways are arranged alphabetically by state. The drawbridges listed under a waterway are generally arranged in order from the mouth of the waterway moving upsteam. The drawbridges on the Atlantic Intracoastal Waterway are listed from north to south and on the Gulf Intracoastal Waterway from east to west.

§117.53 Applicability.

(a) The requirements in this subpart apply to the bridges listed and are in addition to, or vary from, the general requirements in Subpart A.

(b) A requirement in this subpart which varies from a general requirement in Subpart A supersedes the general requirement.

(c) All other general requirements in Subpart A not at variance apply to the bridges listed in this subpart.

(d) The draws of a number of the bridges listed in this subpart need not open for the passage of vessels during certain periods, however, this does not preclude the bridge owner from directing the drawtender to open the draw during these periods.

§117.55 Posting of requirements.

(a) The owner of each drawbridge under this subpart, other than removable span bridges, shall ensure that a sign summarizing the requirements in this subpart applicable to the bridge is posted both upstream and downstream of the bridge. The requirements to be posted need not include those in Subpart A or §§117.51 through 117.99.

(b) The signs shall be of sufficient size and so located as to be easily read at any time from an approaching vessel.

(c) If advance notice is required to open the draw, the signs shall also state the name, address, and telephone number of the person to be notified.

§117.57 Advance notice.

Owners and tenders of drawbridges requiring advance notice to open shall use all reasonable means to open the draw at the requested time and give due regard to the possibility that a brief delay may be experienced by the vessel giving the advance notice.

§117.59 Special requirements due to hazards.

For the duration of occurrences hazardous to safety or navigation, such as floods, freshets, and damage to the bridge or fender system, the District Commander may require the owner of an operational drawbridge listed in this subpart to have the bridge attended full time and open on signal.

FLORIDA

§117.261 Atlantic Intracoastal Waterway from St. Marys River to Key Largo.

(a) General. Public vessels of the United States, tugs with tows, and vessels in a situation where a delay would endanger life or property shall, upon proper signal, be passed through the draw of each bridge listed in this section at any time.

(b) McCormick Bridge, mile 747.5 at Jacksonville Beach. The draw shall open on signal; except that, during April, May, October, and November, from 7 a.m. to 8:30 a.m. and 4:30 p.m. to 6 p.m. Monday through Friday except federal holidays, the draw need open only on the hour and half-hour. During April, May, October, and November, from 12 noon to 6 p.m. Saturdays, Sundays, and federal holidays, the draw need open only on the hour and half-hour.

(c) Vilano Beach (SR A1A), Mile 775.8 at Vilano Beach. The draw shall open on signal, except that from March 15 through December 15, from 7 a.m. to 6 p.m. Monday through Friday, except federal holidays, and from 9 a.m. to sunset on Saturdays, Sundays and federal holidays, the draw need open only on the hour, twenty minutes after the hour, and forty minutes after the hour.

(d) Bridge of Lions (SR A1A) bridge, mile 777.9 at St. Augustine. The draw shall open on signal; except that, from 7 a.m. to 6 p.m. the draw need open only on the hour and half-hour, however, the draw need not open at 8 a.m., 12 noon, and 5 p.m. Monday through Friday except federal holidays. From 7 a.m. to 6 p.m. on Saturdays, Sundays and federal holidays the draw need only open on the hour and half-hour.

(e) Seabreeze Boulevard bridge, mile 829.1 at Daytona Beach. The draw shall open on signal; except that, from 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m. Monday through Saturday except federal holidays, the draw need open only at 8 a.m. and 5 p.m.

(f) Memorial bridge, mile 830.6 at Daytona Beach. The draw shall open on signal; except that, from 7:45 a.m. to 8:45 a.m. and 4:45 p.m. to 5:45 p.m. Monday through Saturday except federal holidays, the draw need open only at 8:15 a.m. and 5:15 p.m.

(g) SR A1A bridge, mile 835.5 at Port Orange. The draw shall open on signal; except that, from 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m. Monday through Friday except federal holidays, the draw need open only at 8 a.m. and 5 p.m. From March 15 through October 15, from 10 a.m. to 6 p.m. Saturdays, Sundays, and federal holidays the draw need only open on the hour, 20 minutes past the hour and 40 minutes past the hour.

(h) Coronado Beach bridge, mile 845 at New Smyrna Beach. The draw shall open on signal; except that, from 7 a.m. to 6 p.m. daily, the draw need open only on the hour, quarter-hour, half- hour and three quarter-hour.

(i) Harris Saxon bridge, mile 846.5 at New Smyrna Beach. The draw shall open on signal; except that, from October 1 to December 31 and April 1 to May 31, from 9 a.m. to 6 p.m. daily, the draw need open only on the hour and half-hour.

(j) NASA railroad bridge, mile 876.6 near Jay Jay. The draw shall be operated as follows:

(1) The bridge is not constantly tended.

(2) The draw is normally in the fully open position, displaying flashing green lights to indicate that vessels may pass.

(3) When a train approaches the bridge, the lights go to flashing red and a horn sounds four blasts, pauses, and then repeats four blasts. After an eight minute delay, the draw lowers and locks, providing the scanning equipment reveals nothing under the draw. The draw remains down for a period of eight minutes or while the approach track circuit is occupied.

(4) After the train has cleared, the draw opens and the lights return to flashing green.

(k) SR402 bridge, mile 878.9 at Titusville. The draw shall open on signal; except that, from 6:45 a.m. to 7:45 a.m. and 4:15 p.m. to 5:45 p.m. Monday through Friday, the draw need not open.

(l) John F. Kennedy Space Center bridge, mile 885 at Addison Point. The draw shall open on signal; except that from 6:30 a.m. to 8 a.m. and 3:30 p.m. to 5 p.m. Monday through Friday, except Federal holidays, the draw need not open.

(m) (Vacant)

(n) Merrill Barber (SR60) bridge, mile 951.9 at Vero Beach. The draw shall open on signal; except that, from 7:45 a.m. to 9 a.m., 12 noon to 1:15 p.m., and 4 p.m. to 5:15 p.m., Monday through Friday, except federal holidays, the draw need open only at 8:30 a.m., 12:30 p.m. and 4:30 p.m. From December 1 through April 30, from 7 a.m. to 6 p.m., Monday through Friday except federal holidays and as provided above, the draw need only open on the hour, quarter-hour, half-hour, and three-quarter hour.

(o) Jensen Beach (SR 707a) bridge, mile 981.4 at Stuart. The draw shall open on signal; except that from December 1 through May 1, from 7 a.m. to 6 p.m., Monday through Friday, except federal holidays, the draw need open only on the hour and half-hour.

(p) Ernest Lyons (SR A1A) bridge, mile 984.9 at Stuart. The draw shall open on signal; except that, from December 1 through May 1, from 7 a.m. to 6 p.m., Monday through Friday, except federal holidays, the draw need open only on the hour and half- hour.

(q) Indiantown Road (SR706) bridge, mile 1006.2 at Jupiter. The draw shall open on signal, except that, from November 1, through April 30, from 7 a.m. to 6 p.m., the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour.

(r) (Reserved)

(s) PGA Boulevard bridge, mile 1012.6. The draw shall open on signal; except that from, 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m., Monday through Friday except federal

holidays, the draw need open only on the quarter-hour and three-quarter hour. On Saturdays, Sundays, and federal holidays from 8 a.m. to 6 p.m., the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour.

(t) Parker (US1) bridge, mile 1013.7. The draw shall open on signal; except that, from 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m. Monday through Friday except federal holidays, the draw need open only on the hour and half-hour. On Saturdays, Sundays, and federal holidays from 8 a.m. to 6 p.m., the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour.

(u) Flagler Memorial (SRA1A) bridge, mile 1021.9 at Palm Beach. The draw shall open on signal; except that, from November 1 to May 31, Monday through Friday except federal holidays, from 8 a.m. to 9:30 a.m. and from 4 p.m. to 5:45 p.m., the draw need open only at 8:30 a.m. and 4:45 p.m. From 9:30 a.m. to 4 p.m., the draw need open only on the hour and half-hour.

(v) Royal Park (SR704) bridge, mile 1022.6 at Palm Beach. The draw shall open on signal; except that, from November 1 through May 31, Monday through Friday except federal holidays, from 8 a.m. to 9:30 a.m. and from 3:30 p.m. to 5:45 p.m., the draw need open only at 8:45 a.m., 4:15 p.m., and 5 p.m. From 9:30 a.m. to 3:30 p.m., the draw need open only on the quarter-hour and three-quarter hour.

(w) Southern Boulevard (SR700/80) bridge, mile 1024.7 at Palm Beach. The draw shall open on signal; except that, from November 1 through May 31, Monday through Friday except federal holidays, from 7:30 a.m. to 9 a.m. and from 4:30 p.m. to 6:30 p.m., the draw need open only at 8:15 a.m. to 5:30 p.m.

(x) Lantana Avenue bridge, mile 1031.0 at Lantana. The draw shall open on signal; except that, from December 1, to April 30, on Saturdays, Sundays, and federal holidays, from 10 a.m. to 6 p.m., the bridge need open only on the hour, quarter-hour, half-hour, and three-quarter hour.

(y) (Reserved)

(z) N.E. 8th Street bridge, mile 1038.7 at Delray Beach. The draw shall open on signal; except that, from November 1 to May 31, from 11 a.m. to 6 p.m., on Saturdays, Sundays, and federal holidays, the draw need open only on the hour, quarter-hour, half-hour, and three quarter-hour.

(aa) Atlantic Avenue (SR806) bridge, mile 1039.6 at Delray Beach. The draw shall open on signal; except that, from November 1 to May 31 from 10 a.m. to 6 p.m. Monday through Friday, the draw need open only on the hour and half-hour.

(bb) Hillsboro Boulevard (SR 810) bridge, mile 1050.0 at Deerfield Beach. The draw shall open on signal; except that, from October 1 through May 31, from 7 a.m. to 6 p.m., the draw need open only on the hour, quarter-hour, half-hour, and three- quarter hour.

(cc) N.E. 14th Street bridge, mile 1055.0 at Pompano. The draw shall open on signal; except that, from 7 a.m. to 6 p.m., the draw need open only on the quarter-hour and three-quarter hour.

(dd) Atlantic Boulevard (SR814) bridge, mile 1056.0 at Pompano. The draw shall open on signal; except that, from 7 a.m. to 6 p.m., the draw need open only on the hour and half-hour.

(ee) Commercial Boulevard bridge, mile 1059.0 at Lauderdale- by-the-Sea. The draws shall open on signal; except that, from November 1 through May 15 from 8 a.m. to 6 p.m., the draw need open only on the hour, quarter-hour, half-hour, and three-quarter hour.

(ff) Oakland Park Boulevard Bridge, mile 1060.5 at Fort Lauderdale. The draw shall open on signal; except that from November 15 through May 15 from 7 a.m. to 10 p.m., Monday through Friday, the draw need open only on the hour, 20 minutes past the hour, and 40 minutes past the hour, and from 10 a.m. to 10 p.m. on Saturdays, Sundays, and federal holidays, the draw need open only on the hour, quarter-hour, half-hour, and three-quarter hour.

(gg) Sunrise Boulevard (SR838) bridge, mile 1062.6 at Fort Lauderdale. The draw shall open on signal; except that, from November 15 through May 15 and year-round through November 14, 1986 from 7:15 a.m. to 6:15 p.m., the draw need open only on the quarter-hour and three-quarter hour.

(hh) Brooks Memorial (S.E. 17th Street) bridge, mile 1065.9 at Fort Lauderdale. The draw shall open on signal; except that, from 7 a.m. to 7 p.m., the draw need not be reopened for a period of 15 minutes after each closure. The owner of or agency controlling the bridge shall display on both sides of the bridge a time clock which is acceptable to the District Commander and which indicates to approaching vessels the number of minutes remaining before the draw is available for opening.

(ii) (Reserved)

(jj) Hollywood Beach Boulevard (SR820) bridge, mile 1072.2 at Hollywood. The draw shall open on signal; except that from November 15 through May 15 from 10 a.m. to 6 p.m., the draw need open only on the hour and half-hour. From May 16 through November 14 on Saturdays, Sundays, and federal holidays, from 9 a.m. to 7 p.m., the draw need open only on the hour and half-hour.

(kk) Hallandale Beach Boulevard (SR824) bridge, mile 1074.0 at Hallandale. The draw shall open on signal; except that, from 7:15 a.m. to 6:15 p.m., the draw need open only on the quarter-hour and three-quarter hour.

(ll) N.E. 163rd Street (SR826) bridge, mile 1078.0 at Sunny Isles. The draw shall open on signal; except that, from 7 a.m. to 6 p.m. on Monday through Friday except federal holidays, and from 10 a.m. to 6 p.m. on Saturdays, Sundays, and federal holidays, the draw need open only on the quarter-hour and three-quarter hour.

(mm) Broad Causeway bridge, mile 1081.4 at Bay Harbor Islands. The draw shall open on signal; except that, from 8 a.m. to 6 p.m., the draw need open only on the quarter-hour and three-quarter hour.

(nn) West Span of the Venetian Causeway, mile 1088.6 at Miami. The draw shall open on signal; except that, from November 1 through April 30, Monday through Friday except federal holidays, from 7 a.m. to 9 a.m. and 4:30 p.m. to 6:30 p.m., the draw need be opened only on the hour and half-hour.

(oo) MacArthur Causeway bridge, mile 1088.8 at Miami. The draw shall open on signal; except that, from November 1 through April 30 from 7 a.m. to 9 a.m. and 4:30 p.m. to 6:30 p.m., the draw need open only on the hour and half-hour.

(pp) Dodge Island bridges, mile 1089.4 at Miami. The draws shall open on signal; except that from 7:15 a.m. to 5:45 p.m., Monday through Saturday except federal holidays and from 9:15 a.m. to 2:15 p.m. on Sundays, the draw need open only on the quarter-hour and three-quarter hour. From 9:20 a.m. to 11:10 a.m. and from 12:20 p.m. to 2:10 p.m. on Saturdays, the draws need not open.

(qq) Jewfish Creek, mile 1134, Key Largo. The draw shall open on signal, except that on Fridays from 3 p.m. to

sunset, and Saturdays and Sundays from 10 a.m. to sunset, the draw need open only on the hour, twenty minutes after the hour and forty minutes after the hour. When a Federal holiday occurs on a Friday, the draw need open only on the hour, twenty minutes after the hour, and forty minutes after the hour from 12 noon to sunset on the Thursday before the holiday, and from 10 a.m. to sunset on Friday (holiday), Saturday, and Sunday. When a Federal holiday falls on a Monday, the draw need open only on the hour, twenty minutes after the hour, and forty minutes after the hour from 12 noon to sunset on the Friday before the holiday, and from 10 a.m. to sunset on Saturday, Sunday, and Monday (holiday).

§117.263 Banana River.

(a) The draw of the Mathers (SR A-1-A) Bridge, mile 0.5 at Indian Harbor Beach, shall open on signal; except that, from 10 p.m. to 6 a.m. Monday through Friday except Federal holidays, the draw shall open on signal if at least two hours notice is given.

Note.–Opening requests can be made by telephoning 305-631-1776.

(b) The draw of the NASA Causeway bridge, mile 27.6 at Cape Canaveral, shall open on signal if at least four hours notice is given to the NASA Security Office by telephone or in person.

§117.269 Biscayne Bay.

The draw of the East Span of the Venetian Causeway bridge, between Miami and Miami Beach, shall open on signal; except that, from November 1 through April 30 from 7:15 a.m. to 8:45 a.m. and 4:45 p.m. to 6:15 p.m. Monday through Friday, the draw need not be opened. However, the draws shall open at 7:45 a.m., 8:15 a.m., 5:15 p.m., and 5:45 p.m. if any vessels are waiting to pass. The draw shall open on signal on Thanksgiving Day, Christmas Day, New Year's Day, and Washington's Birthday. The draw shall open at any time for public vessels of the United States, tugs with tows, regularly scheduled cruise vessels, and vessels in distress.

§117.273 Canaveral Barge Canal.

(a) The draw of the SR3 bridge, mile 1.0 near Indianola, shall open on signal from 6 a.m. to 10 p.m.; except that, from 6:45 a.m. to 7:45 a.m. and 4:15 p.m. to 5:45 p.m. Monday through Friday except Federal holidays, the draw need not be opened for the passage of vessels. From 10 p.m. to 6 a.m., the draw shall open on signal if at least three hours notice is given. The draw shall open as soon as possible for the passage of public vessels of the United States, tugs with tows, and vessels in distress.

(b) The draw of the SR401 bridge, mile 5.5 at Port Canaveral, shall open on signal; except that, from 6:30 a.m. to 8 a.m. and 3:30 p.m. to 5:15 p.m. Monday through Friday except Federal holidays, the draw need not be opened for the passage of vessels. From 10 p.m. to 6 a.m., the draws shall open on signal if at least three hours notice is given. The draw shall open as soon as possible for the passage of public vessels of the United States, tugs with tows, and vessels in distress.

§117.283 Dunns Creek.

The draw of the US17 bridge, mile 0.9 near Satsuma, shall open on signal if at least three hours notice is given.

§117.289 Hillsboro Inlet.

The draw of the SR A-1-A bridge, mile 0.3 at Hillsboro Beach, shall open on signal; except that, from 7 a.m. to 6 p.m., the draw need be opened only on the hour, quarter hour, half hour, and three quarter hour. Public vessels of the United States, tugs with tows, and vessels in distress shall be passed at any time.

§117.293 Indian Creek.

The draw of the 63rd Street bridge, mile 4.0 at Miami Beach, shall open on signal; except that, from December 1 through April 15 from 11 a.m. to 6 p.m., the draw need be opened only on the hour. Public vessels of the United States, regularly scheduled cruise vessels, and vessels in an emergency involving life or property shall be passed at any time.

§117.295 Kissimmee River.

(a) The removable span of the SR78 bridge, mile 0.5, and the removable span of the SR70 bridge, mile 19.5, both at or near Okeechobee, shall be removed if at least 72 hours notice is given.

(b) The draw of the Seaboard System Railroad bridge, mile 37.0 at Fort Bassinger, shall open, if at least 72 hours notice is given, for passage of floating equipment employed in flood control work under the jurisdiction of the South Florida Water Management District or the U.S. Army Corps of Engineers. The draw need not be opened for other vessels.

(c) The removable span of the SR98 bridge, mile 39.0 at Fort Bassinger, shall be removed if at least 96 hours notice is given.

§117.300 Loxahatchee River.

The draw of the Florida East Coast Railway bridge across the Loxahatchee River, mile 1.2 at Jupiter, operates as follows:

(a) The bridge is not constantly tended.

(b) The draw is normally in the fully open position, displaying flashing green lights to indicate that vessels may pass.

(c) When a train approaches, the lights go to flashing red and a horn starts four blasts, pauses, and then continues four blasts. After an eight minute delay, the draw lowers and locks, providing the scanning equipment reveals nothing under the draw. The draw remains down for a period of eight minutes or while the approach track circuit is occupied.

(d) After the train has cleared, the draw opens and the lights return to flashing green.

§117.305 Miami River.

The draw of each bridge from the mouth to and including the N.W. 27th Avenue bridge, mile 3.7 at Miami, shall open on signal; except that, from 7:30 a.m. to 9 a.m. and 4:30 p.m. to 6 p.m. Monday through Friday except New Year's, Independence, Labor, Veteran's, Thanksgiving, and Christmas Days, the draws need not be opened for the passage of vessels. During the period of a hurricane alert issued by the National Weather Bureau, all bridges shall open on signal. Public vessels of the United States and vessels in an emergency involving danger to life or property shall be passed at any time.

§117.307 Miami River, North Fork.

The draw of the Seaboard System Railroad bridge, mile 5.3 at Miami, shall open on signal from 8:30 a.m. to 5:30 p.m. Monday through Friday. At all other times, the draw shall open on signal if at least three hours notice is given.

§117.309 Nassau Sound.

The draw of the Fernandina Port Authority (SR A-1-A) bridge, mile 0.4 between Amelia Island and Talbot Island, shall open on signal from 6 a.m. to 6 p.m. if at least six hours notice is given. The draw need not be opened from 6 p.m. to 6 a.m.

§117.313 New River.

(a) The draw of the S.E. Third Avenue bridge, mile 1.4 at Fort Lauderdale, shall open on signal; except that, from 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m. Monday through Friday, the draw need not be opened for the passage of vessels. Public vessels of the United States,

regularly scheduled cruise vessels, tugs with tows, and vessels in distress shall be passed at any time.

(b) The draw of the Andrews Avenue bridge, mile 2.3 at Fort Lauderdale, shall open on signal; however, the draw need not be opened for upbound vessels when the draw of the Florida East Coast railroad bridge, mile 2.5 at Fort Lauderdale, is in the closed position for the passage of a train.

§117.315 New River, South Fork.

(a) The draw of the Southwest 12th Street bridge, mile 0.9 at Fort Lauderdale, shall open on signal; except that, from 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m. Monday through Friday, the draws need not be opened for the passage of vessels. Public vessels of the United States, regularly scheduled cruise vessels, tugs with tows, and vessels in distress shall be passed through the draw as soon as possible.

(b) The draw of the SR84 bridge, mile 4.4 at Fort Lauderdale, shall open on signal if at least 24 hours notice is given. Public vessels of the United States, regularly scheduled cruise vessels, tugs with tows, and vessels in distress shall be passed through the draw as soon as possible.

§117.317 Okeechobee Waterway.

(a) Exempt Vessels. This term means public vessels of the United States, tugs with tows, and vessels in a situation where a delay would endanger life or property.

(b) Evans Crary (SR A1A) bridge, mile 3.4 at Stuart. The draw shall open on signal; except that from December 1 through May 1, from 7 a.m. to 6 p.m., Monday through Friday, except federal holidays, the draw need open only on the hour and half-hour. On Saturdays, Sundays, and federal holidays, December 1, through May 1, from 8 a.m. to 6 p.m., the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour. Exempt vessels shall be passed at any time.

(c) Florida East Coast Railroad bridge, mile 7.4 at Stuart. The draw shall operate as follows:

(1) The bridge is not constantly tended.

(2) The draw is normally in the fully open position, displaying flashing green lights to indicate that vessels may pass.

(3) When a train approaches the bridge, the navigation lights go to flashing red and a horn sounds four blasts, pauses, and then repeats four blasts. After an eight minute delay, the draw lowers and locks, providing the scanning equipment reveals nothing under the draw. The draw remains down for a period of eight minutes or while the approach track circuit is occupied.

(4) After the train has cleared, the draw opens and the lights return to flashing green.

(d) Roosevelt (US1) bridge, mile 7.4 at Stuart. The draw shall open on signal; except Monday through Friday, except federal holidays, from 7 a.m. to 6 p.m. the draw need open only on the hour and half hour. However, the draw need not open between 7:30 a.m. and 9 a.m. and 4 p.m. and 5:30 p.m. except at 8:15 a.m. and 4:45 p.m. On Saturdays, Sundays, and federal holidays from 8 a.m. to 6 p.m. the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour. When the adjacent railway bridge is in the closed position at the time of a scheduled opening the draw need not open, but it must then open immediately upon opening of the railroad bridge to pass all accumulated vessels. Exempt vessels shall be passed at any time.

(e) Seaboard System Railroad bridge, mile 28.2 at Indiantown. The draw shall open on signal; except that, from 10 p.m. to 6 a.m. the draw shall open on signal if at least three hours notice is given.

(f) Florida East Coast Railroad bridge, mile 38.0 at Port Mayaca. The draw shall operate as follows:

(1) The bridge is not constantly tended.

(2) The draw is normally in the fully open position, displaying flashing green lights to indicate that vessels may pass.

(3) When a train approaches the bridge, the navigation lights go to flashing red and a horn sounds four blasts, pauses, and then repeats four blasts. After an eight minute delay, the draw lowers and locks, providing the scanning equipment reveals nothing under the draw. The draw remains down for a period of eight minutes or while the approach track circuit is occupied.

(4) After the train has cleared, the draw opens and the lights return to flashing green.

(g) Belle Glade Dike (SR 71) bridge, mile 60.7 between Torry Island and Lake Shore. The draw shall open on signal from 7 a.m. to 6 p.m. Monday through Thursday, and from 7 a.m. to 7 p.m. Friday through Sunday. At all other times, the draw need not be opened for passage of vessels.

(h) Seaboard System Railroad bridge, mile 78.3 at Moore Haven. The draw shall open on signal; except that, from 10 p.m. to 6 a.m. the draw need not be opened for the passage of vessels.

(i) Highway bridges at Moore Haven (mile 78.4), La Belle (mile 103.0), Denaud (mile 108.2), Alva (mile 116.0), and Olga (mile 126.3). The draws shall open on signal; except that, from 10 p.m. to 6 a.m. the draws shall open on signal if at least three hours notice is given.

(j) Edison Memorial (US 41) bridge, mile 134.5 at Fort Myers. The draw shall open on signal; except that, from 7:30 a.m. to 8:30 a.m. and from 5 p.m. to 6 p.m. Monday through Friday except federal holidays the draw need not be opened for the passage of vessels. Exempt vessels shall be passed at any time.

§117.319 Oklawaha River.

(a) The draws of the Sharpes Ferry (SR 40) bridge, mile 55.1, and Muclan Farms bridge, mile 63.9, shall open on signal if at least three hours notice is given.

(b) The draw of the Moss Bluff (SR464) bridge, mile 66.0, need not open for the passage of vessels.

§117.321 Orange River.

The draw of the SR80 bridge, mile 0.9 between Fort Myers Shores and Tice, shall open on signal if at least 24 hours notice is given. During a hurricane alert for the Caloosahatchee and Orange Rivers area issued by the National Weather Service, the draw shall open at any time.

§117.325 St. Johns River.

(a) The draws of the Main Street (US17) bridge, mile 24.7, the Acosta bridge, mile 24.9, and the Fuller Warren (I10-I95) bridge, mile 25.4, all at Jacksonville, shall open on signal; except that, from 7:30 a.m. to 9 a.m. and 4:30 p.m. to 6 p.m. Monday through Saturday except holidays, the draw need not be opened for the passage of vessels. The draws shall open at any time for vessels in an emergency involving life or property.

(b) The draw of the Florida East Coast automated railroad bridge, mile 24.9, shall operate as follows:

(1) The bridge shall be constantly tended and have a mechanical override capability for the automated operation. A radiotelephone shall be maintained at the bridge for the safety of navigation.

(2) The draw is normally in the fully open position,

displaying flashing green lights to indicate that vessels may pass.

(3) When a train approaches, large signs on both the upstream and downstream sides of the bridge flash "Bridge Coming Down," the lights go to flashing red, and siren signals sound. After an eight minute delay, the draw lowers and locks if there are no vessels under the draw. The draw remains down for a period of eight minutes or while the approach track circuit is occupied.

(4) After the train has cleared, the draw opens and the lights return to flashing green.

§117.329 St. Marys River.

The draws of US17 bridge, mile 23.0, and the Seaboard System Railroad bridge, mile 23.1, both at Kingsland, shall open on signal if at least 48 hours notice is given.

§117.335 Taylor Creek.

The draw of US441 bridge, mile 0.3 at Okeechobee, shall open on signal if at least two hours notice is given.

§117.337 Trout River.

The draw of the Seaboard System Railroad bridge, mile 0.9 at Panama Park, shall open on signal from 6 a.m. to 10 p.m. From 10 p.m. to 6 a.m., the draw shall open on signal if at least 12 hours notice is given.

GEORGIA

§117.351 Altamaha River.

(a) The draws of all bridges, except the Seaboard System Railroad bridge, mile 59.4 at Doctortown, shall open on signal if at least 24 hours notice is given.

(b) The draw of the Seaboard System Railroad bridge, mile 59.4 at Doctortown, shall open on signal if at least seven days notice is given.

§117.353 Atlantic Intracoastal Waterway, Savannah River to St. Marys River.

(a) General. Public vessels of the United States, tugs with tows, and vessels in a situation where a delay would endanger life or property shall, upon proper signal, be passed through the draw of each bridge in this section at any time.

(b) Causton Bluff, SR 26, mile 579.9 near Causton Bluff. The draw shall open on signal, except that from 6:30 a.m. to 9 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday, except Federal holidays, the draw need open only at 7 a.m., 8 a.m. and 5:30 p.m.

§117.363 Ocmulgee River.

The draws of each bridge shall open on signal if at least 24 hours notice is given.

§117.365 Oconee River.

The draw of the SR46 bridge, mile 44.3 near Soperton, shall open on signal if at least 24 hours notice is given.

§117.367 Ogeechee River.

(a) The draw of the Seaboard System Railroad bridge, mile 30.7 at Richmond Hill, shall open on signal if at least 15 days notice is given.

(b) The draw of the highway bridge, mile 37.8 near Richmond Hill, need not be opened for the passage of vessels.

§117.369 Satilla River.

The draw of the Seaboard System Railroad bridge, mile 25.7 at Woodbine, shall open on signal if at least 24 hours notice is given.

§117.371 Savannah River.

(a) The draw of the Houlihan bridge (US 17) mile 21.6 at Savannah shall open on signal if at least three hours advance notice is given to the Georgia Department of Transportation Area Engineer in Savannah.

(b) The draw of the Seaboard System Railroad bridge, mile 27.4 near Hardeeville, South Carolina shall open on signal if at least three hours advance notice is given. VHF radiotelephone communications will be maintained at the railroad's chief dispatcher's office in Savannah.

(c) The draw of the Seaboard System Railroad bridge, mile 60.9, near Clyo shall open on signal if at least three hours advance notice is given. VHF radiotelephone communications will be maintained at the dispatcher's office in Savannah, Georgia.

(d) The draw of the Seaboard System Railroad bridge, mile 195.4 near Augusta, shall open on signal if at least three hours notice is given.

§117.373 St. Marys River.

The draws of the US17 bridge, mile 23.0 and the Seaboard System Railroad bridge, mile 23.1, both at Kingsland, shall open on signal if at least 48 hours notice is given.

NORTH CAROLINA

§117.821 Atlantic Intracoastal Waterway, Albemarle Sound to Sunset Beach, North Carolina.

(a) The drawbridges over the Atlantic Intracoastal Waterway in North Carolina shall open on signal for public vessels of the United States, state and local government vessels, commercial vessels, and any vessel in an emergency involving danger to life or property.

(b) The drawbridges over the Atlantic Intracoastal Waterway in North Carolina shall open on signal for pleasure vessels, except that the following drawbridges may remain closed to pleasure vessels if they open on signal for waiting pleasure vessels at the times and during the periods specified below:

(1) S.H. 94 bridge, mile 113.7, at Fairfield, NC, from April 1 to November 30, between 7:00 a.m. and 7:00 p.m. must open if signaled on the hour and half hour.

(2) S.R. 304 bridge, mile 157.2, at Hobucken, NC, from April 1 to November 30, between 7:00 a.m. and 7:00 p.m., must open if signaled on the hour and half hour.

(3) S.R. 101 bridge, mile 195.8, at Beaufort (Core Creek), NC, from April 1 to November 30, between 6:00 a.m. and 7:00 p.m., must open if signaled on the hour and half hour.

(4) S.R. 50 bridge, mile 260.7, at Surf City, NC, between 7:00 a.m. and 7:00 p.m., must open if signaled on the hour.

(5) S.R. 74 bridge, mile 283.1, at Wrightsville Beach, NC, between 7:00 a.m. and 7:00 p.m., must open if signaled on the hour.

(6) NC 50 bridge, mile 337.9, at Sunset Beach, NC, from April 1 to October 31, between 7:00 a.m. and 7:00 p.m., must open if signaled on the hour.

(c) If a pleasure vessel is approaching a drawbridge, which is only required to open on the hour or on the hour and half hour, and cannot reach the draw on the hour or half hour, the drawtender may delay the required opening up to 10 minutes past the hour or half hour.

§117.822 Beaufort Channel, North Carolina

(a) From May 1 to October 31, the draw shall open on signal every hour on the half hour from 7:30 a.m. to 7:30 p.m. for the passage of pleasure craft. To accommodate approaching pleasure craft, the hourly opening may be delayed up to 10 minutes past the half hour.

(b) The draw shall open on signal for public vessels of the United States, state and local governments, commercial vessels, and any vessel in an emergency involving danger to life or property.

§117.823 Neuse River.

(a) The draw of the U.S. 17 bridge, mile 33.7, at New Bern:

(1) Need not open from 6:30 a.m. to 8:30 a.m. and from 4:00 p.m. to 6:00 p.m., Monday through Friday, for

pleasure vessels. However, the draw shall open at 7:30 a.m. and 5:00 p.m., for any vessel waiting to pass.

(2) Need not open from 2:00 p.m. to 7:00 p.m. from May 24 through September 8, on Sundays and Federal holidays, for pleasure vessels. However, the draw shall open at 4:00 p.m. and 6:00 p.m., for any vessel waiting to pass.

(3) Shall always open on signal for public vessels of the United States, State or local vessels used for public safety, tugs with tows, vessels in distress.

(4) Shall open on signal at all other times.

(b) The draw of the Atlantic and East Carolina Railway bridge, mile 80.0 at Kinston, shall open on signal if at least 24 hours notice is given.

§117.825 Newport River.

The draw of the Atlantic and East Carolina Railway bridge, mile 13.0 at Newport, need not be opened for the passage of vessels.

§117.827 New River.

The draw of the Seaboard System Railroad bridge, mile 21.1 at Jacksonville, shall open on signal if at least 24 hours notice is given.

§117.829 Northeast River.

The draw of the Seaboard System Railroad bridge across the Northeast River, mile 27.0, at Castle Hayne, North Carolina shall open on signal if at least 4 hours notice is given.

§117.831 Pamlico and Tar Rivers.

The draws of the US17-264 bridge, mile 37.2 at Washington, and the Boyds Ferry bridge, mile 44.8 at Grimesland, shall open on signal if at least 24 hours notice is given. The bridge owners shall restore constant attendance when so directed by the District Commander.

§117.833 Pasquotank River.

The draw of the Southern railroad bridge, mile 47.7 at Elizabeth City, is maintained in the open position from 3:30 p.m. to 11:30 p.m. At all other times, the draw shall open on signal.

§117.835 Perquimans River.

The draw of the US17 bridge, mile 12.0 at Hertford, shall open on signal from 8 a.m. to midnight from April 1 through September 30 and from 10 a.m. to 10 p.m. from October 1 through March 31. The draw need not be opened at all other times.

§117.837 Roanoke River.

(a) The draw of the US17 bridge, mile 37.5 at Williamson, shall open on signal if at least 24 hours notice is given.

(b) The draw of the Seaboard System Railroad bridge, mile 94.0 at Palmyra, need not be opened for the passage of vessels.

§117.838 Roanoke Sound.

(a) The draw of the U.S. 64/264 bridge, mile 2.8, at Manteo, NC, shall open on signal, except that between May 1 through October 31, from 7:00 a.m. to 7:00 p.m., the draw must open only on the hour for the passage of vessels.

(b) To accommodate approaching vessels, the hourly opening may be delayed up to 10 minutes past the hour.

(c) Public vessels of the United States and any vessel in an emergency involving danger to life or property shall be passed at any time.

§117.839 Scuppernong River.

The draw of the US64 bridge, mile 4.5 at Columbia, shall open on signal if at least 24 hours notice is given. Public vessels of the United States, commercial fishing vessels unable to pass the closed draw, or vessels in an emergency involving danger to life or property shall be passed as soon as possible.

§117.841 Smith Creek.

The draw of the S117-S133 bridge, mile 1.5 at Wilmington, shall open on signal if at least 24 hours notice is given.

§117.843 Trent River.

(a) The draw of the U.S. 70 bridge, mile 0.0, at New Bern:

(1) Need not open from 6:30 a.m. to 8:30 a.m. and from 4:00 p.m. to 6:00 p.m., Monday through Friday, for pleasure vessels. However, the draw shall open at 7:30 a.m. and 5:00 p.m. for any vessel waiting to pass.

(2) Need not open from 2:00 p.m. to 7:00 p.m. from May 24 through September 8, on Sundays and Federal holidays, for pleasure vessels. However, the draw shall open at 4:00 p.m. and 6:00 p.m. for any vessel waiting to pass.

(3) Shall always open on signal for public vessels of the United States, State or local vessels used for public safety, tugs with tows, and vessels in distress.

(4) Shall open on signal at all other times.

SOUTH CAROLINA

§117.911 Atlantic Intracoastal Waterway, Little River to Savannah River.

(a) General. Public vessels of the United States, tugs with tows, and vessels in a situation where a delay would endanger life or property shall, upon proper signal, be passed through the draw of each bridge listed in this section at any time.

(b) Socastee (SR544) bridge, mile 371 at Socastee. The draw shall open on signal except that from April 1 through June 30 and October 1 through November 30 from 7 a.m. to 10 a.m. and 2 p.m. to 6 p.m., Monday through Friday, except federal holidays, the draw need open only on the hour and half-hour. From May 1 through June 30 and October 1 through October 31 from 10 a.m. to 2 p.m., Saturdays, Sundays and federal holidays, the draw need open only on the hour and half-hour.

(c) Ben Sawyer (SR703) bridge across Sullivan's Island Narrows, mile 462.2 between Sullivan's Island and Mount Pleasant. The draw shall open on signal, except that the draw need not open from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m. Monday through Friday except federal holidays. On Saturdays, Sundays, and federal holidays, from 9 a.m. to 7 p.m., the draw need open only on the hour.

(d) SR 171/700 bridge across Wappoo Creek Mile 470.8 at Charleston. The draw shall open on signal, except that the bridge need not open from 6:30 a.m. to 9 a.m. and 4 p.m. to 6:30 p.m. Monday through Friday, except federal holidays. From April 1 to November 30 from 9 a.m. to 4 p.m. Monday through Friday, except federal holidays, the bridge need not open except on the hour and half-hour. From April 1 to November 30, from 9 a.m. to 7 p.m., Saturdays, Sundays and Federal holidays, the bridge need not open except on the hour and half-hour.

(e) John Limehouse bridge across the Stono River, mile 479.3 at johns Island. The draw s hall open on signal; except that, from 7 a.m. to 9 p.m. and 4 p.m. to 6 p.m. Monday through Friday except federal holidays, the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour.

(f) Ladys Island bridge, across the Beaufort River, mile 536.0 at Beaufort. The draw shall open on signal, except that from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. Monday through Saturday, except Federal holidays, the draw need open only on the hour. During the months of April, May, June, September, October and November, from 9 a.m. to 4 p.m., Monday through Saturday, except Federal holidays, the draw need open only on the hour, 20 minutes after the hour and 40 minutes after the hour.

§117.913 Ashepoo River.

The draw of the Seaboard System Railroad bridge, mile

32.0 at Ashepoo, need not be opened for the passage of vessels. However, the draw shall be returned to operable condition within six months after notification by the District Commander to do so.

§117.915 Ashley River.

(a) The draws of the US17 highway bridges, miles 2.4 and 2.5 at Charleston, shall open on signal; except that, from 7 a.m. to 9 a.m. Monday through Friday and 4 p.m. to 7 p.m. daily, the draws need be opened only if at least 12 hours notice is given. The draws of either bridge shall open as soon as possible for the passage of vessels in an emergency involving danger to life or property.

(b) The draw of the Seaboard System Railroad bridge, mile 12.0 near Drayton Hall, shall open on signal from 7 a.m. to 11 p.m. From 11 p.m. to 7 a.m., the draw shall open on signal if at least three hours notice is given.

§117.917 Battery Creek.

The draw of the State highway bridge, mile 2.1 between Beaufort and Parris Island, shall open on signal if at least 24 hours notice is given.

§117.921 Broad River.

(a) The draw of the S170 bridge, mile 14.0 near Beaufort, shall open on signal if at least 24 hours notice is given.

(b) The draw of the Seaboard System Railroad bridge, mile 17.0 near Whale Branch, shall open on signal if at least 24 hours notice is given.

§117.923 Congaree River.

The draw of the Southern Railway bridge, mile 4.3 at Moye's Station, shall open on signal if at least 24 hours notice is given.

§117.925 Cooper River.

The draw of the Seaboard System Railroad bridge, mile 42.8 near Cordesville, shall open on signal if at least six hours advance notice is given.

§117.927 Coosaw River (Whale Branch).

The draw of the Seaboard System Railroad bridge, mile 5.3 at Seabrook, and the draw of the US21 bridge, mile 7.0 at Beaufort, shall open on signal from 6 a.m. to 8 p.m. Monday through Friday if at least 24 hours notice is given. At all other times, the draw need not be opened for the passage of vessels.

§117.929 Durham Creek.

The removable span of the Seaboard System Railroad bridge, mile 1.7 at Bushy Park, shall be removed to allow the passage of dredges and construction equipment if at least 20 days notice is given. When notified by the City of Charleston of an emergency in the Bushy Park Reservoir, the span shall be removed as soon as possible to permit the passage of dredges and construction equipment.

§117.933 Pee Dee River.

The draws of the Seaboard System Railroad bridges, mile 72.6 near Poston and mile 107.2 near Pee Dee, need not be opened for the passage of vessels.

§117.935 Rantowles Creek.

The draw of the Seaboard System Railroad bridge, 1.1 near Rantowles, need not be opened for the passage of vessels.

§117.937 Savannah River.

The draw of the Seaboard System Railroad bridge, mile 60.9 at Clyo, shall open on signal from 6 a.m. to 11 a.m. and 12 noon to 3 p.m. At all other times, the draw shall open on signal if at least three hours notice is given. VHF radiotelephone communications are available at the drawtender's house and the dispatcher's office in Savannah, Georgia.

§117.939 Wando River.

The draw of the S41 bridge, mile 10.0 near Cainhoy, shall open on signal if at least 12 hours notice is given.

VIRGINIA

§117.997 Atlantic Intracoastal Waterway, South Branch of the Elizabeth River to the Albemarle and Chesapeake Canal.

(a) The draw of the Jordan (S337) bridge across the South Branch of the Elizabeth River, mile 2.8 at Portsmouth-Chesapeake, shall open on signal; except that, from 6:30 a.m. to 7:30 a.m. from 3:30 p.m. to 4:30 p.m. Monday through Friday except Federal holidays, the draw need not be opened for the passage of pleasure craft.

(b) The draw of the Norfolk and Western railroad bridge across the South Branch of the Elizabeth River, mile 3.6 at Portsmouth-Chesapeake, shall be maintained in the open position; except the draw may close for the crossing of trains and maintenance of the bridge. When the draw is closed, a drawtender shall be present and the draw shall open on signal.

(c) The draw of the I64 bridge across the South Branch of the Elizabeth River, mile 7.1 at Chesapeake, shall open on signal if at least 24 hours notice is given.

(d) The draw of the S168 bridge, mile 12 at Chesapeake (Great Bridge), shall open on signal; except that, from 6 a.m. to 7 p.m., the draw need be opened only on the hour. If any vessel is approaching the bridge and cannot reach the draw exactly on the hour, the drawtender may delay the hourly opening up to 10 minutes past the hour for the passage of the approaching vessel and any other vessels that are waiting to pass. Vessels in an emergency condition which presents danger to life or property shall be passed at any time.

§117.999 Blackwater River.

The draw of the S189 bridge, mile 9.2 at South Quay, shall open on signal if at least 24 hours notice is given.

Note.–Call signs and radio channels for drawbridges equipped with radiotelephones are included with the bridge descriptions in chapters 4 through 12.

Part 160–Ports and Waterways Safety-General

Subpart A–General

§160.1 Purpose.

Part 160 contains regulations implementing the Ports and Waterways Safety Act (33 U.S.C. 1221) and related statutes.

§160.3 Definitions.

(a) For the purpose of this part:

(1) "Commandant" means the Commandant of the United States Coast Guard.

(2) "District Commander" means the officer of the Coast Guard designated by the Commandant to command a Coast Guard District described in 33 CFR 3.

(3) "Captain of the Port" means the Coast Guard officer commanding a Captain of the Port zone described in 33 CFR 3.

(4) "Person" means an individual, firm, corporation, association, partnership, or governmental entity.

(5) "State" means each of the several States of the United States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, American Samoa, the United States Virgin Islands, the Trust Territories of the Pacific Islands, the Commonwealth of the Northern Marianas Islands, and any other commonwealth, territory, or possession of the United States.

(6) "Vessel" means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water.

(7) "Vehicle" means every type of conveyance capable of being used as a means of transportation on land.

§160.5 Delegations.

(a) District Commanders and Captains of the Ports are delegated the authority to establish safety zones.

(b) Under the provisions of 33 CFR 6.04–1 and 6.04–6, District Commanders and Captains of the Ports have been delegated authority to establish security zones.

(c) Under the provisions 33 CFR §1.05–1, District Commanders have been delegated authority to establish regulated navigation areas.

(d) Under the direction of the Captain of the Port Honolulu, the Commander, Marianas Section, may exercise the authority of a Captain of the Port within the waters surrounding Guam, and the Commonwealth of Marianas, all of which are in the Honolulu Captain of the Port Zone.

§160.7 Appeals.

(a) Any person directly affected by a safety zone or an order or direction issued under this subchapter (33 CFR Subchapter P) may request reconsideration by the official who issued it or in whose name it was issued. This request may be made orally or in writing, and the decision of the official receiving the request may be rendered orally or in writing.

(b) Any person directly affected by the establishment of a safety zone or by an order or direction issued by, or on behalf of, a Captain of the Port may appeal to the District Commander through the Captain of the Port. The appeal must be in writing, except as allowed under paragraph (d) of this section, and shall contain complete supporting documentation and evidence which the appellant wishes to have considered. Upon receipt of the appeal, the District Commander may direct a representative to gather and submit documentation or other evidence which would be necessary or helpful to a resolution of the appeal. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded five working days from the date of receipt to submit rebuttal materials. Following submission of all materials, the District Commander issues a ruling, in writing, on the appeal. Prior to issuing the ruling, the District Commander may, as a matter of discretion, allow oral presentation on the issues.

(c) Any person directly affected by the establishment of a safety zone or by an order or direction issued by a District Commander, or who receives an unfavorable ruling on an appeal taken under paragraph (b) of this section, may appeal through the District Commander to the Chief, Office of Marine Safety, Security and Environmental Protection, U.S. Coast Guard, Washington, D.C. 20593. The appeal must be in writing, except as allowed under paragraph (d) of this section. The District Commander forwards the appeal, all the documents and evidence which formed the record upon which the order or direction was issued or the ruling under paragraph (b) of this section was made, and any comments which might be relevant, to the Chief, Office of Marine Safety, Security and Environmental Protection. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded five working days from the date of receipt to submit rebuttal materials to the Chief, Office of Marine Safety, Security and Environmental Protection. The decision of the Chief, Office of Marine Safety, Security and Environmental Protection is based upon the materials submitted, without oral argument or presentation. The decision of the Chief, Office of Marine Safety, Security and Environmental Protection is issued in writing and constitutes final agency action.

(d) If the delay in presenting a written appeal would have significant adverse impact on the appellant, the appeal under paragraphs (b) and (c) of this section may initially be presented orally. If an initial presentation of the appeal is made orally, the appellant must submit the appeal in writing within five days of the oral presentation to the Coast Guard official to whom the presentation was made. The written appeal must contain, at a minimum, the basis for the appeal and a summary of the material presented orally. If requested, the official to whom the appeal is directed may stay the effect of the action while the ruling is being appealed.

Subpart B–Control of Vessel and Facility Operations

§160.101 Purpose.

This subpart describes the authority exercised by District Commanders and Captains of the Ports to insure the safety of vessels and waterfront facilities, and the protection of the navigable waters and the resources therein. The controls described in this subpart are directed to specific situations and hazards.

§160.103 Applicability.

(a) This subpart applies to any-

(1) Vessel on the navigable waters of the United States, except as provided in paragraphs (b) and (c) of this section;

(2) Bridge or other structure on or in the navigable waters of the United States; and

(3) Land structure or shore area immediately adjacent to the navigable waters of the United States.

(b) This subpart does not apply to any vessel on the Saint Lawrence Seaway.

(c) Except pursuant to international treaty, convention, or agreement, to which the United States is a party, this subpart does not apply to any foreign vessel that is not destined for, or departing from, a port or place subject to the jurisdiction of the United States and that is in-

(1) Innocent passage through the territorial sea of the United States;

(2) Transit through the navigable waters of the United States which form a part of an international strait.

§160.105 Compliance with orders.

Each person who has notice of the terms of an order issued under this subpart must comply with that order.

§160.107 Denial of entry.

Each District Commander or Captain of the Port, subject to recognized principles of international law, may deny entry into the navigable waters of the United States or to any port or place under the jurisdiction of the United States, and within the district or zone of that District Commander or Captain of the Port, to any vessel not in compliance with the provisions of the Port and Tanker Safety Act (33 U.S.C. 1221-1232) or the regulations issued thereunder.

§160.109 Waterfront facility safety.

(a) To prevent damage to, or destruction of, any bridge or other structure on or in the navigable waters of the United States, or any land structure or shore area immediately adjacent to those waters, and to protect the navigable waters and the resources therein from harm resulting from vessel or structure damage, destruction, or loss, each District Commander or Captain of the Port may-

(1) Direct the handling, loading, unloading, storage, stowage, and movement (including the emergency removal, control, and disposition) of explosives or other dangerous articles and substances, including oil or hazardous

material as those terms are defined in Section 4417a of the Revised Statutes, as amended, (46 U.S.C. 391a) on any structure on or in the navigable waters of the United States, or any land structure or shore area immediately adjacent to those waters; and

(2) Conduct examinations to assure compliance with the safety equipment requirements for structures.

§160.111 Special orders applying to vessel operations.

Each District Commander or Captain of the Port may order a vessel to operate or anchor in the manner directed when–

(a) The District Commander or Captain of the Port has reasonable cause to believe that the vessel is not in compliance with any regulation, law or treaty;

(b) The District Commander or Captain of the Port determines that the vessel does not satisfy the conditions for vessel operation and cargo transfers specified in §160.113; or

(c) The District Commander or Captain of the Port has determined that such order is justified in the interest of safety by reason of weather, visibility, sea conditions, temporary port congestion, other temporary hazardous circumstances, or the condition of the vessel.

§160.113 Prohibition of vessel operation and cargo transfers.

(a) Each District Commander or Captain of the Port may prohibit any vessel subject to the provisions of section 4417a of the Revised Statutes (46 U.S.C. 391a) from operating in the navigable waters of the United States, or from transferring cargo or residue in any port or place under the jurisdiction of the United States, and within the district or zone of that District Commander or Captain of the Port, if the District Commander or the Captain of the Port determines that the vessel's history of accidents, pollution incidents, or serious repair problems creates reason to believe that the vessel may be unsafe or pose a threat to the marine environment.

(b) The authority to issue orders prohibiting operation of the vessels or transfer of cargo or residue under paragraph (a) of this section also applies if the vessel:

(1) Fails to comply with any applicable regulation;

(2) Discharges oil or hazardous material in violation of any law or treaty of the United States;

(3) Does not comply with applicable vessel traffic service requirements;

(4) While underway, does not have at least one licensed deck officer on the navigation bridge who is capable of communicating in the English language.

(c) When a vessel has been prohibited from operating in the navigable waters of the United States under paragraphs (a) or (b) of this section, the District Commander or Captain of the Port may allow provisional entry into the navigable waters of the United States, or into any port or place under the jurisdiction of the United States and within the district or zone of that District Commander or Captain of the Port, if the owner or operator of such vessel proves to the satisfaction of the District Commander or Captain of the Port, that the vessel is not unsafe or does not pose a threat to the marine environment, and that such entry is necessary for the safety of the vessel or the persons on board.

(d) A vessel which has been prohibited from operating in the navigable waters of the United States, or from transferring cargo or residue in a port or place under the jurisdiction of the United States under the provisions of paragraph (a) or (b)(1), (2) or (3) of this section, may be allowed provisional entry if the owner or operator proves, to the satisfaction of the District Commander or Captain of the Port that has jurisdiction, that the vessel is no longer unsafe or a threat to the environment, and that the condition which gave rise to the prohibition no longer exists.

§160.115 Withholding of clearance.

(a) Each District Commander or Captain of the Port may request the Secretary of the Treasury, or the authorized representative thereof, to withhold or revoke the clearance required by 46 U.S.C. 91 of any vessel, the owner or operator of which is subject to any penalties under 33 U.S.C. 1232.

Subpart C–Notifications of Arrivals, Departures, Hazardous Conditions, and Certain Dangerous Cargoes

§160.201 Applicability and exceptions to applicability

(a) This subpart prescribes notification requirements for U.S. and foreign vessels bound for or departing from ports or places in the United States.

(b) This subpart does not apply to boats under the Federal Boat Safety Act of 1971 (46 U.S.C. 1451, et seq.) and, except §160.215, does not apply to passenger and supply vessels when they are employed in the exploration for or in the exploitation of oil, gas, or mineral resources on the continental shelf.

(c) Sections 160.207 and 160.209 do not apply to the following:

(1) Each vessel of less than 1,600 gross tons.

(2) Each vessel operating exclusively within a Captain of the Port Zone.

(3) Each vessel operating upon a route that is described in a schedule that is submitted to the Captain of the Port for each port or place of destination listed in the schedule at least 24 hours in advance of the first date and time of arrival listed on the schedule and contains:

(i) Name, country of registry, and call sign or official number of the vessel;

(ii) Each port or place of destination; and

(iii) Dates and times of arrivals and departures at those ports or places.

(4) Each vessel arriving at a port or place under force majeure.

(5) Each vessel entering a port of call in the United States in compliance with the Automated Mutual Assistance Vessel Rescue System (AMVER).

(6) Each vessel entering a port of call in the United States in compliance with the U.S. Flag Merchant Vessel Locator Filing System (USMER).

(7) Each barge.

(8) Each public vessel.

(9) United States or Canadian flag vessels, except tank vessels or vessels carrying certain dangerous cargo, which operate solely on the Great Lakes.

(d) Sections 160.207, 160.211, and 160.213 apply to each vessel upon the waters of the Mississippi River between its mouth and mile 235, Lower Mississippi River, above Head of Passes. Sections 160.207, 160.211, and 160.213 do not apply to each vessel upon the waters of the Mississippi River between its sources and mile 235, above Head of Passes, and all the tributaries emptying thereinto and their tributaries, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North.

§160.203 Definitions.

As used in this subpart:

"Agent" means any person, partnership, firm, company or corporation engaged by the owner or charterer of a vessel to act in their behalf in matters concerning the vessel.

"Carried in bulk" means a commodity that is loaded or carried on board a vessel without containers or labels and received and handled without mark or count.

"Certain dangerous cargo" includes any of the following:

(a) Class A explosives, as defined in 46 CFR 146.20-7 and 49 CFR 173.53.

(b) Oxidizing materials or blasting agents for which a permit is required under 49 CFR 176.415.

(c) Highway route controlled quantity radioactive material, as defined in 49 CFR 173.403(1), or Fissile Class III shipments of fissile radioactive material, as defined in 49 CFR 173.455(a)(3).

(d) Each cargo under Table 1 of 46 CFR Part 153 when carried in bulk.

(e) Any of the following when carried in bulk:

Acetaldehyde
Ammonia, anhydrous
Butadiene
Butane
Butene
Butylene Oxide
Chlorine
Ethane
Ethylene
Ethylene Oxide
Methane
Methyl Acetylene, Propadiene Mixture, Stabilized
Methyl Bromide
Methyl Chloride
Phosphorous, elemental
Propane
Propylene
Sulfur Dioxide
Vinyl Chloride

"Great Lakes" means Lakes Superior, Michigan, Huron, Erie, and Ontario, their connecting and tributary waters, the Saint Lawrence River as far east as Saint Regis, and adjacent port areas.

"Hazardous conditions" means any condition that could adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable water of the United States. This condition could include but is not limited to, fire, explosion, grounding, leakage, damage, illness of a person on board, or a manning shortage.

"Port or place of departure" means any port or place in which a vessel is anchored or moored.

"Port or place of destination" means any port or place to which a vessel is bound to anchor or moor.

"Public vessel" means a vessel owned by and being used in the public service of the United States. This definition does not include a vessel owned by the United States and engaged in a trade or commercial service or a vessel under contract or charter to the United States.

§160.205 Waivers.

The Captain of the Port may waive, within that Captain of the Port's designated zone, any of the requirements of this subpart for any vessel or class of vessels upon finding that the vessel, route, area of operations, conditions of the voyage, or other circumstances are such that application of this subpart is unnecessary or impractical for purposes of safety, environmental protection, or national security.

§160.207 Notice of arrival: Vessels bound for ports or places in the United States.

(a) The owner, master, agent or person in charge of a vessel on a voyage of 24 hours or more shall report under paragraph (c) of this section at least 24 hours before entering the port or place of destination.

(b) The owner, master, agent, or person in charge of a vessel on a voyage of less than 24 hours shall report under paragraph (c) of this section before departing the port or place of departure.

(c) The Captain of the Port of the port or place of destination in the United States must be notified of–

(1) The name and country of registry of the vessel;
(2) The name of the port or place of departure;
(3) The name of the port or place of destination; and
(4) The estimated time of arrival at the port or place.

If the estimated time of arrival changes by more than six hours from the latest reported time, the Captain of the Port must be notified of the correction as soon as the change is known.

§160.209 Notice of arrival: Vessels bound from the high seas for ports or places on the Great Lakes.

In addition to complying with the requirement of §160.207, the owner, master, agent, or person in charge of a vessel bound from the high seas for any port or place of destination on the Great Lakes shall notify the Commander, Ninth Coast Guard District, at least 24 hours before arriving at the Snell Locks, Massena, New York of–

(a) The name and country of registry of the vessel; and
(b) The estimated time of arrival at the Snell Locks, Massena, New York.

§160.211 Notice of arrival: Vessels carrying certain dangerous cargo.

(a) The owner, master, agent, or person in charge of a vessel, except a barge, bound for a port or place in the United States carrying a certain dangerous cargo shall notify the Captain of the Port of the port or place of destination at least 24 hours before entering that port or place of–

(1) The name and country of registry of the vessel;
(2) The location of the vessel at the time of the report;
(3) The name of each certain dangerous cargo carried;
(4) The amount of each certain dangerous cargo carried;
(5) The stowage location of each certain dangerous cargo;
(6) The operational condition of the equipment under 33 CFR 164.35;
(7) The name of the port or place of destination; and
(8) The estimated time of arrival at that port or place.

If the estimated time of arrival changes by more than six hours from the latest reported time, the Captain of the Port must be notified of the correction as soon as the change is known.

(b) The owner, master, agent, or person in charge of a barge bound for a port or place in the United States carrying certain dangerous cargo shall report the information required in paragraph (a)(1) through (a)(8) of this section to the Captain of the Port of the port or place of destination at least 4 hours before entering that port or place.

§160.213 Notice of departure: Vessels carrying certain dangerous cargo.

(a) The owner, master, agent, or person in charge of a vessel, except a barge, departing from a port or place in the United States for any other port or place and carrying a certain dangerous cargo shall notify the Captain of the Port of the port or place of departure at least 24 hours before departing, unless this notification was made within 2 hours after the vessel's arrival of–

(1) The name and country of registry of the vessel;

(2) The name of each certain dangerous cargo carried;

(3) The amount of each certain dangerous cargo carried;

(4) The stowage location of each certain dangerous cargo carried;

(5) The operational condition of the equipment under 33 CFR 164.35;

(6) The name of the port or place of departure; and

(7) The estimated time of departure from the port or place.

If the estimated time of departure changes by more than six hours from the latest reported time, the Captain of the Port must be notified of the correction as soon as the change is known.

(b) The owner, master, agent, or person in charge of a barge departing from a port or place in the United States for any other port or place and carrying a certain dangerous cargo shall report the information required in paragraph (a)(1) through (a)(7) of this section to the Captain of the Port of the port or place of departure at least 4 hours before departing unless this report was made within 2 hours after the barge's arrival.

§160.215 Notice of hazardous conditions.

Whenever there is a hazardous condition on board a vessel, the owner, master, agent, or person in charge shall immediately notify the Captain of the Port of the port or place of destination and the Captain of the Port of the port or place in which the vessel is located of the hazardous condition.

Part 162–Inland Waterways Navigation Regulations

§162.1 General.

Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

§162.55 Southern Branch of Elizabeth River; speed.

In that part of the Southern Branch of Elizabeth River between the junction of the Southern and Eastern Branches of the Elizabeth River and the Norfolk and Portsmouth Belt Line Railroad Bridge, no vessel shall move at a speed exceeding six knots.

§162.65 All waterways tributary to the Atlantic Ocean south of Chesapeake Bay and all waterways tributary to the Gulf of Mexico east and south of St. Marks, Fla.

(a) Description. This section applies to the following:

(1) Waterways. All navigable waters of the United States, natural or artificial, including bays, lakes, sounds, rivers, creeks, intracoastal waterways, as well as canals and channels of all types, which are tributary to or connected by the other waterways with the Atlantic Ocean south of Chesapeake Bay or with the Gulf of Mexico east and south of St. Marks, Florida.

(2) United States property. All river and harbor lands owned by the United States in or along the waterways described in paragraph (a)(1) of this section, including lock sites and all structures thereon, other sites for Government structures and for the accommodation and use of employees of the United States, and rights of way and spoil disposal areas to the extent of Federal interest therein.

(3) Vessels and rafts. The term "vessel" as used in this section includes all floating things moved over these waterways other than rafts.

(b) Waterways-(1) Fairway. A clear channel shall at all times be left open to permit free and unobstructed navigation by all types of vessels and rafts that normally use the various waterways or sections thereof. The District Commander may specify the width of the fairway required in the various waterways under his charge.

(2) Stoppage in waterway, anchorage or mooring. (i) No vessels or rafts shall anchor or moor in any of the land cuts or other narrow parts of the waterway, except in case of an emergency. Whenever it becomes necessary for a vessel or raft to stop in any such portions of the waterway it shall be securely fastened to one bank and as close to the bank as possible. This shall be done only at such a place and under such conditions as will not obstruct or prevent the passage of other vessels or craft. Stoppages shall be only for such periods as may be necessary.

(ii) No vessel or raft will be allowed to use any portion of the fairway as a mooring place except temporarily as authorized above without the written permission from the District Commander.

(iii) When tied up, all vessels must be moored by bow and stern lines. Rafts and tows shall be secured at sufficiently close intervals to insure their not being drawn away from the bank by winds, currents or the suction of passing vessels. Tow lines shall be shortened so that the different parts of the tow shall be as close together as possible. In narrow sections, no vessel or raft shall be tied abreast of another.

(iv) Lights shall be displayed in accordance with provisions of the Inland Rules and the Pilot Rules for Inland Waters.

(v) No vessel, even if fastened to the bank as prescribed in paragraph (b)(2)(i) of this section, shall be left without a sufficient crew to care for it properly.

(vi) Vessels will not be permitted to load or unload in any of the land cuts except as a regular established landing or wharf without written permission secured in advance from the District Commander.

(vii) No vessel, regardless of size, shall anchor in a dredged channel or narrow portion of a waterway for the purpose of fishing, if navigation is obstructed, thereby.

(viii) Except in cases of emergency the dropping of anchors, weights, or other ground tackle, within areas occupied by submarine cable or pipe crossings, is prohibited. Such crossings will ordinarily be marked by signboards on each bank of the shore or indicated on coast charts.

(3) Speed. (i) Vessels shall proceed at a speed which will not endanger other vessels or structures and will not interfere with any work in progress incident to maintaining, improving, surveying or marking the channel.

(ii) Official signs indicating limited speeds through critical portions of the waterways shall be strictly obeyed.

(iii) Vessels approaching and passing through a bridge shall so govern their speed as to insure passage through the bridge without damage to the bridge or its fenders.

(iv) A vessel being overtaken by another shall slacken speed sufficiently to permit the passage to be effected with safety to both vessels.

(4) Assembly and handling of tows.

(i) All vessels drawing tows and equipped with rudders shall use two tow lines or a bridle and shorten them to the greatest possible extent so as to have full control at all times. The various parts of a tow shall be securely assembled with the individual units connected by lines as

short as practicable. If necessary, as in the case of lengthy or cumbersome tows or tows in restricted channels, the District Commander may require that tows be broken up and may require the installation of a rudder, drag or other approved steering device on the tow in order to avoid obstructing navigation or damaging the property of others, including aids to navigation maintained by the United States or under its authorization, by collision or otherwise.

(ii) No tow shall be drawn by a vessel that has insufficient power or crew to permit ready maneuverability and safe handling.

(iii) Tows desiring to pass a bridge shall approach the opening along the axis of the channel so as to pass through without danger of striking the bridge or its fenders. No vessel or tow shall navigate through a drawbridge until the movable span is fully opened.

(iv) In the event that it is evident to the master of a towing vessel that a tow cannot be safely handled through a bridge, it will be brought to anchor and the towed vessels will be taken through the bridge in small units, or singly if necessary, or the tow will wait until navigation conditions have improved to such an extent that the tow can pass through the bridge without damage.

(5) Projections from vessels. No vessel carrying a deck load which overhangs or projects over the side of said vessel, or whose rigging projects over the side of the vessel so as to endanger passing vessels, wharves or other property, will enter or pass through any of the narrow parts of the waterway.

(6) Meeting and passing. Vessels, on meeting or overtaking, shall give the proper signals and pass in accordance with the Inland Rules and the Pilot Rules for Inland Waters. Rafts shall give to vessels the side demanded by proper signal. All vessels approaching dredges, or other plant engaged on improvements to a waterway, shall give the signal for passing and slow down sufficiently to stop if so ordered or if no answering signal is received. On receiving the answering signal, they shall then proceed to a pass at a speed sufficiently slow to insure safe navigation.

NOTE.-The Corps of Engineers also has regulations dealing with this section in 33 CFR 207.

Part 164–Navigation Safety Regulations (in part). For a complete description of this part see 33 CFR 164.

§164.01 Applicability.

(a) This part (except as specifically limited herein) applies to each self-propelled vessel of 1600 or more gross tons (except foreign vessels described in §164.02) when it is operating in the navigable waters of the United States except the St. Lawrence Seaway.

§164.02 Applicability exception for foreign vessels. (See 33 CFR 164.)

§164.03 Incorporation by reference. (See 33 CFR 164.)

§164.11 Navigation underway: General.

The owner, master, or person in charge of each vessel underway shall ensure that:

(a) The wheelhouse is constantly manned by persons who–

(1) Direct and control the movement of the vessel; and

(2) Fix the vessel's position;

(b) Each person performing a duty described in paragraph (a) of this section is competent to perform that duty;

(c) The position of the vessel at each fix is plotted on a chart of the area and the person directing the movement of the vessel is informed of the vessel's position;

(d) Electronic and other navigational equipment, external fixed aids to navigation, geographic reference points, and hydrographic contours are used when fixing the vessel's position;

(e) Buoys alone are not used to fix the vessel's position;

Note: Buoys are aids to navigation placed in approximate positions to alert the mariner to hazards to navigation or to indicate the orientation of a channel. Buoys may not maintain an exact position because strong or varying currents, heavy seas, ice, and collisions with vessels can move or sink them or set them adrift. Although buoys may corroborate a position fixed by other means, buoys cannot be used to fix a position: however, if no other aids are available, buoys alone may be used to establish an estimated position.

(f) The danger of each closing visual or each closing radar contact is evaluated and the person directing the movement of the vessel knows the evaluation;

(g) Rudder orders are executed as given;

(h) Engine speed and direction orders are executed as given;

(i) Magnetic variation and deviation and gyrocompass errors are known and correctly applied by the person directing the movement of the vessel;

(j) A person whom he has determined is competent to steer the vessel is in the wheelhouse at all times (See also 46 U.S.C. 672, which requires an able seaman at the wheel on U.S. vessels of 100 gross tons or more in narrow or crowded waters or during low visibility.);

(k) If a pilot other than a member of the vessel's crew is employed, the pilot is informed of the draft, maneuvering characteristics, and peculiarities of the vessel and of any abnormal circumstances on the vessel that may affect its safe navigation.

(l) Current velocity and direction for the area to be transited are known by the person directing the movement of the vessel;

(m) Predicted set and drift are known by the person directing movement of the vessel;

(n) Tidal state for the area to be transited is known by the person directing movement of the vessel;

(o) The vessel's anchors are ready for letting go;

(p) The person directing the movement of the vessel sets the vessel's speed with consideration for–

(1) The prevailing visibility and weather conditions;

(2) The proximity of the vessel to fixed shore and marine structures;

(3) The tendency of the vessel underway to squat and suffer impairment of maneuverability when there is small underkeel clearance;

(4) The comparative proportions of the vessel and the channel;

(5) The density of marine traffic;

(6) The damage that might be caused by the vessel's wake;

(7) The strength and direction of the current; and

(8) Any local vessel speed limit;

(q) The tests required by §164.25 are made and recorded in the vessel's log; and

(r) The equipment required by this part is maintained in operable condition.

(s) Upon entering U.S. waters, the steering wheel or lever on the navigating bridge is operated to determine if the steering equipment is operating properly under manual control, unless the vessel has been steered under manual control from the navigating bridge within the preceding 2 hours, except when operating on the Great Lakes and their connecting and tributary waters.

(t) At least two of the steering gear power units on the

vessel are in operation when such units are capable of simultaneous operation, except when operating on the Great Lakes and their connecting and tributary waters.

§164.19 Requirements for vessels at anchor.

The master or person in charge of each vessel that is anchored shall ensure that–

(a) A proper anchor watch is maintained;

(b) Procedures are followed to detect a dragging anchor; and

(c) Whenever weather, tide, or current conditions are likely to cause the vessel's anchor to drag, action is taken to ensure the safety of the vessel, structures, and other vessels, such as being ready to veer chain, let go a second anchor, or get underway using the vessel's own propulsion or tug assistance.

§164.25 Tests before entering or getting underway.

(a) Except as provided in paragraphs (b) and (c) of this section no person may cause a vessel to enter into or get underway on the navigable waters of the United States unless no more than 12 hours before entering or getting underway, the following equipment has been tested:

(1) Primary and secondary steering gear. The test procedure includes a visual inspection of the steering gear and its connecting linkage, and, where applicable, the operation of the following:

(i) Each remote steering gear control system.

(ii) Each steering position located on the navigating bridge.

(iii) The main steering gear from the alternative power supply, if installed.

(iv) Each rudder angle indicator in relation to the actual position of the rudder.

(v) Each remote steering gear control system power failure alarm.

(vi) Each remote steering gear power unit failure alarm.

(vii) The full movement of the rudder to the required capabilities of the steering gear.

(2) All internal vessel control communications and vessel control alarms.

(3) Standby or emergency generator, for as long as necessary to show proper functioning, including steady state temperature and pressure readings.

(4) Storage batteries for emergency lighting and power systems in vessel control and propulsion machinery spaces.

(5) Main propulsion machinery, ahead and astern.

(b) Vessels navigating on the Great Lakes and their connecting and tributary waters, having once completed the test requirements of this sub-part, are considered to remain in compliance until arriving at the next port of call on the Great Lakes.

(c) Vessels entering the Great Lakes from the St. Lawrence Seaway are considered to be in compliance with this sub-part if the required tests are conducted preparatory to or during the passage of the St. Lawrence Seaway or within one hour of passing Wolfe Island.

(d) No vessel may enter, or be operated on the navigable waters of the United States unless the emergency steering drill described below has been conducted within 48 hours prior to entry and logged in the vessel logbook, unless the drill is conducted and logged on a regular basis at least once every three months. This drill must include at a minimum the following:

(1) Operation of the main steering gear from within the steering gear compartment.

(2) Operation of the means of communications between the navigating bridge and the steering compartment.

(3) Operation of the alternative power supply for the steering gear if the vessel is so equipped.

§164.30 Charts, publications, and equipment: General.

No person may operate or cause the operation of a vessel unless the vessel has the marine charts, publications, and equipment as required by §§164.33 through 164.41 of this part.

§164.33 Charts and publications.

(a) Each vessel must have the following:

(1) Marine charts of the area to be transited, published by the National Ocean Service, U.S. Army Corps of Engineers, or a river authority that–

(i) Are of a large enough scale and have enough detail to make safe navigation of the area possible; and

(ii) Are currently corrected.

(2) For the area to be transited, a currently corrected copy of, or applicable currently corrected extract from, each of the following publications:

(i) U.S. Coast Pilot.

(ii) Coast Guard Light List.

(3) For the area to be transited, the current edition of, or applicable current extract from:

(i) Tide tables published by the National Ocean Service.

(ii) Tidal current tables published by the National Ocean Service, or river current publication issued by the U.S. Army Corps of Engineers, or a river authority.

(b) As an alternative to the requirements for paragraph (a) of this section, a marine chart or publication, or applicable extract, published by a foreign government may be substituted for a U.S. chart and publication required by this section. The chart must be of large enough scale and have enough detail to make safe navigation of the area possible, and must be currently corrected. The publication, or applicable extract, must singly or in combination contain similar information to the U.S. Government publication to make safe navigation of the area possible. The publication, or applicable extract must be currently corrected, with the exceptions of tide and tidal current tables, which must be the current editions.

(c) As used in this section, "currently corrected" means corrected with changes contained in all Notices to Mariners published by Defense Mapping Agency Hydrographic/Topographic Center, or an equivalent foreign government publication, reasonably available to the vessel, and that is applicable to the vessel's transit.

§164.35 Equipment: All vessels.

Each vessel must have the following:

(a) A marine radar system for surface navigation.

(b) An illuminated magnetic steering compass, mounted in a binnacle, that can be read at the vessel's main steering stand.

(c) A current magnetic compass deviation table or graph or compass comparison record for the steering compass, in the wheelhouse.

(d) A gyrocompass.

(e) An illuminated repeater for the gyrocompass required by paragraph (d) of this section that is at the main steering stand, unless that gyrocompass is illuminated and is at the main steering stand.

(f) An illuminated rudder angle indicator in the wheelhouse.

(g) The following maneuvering information prominently displayed on a fact sheet in the wheelhouse:

(1) A turning circle diagram to port and starboard that shows the time and distance and advance and transfer required to alter course 90 degrees with maximum rudder

angle and constant power settings, for either full and half speeds, or for full and slow speeds. For vessels whose turning circles are essentially the same for both directions, a diagram showing a turning circle in one direction, with a note on the diagram stating that turns to port and starboard are essentially the same, may be substituted.

(2) The time and distance to stop the vessel from either full and half speeds, or from full and slow speeds, while maintaining approximately the initial heading with minimum application of rudder.

(3) For each vessel with a fixed propeller, a table of shaft revolutions per minute for a representative range of speeds.

(4) For each vessel with a controllable pitch propeller, a table of control settings for a representative range of speeds.

(5) For each vessel that is fitted with an auxiliary device to assist in maneuvering, such as a bow thruster, a table of vessel speeds at which the auxiliary device is effective in maneuvering the vessel.

(6) The maneuvering information for the normal load and normal ballast condition for–

(i) Calm weather-wind 10 knots or less, calm sea;

(ii) No current;

(iii) Deep water conditions-water depth twice the vessel's draft or greater; and

(iv) Clean hull.

(7) At the bottom of the fact sheet, the following statement:

Warning.

The response of the (name of the vessel) may be different from that listed above if any of the following conditions, upon which the maneuvering information is based, are varied:

(1) Calm weather-wind 10 knots or less, calm sea;

(2) No current;

(3) Water depth twice the vessel's draft or greater;

(4) Clean hull; and

(5) Intermediate drafts or unusual trim.

(h) An echo depth sounding device.

(i) A device that can continuously record the depth readings of the vessel's echo depth sounding device, except when operating on the Great Lakes and their connecting and tributary waters.

(j) Equipment on the bridge for plotting relative motion.

(k) Simple operating instructions with a block diagram, showing the changeover procedures for remote steering gear control systems and steering gear power units, permanently displayed on the navigating bridge and in the steering gear compartment.

(l) An indicator readable from the centerline conning position showing the rate of revolution of each propeller, except when operating on the Great Lakes and their connecting and tributary waters.

(m) If fitted with controllable pitch propellers, an indicator readable from the centerline conning position showing the pitch and operational mode of such propellers, except when operating on the Great Lakes and their connecting and tributary waters.

(n) If fitted with lateral thrust propellers, an indicator readable from the centerline conning position showing the direction and amount of thrust of such propellers, except when operating on the Great Lakes and their connecting and tributary waters.

§164.37 Equipment: Vessels of 10,000 gross tons or more.

(a) Each vessel of 10,000 gross tons or more must have, in addition to the radar system under §164.35(a), a second marine radar system that operates independently of the first.

Note.–Independent operation means two completely separate systems, from separate branch power supply circuits or distribution panels to antennas, so that failure of any component of one system will not render the other system inoperative.

(b) On each tanker of 10,000 gross tons or more that is subject to Section 5 of the Port and Tanker Safety Act of 1978 (46 U.S.C. 391a), the dual radar system required by this part must have a short range capability and a long range capability; and each radar must have true north features consisting of a display that is stabilized in azimuth.

§164.38 Automatic radar plotting aids (ARPA). (See 33 CFR 164.)

§164.39 Steering gear: Tankers. (See 33 CFR 164.)

§164.40 Devices to indicate speed and distance. (See 33 CFR 164.)

§164.41 Electronic position fixing devices.

(a) Each vessel calling at a port in the continental United States, including Alaska south of Cape Prince of Wales, except each vessel owned or bareboat chartered and operated by the United States, or by a state or its political subdivision, or by a foreign nation, and not engaged in commerce, must have one of the following:

(1) A Type I or II LORAN C receiver as defined in Section 1.2(e), meeting Part 2 (Minimum Performance Standards) of the Radio Technical Commission for Marine Services (RTCM) Paper 12-78/DO-100 dated December 20, 1977, entitled "Minimum Performance Standards (MPS) Marine Loran-C Receiving Equipment". Each receiver installed on or after June 1, 1982, must have a label with the information required under paragraph (b) of this section. If the receiver is installed before June 1, 1982, the receiver must have the label with the information required under paragraph (b) by June 1, 1985.

(2) A satellite navigation receiver with:

(i) Automatic acquisition of satellite signals after initial operator settings have been entered; and

(ii) Position updates derived from satellite information during each usable satellite pass.

(3) A system that is found by the Commandant to meet the intent of the statements of availability, coverage, and accuracy for the U.S. Coastal Confluence Zone (CCZ) contained in the U.S. "Federal Radionavigation Plan" (Report No. DOD-NO 4650.4-P, I or No. DOT-TSC-RSPA-80-16, I). A person desiring a finding by the Commandant under this subparagraph must submit a written application describing the device to the Office of Navigation Safety and Waterway Services, 2100 Second Street S.W., Washington, D.C. 20593-0001. After reviewing the application, the Commandant may request additional information to establish whether or not the device meets the intent of the Federal Radionavigation Plan.

Note.–The Federal Radionavigation Plan is available from the National Technical Information Service, Springfield, Va. 22161, with the following Government Accession Numbers:

Vol 1, ADA 116468
Vol 2, ADA 116469
Vol 3, ADA 116470
Vol 4, ADA 116471

(b) Each label required under paragraph (a)(1) of this section must show the following:

(1) The name and address of the manufacturer.

(2) The following statement by the manufacturer:

This receiver was designed and manufactured to meet Part 2 (Minimum Performance Standards) of the RTCM MPS for Marine Loran-C Receiving Equipment.

§164.42 Rate of turn indicator.

Each vessel of 100,000 gross tons or more constructed on or after September 1, 1984, shall be fitted with a rate of turn indicator.

§164.51 Deviations from rules: Emergency.

Except for the requirements of §164.53(b), in an emergency, any person may deviate from any rule in this part to the extent necessary to avoid endangering persons, property, or the environment.

§164.53 Deviations from rules and reporting: Non-operating equipment.

(a) If during a voyage any equipment required by this part stops operating properly, the person directing the movement of the vessel may continue to the next port of call, subject to the directions of the District Commander or the Captain of the Port, as provided by 33 CFR 160.

(b) If the vessel's radar, radio navigation receivers, gyrocompass, echo depth sounding device, or primary steering gear stops operating properly, the person directing the movement of the vessel must report or cause to be reported that it is not operating properly to the nearest Captain of the Port, District Commander, or, if participating in a Vessel Traffic Service, to the Vessel Traffic Center, as soon as possible.

§164.55 Deviations from rules: Continuing operation or period of time.

The Captain of the Port, upon written application, may authorize a deviation from any rule in this part if he determines that the deviation does not impair the safe navigation of the vessel under anticipated conditions and will not result in a violation of the rules for preventing collisions at sea. The authorization may be issued for vessels operating in the waters under the jurisdiction of the Captain of the Port for any continuing operation or period of time the Captain of the Port specifies.

§164.61 Marine casualty reporting and record retention.

When a vessel is involved in a marine casualty as defined in 46 CFR 4.03-1, the master or person in charge of the vessel shall–

(a) Ensure compliance with 46 CFR 4.05, "Notice of Marine Casualty and Voyage Records," and

(b) Ensure that the voyage records required by 46 CFR 4.05-15 are retained for–

(1) 30 days after the casualty if the vessel remains in the navigable waters of the United States; or

(2) 30 days after the return of the vessel to a United States port if the vessel departs the navigable waters of the United States within 30 days after the marine casualty.

Part 165–Regulated Navigation Areas and Limited Access Areas

Subpart A–General

§165.1–Purpose of part.

The purpose of this part is to–

(a) Prescribe procedures for establishing different types of limited or controlled access areas and regulated navigation areas;

(b) Prescribe general regulations for different types of limited or controlled access areas and regulated navigation areas;

(c) Prescribe specific requirements for established areas; and

(d) List specific areas and their boundaries.

§165.5 Establishment procedures.

(a) A safety zone, security zone, or regulated navigation area may be established on the initiative of any authorized Coast Guard official.

(b) Any person may request that a safety zone, security zone, or regulated navigation area be established. Except as provided in paragraph (c) of this section, each request must be submitted in writing to either the Captain of the Port or District Commander having jurisdiction over the location as described in 33 CFR 3, and include the following:

(1) The name of the person submitting the request;

(2) The location and boundaries of the safety zone, security zone, or regulated navigation area;

(3) The date, time, and duration that the safety zone, security zone, or regulated navigation area should be established;

(4) A description of the activities planned for the safety zone, security zone, or regulated navigation area;

(5) The nature of the restrictions or conditions desired; and

(6) The reason why the safety zone, security zone, or regulated navigation area is necessary.

(Requests for safety zones, security zones, and regulated navigation areas are approved by the Office of Management and Budget under control numbers 2115-0076, 2115-0219, and 2115-0087.)

(c) Safety Zones and Security Zones. If, for good cause, the request for a safety zone or security zone is made less than 5 working days before the zone is to be established, the request may be made orally, but it must be followed by a written request within 24 hours.

§165.7 Notification.

(a) The establishment of these limited access areas and regulated navigation areas is considered rulemaking. The procedures used to notify persons of the establishment of these areas vary depending upon the circumstances and emergency conditions. Notification may be made by marine broadcasts, local notice to mariners, local news media, distribution in leaflet form, and on-scene oral notice, as well as publication in the Federal Register.

(b) Notification normally contains the physical boundaries of the area, the reasons for the rule, its estimated duration, and the method of obtaining authorization to enter the area, if applicable, and special navigational rules, if applicable.

(c) Notification of the termination of the rule is usually made in the same form as the notification of its establishment.

Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are experssly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

Subpart B–Regulated Navigation Areas

§165.10 Regulated navigation area.

A regulated navigation area is a water area within a defined boundary for which regulations for vessels navigating within the area have been established under this part.

§165.11 Vessel operating requirements (regulations).

Each District Commander may control vessel traffic in an area which is determined to have hazardous conditions, by issuing regulations–

(a) Specifying times of vessel entry, movement, or departure to, from, within, or through ports, harbors, or other waters;

(b) Establishing vessel size, speed, draft limitations, and operating conditions; and

(c) Restricting vessel operation, in a hazardous area or under hazardous conditions, to vessels which have particular operating characteristics or capabilities which are considered necessary for safe operation under the circumstances.

§165.13 General regulations.

(a) The master of a vessel in a regulated navigation area shall operate the vessel in accordance with the regulations contained in Subpart F.

(b) No person may cause or authorize the operation of a vessel in a regulated navigation area contrary to the regulations in this Part.

Subpart C–Safety Zones

§165.20 Safety zones.

A Safety Zone is a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion.

§165.23 General regulations.

Unless otherwise provided in this part–

(a) No person may enter a safety zone unless authorized by the COTP or the District Commander;

(b) No person may bring or cause to be brought into a safety zone any vehicle, vessel, or object unless authorized by the COTP or the District Commander;

(c) No person may remain in a safety zone or allow any vehicle, vessel, or object to remain in a safety zone unless authorized by the COTP or the District Commander; and

(d) Each person in a safety zone who has notice of a lawful order or direction shall obey the order or direction of the COTP or District Commander issued to carry out the purposes of this subpart.

Subpart D–Security Zones

§165.30 Security zones.

(a) A security zone is an area of land, water, or land and water which is so designated by the Captain of the Port or District Commander for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States.

(b) The purpose of a security zone is to safeguard from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of a similar nature–

(1) Vessels,

(2) Harbors,

(3) Ports and

(4) Waterfront facilities– in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States.

§165.33 General regulations.

Unless otherwise provided in the special regulations in Subpart F of this part–

(a) No person or vessel may enter or remain in a security zone without the permission of the Captain of the Port;

(b) Each person and vessel in a security zone shall obey any direction or order of the Captain of the Port;

(c) The Captain of the Port may take possession and control of any vessel in the security zone;

(d) The Captain of the Port may remove any person, vessel, article, or thing from a security zone;

(e) No person may board, or take or place any article or thing on board, any vessel in a security zone without the permission of the Captain of the Port; and

(f) No person may take or place any article or thing upon any waterfront facility in a security zone without the permission of the Captain of the Port.

Subpart E–Restricted Waterfront Area

§165.40–Restricted Waterfront Areas.

The Commandant, may direct the COTP to prevent access to waterfront facilities, and port and harbor areas, including vessels and harbor craft therein. This section may apply to persons who do not possess the credentials outlined in 33 CFR 125.09 when certain shipping activities are conducted that are outlined in 33 CFR 125.15.

Subpart F–Specific Regulated Navigation Areas and Limited Access Areas

§165.701 Vicinity, Kennedy Space Center, Merritt Island, Florida-security zone.

(a) The water, land, and land and water within the following boundaries are a security zone-The perimeter of the Cape Canaveral Barge Canal and the Banana River at 28°24′33″N., 80°39′48″W.; then due west along the northern shoreline of the barge canal for 1,300 yards; then due north to 28°28′42″N., 80°40′30″W., on Merritt Island. From this position, the line proceeds irregularly to the eastern shoreline of the Indian River to a position 1,300 yards south of the NASA Causeway at 28°30′54″N., 80°43′42″W. (the line from the barge canal to the eastern shoreline of the Indian River is marked by a three-strand barbed-wire fence); then north along the shoreline of the Indian River to the NASA Causeway at 28°31′30″N., 80°43′48″W. The line continues west on the southern shoreline of the NASA Causeway to NASA Gate 3 (permanent), then north to the northern shoreline of the NASA Causeway and east on the northern shoreline of the causeway back to the shoreline on Merritt Island at position 28°31′36″N., 80°43′42″W.; then northwest along the shoreline to 28°41′01.2″N., 80°47′10.2″W. (Blackpoint); then due north to channel marker #6 on the Intracoastal Waterway (ICW), then northeast along the southern edge of the ICW to the western entrance to the Haulover Canal. From this point, the line continues northeast along the southern edge of the Haulover Canal to the eastern entrance to the canal; then due east to a point in the Atlantic Ocean 3 miles offshore at 28°44′42″N., 80°37′51″W.; then south along a line 3 miles from the coast to Wreck Buoy "WR6", then to Port Canaveral Channel Lighted Buoy 10, then west along the northern edge of the Port Canaveral Channel to the northeast corner of the intersection of the Cape Canaveral Barge Canal and the ICW in the Banana River at 28°24′36″N., 80°38′42″W. The line continues north along the east side of the Intracoastal Waterway to daymarker "35" thence North Westerly one quarter of a mile south of NASA Causeway East (Orsino Causeway) to the shoreline on Merritt Island at position 28°30.95′N., 80°37.6′W., then south along the shoreline to the starting point.

(b) The area described in paragraph (a) of this section is closed to all vessels and persons, except those vessels and persons authorized by the Commander, Seventh Coast Guard District, or the COTP Jacksonville, Florida, whenever space vehicles are to be launched by the United States Government from Cape Canaveral.

(c) COTP Jacksonville, Florida, closes the security

zone, or specific portions of it, by means of locally promulgated notices. The closing of the area is signified by the display of a red ball from a 90-foot pole near the shoreline at approximately 28°35'00"N., 80°34'36"W., and from a 90-foot pole near the shoreline at approximately 28°25'18"N., 80°35'00"W. Appropriate Local Notices to Mariners will also be broadcast on 2670 kHz.

§165.705 Port Canaveral Harbor, Cape Canaveral, Florida.

(a) Security Zone A-East (TRIDENT) Basin, Port Canaveral Harbor, at Cape Canaveral Air Force Station, Brevard County, Florida. From the west side of the access channel at latitude 28°24'30"N., longitude 080°35'36"W. to include the entire basin.

(b) Security Zone B-Middle Basin, Port Canaveral Harbor, adjacent to the Navy wharf at Cape Canaveral Air Force Station, Brevard County, Florida. The waters of Port Canaveral Harbor within a line circumscribing the water approaches to the Navy wharf along the northeasterly edge of the Port Canaveral Harbor turning basin at a distance of 200 feet from all portions of the wharf including the dolphins located 200 feet off the northwest end and 75 feet of the southeast end of the wharf.

(c) Entrance into these zones by vessels other than vessels owned or leased by the United States is prohibited without permission of the Captain of the Port, Jacksonville, Florida.

(d) The general regulations governing security zones contained in 33 CFR 165.33 apply.

§165.710 St Johns River, Jacksonville, Florida.

(a) The water, land, and land and water located within the following area is established as a security zone when activated by the Captain of the Port, Jacksonville, Florida: the north bank of the St.Johns River at the junction of Brill's Cut Range and Broward Point Turn, centered at Latitude 30°24'25"N., Longitude 081°34'55"W., including 800 feet of the north bank in each direction (1600 feet total) up and down river from this position (as defined by a corrugated steel bulkhead which extends in a southeasterly direction along the north bank commencing at the entrance to Dunn's Creek) and extending offshore to the northern edge of the ship channel, and extending onshore approximately 300 feet to a steel chain-link fence.

(b) When the security zone is activated, no unauthorized persons shall enter this zone and no unauthorized water craft shall approach ships that are berthed within this zone, nor shall any unauthorized vessel moor alongside the corrugated steel bulkhead anywhere within the security zone.

(c) The general regulations governing security zones contained in 33 CFR 165.33 apply.

(d) Captain of the Port, Jacksonville, Florida, will activate the security zone by means of locally promulgated notices.

§165.728 Jacksonville, Florida-Safety Zones.

(a) The water, land, and land and water within the following boundaries are established as Safety Zones during the specified conditions:

(1) Zone A. 200 yards in all directions around any specified Maritime Prepositioned Ship as it transits between the St. Johns River entrance sea buoy (STJ) and its berth inside the Mayport Basin (Ribault Bay), Mayport, Florida. The prescribed safety zone will also be in effect as the vessel transits to its berth at Blount Island Marine Terminal, Jacksonville, Florida.

(2) Zone B. 100 yards in all directions on land and 200 yards on water from the eastern end of Transit Shed #2 to the east shore of Alligator Creek at Blount Island Terminal, Jacksonville, Florida.

(b) The areas described in paragraph (a) of this section may be closed to all vessels and persons, except those vessels and persons authorized by Commander, Seventh Coast Guard District, or the Captain of the Port, Jacksonville, Florida, whenever specified Maritime Prepositioned Ships are moored at Blount Island, or in transit to and from berths at Mayport, Naval Basin, Mayport Florida, and Blount Island Terminal, Jacksonville, Florida.

(c) The general regulations governing safety zones contained in 33 CFR 165.23 apply.

(d) COTP Jacksonville, Florida, will activate the safety zones or specific portions of them by means of locally promulgated notices. The closing of the area at Blount Island, described above, will be signified by the display of a rotating yellow light located on the waterfront at Blount Island Terminal. Appropriate Notices to Mariners will also be broadcast on 2670 kHz.

§165.729 Jacksonville Harbor, Florida-Security Zone.

(a) The water, land, and land and water within the following boundaries are established as Security Zones during the specified conditions:

(1) Zone A. 200 yards in all directions around any specified Maritime Prepositioned Ship as it transits between the St. Johns River entrance sea buoy (STJ) and its berth inside the Mayport Naval Basin (Ribault Bay), Mayport, Florida. The prescribed security zone will also be in effect as the vessel transits to its berth at Blount Island Marine Terminal, Jacksonville, Florida.

(2) Zone B. 100 yards in all directions on land and 200 yards on water from the eastern end of Transit Shed #2 to the east shore of Alligator Creek at Blount Island Terminal, Jacksonville, Florida.

(b) The areas described in paragraph (a) of this section shall be closed to all vessels and persons, except those vessels and persons authorized by Commander, Seventh Coast Guard District, or the Captain of the Port, Jacksonville, Florida, whenever specified Maritime Prepositioned Ships are moored at Blount Island, or in transit to and from berths at Mayport Naval Basin, Mayport, Florida and Blount Island Terminal, Jacksonville, Florida.

(c) The general regulations governing security zones contained in 33 CFR 165.33 apply.

(d) COTP Jacksonville, Florida, will activate the security zones or specific portions of them by means of locally promulgated notices. The closing of the area at Blount Island, described above, will be signified by the display of a rotating yellow light located on the waterfront at Berth 12, Blount Island Terminal. Appropriate Notices to Mariners will also be broadcast on 2670 kHz.

§165.730 Kings Bay, Georgia.

Vessels transiting in the vicinity of Kings Bay or Cumberland Sound between Cumberland Sound Range D Front Light, Kings Bay Lighted Buoy 45 (30°47.6'N., 81°30.1'W.) and Cumberland Sound Light 74, lCW, must travel no faster than needed for steerageway in that area.

§165.731 Security Zone-Naval Submarine Base Kings Bay, GA

(a) The area within the following coordinates is a security zone, an area enclosed by a line starting at

30°44'55"N., 81°29'39"W.,
thence to 30°44'55"N., 81°29'18"W.;
thence to 30°46'35"N., 81°29'18"W.;
thence to 30°47'02"N., 81°29'34"W.;
thence to 30°47'21"N., 81°29'39"W.;
thence to 30°48'00"N., 81°29'42"W.;
thence to 30°49'07"N., 81°29'56"W.;

thence to 30°49′55″N., 81°30′35″W.;
thence to 30°50′15″N., 81°31′08″W.;
thence to 30°50′14″N., 81°31′30″W.;
thence to 30°49′58″N., 81°31′45″W.;
thence to 30°49′58″N., 81°32′03″W.;
thence to 30°50′12″N., 81°32′17″W.;
thence following the land based perimeter boundary to the point of origin.

(b) The security zone is necessary for protection of vital United States defense assets located at the United States Naval Submarine Base Kings Bay, Georgia.

(c) No person or vessel may enter or remain in the security zone without the permission of the Captain of the Port Jacksonville, Florida except those persons or vessels operating under the authority of the United States Navy or the United States Coast Guard.

Part 207–Navigation Regulations

§207.160 All waterways tributary to the Atlantic Ocean south of Chesapeake Bay and all waterways tributary to the Gulf of Mexico east and south of St. Marks, Fla.; use, administration, and navigation. (a) Description. This section applies to the following:

(1) Waterways. All navigable waters of the United States, natural or artificial, including bays, lakes, sounds, rivers, creeks, intracoastal waterways, as well as canals and channels of all types, which are tributary to or connected by other waterways with the Atlantic Ocean south of Chesapeake Bay or with the Gulf of Mexico east and south of St. Marks, Florida.

(2) Locks. All Government owned or operated locks and hurricane gate chambers and appurtenant structures in any of the waterways described in paragraph (a) (1) of this section.

(3) United States property. All river and harbor lands owned by the United States in or along the waterways described in paragraph (a) (1) of this section, including lock sites and all structures thereon, other sites for Government structures and for the accommodation and use of employees of the United States, and rights of way and spoil disposal areas to the extent of Federal interest therein.

(4) Vessels and rafts. The term "vessels" as used in this section includes all floating things moved over these waterways other than rafts.

(b) Authority of District Engineers. The use, administration, and navigation of these waterways, Federal locks and hurricane gate chambers shall be under the direction of the officers of the Corps of Engineers, United States Army, detailed in charge of the respective sections, and their authorized assistants. The cities in which the U.S. District Engineers are located are as follows:

U.S. District Engineer, Norfolk, Virginia.
U.S. District Engineer, Wilmington, North Carolina.
U.S. District Engineer, Charleston, South Carolina.
U.S. District Engineer, Savannah, Georgia.
U.S. District Engineer, Jacksonville, Florida.

(c) Commercial Statistics. (1) As required by section 11 of the River and Harbor Act of September 22, 1922 (42 Stat. 1043; 33 U.S.C. 555), owners, agents, masters and clerks of vessels plying upon the waterways described in paragraph (a) (1) of this section shall submit a report on such activities for statistical purposes which most contain the following information:

(i) Name of Vessel.
(ii) Name and address of owner or operator.
(iii) Type of vessel–steam, motor, sail, barge, or other type.
(iv) Net registered tonnage–if not registered, approximate net tonnage.
(v) Maximum draft at time of passage.
(vi) Number of passengers.
(vii) Cargo–by commodities, expressed in short tons, or other units by which such commodities are customarily measured, giving origin and destination.

(2) All persons rafting and towing logs shall submit a report of their activities containing such information as may be called for by the District Engineer concerned.

(3) The report should be presented to the lockmaster of the federally operated locks for each trip made. Where no federally operated lock is passed, they shall be mailed promptly to the District Engineer. On written request, persons or corporations making frequent use of these waterways may be granted permission to submit monthly statements in lieu of reports by trips. Reports may be submitted on forms furnished free of charge by the District Engineer.

(d) Bridges. (For regulations governing the operation of bridges, see 33 CFR 117.1, 117.240, and 117.245.)

(e) Locks-(1) Authority of Lockmasters

(i) Locks Staffed with Government Personnel. The provisions of this subparagraph apply to all waterways in this Section except for the segment of the Atlantic Intracoastal Waterway identified in (e)(1)(ii). The lockmaster shall be charged with the immediate control and management of the lock, and of the area set aside as the lock area, including the lock approach channels. He/she shall see that all laws, rules and regulations for the use of the lock and lock area are duly complied with, to which end he/she is authorized to give all necessary orders and directions in accordance therewith, both to employees of the Government and to any and every person within the limits of the lock and lock area, whether navigating the lock or not. No one shall cause any movement of any vessel, boat, or other floating thing in the lock or approaches except by or under the direction of the lockmaster or his/her assistants.

(ii) Locks Staffed with Contract Personnel. The provisions of this subparagraph apply to the segment of the Atlantic Intracoastal Waterway comprising the Albemarle and Chesapeake Canal and the Dismal Swamp Canal including Great Bridge Lock, Chesapeake, Virginia; Deep Creek Lock, Chesapeake, Virginia; and South Mills Lock, North Carolina. Contract personnel shall give all necessary orders and directions for operation of the locks. No one shall cause any movement of any vessel, boat or other floating thing in the locks or approaches except by or under the direction of the contract lock operator. All duties and responsibilities of the lockmaster set forth in this Section shall be performed by the contract lock operator except that the responsibility for enforcing all laws, rules and regulations shall be vested in a government employee designated by the Norfolk District Engineer. The District Engineer will notify waterway users and the general public through appropriate notices and media concerning the location and identity of the designated government employee.

(2) Signals. Vessels desiring lockage in either direction shall give notice to the lockmaster at not more than three-quarters of a mile nor less than one-quarter of a mile from the lock, by two long and two short blasts of a whistle. When the lock is available, a green light, semaphore or flag will be displayed; when not available, a red light, semaphore or flag will be displayed. No vessels or rafts shall approach within 300 feet of any lock entrance unless signalled to do so by the lockmaster.

(3) Precedence at locks. (i) The vessel arriving first at a lock shall be first to lock through; but precedence shall be given to vessels belonging to the United States and to commercial vessels in the order named. Arrival posts or markers may be established ashore above or below the locks. Vessels arriving at or opposite such posts or markers will be considered as having arrived at the locks within the meaning of this paragraph.

(ii) The lockage of pleasure boats, house boats or like craft shall be expedited by locking them through with commercial craft (other than barges carrying petroleum products or highly hazardous materials) in order to utilize the capacity of the lock to its maximum. If, after the arrival of such craft, no separate or combined lockage can be accomplished within a reasonable time not to exceed the time required for three other lockages, then separate lockage shall be made.

(4) Entrance to and exit from locks. No vessel or raft shall enter or leave the locks before being signalled to do so. While waiting their turns, vessels or rafts must not obstruct traffic and must remain at a safe distance from the lock. They shall take position in rear of any vessels or rafts that may precede them, and there arrange the tow for locking in sections if necessary. Masters and pilots of vessels or in charge of rafts shall cause no undue delay in entering or leaving the lock, and will be held to a strict accountability that the approaches are not at any time unnecessarily obstructed by parts of a tow awaiting lockage or already passed through. They shall provide sufficient men to move through the lock promptly without damage to the structures. Vessels or tows that fail to enter the locks with reasonable promptness after being signalled to do so will lose their turn.

(5) Lockage of vessels. (i) Vessels must enter and leave the locks carefully at slow speed, must be provided with suitable lines and fenders, must always use fenders to protect the walls and gates, and when locking at night must be provided with suitable lights and use them as directed.

(ii) Vessels which do not draw at least six inches less than the depth on miter sills or breast walls, or which have projections or sharp corners liable to damage gates or walls, shall not enter a lock or approaches.

(iii) No vessel having chains or lines either hanging over the sides or ends, or dragging on the bottom, for steering or other purposes, will be permitted to pass a lock or dam.

(iv) Power vessels must accompany tows through the locks when so directed by the lockmaster.

(v) No vessel whose cargo projects beyond its sides will be admitted to lockage.

(vi) Vessels in a sinking condition shall not enter a lock or approaches.

(vii) The passing of coal from flats or barges to steamers while in locks is prohibited.

(viii) Where special regulations for safeguarding human life and property are desirable for special situations, the same may be indicated by printed signs, and in such cases such signs will have the same force as other regulations in this section.

(ix) The lockmaster may refuse to lock vessels which, in his judgment, fail to comply with this paragraph.

(6) Lockage of rafts. Rafts shall be locked through in sections as directed by the lockmaster. No raft will be locked that is not constructed in accordance with the requirements stated in paragraph (g) of this section. The party in charge of a raft desiring lockage shall register with the lockmaster immediately upon arriving at the lock and receive instructions for locking.

(7) Number of lockages. Tows or rafts locking in sections will generally be allowed only two consecutive lockages if one or more single vessels are waiting for lockage, but may be allowed more in special cases. If tows or rafts are waiting above and below a lock for lockage, sections will be locked both ways alternately whenever practicable. When there are two or more tows or rafts awaiting lockage in the same direction, no part of one shall pass the lock until the whole of the one preceding it shall have passed.

(8) Mooring. (i) Vessels and rafts when in the lock shall be moored where directed by the lockmaster by bow, stern and spring lines to the snubbing posts or hooks provided for that purpose, and lines shall not be let go until signal is given for vessel or raft to leave. Tying boats to the lock ladders is prohibited.

(ii) The mooring of vessels or rafts near the approaches to locks except while waiting for lockage, or at other places in the pools where such mooring interferes with general navigation of the waterway is prohibited.

(9) Maneuvering locks. The lock gates, valves, and accessories will be moved only under the direction of the lockmaster; but if required, all vessels and rafts using the locks must furnish ample help on the lock walls for handling lines and maneuvering the various parts of the lock under the direction of the lockmaster.

(f) (Reserved)

(g) Rafts, logging. (1) Rafts will be permitted to navigate a waterway only if properly and securely assembled. The passage of "bag" or "sack" rafts, "dog" rafts, or of loose logs over any portion of a waterway, is prohibited. Each section of a raft will be secured within itself in such a manner as to prevent the sinking of any log, and so fastened or tied with chains or wire rope that it cannot be separated or bag out so as to materially change its shape. All dogs, chains and other means used in assembling rafts shall be in good condition and of ample size and strength to accomplish their purposes.

(2) No section of a raft will be permitted to be towed over any portion of a waterway unless the logs float sufficiently high in the water to make it evident that the section will not sink en route.

(3) Frequent inspections will be made by the person in charge of each raft to insure that all fastenings remain secure, and when any one is found to have loosened, it shall be repaired at once. Should any log or section be lost from a raft, the fact must be promptly reported to the District Engineer, giving as definitely as possible the exact point at which the loss occurred. In all cases the owner of the lost log or section will take steps immediately to remove the same from the waterway.

(4) The length and width of rafts shall not exceed such maximum dimensions as may be prescribed by the District Engineer.

(5) All rafts shall carry sufficient men to enable them to be managed properly, and to keep them from being an obstruction to other craft using the waterway. To permit safe passage in a narrow channel rafts will, if necessary, stop and tie up alongside the bank. Care must be exercised both in towing and mooring rafts to avoid the possibility of damage to aids to navigation maintained by the United States or under its authorization.

(6) When rafts are left for any reason with no one in attendance, they must be securely tied at each end and at as many intermediate points as may be necessary to keep the timbers from bagging into the stream, and must be

moored so as to conform to the shape of the bank. Rafts moored to the bank shall have lights at 500-foot intervals along their entire length. Rafts must not be moored at prominent projections of the bank, or at critical sections.

(7) Logs may be stored in certain tributary streams provided a clear channel at least one-half the width of the channel be left clear for navigation along the tributary. Such storage spaces must be protected by booms and, if necessary to maintain an open channel, piling should also be used. Authority for placing these booms and piling must be obtained by written permit from the District Engineer.

(8) The building, assembling, or breaking up of a raft in a waterway will be permitted only upon special authority obtained from the District Engineer, and under such conditions as he may prescribe.

(h) Dumping of refuse or oil in waterway, obstructions. Attention is invited to the provisions of sections 13 and 20 of the River and Harbor Act of March 3, 1899 (30 Stat. 1152, 1154; 33 U.S.C. 407, 415), and of sections 2, 3, and 4 of the Oil Pollution Act of June 7, 1924 (43 Stat. 604, 605; 33 U.S.C. 432-434), which prohibit the depositing of any refuse matter in these waterways or along their banks where liable to be washed into the waters; authorize the immediate removal or destruction of any sunken vessel, craft, raft, or other similar obstruction, which stops or endangers navigation; and prohibit the discharge of oil from vessels into the coastal navigable waters of the United States.

(i) Damage. Masters and owners of vessels using the waterways are responsible for any damage caused by their operations to canal revetments, lock piers and walls, bridges, hurricane gate chambers, spillways, or approaches thereto, or other Government structures, and for displacing or damaging of buoys, stakes, spars, range lights or other aids to navigation. Should any part of a revetment, lock, bridge, hurricane gate chamber, spillway or approach thereto, be damaged, they shall report the fact, and furnish a clear statement of how the damage occurred, to the nearest Government lockmaster or bridge tender, and by mail to the District Engineer, U.S. Engineer Office in local charge of the waterway in which the damage occurred. Should any aid to navigation be damaged, they shall report that fact immediately to the nearest Coast Guard Officer in Charge Marine Inspection.

(j) Trespass on property of the United States. Trespass on waterway property or injury to the banks, locks, bridges, piers, fences, trees, houses, shops or any other property of the United States pertaining to the waterway, is strictly prohibited. No business, trading or landing of freight or baggage will be allowed on or over Government piers, bridges, or lock walls.

(k) Copies of regulations. Copies of the regulations in this section will be furnished free of charge upon application to the nearest District Engineer.

§207.169 Oklawaha River, navigation lock and dam at Moss Bluff, Fla.; use, administration and navigation. (a) The owner of or agency controlling the lock shall not be required to operate the navigation lock except from 7 a.m. to 7 p.m. during the period of February 15 through October 15 each year, and from 8 a.m. to 6 p.m. during the remaining months of the year. During the above hours and periods the lock shall be opened upon demand for the passage of vessels. The hours of operation are based on local time.

(b) The owner of or agency controlling the lock shall place signs of such size and description as may be designated by the District Engineer, U.S. Army Engineer District, Jacksonville, Fla., at each side of the lock indicating the nature of the regulations of this section.

§207.170 Federal Dam, Oklawaha River, Moss Bluff, Fla.; pool level. (a) The level of the pool shall normally be maintained at elevation 56.5 feet above sea level: Provided, That the level of the pool may be raised to not exceeding 58.5 feet above sea level at such times as may be authorized in writing by the District Engineer, Jacksonville, Fla., and subject to such conditions as he may specify.

(b) When in the opinion of the District Engineer, an emergency exists requiring the lowering of the pool level to an elevation less than 56.5 above sea level either to safeguard the dikes or to increase the discharge from Lake Griffin in times of high water, the discharge past the dam shall be regulated in such manner as he may direct until he shall declare the emergency passed.

§207.170a Eugene J. Burrell Navigation Lock in Haines Creek near Lisbon, Florida; use, administration and navigation. (a) The owner of or agency controlling the lock shall not be required to operate the navigation lock except from 7 a.m. to 12 noon, and from 1 p.m. to 7 p.m., during the period of February 15 through October 15 each year; and from 8 a.m. to 12 noon, and from 1 p.m. to 6 p.m., during the remaining months of each year. During the above hours and periods the lock shall be opened upon demand for the passage of vessels.

(b) The owner of the lock shall place signs, of such size and description as may be designated by the District Engineer, U.S. Army Engineer District, Jacksonville, Florida, at each side of this lock indicating the nature of the regulations of this section.

§207.170b Apopka-Beauclair Navigation Lock in Apopka-Beauclair Canal in Lake County, Florida; use, administration and navigation. (a) The owner of or agency controlling the lock shall not be required to operate the navigation lock except from 7:00 a.m. to 12:00 noon, and from 1:00 p.m. to 7:00 p.m., during the period of February 15 through October 15 each year; and from 8:00 a.m. to 12 noon, and from 1:00 p.m. to 6:00 p.m., during the remaining months of each year. During the above hours and periods the lock shall be opened upon demand for the passage of vessels.

(b) The owner of the lock shall place signs, of such size and descriptions as may be designated by the District Engineer, U.S. Army Engineer District, Jacksonville, Florida, at each side of this lock indicating the nature of the regulations.

§207.170c Kissimmee River, navigation locks between Lake Tohopekaliga and Lake Okeechobee, Fla.; use, administration and navigation. (a) The owner of or agency controlling the locks shall be required to open the navigation locks upon demand for passage of vessels during the following hours and periods:

Locks S-61, S-65, and S-65E:

Monday through Friday, all year; 7:00 a.m. to 6:00 p.m.

Saturday and Sunday, Mar. 1 through Oct. 31; 5:30 a.m. to 7:30 p.m.

Saturday and Sunday, Nov. 1 through Feb. 28; 5:30 a.m. to 6:30 p.m.

Lock S-65A:

Seven days a week, all year; 8:00 a.m. to 5:00 p.m.

Locks S-65B, S-65C, and S-65D:

Monday through Friday, all year; 8:00 a.m. to 5:00 p.m.

Saturday and Sunday, Mar. 1 through Oct. 31; 5:30 a.m. to 7:30 p.m.

Saturday and Sunday, Nov. 1 through Feb. 28; 5:30 a.m. to 6:30 p.m.

(b) The owner of or agency controlling the locks shall place signs, of such size and description as may be designated by the District Engineer, U.S. Army Engineer District, Jacksonville, Florida, at each side of the locks indicating the nature of the regulations of this section.

§207.170d Taylor Creek, navigation lock (S-193) across the entrance to Taylor Creek at Lake Okeechobee, Okeechobee, Fla.; use, administration and navigation. (a) The owner of or agency controlling the lock shall not be required to operate the navigation lock except from 5:30 a.m. to 8:00 p.m. daily. During the above hours the lock shall be opened upon demand for the passage of vessels.

(b) The owner of the lock shall place signs, of such size and description as may be designated by the District Engineer, U.S. Army Engineer District, Jacksonville, Florida at each side of this lock indicating the nature of the regulations of this section.

Part 334-Danger Zone and Restricted Area Regulations

§334.290 Elizabeth River, Southern Branch, Va., naval restricted areas. (a) The areas–(1) St. Helena Annex Area. Beginning at a point at St. Helena Annex of the Norfolk Naval Shipyard, on the eastern shore of Southern Branch of Elizabeth River, at latitude 36°49′43″, longitude 76°17′26.5″; thence in a southwesterly direction to a point on the eastern boundary of Norfolk Harbor 40-foot channel at latitude 36°49′42″, longitude 76°17′33″; thence in a southerly direction along the eastern boundary of Norfolk Harbor 40-foot channel to latitude 36°49′28″, longitude 76°17′27″; thence easterly to the shore at latitude 36°49′28″, longitude 76°17′22″; and thence, northerly along the shore to the point of beginning.

(2) Norfolk Naval Shipyard Area. Beginning at a point on the shore at the northeast corner of the Norfolk Naval Shipyard, at latitude 36°49′43.5″, longitude 76°17′41.5″; thence due east approximately 100 feet to the western boundary of Elizabeth River channel; thence in a southerly direction along the western boundary of the channel to the point where it passes through the draw of the Norfolk and Portsmouth Belt Line Railroad bridge, thence in a southwesterly direction along the northerly side of the bridge to the western shore of Southern Branch of Elizabeth River; and thence along the shore in a northerly direction to the point of beginning.

(3) Southgate Terminal Area. Beginning at a point at the northeast corner of Southgate Terminal Annex of Norfolk Naval Shipyard, at latitude 36°48′23″, longitude 76°17′39″; thence east to latitude 36°48′23″, longitude 76°17′29″; thence southerly along the western boundary of Norfolk Harbor 35-foot channel to latitude 36°48′04″, longitude 76°17′33″; thence west to latitude 36°48′04″, longitude 76°17′41″; and thence along the shore in a northerly direction to the point of beginning.

(b) The regulations. (1) No vessels other than Naval vessels and other vessels authorized to move to and from piers at the Norfolk Naval Shipyard and its two annexes described in paragraph (a) (1) and (3) of this section, and no person other than persons embarked in such vessels, shall enter the restricted areas.

(2) This section shall be enforced by the Commander, Norfolk Naval Shipyard, Portsmouth, Va. and such agencies as he may designate.

§334.320 Chesapeake Bay entrance; naval restricted area. (a) The area. Beginning at a point on the south shore of Chesapeake Bay at longitude 76°03′06″; thence to latitude 37°01′18″, longitude 76°02′06″; thence to latitude 37°00′18″, longitude 75°55′54″; thence to latitude 36°58′00″, longitude 75°48′24″; thence to latitude 36°51′48″, longitude 75°51′00″; thence to the shore at longitude 75°58′48″, and thence northwesterly and southwesterly along the shore at Cape Henry to the point of beginning.

(b) The regulations. (1) Anchoring, trawling, crabbing, fishing, and dragging in the area are prohibited, and no object attached to a vessel or otherwise shall be placed on or near the bottom.

(2) This section shall be enforced by the Commandant, Fifth Naval District, Norfolk, Va.

§334.380 Atlantic Ocean south of entrance to Chesapeake Bay off Dam Neck, Virginia Beach, Virginia, naval firing range. (a) The danger zone. All of the water area within a sector extending seaward a distance of 5,000 yards between radial lines bearing 35° true and 92° true, respectively, from a point on the shore at latitude 36°47′33″, longitude 75°58′23″.

(b) The regulations. (1) During the period from sunrise to sunset vessels shall proceed through the area with caution and shall remain therein no longer than necessary for purposes of transit.

(2) When firing is in progress, red flags will be displayed at conspicuous locations on the beach.

(3) Firing on the ranges will be suspended as long as any vessel is within the danger zone.

(4) Lookout posts will be maintained by the Fleet Anti-Air Warfare Training Center, Dam Neck, Virginia Beach, Virginia.

(5) There shall be no firing on any of the ranges between sunset and sunrise, nor during other periods of low visiblity.

(6) The regulations in this section shall be enforced by the Commanding Officer of the Fleet Anti-Air Warfare Training Center, Dam Neck, Virginia Beach, Virginia, and such agencies as he may designate.

§334.390 Atlantic Ocean south of entrance to Chesapeake Bay; firing range. (a) The danger zone. A sector extending seaward for a distance of 12,000 yards between two radial lines bearing 30° true and 75° true, respectively, from a point on the shore at latitude 36°46′48″, longitude 75°57′24″; and an adjacent sector extending seaward for a distance of 15 miles between two radial lines bearing 75° true and 150° true, respectively, from the same shore position.

(b) The regulations. (1) During the period from sunrise to sunset vessels shall proceed through the area with caution and shall remain therein no longer than necessary for purposes of transit.

(2) When firing is in progress, red flags will be displayed at conspicuous locations on the beach.

(3) Firing on the ranges will be suspended as long as any vessel is within the danger zone.

(4) Lookout posts will be maintained by the activity or agency operating the firing range at Fleet Combat Direction Systems Training Center, Atlantic, Dam Neck, Virginia Beach, Virginia.

(5) There shall be no firing on any of the ranges between sunset and sunrise, nor during other periods of low visibility.

(6) The regulations in this section shall be enforced by the Commander, Naval Air Force, U.S. Atlantic Fleet/Commander, Fleet Air Norfolk, Norfolk, Va., and such agencies as he may designate.

§334.400 Atlantic Ocean south of entrance to Chesapeake Bay off Camp Pendleton, Virginia; naval prohibited area. (a) The area. Beginning at a point on the shore at Camp Pendleton at latitude 36°48′19″N, longitude 75°57′49″W; thence easterly 200 yards to latitude

36°48′20″N, longitude 75°57′42″W; thence northerly 400 yards to latitude 36°48′32″N, longitude 75°57′45″W: thence westerly 200 yards to latitude 36°48′31″N, longitude 75°57′53″W; and thence southerly 400 yards along the shore to the point of beginning.

(b) The regulations. (1) Vessels other than those owned and operated by the United States shall not enter the area except by permission of the Commanding Officer, U.S. Naval Amphibious Base, Little Creek, Norfolk, Virginia.

(2) This section shall be enforced by the Commanding Officer, U.S. Naval Amphibious Base, Little Creek, Norfolk, Virginia, and such agencies as he may designate.

§334.410 Albemarle Sound, Pamlico Sound, and adjacent waters, N.C.; danger zones for naval aircraft operations. (a) Target areas–(1) North Landing River (Currituck Sound). The waters of North Landing River within a radius of 1,000 yards from a target located at latitude 36°31′00″, longitude 76°01′40″.

(2) Northern part of Currituck Sound. Beginning at a point bearing 65°30′, 1,025 yards, from Currituck Sound Light 69; thence 86°, 6,000 yards; thence 193°, 4,425 yards; thence 267°30′, 2,775 yards; and thence to the point of beginning. The target is located at latitude 36°27′16″, longitude 75°56′30″.

Note: All bearings in this section are referred to true meridian.

(b) Target and bombing area along south shore of Albemarle Sound. The area. Beginning at latitude 36°00′43″, longitude 76°19′20″; thence to latitude 36°02′40″, longitude 76°04′26″, thence to latitude 36°00′12″, longitude 76°04′26″; thence to latitude 35°59′35″, longitude 76°19′20″, and thence to the point of beginning. This area is divided into three subareas A, B, and C as follows: Area A, beginning at latitude 36°00′43″, longitude 76°19′20″; thence to latitude 36°01′20″, longitude 76°14′30″; thence to latitude 35°59′45″, longitude 76°14′30″; thence to latitude 35°59′35″, longitude 76°19′20″, and thence to the point of beginning. Area B, beginning at latitude 36°01′20″, longitude 76°14′ 30″; thence to latitude 36°02′18″, longitude 76°07′15″; thence to latitude 36°00′05″, longitude 76°07′15″; thence to latitude 35°59′45″, longitude 76°14′30″; and thence to the point of beginning. Area C, beginning at latitude 36° 02′18″, longitude 76°07′15″; thence to latitude 36°02′40″, longitude 76°04′26″; thence to latitude 36°00′12″, longitude 76°04′26″; thence to latitude 36°00′05″, longitude 76°07′15″; and thence to the point of beginning.

(c) Naval Aviation Ordnance test area in Pamlico Sound in vicinity of Long Shoal. A circular area with radius of one and one-half miles having its center at latitude 35°32′18″, longitude 75°40′39″.

(d) The regulations–(1) Target areas. The area described in paragraph (1)(a) of this section will be used as a dive bombing target by naval aircraft. In peacetime, munitions will be limited to miniature bombs which contain only small explosive charges for producing smoke puffs to mark points of impact. All operations will be conducted during daylight hours, and the area will be open to navigation at night. No vessel shall enter this area during the hours of daylight without special permission from the enforcing agency. The area will be patrolled and vessels will be warned not to enter. "Buzzing" by plane will warn vessels that they are in a danger zone, and upon being so warned vessels which have inadvertently entered the area shall immediately leave the area.

(2) Target and bombing area. The area described in paragraph (b) of this section will be used as a target and bombing area for both day and night operations. Dummy ammunition, waterfilled or smoke bombs and inert rockets will be used, except during wartime when live ammunition, bombs and rockets may be used. The area will be open to navigation except for periods when ordnance exercises are being conducted by naval aircraft. In area B described in paragraph (b) of the section the placing of nets, traps, buoys, pots, fishponds, stakes, or other equipment which may interfere with target vessels operating in the area shall not be permitted. The area will be patrolled and vessels shall clear the area under patrol upon being warned by the surface patrol craft or when "buzzed" by patrolling aircraft. As a further means of warning vessels of naval aircraft operations in the area described in paragraph (b) of this section, a cluster of flashing red lights at night and a large red flag by day will be displayed from the range observation tower located in the approximate center of the shore side of this area.

(3) Naval Aviation Ordnance test area. The area described in paragraph (c) of this section shall be closed to navigation except for such military vessels as may be directed by the enforcing agency to enter on assigned duties.

(4) Enforcing agency. The regulations in this section shall be enforced by the Commander, Fighter Medium Attack Airborne Early Warning Wings, Atlantic, and such agencies as he/she may designate.

§334.420 Pamlico Sound and adjacent waters, N.C.; danger zones for Marine Corps operations. (a) Bombing and rocket firing area in Pamilico Sound in vicinity of Brant Island–(1) The area. The waters within a circular area with a radius of 3.0 statute miles having its center on the southern side of Brant Island at latitude 35°12′30″, longitude 76°26′30″.

(2) The regulations. The area shall be closed to navigation at all times except for vessels engaged in operational and maintenance work as directed by the enforcing agency. Prior to bombing or firing operations the area will be "buzzed" by plane. Upon being so warned vessels working in the area shall leave the area immediately.

(b) Bombing, rocket firing, and strafing areas in Pamlico Sound and Neuse River–(1) The areas. (i) The waters within a circular area with a radius of 1.8 statute miles having its center at latitude 35°02′12″, longitude 76°28′00″.

(ii) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 35°00′30″, longitude 76°29′50″.

(iii) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 35°04′12″, longitude 76°28′24″.

(iv) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 35°01′42″, longitude 76°25′48″.

(v) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 34°58′48″, longitude 76°26′12″.

(2) The regulations. (i) The areas described in paragraph (b)(1)(i) and (ii) will be used as bombing, rocket firing, and strafing areas. Live and dummy ammunition will be used. The areas shall be closed to navigation at all times except for such vessels as may be directed by the enforcing agency to enter on assigned duties. The areas will be patrolled and vessels "buzzed" by the patrol plane prior to the conduct of operations in the areas. Vessels which have been inadvertently entered the danger zones upon being so warned shall leave the area immediately.

(ii) The areas described in paragraph (b) (iii), (iv), and (v) of this section will be used as bombing, rocket firing,

and strafing areas. Practice and dummy ammunition will be used. All operations will be conducted during daylight hours, and the areas will be open to navigation at night. No vessel shall enter these areas during the hours of daylight without special permission from the enforcing agency. The areas will be patrolled and vessels "buzzed" by the patrol plane prior to the conduct of operations in the areas. Vessels which have inadvertently entered the danger zones upon being so warned shall leave the areas immediately.

(c) Enforcing agency. The regulations of this section shall be enforced by the Commander, Marine Corps Air Bases, East, Cherry Point, North Carolina, or his authorized representatives.

§334.430 Neuse River and tributaries at Marine Corps Air Station, Cherry Point, N.C.; restricted area. (a) The area. That portion of Neuse River within 500 feet of the shore along the reservation of the Marine Corps Air Station, Cherry Point, North Carolina, extending from the mouth of Hancock Creek to a point approximately 6,800 feet west of the mouth of Slocum Creek, and all waters of Hancock and Slocum Creeks and their tributaries within the boundaries of the reservation.

(b) The regulations. (1) Except in cases of extreme emergency, all vessels other than those operated by the United States Navy or Coast Guard are prohibited from entering this area without prior permission of the enforcing agency.

(2) The regulations in this section shall be enforced by the Commanding General, United States Marine Corps Air Station, Cherry Point, North Carolina, and such agencies as he may designate.

§334.440 New River, N.C., and vicinity; Marine Corps Firing Ranges. (a) Atlantic Ocean east of New River Inlet. The waters of the Atlantic Ocean within a sector bounded on the north by a line bearing 105° from latitude 34°37'25", longitude 77°10'35"; on the east and south by the arc of a circle having a radius of 25,000 yards centered at latitude 34°34'15", longitude 77°16'10"; on the west by a line bearing 205° from latitude 34°32'37", longitude 77°18'34", and on the northwest by the shore.

Note: All bearings in this section are referred to true meridian.

(b) New River. The firing ranges include all waters to the high waterline within eight sections described as follows:

(1) Trap Bay Sector. Bounded on the south by a line running from Cedar Point 280° to New River Light 70, thence 254° to Hatch Point; and on the northwest by a line running from Wilkins Bluff 232° to Hall Point.

(2) Courthouse Bay Sector. Bounded on the southeast by the northwest boundary of the Traps Bay Sector and on the west by Sneads Ferry Bridge.

(3) Stone Bay Sector. Bounded on the east by Sneads Ferry Bridge and on the north by a line running from a point on the east side of New River opposite the head of Sneads Creek 291°30' to the south side of the mouth of Stone Creek.

(4) Stone Creek Sector. The northwest portion of Stone Bay, bounded on the south by the north boundary of the Stone Bay Sector; and on the east by longitude 77°26'.

(5) Grey Point Sector. Bounded on the south by the north boundary of the Stone Bay Sector; on the west by the east boundary of the Stone Creek Sector; and on the northeast by a line running from Town Point 113° to the south side of the mouth of French Creek.

(6) Farnell Bay Sector. Bounded on the south by the northeast boundary of the Grey Point Sector, including French Creek up to longitude 77°20'; and on the north by a line running from Hadnot Point 285°30' to Holmes Point.

(7) Morgan Bay Sector. Bounded on the south by the north boundary of the Farnell Bay Sector, including Wallace Creek up to longitude 77°22'; and on the northwest by a line running from Paradise Point 243°30' to Ragged Point.

(8) Jacksonville Sector. Bounded on the southeast by the northwest boundary of the Morgan Bay Sector, including Southwest Creek up to the point where it narrows to 200 feet in width, and Northeast Creek up to longitude 77°23'30"; and on the north by an east-west line passing through New River Day Beacon 41.

(c) The regulations. (1) Sailing vessels and any watercraft having a speed of less than 5 knots shall keep clear of any closed sector at all times after notice of firing therein has been given. Vessels propelled by mechanical power at a speed greater than 5 knots may enter the sectors without restriction except when the firing signals are being displayed. When these signals are displayed, vessels shall clear the closed sectors immediately and no vessels shall enter such sectors until the signals indicate that firing has ceased.

(2) Firing will take place both day and night at irregular periods throughout the year. Insofar as training requirements will permit, underwater explosions will be restricted in the Atlantic Ocean sector (described in paragraph (a) of this section) during the periods May 1 and June 5, inclusive, and November 22 to December 15, inclusive.

(3) Two days in advance of the day when firing in any sector except the Stone Creek sector is scheduled to begin, the enforcing agency will warn the public of the contemplated firing, stating the sector or sectors to be closed, through the public press and the United States Coast Guard and, in the case of the Atlantic Ocean sector, the Cape Fear Pilots Association at Southport, and the Pilots Association at Morehead City, North Carolina. The Stone Creek sector may be closed without advance notice.

(4) Towers at least 50 feet in height will be erected near the shore at the northeast and southwest limits of the Atlantic Ocean sector, and towers at least 25 feet in height will be erected near the easterly shore at the upper and lower limits of each New River sector. On days when firing is to take place a red flag will be displayed on each of the towers marking the sector or sectors to be closed. These flags will be displayed by 8:00 a.m., and will be removed when firing ceases for the day. Suitable range markers will be erected indicating the bearings of the north and west limits of the Atlantic Ocean sector.

(5) During the night firing, red lights will be displayed on the towers; and, in the case of the Atlantic Ocean sector, searchlights will be employed as barrier lights to enable safety observers to detect vessels which may attempt to enter the danger zone.

(d) Target and bombing area in Atlantic Ocean in vicinity of Bear Inlet–(1) The water within an area described as follows: Beginning at latitude 34°37'32", longitude 77°12'03"; thence to latitude 34°36'58", longitude 77°11'25"; thence to latitude 34°37'44", longitude 77°10'35"; thence to latitude 34°32'27", longitude 77°06'30"; thence to latitude 34°28'55", longitude 77°15'05"; thence to latitude 34°34'50", longitude 77°15'10"; thence to the point of beginning.

(2) The regulations. Vessels may proceed along estab-

lished waterways except during military training periods. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flag pole 40 feet in height located at the U.S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina, and from observation tower 40 feet in height located at the northern end of Onslow (Hurst) Beach. Prior to bombing and firing operations, the area will be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice. Upon being so warned, vessels shall leave the area as quickly as possible by the most direct route.

(e) Inland waters in the Browns Inlet area between Bear Creek and Onslow Beach Bridge over the Atlantic Intracoastal Waterway–(1) The area. Navigable waters between Bear Creek and Onslow Beach Bridge to include all inlets, streams, bays, and water therein contained, bounded on the north by Bear Creek, on the east and south by the Atlantic Ocean, to the meridian 77°16′ 20″; thence by this meridian to latitude 34°34′31″; and thence by a line bearing 44° from this point until the line intersects Bear Creek.

(2) The regulations. (i) Vessels may proceed through the Atlantic Intracoastal Waterway in the area without stopping except in cases of extreme emergencies.

(ii) All navigable waters in the area between the south bank of Bear Creek and the north bank of the north connecting channel between the Atlantic Intracoastal Waterway and Browns Inlet shall be closed to navigation at all times. There are highly sensitive unexploded projectiles within the limits of this area.

(iii) Vessels may proceed through the north connecting channel and the south connecting channel (Banks Channel) in the area between the Atlantic Intracoastal Waterway and Browns Inlet to the Atlantic Ocean without stopping during periods of nonmilitary use. Caution should be used when proceeding through these waters due to the presence of unexplored projectiles lying in this area.

(iv) Navigable waters in the area between the south connecting channel (Banks Channel) leading to Browns Inlet and Onslow Beach Bridge on both sides of the Atlantic Intracoastal Waterway are open to unrestricted navigation during periods of nonmilitary use. An unknown element of risk exists in this area due to the possible presence of unexploded projectiles.

(v) Warning of impending military use of the area will be contained in weekly Notice to Mariners.

(vi) Vessels having specific authority from the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, may enter the area.

(f) Enforcing agency. The regulations of this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, or his authorized representatives.

§334.450 Cape Fear River and tributaries at Sunny Point Army Terminal, Brunswick County, North Carolina; restricted area. (a) The area. That portion of Cape Fear River due west of the main ship channel extending from U.S. Coast Guard buoy No. 31A at the north approach channel to Sunny Point Army Terminal to U.S. Coast Guard buoy No. 23A at the south approach channel to Sunny Point Army Terminal and all waters of its tributaries therein.

(b) Except in cases of extreme emergency, vessels of any size or rafts other than those authorized by the Commander, Sunny Point Army Terminal, are prohibited from entering this area without prior permission of the enforcing agency.

(c) The regulations in this section shall be enforced by the Commander, Sunny Point Army Terminal, Southport, North Carolina, and such agencies as he may designate.

§334.460 Cooper River and tributaries at Charleston, S.C.; restricted areas. (a) The areas. (1) That portion of Cooper River beginning on the westerly shore at latitude 32°49′50″, longitude 79°56′10″; thence to latitude 32°49′54″, longitude 79°55′55″; thence to latitude 32°50′32″, longitude 79°55′55″; thence to latitude 32°51′01″, longitude 79°56′07″; thence to latitude 32°51′19″, longitude 79°57′05″; thence to latitude 32°51′33″, longitude 79°57′27″; thence to latitude 32°51′48.5″, longitude 79°57′41.5″; thence to latitude 32°52′06″, longitude 79°57′54″; thence to latitude 32°52′27″, longitude 79°58′01″; thence to latitude 32°52′37″, longitude 79°58′03″; and thence to the westerly shore at latitude 32°52′37″, longitude 79°58′06″.

(2) The reach of Shipyard Creek upstream from a line 300 feet from and parallel to the upstream limit of the improved Federal turning basin.

(3) That portion of the Cooper River beginning on the west channel edge at latitude 32°52′06″N., longitude 79°57′54″W.;

thence to the easterly shore to 32°52′13″N. 79°57′30″W.;

thence proceeding along the easterly shore to 32°51′30″N.,

79°56′15.5″W.;

thence along the Cooper River to 32°51′01″N., 79°55′50″W.;

thence to 32°50′52″N., 79°56′03.5″W.;
thence to 32°51′01″N., 79°56′07″W.;
thence to 32°51′19″N., 79°57′05″W.;
thence to 32°51′33″N., 79°57′27″W.;
thence to 32°51′48.5″N., 79°57′41.5″W.;
thence to 32°52′06″N., 79°57′54″W.

(4) That portion of Cooper River extending from the mouth of Goose Creek to Red Bank Landing, a distance of approximately 4.8 miles, and the tributaries to Cooper River within the area inclosed by the following arcs and their intersections:

(i) Radius = 8255′ center of Radius Latitude 32°55′45″N., Longitude 79°56′23″W.

(ii) Radius = 3790′ center of Radius Latitude 32°55′00″N., Longitude 79°55′41″W.

(iii) Radius = 8255′ center of Radius Latitude 32°55′41″N., Longitude 79°56′15″W.

(iv) Radius = 8255′ center of Radius Latitude 32°56′09″N., Longitude 79°56′19″W.

(b) The regulations. (1) Unauthorized vessels and other watercraft shall not enter at any time the restricted areas described in paragraph (a) (1) and (2) of this section.

(2) Vessels and other watercraft entering the restricted area described in paragraph (a)(3) of this section shall proceed at normal speed and under no circumstances anchor, fish, loiter, or photograph until clear of the restricted area.

(3) Vessels and other watercraft other than those authorized by the Commanding Officer, Naval Ammunition Depot, entering the restricted area described in paragraph (a)(4) of this section shall proceed at normal speed and under no circumstances anchor, fish, or loiter in any way until clear of the restricted area. The area will be marked with suitable warning signs.

(4) The regulations in paragraphs (b)(1) and (2) of this

section shall be enforced by Commander, Naval Base, Charleston, South Carolina, and such agencies as he/she may designate.

(5) The regulations in paragraph (b)(3) of this section shall be enforced by the Commanding Officer, Naval Ammunition Depot, Charleston, South Carolina, and such agencies as he/she may designate.

§334.470 Cooper River and Charleston Harbor, S.C.: restricted areas. (a) The Restricted Areas. (1) Area No. 1 is that portion of the Cooper River beginning near the westerly shore north of Shipyard Creek at "a" Latitude 32°50′14″, Longitude 79°56′11″; thence to "b" Latitude 32°50′14″, Longitude 79°55′37″; thence to "c" Latitude 32°49′41″, Longitude 79°55′37″; thence to "d" Latitude 32°49′41″, Longitude 79°55′52″; thence to "e" Latitude 32°49′47″, Longitude 79°56′09″; and thence returning to "a" Latitude 32°50′14″, Longitude 79°56′11″.

(2) Area No. 2 is that portion of the Cooper River beginning at a point west of Shutes Folly Island at "a" Latitude 32°46′27″, Longitude 79°55′31″; thence to "b" Latitude 32°46′39″, Longitude 79°55′11″; thence to "c" Latitude 32°46′39″, Longitude 79°54′51″; thence to "d" Latitude 32°46′28″, Longitude 79°54′47″; thence to "e" Latitude 32°46′17″, Longitude 79°54′51″; thence to "f" Latitude 32°46′17″, Longitude 79°55′11″; and thence returning to "a" Latitude 32°46′27″, Longitude 79°55′31″.

(b) The regulations. (1) There shall be no introduction of magnetic material or magneto-electric field sources within the area.

(2) Ships transiting the areas will proceed without delay and shall not, except as noted below, lie to or anchor within the areas.

(i) Pleasure craft under 50 feet LOA will not normally be affected; however, such craft may be required to stand clear upon notification, in the event they are interfering with range operation.

(ii) Anchored commercial ships will be allowed to swing into the restricted area at the Shutes Folly Island site when the range is not in use. Shutes Folly Island Range usage will be indicated by range house display of the international DELTA signal flag.

(iii) This section shall be enforced by the Commandant, Sixth Naval District, Charleston, South Carolina, and such agencies as he may designate.

§334.480 Archers Creek, Ribbon Creek and Broad River, S.C.; U.S. Marine Corps Recruit Depot Rifle and Pistol Ranges, Parris Island. (a) During the periods when the rifle and pistol ranges on Parris Island are in use, the following areas will be restricted to navigation:

(1) At the rifle range. Archers Creek between Broad River and Beaufort River and Ribbon Creek from Broad Creek entrance. The area is inclosed by the following points:

32°21′40″N., 80°44′52″W.;
32°21′51″N., 80°44′38″W.;
32°21′54″N., 80°44′41″W.;
32°22′01″N., 80°44′21″W.;
32°22′08″N., 80°44′15″W.;
32°22′15″N., 80°44′07″W.;
32°22′17″N., 80°44′05″W.;
32°22′20″N., 80°43′52″W.;
32°22′17″N., 80°43′48″W.;
32°22′17″N., 80°43′47″W.;
32°21′44″N., 80°43′28″W.;
32°21′30″N., 80°43′13″W.;
32°20′55″N., 80°42′23″W.;
32°20′21″N., 80°42′24″W.;
32°20′06″N., 80°42′43″W.;
32°20′12″N., 80°43′01″W.;
32°20′18″N., 80°43′22″W.;
32°20′28″N., 80°43′33″W.;
32°20′30″N., 80°43′37″W.;
32°20′35″N., 80°43′41″W.;
and thence to point of beginning:
32°21′40″N., 80°44′52″W.

(2) At the pistol range. An area in Broad River inclosed by the following points:

32°20′09″N., 80°42′57″W.;
32°19′27″N., 80°42′27″W.;
32°18′57″N., 80°43′24″W.;
32°19′39″N., 80°43′54″W.;
32°20′00″N., 80°43′36″W.;
32°20′00″N., 80°43′15″W.

The area will be adequately marked by red flags for the convenience and protection of the general public.

(b) Firing over these ranges will normally take place between the hours of 6:30 a.m. and 5 p.m., Monday through Friday, and from 6 a.m. to 12 noon on Saturday, National holidays excepted, and at other times as designated and properly published by the Commanding General, Parris Island Marine Base.

(c) Vessels and other watercraft shall not enter the restricted waters when firing is in progress. At all other times these waters are open to navigation. Safety regulations shall be enforced at all times with the following specific precautions being provided by the Parris Island Marine Base:

(1) At the rifle range–Warning signs indicating the periods when the rifle range is in use will be posted at the entrances to Archers Creek and Ribbon Creek. Also the warning signs will be placed at the corners of the rifle range impact area.

(2) At the pistol range–Warning flag shall be flown from top of a lookout tower with a sentry lookout during actual firing. Also a patrol boat shall be accessible for clearing the area and warning all approaching vessels of the danger zone area and the schedule of firing. During storms or similar emergencies this area shall be opened to vessels to reach safety without undue delay for the preservation of life and property.

(d) The regulations in this section shall be enforced by the Commanding General, Marine Corps Recruit Depot, Parris Island, South Carolina, and such agencies as he may designate.

§334.490 Atlantic Ocean off Georgia Coast; air-to-air and air-to-water gunnery and bombing ranges for fighter and bombardment aircraft, United States Air Force. (a) The danger zones–(1) For fighter aircraft. An area approximately 30 miles offshore between Wassaw Sound and Brunswick, Georgia, described as follows: Beginning at latitude 31°55′30″, longitude 80°24′00″; thence 90° true to longitude 80°16′00″; thence southwesterly to latitude 31°10′00″, longitude 80°43′00″; thence 270° to longitude 80°51′00″; and then northeasterly to the point of beginning.

(2) For bombardment aircraft. An area approximately 70 miles off shore between Savannah Beach and Brunswick, Georgia, described as follows: Beginning at latitude 32°00′00″, longitude 79°43′00″; thence 90° true to longitude 79°07′00″; thence southwesterly to latitude 31°10′00″, longitude 79°24′00″; thence 270° true to longitude 80°00′00″; and thence northeasterly to the point of beginning.

(b) The regulations. (1) The danger zones shall be open to navigation except when aerial gunnery or bombing practice is being conducted.

(2) Prior to conducting each practice the entire area will be patrolled by aircraft to warn any watercraft found in the vicinity that such practice is about to take place. The warnings will be by "buzzing", i.e., by flying low over the watercraft. Any watercraft shall, upon being so warned, immediately leave the area designated and shall remain outside the area until practice has ceased.

(3) The regulations in this section shall be enforced by the Commanding Officer, 2d Bombardment Wing, Hunter Air Force Base, Savannah, Georgia, and such agencies as he may designate.

§334.500 St. Johns River Fla., Ribault Bay; prohibited area. (a) The Area. All waters constituting the Turning Basin within the Naval Air Base Reservation, Mayport, Florida, and enclosed by a line bearing approximately 180° true from Ribault Channel Light 4 to the shore at a point connecting with the Naval Base boundary line fence.

(b) The regulations. (1) All vessels and craft except those operated by the United States Navy or Coast Guard are prohibited from entering this area except in cases of extreme emergency.

(2) This section shall be enforced by the Commander, United States Naval Air Station, Jacksonville, Florida, and such agencies as he may designate.

§334.510 U.S. Navy Fuel Depot Pier, St. Johns River, Jacksonville, Fla.; restricted area. (a) The area is described as:

(1) A line running at 238.5° true and paralleling the pier at 100 feet is extended from the eastern edge of the mooring platform No.59 to the western edge of platform No.65. From these points the boundaries are extended to the shoreline along lines running at 328.5°.

(2) The easterly waterward coordinate being:
30°23′58.0″N., 81°37′15.0″W.

(3) The westerly waterward coordinate being:
30°23′53.0″N., 81°37′24.4″W.

(b) The Regulations:

(1) The use of waters as previously described by private and/or commercial floating craft is prohibited with the exception of vessels that have been specifically authorized to do so by the Officer in Charge of the Navy Fuel Depot.

(2) This regulation shall be enforced by the Officer in Charge, U.S. Navy Fuel Depot, Jacksonville, Florida, and such agencies as the officer in charge may designate.

§334.520 Lake George, Fla.; naval bombing area. (a) The danger zone. An area in the eastern part of Lake George described as follows: Beginning at latitude 29°13′16″, longitude 81°34′28″; thence along a line parallel to the navigation channel to latitude 29°20′05″, longitude 81°36′15″; thence along a line about three-fifths mile southerly from the Putnam-Volusia County line to latitude 29°20′19″, longitude 81°35′12″; thence to latitude 29°18′36″, longitude 81°33′53″; thence to latitude 29°13′22″, longitude 81°32′38″; and thence to the point of beginning. The area will be marked by appropriate warnings signs at the five corners and at the midpoint of the longer side.

(b) The regulations. (1) Bombing operations will be confined, as nearly as practicable, to the north-south center line of the danger zone, keeping well clear of the navigation channel.

(2) Prior to each bombing operation the danger zone will be patrolled by naval aircraft which will warn vessels to leave the area by "zooming" a safe distance to the side and at least 500 feet above the surface. Upon being so warned such vessels shall leave the danger zone immediately, and no vessel shall enter the danger zone until bombing operations have ceased.

(3) At intervals of not more than three months, public notices will be issued that bombing operations are continuing. Such notices will appear in the local newspaper and in "Notice to Mariners".

(4) The regulations in this section shall not deny passage through Lake George by regular cargo-carrying vessels proceeding along established lanes for such vessels. When any such vessel is within the danger zone the officer in charge of the bombing operations will cause the cessation or postponement of such operations until the vessel has cleared the area. The vessel shall proceed on its normal course and shall not delay its progress.

(5) The regulations in this section shall be enforced by the Commander, Naval Air Bases, Sixth Naval District, Naval Air Station, Jacksonville, Florida, and such agencies as he may designate.

§334.530 Canaveral Harbor adjacent to the Navy pier at Port Canaveral, Fla.; restricted area. (a) The area. The waters of Canaveral Harbor within a line circumscribing the water approaches to the Navy pier along the northeasterly edge of the Canaveral Harbor turning basin at a distance of 200 feet from all portions of the pier including the dolphins 200 feet off the northwest end and 75 feet off the southeast end of the pier.

(b) The regulations. (1) All unauthorized vessels and personnel are prohibited from the area during specified periods.

(2) The area will be closed when a red ball is shown by day or red flashing lights are displayed by night from the southwest side of the Port Canaveral water tower. The red lights will be shielded to seaward.

(3) Lighted signs indicating the restricted area will be placed on the pier and adjacent thereto.

(4) The regulations in this section shall be enforced by the Commanding Officer, U.S. Naval Ordnance Test Unit, AFMTC, Patrick Air Force Base, Florida.

§334.540 Banana River at Cape Canaveral Missile Test Annex, Fla.; prohibited area. (a) The area. The waters within a semicircle with a radius of 10,000 feet centered on the easterly shore of Banana River at Cape Canaveral at latitude 28°27′23″, longitude 80°35′48″.

(b) The regulations. (1) All unauthorized craft shall stay clear of the area at all times.

(2) The regulations in this section shall be enforced by the Commander, Air Force Missile Test Center, Patrick Air Force Base, Florida, and such agencies as he may designate.

§334.550 Banana River at Cape Canaveral Air Force Station, Fla., restricted area. (a) The Area. (1) Starting at the northern boundary of the existing Prohibited Area as described in 33 CFR 207.171a, and the shoreline at latitude 28°28′58″N., longitude 80°35′26″W.; thence westerly along the northern boundary of 207.171a to latitude 28°28′58″N., longitude 80°35′43″W.; thence N 04°06′25″E for 4760.11 feet to latitude 28°29′45″N., longitude 80°35′39″W.; thence due east to a point on the shoreline at latitude 28°29′45″N., longitude 80°35′11″W.

(b) The Regulation. (1) All unauthorized craft shall stay clear of this area at all times.

(2) The regulations in this section shall be enforced by the Commander, Eastern Space and Missile Center, Patrick Air Force Base, Florida, and such agencies as he may designate.

§334.560 Banana River at Patrick Air Force Base, Fla.; prohibited area. (a) The area. The water area within a semicircle with a radius of 600 feet having its center at

latitude 28°14'14.1", longitude 80°36'54.7" near the easterly shore of Banana River. The offshore boundary will be marked with appropriate warning signs.

(b) The regulations. (1) All unauthorized watercraft shall stay clear of the area at all times.

(2) The regulations in this section shall be enforced by the Commander, Air Force Missile Test Center, Patrick Air Force Base, Florida, and such agencies as he may designate.

§334.570 Banana River near Orsino, Fla.; restricted area. (a) The area. That part of Banana River N of the NASA Banana River Causeway near Orsino and extending above the head of said river to the N and westerly to Kennedy Parkway North.

(b) The regulations. (1) All unauthorized craft and personnel shall stay clear of the area at all times.

(2) The regulations in this section shall be enforced by the Director, John F. Kennedy Space Center, NASA, Cocoa Beach, Fla.

§334.580 Atlantic Ocean near Port Everglades, Fla.; naval restricted area. (a) The area. Beginning at a point at latitude 26°05'30"N., longitude 80°03'30"W.; proceed west to 26°05'30"N., 80°06'30"W.; thence, southerly to 26°03'00"N., 80°06'42"W., thence, east to 26°03'00"N., 80°05'44"W.; thence, south to 26°01'36"N., 80°05'44"W.; thence, east to 26°01'36"N., 80°03'30"W.; thence, north to the point of beginning.

(b) The regulations. (1) Anchoring of ocean-going vessels and/or any vessel with an anchor weight of 100 pounds or more and/or an anchor winch pull capacity of 300 pounds or more shall be prohibited in the above described area.

(2) The regulations of this section shall be enforced by the Officer-in-Charge of the Naval Surface Weapons Center, Ft. Lauderdale Facility, Florida, and such agencies as he/she may designate.

§334.590 Atlantic Ocean off Cape Canaveral, Fla.; Air Force Missile Testing Area, Patrick Air Force Base, Fla. (a) The danger zone. An area in the Atlantic Ocean immediately offshore from Cape Canaveral defined by a line 3 nautical miles from shore, said area terminating in the north at a line on a bearing of 070° from a point on shore at approximate latitude 28°35' north and in the south at a line on a bearing of 115° from a point on the shore at approximate latitude 28°25' north.

(b) The regulations. (1) All unauthorized vessels are prohibited from operating within the danger zone during firing periods to be specified by the Commander, Air Force Missile Test Center, Patrick Air Force Base.

(2) Warning signals will be used to warn vessels that the danger zone is active. These signals will be in the form of a large red ball and a red flashing high intensity beacon. One signal will be located on a 90-foot pole near the shoreline at the north end of the danger zone, and one signal will be located on a 90-foot pole near the shoreline about one-half mile north of the south limit of the danger zone. An amber rotating beacon and warning sign will be erected on the north side of the Port Canaveral ship channel to indicate to vessels about to leave the harbor that the danger zone is in use.

(3) When the signals in paragraph (b) of this section are displayed, all vessels, except authorized patrol vessels, will immediately leave the danger zone by the most direct route and stay out until the signals are discontinued.

(4) The regulations in this paragraph shall be enforced by the Commander, Air Force Missile Test Center, Patrick Air Force Base, Fla., and such agencies as he may designate.

§334.600 Trident Basin Adjacent to Canaveral Harbor at Cape Canaveral Air Force Station, Brevard County, Florida Danger Zone. (a) The Danger Zone. From the west side of the access channel at latitude 28°24'37", longitude 80°35'35" to the east side of the access channel at latitude 28°24'37", longitude 80°35'26" and the entire basin.

(b) Regulations. (1) No unauthorized vessel shall enter the area. The area will be used for loading and unloading explosives. The entrance to the basin will be marked by suitable boundary signs.

(2) The regulations will be enforced by the Commanding Officer, Naval Ordnance Test Unit, Patrick Air Force Base, Florida, or such agencies he may designate.

§334.610 Key West Harbor, at U.S. Naval Base, Key West, Fla.; naval restricted area.

(a) The areas. (1) All waters within 100 yards of the south shoreline of the Harry S. Truman Annex, beginning at a point on the shore at Latitude 24°32'45.3"N., Longitude 81°47'51"W.; thence to a point 100 yards due south of the south end of Whitehead Street of

24°32'42.3"N., 81°47'51"W.; thence extending westerly, paralleling the southerly shoreline of the Harry S. Truman Annex, to

24°32'37.6"N., 81°48'32"W.; thence northerly to the shore at

24°32'41"N., 81°48'31"W. (Area #1).

(2) All waters within 100 yards of the westerly shoreline of the Harry S. Truman Annex and all waters within a portion of the Truman Annex Harbor, as defined by a line beginning on the shore at

24°33'00"N., 81°48'41.7"W.; thence to a point 100 yards due west at

24°33'00"N., 81°48'45"W.; thence northerly, paralleling the westerly shoreline of the Harry S. Truman Annex, including a portion of the Truman Annex Harbor entrance, to

24°33'23"N., 81°48'37"W.; thence southeasterly to the shore (sea wall) at

24°33'19.3"N., 81°48'28.7"W. (Area #2).

(3) All waters within 100 yards of the Coast Guard Station and the westerly end of Trumbo Point Annex beginning at the shore at

24°33'47.6"N., 81°47'55.6"W.; thence westerly to

24°33'48"N., 81°48'00.9"W.; thence due south to

24°33'45.8"N., 81°48'00.9"W.; thence westerly to

24°33'47"N., 81°48'12"W.; thence northerly to

24°34'06.2"N., 81°48'10"W.; thence easterly to a point joining the existing restricted area around Fleming Key at

24°34'03.3"N., 81°47'55"W. (Area #3).

(4) Beginning at the last point designated in area 3 at 24°34'03.3"N., 81°47'55"W.; proceed northwesterly, maintaining a distance of 100 yards from the shoreline of Fleming Key, except for a clearance of approximately 400 yards across the mouth of Fleming Cove near the southwesterly end of Fleming Key, continue around Fleming Key to a point easterly of the southeast corner of Fleming Key at

24°34'00.8"N., 81°47'37.5"W.: thence easterly to

24°33'57.6"N., 81°47'20"W.; thence southerly to a point on the shore at

24°33'54.7"N., 81°47'20.9"W. (Area #4).

(5) All waters contiguous to the southwesterly shoreline of Boca Chica Key beginning at a point on the southwest shoreline at

24°33'24"N., 81°42'30"W.; proceed due south 100 yards to

24°33'20.4"N., 81°42'30"W.; thence, maintaining a dis-

tance 100 yards from the shoreline, proceed westerly and northerly to

24°34'03"N., 81°42'47"W.; thence due north to a point at the easterly end of the U.S. Highway 1 (Boca Chica Channel) bridge at

24°34'39"N., 81°42'47"W. (Area #5).

(6) All waters within 150 yards of the shoreline along a portion of the easterly shore of the Naval Air Station on Boca Chica Key between a point on the shoreline at

24°35'14"N., 81°41'44"W.; proceed in a northerly direction, maintaining 150 yards off shore, to

24°35'45.1"N., 81°31'55.2"W.; thence to a point on the shore at

24°35'42"N., 81°42'00"W. (Area #6).

(b) The regulations. (1) Entering or crossing in any of the restricted areas described in paragraph (a) of this section is prohibited except as follows: privately owned vessels, properly registered and bearing identification in accordance with Federal and/or State laws and regulations, and at night showing lights required by Federal laws and Coast Guard regulations or, if no constant lights are required, then a bright white light showing all around the horizon, may transit the following portions of the restricted areas:

(i) The channel, approximately 75 yards in width, extending from the northwest corner of Pier D-3 of Trumbo Point Annex, eastward beneath the Fleming Key bridge and along the north shore of Trumbo Point Annex.

(ii) A channel 150 feet in width which extends easterly from the main ship channel into Key West Bight, the northerly edge of which channel passes 25 feet south of the Trumbo Point Annex piers on the north side of the Bight. While the legitimate access of privately owned vessels to facilities of Key West Bight is unimpeded, it is prohibited to moor, anchor, or fish within 50 feet of any U.S. Government-owned pier or craft.

(iii) The dredged portion of Boca Chica channel from its seaward end to a point due south of the east end of the Boca Chica bridge.

(iv) All of the portion of restricted area number 2 that lies between the Truman Annex Mole and the Key West Harbor Range Channel. The transit zone extends to the northeasterly corner of the Truman Annex Mole, thence to the northeasterly corner of the restricted area at

24°33'19.3"N., 81°48'28.7"W.

(2) Stopping or landing by other than government-owned vessels and certain specifically authorized private craft in any of the restricted areas described in paragraph (a) of this section is prohibited.

(3) Vessels using the restricted channel areas described in paragraph (b)(1) (i), (ii), (iii), and (iv) of this section shall proceed at speeds commensurate with minimum wake.

(c) The regulations in this section shall be enforced by the Commanding Officer, Naval Air Station, Key West, Florida, and such agencies as he/she may designate.

§334.620 Straits of Florida and Florida Bay in vicinity of Key West, Fla.; operational training area, aerial gunnery range, and bombing and strafing target areas, Naval Air Station, Key West, Fla. (a) The danger zones–(1) Operational training area. Waters of the Straits of Florida and Gulf of Mexico southwest, west and northwest of Key West bounded as follows: Beginning at latitude 25°45'00", longitude 82°07'00"; thence southeast to

24°49'00", 81°55'00"; thence southwest to
24°37'30", 82°00'30"; thence westerly to
24°37'30", 82°06'00"; thence southerly to
24°28'30", 82°06'00"; thence southerly to
24°25'00", 82°06'30"; thence easterly to
24°25'00", 81°57'00"; thence southwesterly to
23°30'00", 82°19'00"; thence westerly to
23°30'00", 82°46'00"; thence northwesterly to
23°52'30", 83°11'00"; thence northerly to
24°25'00", 83°11'00"; thence easterly to
24°25'00", 83°08'00"; thence clockwise along the arc of a circle with a radius of 92 miles centered at
24°35'00", 81°41'15" to
25°45'05", 82°23'30"; thence east to point of beginning.

(2) Bombing and strafing target areas.

(i) A circular area immediately west of Marquesas Keys with a radius of two nautical miles having its center at

24°33.4'N., 82°10.9'W., not to include land area and area within Marquesas Keys. The target located within this area, a grounded LSIL will be used for bombing and aircraft rocket exercises.

(ii) A circular area located directly west of Marquesas Keys with a radius of three statute miles having its center at

24°35.6'N., 82°11.6'W., not to include land area within Marquesas Keys. The targets located within this area, pile-mounted platforms, will be used as high altitude horizontal bombing range utilizing live ordnance up to and including 1,800 pounds of high explosives. In general, these explosives will be of an air-burst type, above 1,500 feet.

(iii) A circular area located west of Marquesas Keys with a radius of two nautical miles having its center at

24°34'30", 82°14'00".

(b) The regulations. (1) In advance of scheduled air or surface operations which, in the opinion of the enforcing agency, may be dangerous to watercraft, appropriate warnings will be issued to navigation interests through official government and civilian channels or in such other manner as the District Engineer, Corps of Engineers, Jacksonville, Florida, may direct. Such warnings will specify the location, type, time, and duration of operations, and give such other pertinent information as may be required in the interests of safety.

(2) Watercraft shall not be prohibited from passing through the operational training area except when the operations being conducted are of such nature that the exclusion of watercraft is required in the interest of safety or for accomplishment of the mission, or is considered important to the national security.

(3) When the warning to navigation interests states that bombing and strafing operations will take place over the designated target areas or that other operations hazardous to watercraft are proposed to be conducted in a specifically described portion of the overall area, all watercraft will be excluded from the target area or otherwise described zone of operations and no vessel shall enter or remain therein during the period operations are in progress.

(4) Aircraft and naval vessels conducting operations in any part of the operational training area will exercise caution in order not to endanger watercraft. Operations which may be dangerous to watercraft will not be conducted without first ascertaining that the zone of operations is clear. Any vessel in the zone of operations will be warned to leave and upon being so warned the vessel shall leave immediately.

(5) The regulations in this section shall be enforced by the Commandant, Sixth Naval District, Charleston, S.C., and such agencies as he may designate.

Title 50–Wildlife and Fisheries

Part 638–Coral and Coral Reefs of the Gulf of Mexico and the South Atlantic

Subpart A–General Provisions

§638.1 Purpose and scope.

(a) The purpose of this part is to implement the Fishery Management Plan for Coral and Coral Reefs of the Gulf of Mexico and the South Atlantic (FMP) developed by the Gulf of Mexico and South Atlantic Fishery Management Councils under the Magnuson Act.

(b) This part regulates fishing for coral and coral reefs by fishing vessels of the United States within the fishery conservation zone (FCZ) off the South Atlantic coastal States south of the Virginia-North Carolina border and in the Gulf of Mexico.

§638.2 Definitions.

In addition to the definitions in the Magnuson Act, and unless the context requires otherwise, the terms used in this part have the following meaning:

Authorized officer means–

(a) Any commissioned, warrant or petty officer of the U.S. Coast Guard;

(b) Any certified enforcement officer or special agent of the National Marine Fisheries Service;

(c) Any officer designated by the head of any Federal or State agency which has entered into an agreement with the Secretary and the Secretary of the Department under which the U.S. Coast Guard is operating, to enforce the provisions of the Magnuson Act; or

(d) Any U.S. Coast Guard personnel accompanying and acting under the direction of any person described in paragraph (a) of this definition.

Science and Research Director means the Science and Research Director, Southeast Fisheries Center, NMFS, 75 Virginia Beach Drive, Miami, FL 33149; telephone 305-361-5761, or designee.

Coral area means marine habitat where coral growth abounds including patch reefs, outer bank reefs, deepwater banks, and hard bottoms.

Fish means: (a) The hard and soft corals of the class Hydrozoa (stinging and hydrocorals), and the class Anthozoa (sea fans, whips, precious corals, sea pens, and stony corals); and

(b) All finfish, mollusks, crustaceans, and all other forms of marine animal and plant life in the context of use of any of the following means of fishing or collecting fish;

(1) Toxic chemicals,
(2) Bottom longlines,
(3) Traps,
(4) Pots,
(5) Bottom Trawls, or
(6) Dredges.

Fishery conservation zone (FCZ) means that area adjacent to the United States which, except where modified to accommodate international boundaries, encompasses all waters from the seaward boundary of each of the coastal States to a line on which each point is 200 nautical miles from the baseline from which the territorial sea of the United States is measured.

Fishing means any activity, other than scientific research conducted by a scientific research vessel, which involves–

(a) The catching, taking, or harvesting of fish;

(b) The attempted catching, taking, or harvesting of fish;

(c) Any other activity which can reasonably be expected to result in the catching, taking, or harvesting of fish; or

(d) Any operations at sea in support of, or in preparation for, any activity described in paragraph (a), (b), or (c) of this definition.

Fishing vessel means any vessel, boat, ship, or other craft which is used for, equipped to be used for, or of a type which is normally used for–

(a) Fishing; or

(b) Aiding or assisting one or more vessels at sea in the performance of any activity relating to fishing, including, but not limited to, preparation, supply, storage, refrigeration, transportation, or processing.

HAPC means coral habitat areas of particular concern.

Magnuson Act means the Magnuson Fishery Conservation and Management Act, as amended (16 U.S.C. 1801 et seq.).

Management area means that area of the FCZ off the South Atlantic coastal States south of the Virginia-North Carolina border and in the Gulf of Mexico.

NMFS means the National Marine Fisheries Service.

Operator, with respect to any vessel, means the master or other individuals on board and in charge of that vessel.

Owner, with respect to any vessel, means–

(a) Any person who owns that vessel in whole or in part;

(b) Any charterer of the vessel, whether bareboat, time or voyage; or

(c) Any person who acts in the capacity of a charterer, including, but not limited to, parties to a management agreement, operating agreement, or other similar arrangement that bestows control over the destination, function, or operation of the vessel; and

(d) Any agent designated as such by any person described in paragraph (a), (b), or (c) of this definition.

Person means any individual (whether or not a citizen of the United States), corporation, partnership, association, or other entity (whether or not organized or existing under the laws of any State), and any Federal, State, local, or foreign government or any entity of any such government.

Prohibited coral means (a) species of coral belonging to the Class Hydrozoa (fire corals and hydrocorals) and Class Anthozoa. Subclass Zooantharia (stony corals and black corals), and Subclass Octocorallaria (the seafans **Georgonia flabellum** or **G. ventalina**), and (b) all coral and coral reefs in the HAPC's.

Regional Director means the Director, Southeast Region, NMFS, Duval Building, 9450 Koger Boulevard, St. Petersburg, Florida 33702; telephone 813-893-3141; or a designee.

Scientific and educational purpose means for the purpose of gaining knowledge of coral for management and/or for the benefit of science and humanity.

Secretary means the Secretary of Commerce or a designee.

Take means to attempt to or damage, harm, kill, or collect.

U.S. fish processor means a facility located within the United States for, and a vessels of the United States used for or equipped for, the processing of fish for commercial use or consumption.

U.S.-harvested fish means fish caught, taken, or harvested by a vessel of the United States within any foreign or domestic fishery regulated under the Magnuson Act.

Vessel of the United States means–

(a) Any vessel documented under the laws of the United States;

(b) Any vessel numbered in accordance with the Fed-

eral Boat Safety Act of 1971 (46 U.S. 1400 et seq.) and measuring less than five net tons; or

(c) Any vessel numbered under the Federal Boat Safety Act of 1971 (46 U.S.C. 1400 et seq.) and used exclusively for pleasure.

§638.3 Relation to other laws.

(a) Persons affected by these regulations should be aware that other Federal and State statutes and regulations may apply to their activities.

(b) The regulations do not apply within the FCZ portion of the following National Marine Sanctaries and National Parks:

(1) Everglades National Park (36 CFR 7.45);

(2) Looe Key National Marine Sanctuary (15 CFR Part 937);

(3) Fort Jefferson National Monument (36 CFR 7.27);

(4) Key Largo Coral Reef National Marine Sanctuary (15 CFR Part 929);

(5) Biscayne National Park (16 U.S.C. 410gg);

(6) Gray's Reef National Marine Sanctuary (15 CFR Part 938); and

(7) Monitor Marine Sanctuary (15 CFR Part 924);

(c) Certain responsibilities relating to data collection, issuance of permits, and enforcement may be performed by authorized State personnel under a cooperative agreement entered into by the State and the Secretary.

§638.4 Permits and fees.

(a) **General.** Permits are required for persons–

(1) Fishing for prohibited coral; or

(2) Using toxic chemicals to collect fish or other marine organisms in coral areas. A Florida permit is acceptable in lieu of a Federal permit for use of toxic chemicals.

(b) **Eligibility.** Fishing for prohibited coral must be for a scientific or educational purpose.

(c) **Fees.** There are no fees for Federal permits.

(d) **Application for a prohibited coral permit.** An application for a permit to fish for prohibited coral must be signed and submitted by the applicant on an appropriate form which may be obtained from the Regional Director. Applicants must provide the following information:

(1) Name, address, and telephone number of applicant;

(2) Name and address of harvester, company, institution, or affiliation;

(3) Amount of coral to be fished for by species;

(4) Size of each species;

(5) Projected use of each species;

(6) Collection techniques (vessel types, gear, number of trips);

(7) Period of fishing; and

(8) Location of fishing.

(e) **Application for toxic chemical permit.** An application for a Federal permit to collect fish or other organisms with toxic chemicals in coral areas must be signed and submitted by the applicant on an appropriate form which may be obtained from the Regional Director. Applicants must provide the following information:

(1) Name, address, and telephone number of applicant;

(2) Name and address of harvester, if other than applicant;

(3) Type of chemical;

(4) Period of fishing; and

(5) Location of fishing.

(f) **Permit conditions.** (1) Permits may not be transferred or assigned;

(2) Permits must be in the possession of the permittee while fishing for prohibited corals or using toxic chemicals;

(3) Permits must be presented for inspection upon request of any authorized officer;

(4) Permittee must have in possession sufficient documentation to establish identity as permittee (e.g., valid driver's license, etc.); and

(5) Other specific conditions as may be listed on the permits.

(g) Unless otherwise specified, application must be submitted to the Regional Director 45 days prior to the date on which the applicant desires to have the permit effective and permits will be issued for the period October 1 through the following September.

(h) A person holding a permit to take prohibited corals for scientific or educational purposes must submit an annual report of his or her harvest to the Center Director within 30 days following the effective period for the permit. Specific reporting requirements will be provided with the issued permit.

§638.5 Prohibitions.

It is unlawful for any person to

(a) Fail to submit a report within 30 days following the effective period for a permit as specified in §638.4;

(b) Take or collect fish or other marine organisms with toxic chemicals in coral areas except with a permit as specified in §638.4;

(c) Fish for prohibited coral except as specified in §638.4 and §638.21;

(d) Fail to comply immediately with enforcement and boarding procedures specified in §638.6;

(e) Use bottom longlines, traps, pots, bottom trawls, or dredges in an HAPC as specified in §638.22;

(f) Possess, have custody or control of, ship, transport, offer for sale, sell, purchase, import, land, trade, or export any coral taken or retained in violation of the Magnuson Act, this part, or any other regulation or permit issued to a foreign vessel under the Magnuson Act;

(g) Refuse to permit an authorized officer to board a fishing vessel subject to such person's control for purposes of conducting any search or inspection in connection with the enforcement of the Magnuson Act, this part, or any other regulation or permit issued under the Magnuson Act;

(h) Forcibly assault, resist, oppose, impede, intimidate, or interfere with any authorized officer in the conduct of any search or inspection described in paragraph (g) of this section;

(i) Resist a lawful arrest for any act prohibited by this part;

(j) Interfere with, delay, or prevent, by any means, the apprehension or arrest of another person, knowing that such other person has committed any act prohibited by this part;

(k) Transfer directly or indirectly, or attempt to so transfer, any U.S.-harvested fish to any foreign fishing vessel, while such foreign vessel is within the FCZ, unless the foreign fishing vessel has been issued a permit under §204 of the Magnuson Act which authorized the receipt by such vessel of the U.S.-harvested fish of the species concerned; and

(l) Violate any other provision of this part, the Magnuson Act, or any regulation or permit issued under the Magnuson Act.

§638.6 Facilitation of enforcement.

(a) **General.** The operator of, or any other person abroad, any fishing vessel subject to this part must immediately comply with instructions and signals issued by an authorized officer to stop the vessel and with instructions to facilitate safe boarding and inspection of

the vessel, its gear, equipment, fishing record (where applicable), and catch for purposes of enforcing the Magnuson Act and this part.

(b) **Communications.** (1) Upon being approached by a U.S. Coast Guard vessel or aircraft, or other vessel or aircraft with an authorized officer aboard, the operator of a fishing vessel must be alert for communications conveying enforcement instructions.

(2) If the size of the vessel and the wind, sea, and visibility conditions allow, loudhailer is the preferred method for communication between vessels. If use of a loudhailer is not practicable, and for communications with an aircraft, VHF-FM or high frequency radiotelephone will be employed. Hand signals, placards, or voice may be employed by an authorized officer and message blocks may be dropped from an aircraft.

(3) If other communications are not practicable, visual signals may be transmitted by flashing light directed at the vessel signaled. Coast Guard units will normally use the flashing light signal "L" as the signal to stop.

(4) Failure of a vessel's operator to stop his vessel when directed to do so by an authorized officer using loudhailer, radiotelephone, flashing light signal, or other means constitutes **prima facie** evidence of the offense of refusal to permit an authorized officer to board.

(5) The operator of a vessel who does not understand a signal from an enforcement unit and who is unable to obtain clarification by loudhailer or radiotelephone must consider the signal to be a command to stop the vessel instantly.

(c) **Boarding.** The operator of a vessel directed to stop must–

(1) Guard Channel 16, VHF-FM if so equipped;

(2) Stop immediately and lay to or maneuver in such a way as to allow the authorized officer and his party to come aboard;

(3) Except for those vessels with a freeboard of four feet or less, provide a safe ladder, if needed, for the authorized officer and his party to come aboard;

(4) When necessary to facilitate the boarding or when requested by an authorized officer; provide a manrope or safety line, and illumination for the ladder; and

(5) Take such other actions as necessary to facilitate boarding and to ensure the safety of the authorized officer and the boarding party.

(d) **Signals.** The following signals, extracted from the International Code of Signals, may be sent by flashing light by an enforcement unit when conditions do not allow communications by loudhailer or radiotelephone. Knowledge of these signals by vessel operators is not required. However, knowledge of these signals and appropriate action by a vessel operator may preclude the necessity of sending the signal "L" and the necessity for the vessel to stop instantly.

(1) "AA" repeated (dit dah, dit dah) is the call to an unknown station. The operator of the signaled vessel should respond by identifying the vessel by radiotelephone or by illuminating the vessels identification.

(2) "RY-CY" (dit dah dit, dah dit dah dah-dah dit dah dit, dah dit dah dah) means "you should proceed at slow speed, a boat is coming to you." This signal is normally employed when conditions allow an enforcement boarding without the necessity of the vessel being boarded coming to a complete stop, or, in some cases, without retrieval of fishing gear which may be in the water.

(3) "SQ3" (dit dit dit, dah dah dit dah, dit dit dit dah dah) means "you should stop or heave to; I am going to board you."

(4) "L" (dit dah dit dit) means "you should stop your vessel instantly."

Note:

Dit means a short flash of light.

Dah means a long flash of light.

§638.7 Penalties.

Any person or fishing vessel committing or used in the commission of a violation of this part is subject to the civil and criminal penalty provisions and civil forfeiture provisions of the Act, and to 15 CFR Part 904 (Civil Procedures), and any other applicable law.

Subpart B–Management Measures

§638.20 Seasons.

The fishing year for all species of coral and coral resources begins at 0001 hours on October 1 and ends at 2400 hours on September 30.

§638.21 Harvest limitations.

(a) No person may fish for prohibited coral or fish with toxic chemicals in any coral area unless such person has in possession a valid permit issued under §638.4.

(b) Prohibited coral taken as incidental catch to other fishing activities must be returned to the water in the general area of fishing as soon as possible. In those fisheries, such as scallops and groundfish, where the entire catch is landed, unsorted prohibited coral may be landed but not sold or traded.

§638.22 Area, time limitations.

The following coral HAPCs are established.

(a) **West and East Flower Garden Banks.** (See U.S. Coast Pilot 5.)

(b) **Florida Middle Ground.** (See U.S. Coast Pilot 5.)

(c) The **Oculina Bank:** The area is located approximately 15 nautical miles east of Fort Pierce, Florida, at its nearest point to shore. The area is bounded on the north by 27°53′N. latitude; on the south by 27°30′N. latitude; on the east by 79°56′W. longitude; and on the west by 80°00′W. longitude. The following restrictions apply within the Oculina Bank HAPC; fishing with bottom longlines, traps, pots, dredges, and bottom trawls is prohibited.

§638.23 Gear limitations.

Toxic chemicals may not be used in taking fish or other marine organisms in or on coral reef areas except as may be specified by a permit issued under §638.4.

§638.24 Specifically authorized activities.

The Secretary may authorize, for the acquisition of information and data, activities otherwise prohibited by these regulations.

3. CAPE HENRY TO KEY WEST

The Atlantic Coast of the United States from Cape Henry to Cape Florida is low and sandy, backed by woods. From Cape Florida to Key West the coast is formed by a long chain of small islands known as the Florida Keys. The Florida Reefs extend seaward of the keys and are nearly parallel to them.

The coastline of Virginia from Cape Henry southward to the boundary of North Carolina is firm land for 13 miles; then it becomes a barrier beach, covered with sand dunes for 11 miles. The boundary between Virginia and North Carolina is the only marked boundary on this section of the coast. The easternmost boundary monument is a granite shaft 6 feet high about 0.5 mile west of the beach.

The coastline of North Carolina is a long barrier beach. The islands are known as the **Outer Banks.** The banks are constantly shifting sand dunes varying in height. Three capes, with their offshore shoals, project from the islands, namely: Hatteras, Lookout, and Fear. Behind the barrier beach a chain of sounds, including Currituck, Roanoke, Albemarle, Pamlico, Core, and Bogue, stretch along the entire 300 miles of coastline of the State.

Bordering the sounds on the mainland is a belt from 30 to 80 miles wide, where the land is level and sometimes swampy. On the north a portion of the Great Dismal Swamp spreads across the border of Virginia into North Carolina. Between Albemarle Sound and Pamlico River the swamplands are locally known as **Dismals** and **Pocosins.** They occur on the divides or watersheds between the rivers and sounds. In the southeast section of North Carolina are the **Savannas,** treeless prairie land with a thick growth of grass and wild flowers; they have been formed by a lack of drainage and a close impervious soil.

The coastline of South Carolina from Little River Inlet to Winyah Bay is practically an unbroken beach. Cape Romain, just south of Winyah Bay, and the shoal extending seaward from it, form the southern point of indentations which has its northern point at Cape Fear. From Winyah Bay to Savannah River, the boundary between South Carolina and Georgia, the coastline is a border of sandy barrier islands. The large sounds so characteristic of the North Carolina coast are missing.

The coastline of Georgia between Savannah River on the north and St. Marys River on the south is partly submerged at flood tide, and is broken by tidal rivers and marshes covered with dense grasses. The most important sandy islands off the coast are Tybee, Wassaw, Ossabaw, St. Catherines, Sapelo, St. Simons, Jekyll, and Cumberland.

The coastline of Florida is a long, low, barrier beach from the border of Georgia south to Cape Florida. Many of the leading tourist resorts have been built on this beach, while the business districts are often on the mainland.

Under the sand and the lagoons is a limestone called **Coquina,** which is soft while in its native state, but becomes a hard building stone when exposed to the air.

Below Cape Florida the Florida Keys and Florida Reefs extend for about 134 miles in a southwesterly curve to Sand Key Light, and about 58 miles in a westerly direction to Loggerhead Key. These keys and reefs are of sand, shell, and coral formation. The keys are generally low and covered with mangrove.

Disposal Sites and **Dumping Grounds.**–These areas are rarely mentioned in the Coast Pilot, but are shown on the nautical charts. (See Dump Sites and Dumping Grounds, chapter 1, and charts for limits.)

Aids to navigation.–Lights are on or near the dangerous capes, at the entrance to the harbors, and along the Florida Reefs. The critical dangers are buoyed. The coast is well covered by loran. Radiobeacons are at most of the principal light stations. Radar, though always a valuable navigational aid, is generally of less assistance in navigation along this coast due to the relatively low relief; the accuracy of radar ranges to the beach cannot be relied upon. Coastal buoys equipped with radar reflectors are of help in this regard. It is sometimes possible to obtain a usable radar return from the larger lighthouses, but positive target identification is usually difficult. There are numerous aerolights along the coast that are useful for navigation, but they should not be confused with the marine lights.

COLREGS Demarcation Lines.–Lines have been established to delineate those waters upon which mariners must comply with the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) and those waters upon which mariners must comply with the Inland Navigation Rules Act of 1980 (Inland Rules). The waters inside of the lines are **Inland Rules Waters,** and the waters outside of the lines are **COLREGS Waters.** (See **Part 80,** chapter 2, for specific lines of demarcation.)

Ports and Waterways Safety.–(See **Part 160,** chapter 2, for regulations governing vessel operations and requirements for notification of arrivals, departures, hazardous conditions, and certain dangerous cargoes to the Captain of the Port.)

Harbor entrances.–The entrance to every harbor on this stretch of the coast is more or less obstructed by a shifting sandbar over which the channel depth is changeable. The entrance channels of the larger and more important harbors have been improved by dredging; in some cases jetties have been built from both sides of the entrance. Many of the dredged channels in this area have a tendency to shoal soon after dredging because of the shifting sandy bottom.

The buoys on many of the bars are not charted because they are moved from time to time to indicate the changing channel. They are liable to be dragged out of position and cannot always be replaced immediately, so a stranger must use the greatest caution. If possible, a stranger should enter a harbor or inlet on a rising tide.

The tidal currents have considerable velocity in all of the entrances, and their direction is affected by the force and direction of the wind; sailing vessels entering the harbors and sounds require a fair working breeze during the ebb.

Strangers should not attempt to enter the harbors without the assistance of a pilot during easterly gales when the sea breaks on most of the bars.

Depths.–Between Cape Henry and Jupiter Inlet frequent soundings will give the mariner timely warning of his approach to the land from seaward.

Northward of Cape Hatteras the 20-fathom curve is from 13 to 45 miles offshore, but inside of 15 fathoms the depths are irregular and many holes of limited extent are inside the general limits of corresponding depths; 10 to 14 fathoms are found in places only 1.5 miles offshore. This

irregularity of depth is apt to confuse the mariner and lead him into danger in thick weather; the greatest caution should therefore be used inside of a depth of 20 fathoms. By keeping over 6 miles from the beach all dangers will be avoided, but the strong currents which sometimes set along the shore must be considered, especially after a gale.

Southeastward of Cape Hatteras, and off the end of the shoals which extend seaward about 8 miles, the 20-fathom curve is from 12 to 15 miles offshore, and the 30-fathom curve is only a short distance farther. In thick weather, soundings of 20 fathoms or less should warn the mariner to keep offshore.

From Cape Hatteras to Jupiter Inlet, the 20-fathom curve is fairly regular and for a greater part of the distance is from 40 to 55 miles offshore. Northward of St. Johns River, the water shoals uniformly to the 10-fathom curve, which, excepting in the two great bights between Cape Hatteras and Cape Fear, is from 10 to 30 miles offshore. Vessels bound for any of the harbors between Cape Fear and St. Johns River should approach the land with caution when in 10 fathoms of waters; inside the 10-fathom curve depths are irregular and spots of 5 fathoms or less will be found from 6 to 12 miles offshore. In thick weather vessels standing along the coast should keep a general depth of 10 fathoms between Cape Fear and St. Johns River.

In a heavy sea, depths of less than 6 fathoms show discolored water; deep-draft vessels should be cautious about passing over such spots.

Southward of St. Johns River, the 20-fathom curve draws inshore gradually and at Jupiter Inlet is only 4 miles from the beach, and the 100-fathom curve a little over 8 miles. Southward of Jupiter Inlet, both curves draw closer inshore, and along the Florida Reefs the 20-fathom curve is close in to the reefs, while the 100-fathom curve is at an average distance of about 7 miles outside the reefs. The 10-fathom curve between St. Johns River and Jupiter Inlet is irregular and of no use in determining distance from shore. Approaching Florida Reefs southward of Jupiter Inlet, soundings are of little use unless taken frequently as the water shoals rapidly from seaward.

In the approach to the Bahama Banks along the Straits of Florida, the discolored water is the best indication the mariner has to warn him of shoal water; the 100-fathom curve at some points is only 1 or 2 miles from the shoal water of the banks.

Tropical waters.–The most remarkable feature is the exceeding clearness of the sea water, enabling the bottom to be seen from aloft at considerable depths and at some distance. The navigation of the banks is consequently conducted almost entirely by the eye, but care must be taken not to run with the Sun ahead of the vessel as that prevents the banks from being seen.

The charts indicate clearly the positions of the many shoal heads, but considerable experience is required in identifying the patches by the color of the water. Small clouds, moving slowly and known to the pilots as **Flyers**, are apt to deceive the inexperienced, their reflection on the surface of the sea over the clear white sandy bottom has every appearance of rocky shoals. It is prudent to avoid a dark spot.

Bank Blink is a phenomenon in tropical waters described as a bright reflected light hanging over the clear white sandbanks, serving to point them out from a considerable distance. From experience, it has been found to be untrustworthy, however, and should not be depended on in place of a lookout aloft. Soundings, dead reckoning, and fixes should be carefully checked and evaluated.

Anchorages.–Vessels may find refuge at a number of places along the coast according to draft. The more important places are Lookout Bight, Beaufort Inlet, Cape Fear River, Winyah Bay, Charleston Harbor, Port Royal Sound, Savannah River, Sapelo Sound, St. Simons Sound, Cumberland Sound, St. Johns River, Fort Pierce Inlet, Lake Worth Inlet, Port Everglades, Miami, and Key West. A number of anchorage areas have been established by Federal regulations within the area of this Coast Pilot. (See **Part 110**, chapter 2, for limits and regulations.)

Dangers.–Along the coast are a number of wrecks that are obstructions to navigation. Most of the dangerous wrecks are marked with lighted buoys. A careful check should be made of the chart to insure that dangerous wrecks are not along the routes selected.

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 25-mile radius of Cape Canaveral, Fla., since it is known that missile debris exist in the area, some of which may contain unexploded ordnance.

Mariners are also cautioned against possible hazards of a weather rocket impact area that extends more than 50 miles offshore at Cape Canaveral, Fla. Falling rocket casings may be hazardous during the hours of 1930-2100 e.s.t., Monday through Friday.

Pipelaying barges.–With the increased number of pipeline laying operations, operators of all types of vessels should be aware of the dangers of passing close aboard, close ahead, or close astern of a jetbarge or pipelaying barge. Pipelaying barges and jetbarges usually move at 0.5 knot or less and have anchors which extend out about 3,500 to 5,000 feet in all directions and which may be marked by lighted anchor buoys. The exposed pipeline behind the pipelaying barge and the area in the vicinity of anchors are hazardous to navigation and should be avoided. The pipeline and anchor cables also represent a submerged hazard to navigation. It is suggested, if safe navigation permits, for all types of vessels to pass well ahead of the pipelaying barge or well astern of the jetbarge. The pipelaying barge, jetbarge, and attending vessels may be contacted on VHF-FM channel 16 (156.80 MHz) for passage instructions.

Danger zones have been established within the area of this Coast Pilot. (See **Part 334**, chapter 2, for limits and regulations.) Submarine operating areas and transit lanes are off the North and South Carolina coasts. The areas are shown on the charts.

Drawbridges.–The general regulations that apply to all drawbridges are given in **117.1 through 117.49**, chapter 2, and the specific regulations that apply only to certain drawbridges are given in **Part 117**, Subpart B, chapter 2. Where these regulations apply, references to them are made in the Coast Pilot under the name of the bridge or the waterway over which the bridge crosses.

The drawbridge opening signals (see **117.15**, chapter 2) have been standardized for most drawbridges within the United States. The opening signals for those few bridges that are nonstandard are given in the specific drawbridge regulations. The specific regulations also address matters such as restricted operating hours and required advance notice for openings.

The mariner should be acquainted with the general and specific regulations for drawbridges over waterways to be transited.

Routes–East coast of the United States to Key

West.–Proceed as direct as safe navigation permits to 35°08'N., 75°15'W., off Diamond Shoal Light, thence on rhumb lines through the following positions:

Outer route to Jupiter Inlet Light
33°00'N., 75°35'W.
28°00'N., 79°00'W.
26°57'N., 80°00'W., off Jupiter Inlet Light
Inner route to Jupiter Inlet Light
33°27'N., 77°32'W., off Frying Pan Shoals
32°00'N., 80°00'W.
31°00'N., 80°30'W.
29°30'N., 80°30'W.
28°39'N., 80°17'W., off Hetzel Shoal Lighted Whistle Buoy 8
27°24'N., 80°02'W., about 5.5 miles eastward of St. Lucie Shoal Lighted Whistle Buoy 12
26°57'N., 80°00'W., off Jupiter Inlet Light

Thence follow the coast of Florida and the Florida Keys as close as safe navigation permits to Key West.

Key West to east coast of the United States via Gulf Stream. Follow the Gulf Stream in the Straits of Florida about 8 miles off the Florida Reefs, passing Fowey Rocks Light at a distance of 10 to 12 miles and Jupiter Inlet Light 15 miles, thence follow the main axis of the Gulf Stream in the Atlantic Ocean through the following positions:

30°25' N., 79°40' W.
31°11'N., 79°15'W.
34°00'N., 75°49'W.
35°08'N., 75°05'W., off Diamond Shoal Light;

Thence as direct as safe navigation permits to destination.

Southbound vessels from Diamond Shoal Light to Jupiter Inlet Light use either the outer route or the inner route to avoid the full northerly set of the Gulf Stream. Most of the regular lines bound for the Straits of Florida use the route outside the Gulf Stream. All vessels bound to any port as far south as the St. Johns River follow the coast inside the Gulf Stream. Currents up to 4.5 knots have been observed at 35°05.3'N., 75°19.7'W. (former position of Diamond Shoal Lightship). High current velocities usually occur during heavy or long continued gales. Currents produced by onshore winds are likely to set toward the shore. Details of the wind-driven currents are given in the Tidal Current Tables.

The course from Diamond Shoal Light to 33°00'N., 75°35'W., along the outer route crosses the Gulf Stream. Under ordinary conditions an average allowance should be made for a 1-knot current setting northeastward for the entire run; with northeasterly winds there may be practically no current, whereas southerly, and especially southwesterly winds, may increase it considerably. Frequent fixes should be obtained.

There is uncertainty as to the currents that may be expected on the course from 33°00'N., 75°35'W., to 28°00'N., 79°00'W., along the outer route. Frequent fixes should be obtained to guard against being set off course by the variable currents and also to insure clearing Matanilla Shoal.

When crossing the Gulf Stream for Jupiter Inlet Light, **Matanilla Shoal** should be given a wide berth. The bank in the vicinity of the shoal is extremely dangerous, as the bottom is rocky and covered with dark seaweed, the water is not discolored, and the sea does not break. The current for some distance northward of the shoal is very uncertain and near the edge of the bank sets strongly toward it.

Caution.–The charted position, size, shape, and orientation of the islands, banks, and shoals in the Bahama Islands are unreliable. Extraordinary caution should be exercised in the navigation of this area.

When on the course northwestward of Matanilla Shoal an allowance should be made for a northerly current, averaging about 2.5 knots for the entire run of about 80 miles. It will, therefore, be necessary to shape the course sufficiently southward of Jupiter Inlet Light to allow for the northerly set. When fixing the position by bearings on the light, keep in mind that while outside the 100-fathom curve the vessel is probably in the full strength of the Gulf Stream, where the northerly current may average a velocity of 4 knots. If the light is on the starboard bow, the vessel will be much closer to it than indicated by the distance run between the successive bearings on it.

The courses southward of Diamond Shoal Light on the inner route to Hetzel Shoal Lighted Whistle Buoy 8 have depths of 17 to 20 fathoms. In approaching and passing the shoals off Cape Canaveral, care must be exercised. The current of the Gulf Stream may be expected under ordinary conditions to set against the vessel for the entire run with a velocity of about 0.5 to 1 knot, the direction of the current following the curve of the coast. It must be remembered, however, that the effect of winds is almost immediately felt on the currents and that with northerly and especially northeasterly winds, a current of possibly 1 knot will set southward along the coast. Southerly, and especially southwesterly winds, increase the velocity of the Gulf Stream.

On the inner route from Hetzel Shoal to Jupiter Inlet Light, the 15-fathom curve is a good guide. The current of the Gulf Stream may be expected under ordinary conditions to have a velocity of about 1 knot off Cape Canaveral increasing to 1.5 or 2 knots off Jupiter Inlet Light.

Southbound vessels from Jupiter Inlet Light to Fowey Rocks Light usually follow the coast at a distance offshore of 1 to 1.5 miles to Hillsboro Inlet Light, thence 1.5 to 2 miles offshore, passing 1 mile eastward of Miami Lighted Whistle Buoy M and Fowey Rocks Light. A northward current can be expected near the coast from northward of Jupiter Inlet to Fowey Rocks. The velocity of the current gradually increases as the axis of the Gulf Stream is approached.

Southbound vessels from Fowey Rocks Light to Key West usually follow a course 1 to 2 miles off the Florida Reefs in the daytime and 2 to 4 miles off at night. The position should be checked on the aids as passed and on the lights and sectors at night. Care must be taken not to get inside of the line of reefs, daybeacons, buoys or lights, especially when passing parts of the reef that are well back of the edge and do not break or show near the surface. The color of the water does not always mark the edge of the reefs.

Except in the vicinity of Fowey Rocks, where the 100-fathom curve is only about 2 miles outside the reef, the 50-fathom curve is from 2 to 4 miles from Florida Reefs, and this is about the least depth that can be depended upon to insure safety in skirting them. To be useful, soundings must be taken very frequently when navigating this region; a recording echo-sounder should be of great value.

The reefs are fringed in places with broken ground, which, as a measure of safety, should be avoided by deep-draft vessels where the depths are less than 10 or 12 fathoms.

A number of vessels have been lost on the reefs between The Elbow and Molasses Reef, and extra caution should be observed in this locality. The extremely variable

current against the vessel should be carefully considered in determining the position off Carysfort Reef Light from which to shape the course to lead well clear of The Elbow.

Vessels bound for Habana generally shape the course for that port when abreast of Alligator Reef Light.

Any crossing of the Gulf Stream should be regarded as difficult on account of the strong current of variable velocity, for which it may not be possible to make a proper allowance, and the abrupt shoaling inside the 100-fathom curve. The axis of the Gulf Stream is nearest the reefs from about 10 miles northward of Carysfort Reef Light to Molasses Reef Light 10.

Northbound vessels from Key West to Cape Hatteras follow the Gulf Stream. The velocity of the current varies greatly in different localities and is also subject to sudden changes, due to wind, differences in barometric pressure, and the like, so that no fixed hourly rate can be given. Often high velocities will be carried between certain points and will suddenly drop off between others. Frequent fixes should be obtained to determine accurately the speed of advance. The greatest velocity is between Carysfort Reef and Jupiter Inlet, ranging from 2 to 4.5 knots.

The course between Jupiter Inlet Light and 30°25'N., 79°40'W., should lead from 6 to 30 miles outside the 100-fathom curve. Northward currents of 1.5 to 3.5 knots may be expected. It is reported that between latitude 30°30' and 32°30'N. heavy tide rips will be experienced, indicating a change in the direction of the stream and not an increase in the velocity, and creating in stormy weather a very uncomfortable sea.

When approaching Diamond Shoal great care must be taken to determine accurately the position of the vessel. The currents are subject to wide variations as indicated by observations taken from the former Diamond Shoal Lightship. At times during both summer and winter the Gulf Stream has great velocity; at other times none will be found, or a southerly set may be experienced with northerly winds. The general direction of the stream is northeast with a velocity of 1 to 2 knots, but on nearing 35°05.3'N., 75°19.7'W. (former position of Diamond Shoal Lightship), the current is reported to set well to the east-northeast and at other times nearly north. In northerly and northeasterly weather a dangerous heavy cross and confused sea usually is encountered in the stream between Jupiter Inlet and Cape Hatteras.

Note.–The courses described above for using or avoiding the Gulf Stream are based on long term averages of the location of the stream and take into consideration the main shipping routes between the east and Gulf coasts. Mariners desiring to make fullest use of the stream should obtain the latest information on its location from NOAA Weather Radio stations. (See Location of the Gulf Stream, this chapter.)

Inside Navigation.–Navigation on the waterways covered by this volume requires a knowledge of the channel conditions and other factors restricting navigation. General items of interest to the vessel operator are indicated in the paragraphs that follow; details are given in the text.

Speed.–Regulations are given in **162.65**, chapter 2.

Bends or Curves.–In the Intracoastal and adjoining waterways there are many sharp bends which are dangerous to vessels meeting or passing. On approaching a bend, a vessel should reduce speed sufficiently to be able to stop within half the distance to a ship coming from the opposite direction. Under no circumstances should a vessel attempt to overtake and pass another at a bend. Even with sufficient view of the channel ahead and after proper exchange and understanding of signals, the overtaken vessel may suddenly sheer from current action. This is even more pronounced with larger vessels and tows.

Crosscurrents.–Where two streams cross, the current will have a greater velocity in the deeper channel. This is noticeable along the Intracoastal Waterway where it follows a dredged canal cutting across a winding stream. Crosscurrents will also be noticed where either an inlet from the ocean or a drainage canal enter the waterway.

Crosscurrents are especially strong at New River Inlet and Bogue Inlet, N.C. Failure to allow for cross currents when passing these and other inlets is the cause of many rescue calls to the Coast Guard.

Spoil banks.–Nature quickly covers her scars. This is true of the spoil banks made by dredging. In the northern areas when awash these banks are often covered by grass, while in the southern areas they are covered by bushes and sometimes fairly large trees.

Water hyacinth is a floating freshwater plant which infests numerous streams tributary to the South Atlantic and Gulf coasts. It has bright green leaves and a purple flower. It propagates from seeds and suckers, spreads quickly in most localities, and may cause complete suspension of navigation if not removed. The hyacinths form in mats or jams and float around driven by the wind or current. In open water these mats often resemble small islands. At times some of the bays and tributaries may be changed in appearance because of hyacinth jams. Where the water is apt to be brackish, an attempt can be made to force a boat through the mat. In doing so, however, care should be taken that any logs that might be floating in the weeds are not struck with force enough to damage the hull. Snakes may also be found on the hyacinth mats. The work of removing this growth is undertaken by the various Corps of Engineers districts and the State of Florida by the processes of spraying, cutting, and the use of booms.

Mangrove.–Three distinct types of mangrove are found in the southern section of this area. Yellow or white mangrove grows to a height of about 4 feet and is found principally on the sand flats in front of the fast land. Along the shores of Biscayne Bay, the red mangroves commonly grow to a height of 20 to 30 feet, with occasional stands 40 to 50 feet tall along the mainland coast south of Miami. Along the shores of Florida Bay, red mangroves generally grow 10 to 15 feet tall, but occasionally grow to 25 feet. They are rooted in water most of the time. Black mangrove grows on sand ridges and higher ground which cover only at very high water or storm tides. The black mangrove sometimes grows to a height of 50 to 60 feet.

Stumps and sunken logs.–Reports are frequently made that vessels have struck shoals or rocks in rivers which have later proved to be stumps or sunken logs. Mariners are warned against navigating too close to the banks of streams where submerged stumps are known or may be expected to exist.

Hurricane moorings.–On receiving advisory notice of a tropical disturbance small boats should seek shelter in a small winding stream whose banks are lined with trees, preferably cedar or mangrove. Moor with bow and stern lines fastened to the lower branches; if possible snug up with good chafing gear. The knees of the trees will act as fenders and the branches, having more give than the trunks, will ease the shocks of the heavy gusts. If the banks are lined only with small trees or large shrubs, use

clumps of them within each hawser loop. Keep clear of any tall pines as they generally have shallow roots and are more apt to be blown down.

Manatees.–The West Indian Manatee is a marine mammal protected under the Marine Mammal Protection Act of 1972 and the Endangered Species Act of 1973. These acts make it illegal to harass, hunt, capture, or kill any marine mammal. The manatee is a large slow-moving herbivorous animal that resembles a blunt-nosed, stubby-flippered seal. These animals mainly inhabit the waters of Florida, although they have been sighted from south Virginia around the Gulf coast to Texas. They are quite docile and have no natural enemies, but are an endangered species, mostly because collisions with boat propellors cause a large number of deaths each year. In the winter, manatees move from the cooler waters of the Atlantic Ocean and the Gulf of Mexico and congregate, sometimes in large numbers, in warmer freshwater rivers and streams and near the cooling water discharge outlets of powerplants. It is during these high concentration periods that most manatee deaths occur.

The Florida Manatee Sanctuary Act has been established to regulate motorboat speeds and operations in critical areas of manatee concentration between November 15 and March 31. The **regulated zones** are marked by large reflective signs. In these zones, boat operators must reduce their speed to "slow" or "idle", and no person shall intentionally or negligently annoy, molest, harass, disturb, collide with, injure, or harm manatees. Copies of the regulations are available from the Florida Department of Natural Resources, Division of Law Enforcement, Commonwealth Bldg., 3900 Commonwealth Blvd., Tallahassee, Fla. 32303. **Regulated zones** within the area covered by this Coast Pilot are in the St. Johns River at the confluence with Blue Springs Run; in the Orange River and at its confluence with Caloosahatchee River; in Turkey Creek off Indian River; in the Indian River from St. Lucie Inlet to Jupiter Inlet and in the vicinity of powerplants at Delespine, Frontenac, Vero Beach, and Fort Pierce; in Lake Worth in the vicinity of the powerplant at Riviera Beach; in the vicinity of the powerplant at Fort Lauderdale at the junction of Dania Cut-off Canal and South New River Canal; and in the vicinity of the outlet channel of the powerplant at Port Everglades.

The U.S. Fish and Wildlife Service has established **regulated zones** within the Merritt Island National Wildlife Refuge to protect the large number of manatees that occupy these waters from April through mid-November. "Idle speed" and/or "slow speed/minimum wake" areas are in Haulover Canal, Bairs Cove on the southeast side of Haulover Canal, Banana Creek at the north end of Merritt Island, and in the channel and basin at the Kennedy Athletic and Recreation Society marina on the west side of Banana River 1.5 miles north of Canaveral Barge Canal. The area on the east side of Banana River immediately south of the NASA Parkway is closed to all motorized craft from April 1 through November 14 annually. The **regulated zones** are well marked by signs that indicate the speed limit. The regulations are contained in **50 CFR 26**. Maps delineating the **regulated zones** are available from the Merritt Island National Wildlife Refuge, P.O. Box 6504, Titusville, Fla. 32780.

Tides.–On the outer coast the mean range of tide increases from 2.8 feet at Cape Henry to 5.9 feet at Edisto Beach. In the sounds and rivers south to Florida the range is generally greater, reaching 8.0 feet or more at some locations. Along the east coast of Florida the average tide range is about 2.5 feet, and in the Florida Keys the ranges vary from 0.2 feet to 2.4 feet. (See Tide Tables for more detailed information.)

Currents.–It appears that, except during northerly and northeasterly winds, a current of about 0.5 knot average velocity, setting northeastward with the trend of the coast, may be expected outside the 10-fathom curve between Cape Canaveral and Cape Hatteras. Farther offshore the velocity of the northeastward flow increases as the axis of the Gulf Stream is approached.

Strong currents are produced by the wind along the coast during northeasterly and southerly gales, reversing or greatly increasing the normal current. Their velocity and direction depend upon the direction, strength, and duration of the wind. (See the Tidal Current Tables for detailed information.)

The **Gulf Stream System** is the most famous of the principal ocean currents. The name was first used by Benjamin Franklin in 1769. In general, as the swift current of the Gulf Stream issues into the sea through Straits of Florida, its waters are characterized by a deep blue color, high-salinity, high temperature in the upper stratum, and presence of phosphorescence. Except near shoals where waves may stir up bottom sediments, Gulf Stream water is very clear, enabling visual penetration to unusually great depths. At its junction with coastal seawater, the edges may frequently be recognized in moderate weather by ripples, as well as by the difference in color. Northward, in the cooler regions, the evaporation from its surface, when the temperature of the air is lower than that of the water, is apparent as "sea smoke". In addition, the stream may carry with it some **Gulf weed** (Sargassum), which is olive brown, branched seaweed with berrylike air vessels.

The upstream extent of the Gulf Stream System can be traced to the Yucatan Strait where a well-established current enters the Gulf of Mexico. The current in the Gulf of Mexico is called the **Loop Current.** The position of the Loop Current is quite variable, but there is some evidence of a cyclical pattern of about 290 days. The Loop Current begins with a short flow pattern protruding into the Gulf of Mexico, then it slowly builds up, gradually protruding northward and westward into the Gulf and reaching as far as 28°N and 90°W before shedding a large warm ring. The remaining Loop Current has a shortened flow path and begins the process anew. The large detached warm ring will drift about 1.5 miles per day west to southwestward into the western Gulf of Mexico where it will eventually dissipate. Gulf of Mexico warm rings average about 120 miles in diameter. The warm ring has a clockwise flow with a maximum current close inside its periphery of 0.5 to 1.5 knots.

After entering the Straits of Florida between Cuba and the Florida Keys, the Gulf Stream System's path becomes much more stable. The major variation of the current from off Key West to off Little Bahama Bank appears to be a meandering of the axis of the current within the narrow confines of the Straits. The current within the Straits and slightly to the north is frequently referred to as the **Florida Current.**

Shortly after emerging from the Straits of Florida, the Gulf Stream is joined by the **Antilles Current,** which flows northwesterly along the open ocean side of the West Indies. The Antilles Current, like the Gulf Stream, carries warm, highly saline waters of clear indigo blue. The union of the two currents gives rise to a broad and deep current possessing about the same characteristics as the Florida Current except that the velocity is somewhat reduced. The Gulf Stream from the Florida Straits flows north-

ward, then northeastward, paralleling the general trend of the 100-fathom contour up to Cape Hatteras. From 32°N to Cape Hatteras the stream shows some lateral meandering which does not generally exceed one stream width, or about 40 miles.

Beyond Cape Hatteras the Gulf Stream flows eastward away from the coast and into much deeper water. As it moves into progressively deeper water, the stream is subject to increased meandering which can have as large a north-south extent as 270 miles. The wavelike meanders of the stream propagate eastward at speeds of about 3 to 5 miles per day. These meanders occasionally shed detached current rings or eddies which are found north and south of the stream and which are respectively warmer and cooler than the surrounding waters. Rings are generally formed east of 65°W.

Warm rings average about 70 miles in diameter and are found north of the stream between it and the continental shelf. Warm rings rotate in a clockwise direction with a maximum flow of about 1.6 knots located about 2/3-3/4 from the center of the eddy. Warm rings generally move about 1.5 miles per day westward after formation in the region between the stream and the continental shelf to about 70°W. From 70°W the rings generally move southwestward along the continental shelf and eventually are absorbed into the stream near Cape Hatteras. Many warm rings are absorbed by the stream well before they reach Cape Hatteras. About 20 warm rings are formed each year and average about a 20-week life cycle. Cold rings average about 60 miles in diameter and are found south of the stream in the Sargasso water region. Cold rings rotate in a counterclockwise direction with a maximum flow of about 1.6 knots located 2/3-3/4 from the center. Cold ring velocities can be significantly higher than 1.6 knots. Cold rings tend to move about 1.5 miles per day southwestward after formation and are eventually absorbed back into the Gulf Stream. About 20 cold rings are formed each year and average about a 1.5 year life cycle.

Eastward of the Grand Banks of Newfoundland, the whole surface is slowly driven eastward and northeastward by the prevailing westerly winds to the coastal waters of northwestern Europe. For distinction, this broad and variable wind-driven surface movement is sometimes referred to as the **North Atlantic Drift.**

On its western or inner side, the Gulf Stream is separated from the coastal waters by a zone of rapidly falling temperature, to which the term **north wall (west wall** from Georgia south) has been applied. The abrupt change in the temperature of the waters separated by the north wall (west wall) is frequently very striking and is a definite indication of the edge of the stream. It is most clearly marked north of Cape Hatteras but extends, more or less well defined, from the Straits of Florida to the Grand Banks of Newfoundland. In the vicinity of the Grand Banks, the north wall represents the dividing line between the warm current of the Gulf Stream and the cold waters of the **Labrador Current,** which according to observations, turns sharply, between 42°-43°N and 51°-52°W, and flows parallel to the Gulf Stream.

Throughout the whole stretch from the Florida Keys to past Cape Hatteras the stream flows with considerable velocity. Characteristic average surface speed is on the order of 2.5 knots, increasing to about 4.5 knots off Cape Florida where the cross sectional area of the channel is least. These values are for the axis of the stream where the current is a maximum, the speed of the stream decreasing gradually from the axis as the edges of the stream are approached. The axis of the stream is estimated to be about 3-15 miles seaward of the north wall. Both the speed and position of the axis of the stream fluctuate from day to day, hence description of both position and speed are averages.

Crossing the stream at Jupiter or Fowey Rocks, an average allowance of 2.5 knots in a northerly direction should be made for the current.

Crossing the stream from Habana, a fair allowance for the average current between 100-fathom curves is 1 knot in an east-northeasterly direction.

A vessel bound from Cape Hatteras to Habana, or the Gulf ports, crosses the stream off Cape Hatteras. A fair allowance to make in crossing the stream is 1 to 1.5 knots in a northeasterly direction for a distance of 40 miles from the 100-fathom curve.

Earlier systematic observations on the Gulf Stream dealt with the temperature of the water rather than its motion, and the axis was taken to be along the line of highest temperature obtained. Later the axis was taken to mark the line of greatest velocity. Ordinarily it is assumed that these two axes coincide, but this is by no means certain. The thermometer, although it indicates the limits of the stream in a general way, is therefore only an approximate guide to the velocity of the currents.

The lateral boundaries of the current within the Straits of Florida are fairly well fixed, but as the stream crosses 32°N its eastern boundary becomes somewhat vague. On the western side the limits can be defined approximately since the waters of the stream differ in color, temperature, salinity, and flow from the inshore coastal waters. On the east, however, the Antilles Current combines with the Gulf Stream so that its waters here merge gradually with the waters of the open Atlantic. Observations of the National Ocean Service indicate that, in general, the average position of the inner edge of the Gulf Stream from the Straits of Florida to Cape Hatteras lies inside the 100-fathom curve.

At the western end of the Straits of Florida the limits of the Gulf Stream are not well defined. Between Fowey Rocks and Jupiter Inlet the inner edge lies very close to the shoreline.

Along the Florida Reefs between Alligator Reef and Dry Tortugas the distance of the northerly edge of the Gulf Stream from the edge of the reefs gradually increases toward the westward. Off Alligator Reef it is quite close inshore, while off Rebecca Shoal and Dry Tortugas it is possibly 15 to 20 miles south of the 100-fathom curve. Between the reefs and the northern edge of the Gulf Stream the currents are ordinarily tidal and are subject at all times to considerable modification by local winds and barometric conditions. This neutral zone varies in both length and breadth; it may extend along the reefs a greater or lesser distance than stated, and its width varies as the northern edge of the Gulf Stream approaches or recedes from the reefs.

Location of the Gulf Stream.–The approximate position of the Gulf Stream for various regions is shown on the following NOS charts: 11013, Straits of Florida; 411, South Carolina to Cuba; 11460, Cape Canaveral to Key West; 11420, Alligator Reef to Habana. Chart 11009 shows the axis and the position of the inner edge of the Gulf Stream from Cape Hatteras to Straits of Florida.

Up-to-date information on the location, width, and maximum surface temperature of the Gulf Stream System is available in a variety of ways. Such information is broadcast by NOAA Weather Radio stations from Key West, Florida, to Cape Hatteras, North Carolina. The times of these broadcasts and their formats vary from

station to station, but in general, all give the distance to the inshore edge of the Stream with reference to a navigational light or buoy, the width of the Stream when that is known, and the maximum temperature. This information is derived largely from infrared satellite imagery, and it is unfortunately not available during the warmer summer months south of about Jupiter Inlet. (See appendix for a list of NOAA Weather Radio stations.)

For ships in port or with telecopy equipment, an analysis of the Gulf Stream System from the central Gulf of Mexico to Cape Hatteras which includes an estimated location of the maximum current is prepared on Mondays, Wednesdays, and Fridays by Tropical Storm Analysis Center, National Weather Service, NOAA, 1320 South Dixie Highway, Coral Gables, Fl 33146, 305-665-4707. These analysis are available to anyone with a telecopy receiver compatible with a Group 3 compatible automatic telecopier by simply telephoning 305-661-0738.

An analysis of the Gulf Stream System from the western Gulf of Mexico to Cape Hatteras (South Panel) and from Cape Hatteras to Nova Scotia (North Panel) is prepared by Ocean Products Center, National Ocean Service, NOAA, World Weather Building, 5200 Auth Road, Washington, DC 20233, 301-763-8294.

The North Panel is generated on Mondays, Wednesdays, and Fridays, while the South Panel is generated on Tuesdays and Thursdays. A subscription to these analysis is available upon application, to Satellite Data Services Branch, National Environmental Satellite, Data, and Information Service, World Weather Building, Room 100, 5200 Auth Road, Washington, DC 20233, 301-763-8111. These analysis are available via Xerox Model 410 automatic telecopier by telephoning 301-899-1139. They are also transmitted by KWX, Lewes, DE, via radiofax on 4223 kHz at 0645Z and 1845Z. Contact National Weather Service Forecast Office, Washington, DC, at 301-763-8088 or 8239, to ascertain any changes to the above telecopier and radiofax schedules.

Wind-driven currents are very complicated. Their velocities and directions depend upon a number of factors such as the velocity, direction, and duration of the wind, the proximity of the coast and the direction of the coastline. Generally in the Northern Hemisphere the wind-driven current sets somewhat to the right of the wind, but in coastal waters there are many exceptions to this general rule, the current often setting to the left of the wind, due to the tendency of the current to follow the direction of the coastline or to other local conditions.

The velocity of the wind current relative to that of the wind also varies with the locality. (See the Tidal Current Tables for information on wind-currents.)

Weather.–From hurricanes to "Nor'easters" these coastal waters are plagued with potential weather hazards year-round. The Gulf Stream, local currents and numerous shoals complicate matters. The following text describes the weather problems that face the mariner. The individual chapters contain information on local weather hazards. Government radio stations that transmit weather information and National Weather Service offices are listed in the appendix. Climatological tables for coastal locations and ocean areas, compiled from ship observations, follow the appendix. This text was produced by the National Oceanographic Data Center.

Coastal Warning Display locations are listed on NOS charts and shown on the Marine Weather Services Charts published by the National Weather Service. The Marine Weather Services Charts, which also show radio stations that transmit marine weather broadcasts and additional information of interest to mariners, are available from National Ocean Service, Distribution Branch (N/CG33). (See appendix for address).

Extratropical Cyclones.–One of the more frequent weather features the mariner encounters along the coast is the winter storm or "Nor'easter". These extratropical systems can develop in any month. Their size can vary from an insignificant wave along a front to a gigantic circulation that covers most of the western North Atlantic. Winds can reach hurricane force and seas of 40 feet and more have been encountered. While these storms are usually well forecasted they can develop or deepen explosively, particularly off Cape Hatteras, over the Gulf Stream, giving rise to the term "Hatteras Storms".

These winter storms, present in all months, are most frequent and intense from November through March. December, January and February are the heart of the season, when an average of four to six storms per month roam these waters. Many systems develop in the Gulf of Mexico, move across central or northern Florida, then up the East Coast. Some of the most intense storms have developed early and late in the season. In March 1962 a slow moving, late winter coastal storm combined with spring tides and wrought tremendous destruction from Florida to New England. Persistent northeasterlies and a long fetch raised spring tides to near record levels and generated high seas in the open ocean. Several ships were caught, including a tanker which broke in two off Cape Hatteras. During the Veterans Day storm in November 1968 a ship near Ocracoke Inlet ran into 35-foot seas in 60-knot winds.

Cold Fronts.–These, often sharp, boundaries between relatively warm air ahead and cold air behind usually approach this coast from the west through north. Ahead of the front, winds are usually squally and often blow out of the south through southwest. Cirrus clouds give way to Altocumulus or Altostratus and Nimbostratus, then Cumulonimbus. Pressure falls moderately and showers, and perhaps thunderstorms, occur. Seas become choppy. With the frontal passage winds shift rapidly to the west and northwest. Strong gusts and squalls continue. Clearing usually occurs a short distance behind the front as the cold air moves in. Cold fronts can move through the northern part of the area quite rapidly. Their speeds vary from about 10 to 20 knots in summer up to 40 knots in winter. Often, cold fronts remain north of this coast. Their frequency decreases with latitude. During the winter season strong arctic and polar outbreaks occasionally push southward to Florida and in rare instances cold fronts reach the Florida Keys. In other seasons these outbreaks are not strong enough to reach the southern part of this coast.

During the spring and summer when the air ahead of the cold front may be very unstable, a line of thunderstorms, known as a squall line, may develop. These instability lines can form 50 to 300 miles ahead of a fast moving front. They may even contain tornadoes or waterspouts. These storms can inflict considerable damage on fishing vessels and small craft.

Tropical Cyclones.–A tropical cyclone is a warm core, low pressure system that develops over tropical oceans. It exhibits a rotary, counterclockwise circulation in the Northern Hemisphere around a center or "eye". In small tropical cyclones the diameter of the area of destructive winds may not exceed 25 miles while in the greatest storms the diameter may reach 500 miles. At the center is a comparatively calm, sometimes clear, area known as the eye. The diameter of the eye can vary from about 5 to 25

miles. Winds are usually strongest near the center. They can reach 175 knots or more in an intense hurricane. In the North Atlantic Region (West Indies, Caribbean Sea, Gulf of Mexico and waters off the U.S. east coast) the following terminology is used in tropical cyclone warnings issued by the National Hurricane Center (National Weather Service):

(1) Tropical Depression–A tropical cyclone in which the maximum sustained surface wind (1-minute mean) is 33 knots or less.

(2) Tropical Storm (named)–A tropical cyclone in which the maximum sustained surface wind (1-minute mean) ranges from 34 knots to 63 knots.

(3) Hurricane (named)–A tropical cyclone in which the maximum sustained surface wind (1-minute mean) is 64 knots or more.

While the following term is not normally used in tropical cyclone advisories it may appear in related products.

Tropical Wave–A minor cyclonic circulation in the easterly tradewinds, which could develop into a tropical depression but lacks evidence of a closed circulation; also known as easterly wave.

With the advances in observations through satellite, a hybrid storm, called a subtropical cyclone, has been discovered. The character of this storm lies between the tropical and extratropical cyclone. It is often short lived and dissipates without developing beyond the depression stage. Those that intensify occasionally change character and become tropical storms or hurricanes. While subtropical they are designated as a depression or storm (no upper wind limit) similar to tropical systems.

Along the coast greater damage may be inflicted by water than by wind. Prolonged winds blowing toward shore can increase water levels from about 3 to 10 feet above normal. This storm tide may begin when the tropical cyclone center is 500 miles or more away. It gradually increases until the winds change direction. On top of this the low pressure in the storm's center can create a ridge or wall of water known as a surge. This will move in the direction of the storm's movement and can be disastrous. The effect may be similar to that of a tsunami (seismic sea wave) caused by earthquakes in the ocean floor. Storm surges can push these tides to 20 feet or more above normal. About 3 or 4 feet of this is due to the decrease of atmospheric pressure and the rest to the strong winds. Additional water damage results from the pounding of sea and swell. Torrential rains, generated by tropical cyclones, can cause both flash floods and river floods from inland rains.

Tropical cyclone climatology.–In an average season nine or ten tropical cyclones develop and five of these reach hurricane strength; about two hurricanes reach the U.S. While they may develop in any month, June through November is generally considered the tropical cyclone season, with a peak in August, September and October. Early and pre-season storms, from May through mid-July, are most likely to originate in the western Caribbean Sea and Gulf of Mexico. From mid-July through late September this development is spread through the main basin of the tropical Atlantic and a much more persistent westerly movement is noticeable. From late September through November, activity gradually confines itself to the Caribbean and Gulf of Mexico. A northerly movement, similar to early season storms, becomes more apparent. However, because of the large reservoir of heat available at the end of the season, these storms are often more intense than their early season counterparts.

The most common path is curved, the storms first moving in a general westward direction, turning later to the northwestward and finally toward the northeast. A considerable number, however, remain in low latitudes and do not turn appreciably toward the north. Freak movements are not uncommon, and there have been storms that described loops, hairpin-curved paths, and other irregular patterns. Movement toward the southeast is rare, and, in any case, of short duration. The entire Caribbean area, the Gulf of Mexico, the coastal regions bordering these bodies of water, and the Atlantic coast are subject to these storms during the hurricane season.

The average speed of movement of tropical cyclones is about 10 to 15 knots. This speed, however, varies considerably according to the storm's location, development, and the associated surface and upper air patterns. The highest rates of speed usually occur in the middle and higher latitudes and range up to 40 to 50 knots. Storms are slowest during recurvature or when looping. They can also become stationary in the absence of steering currents.

Hurricane Warnings and Forecasts.–The civilian hurricane warning service for the North Atlantic is provided by the National Hurricane Center, Miami, Florida. They collate ship, aircraft, radar and satellite data to produce and issue tropical cyclone warnings and forecasts for the North Atlantic Ocean, including the Caribbean Sea and Gulf of Mexico. The principal product is the Tropical Cyclone Advisory message especially tailored for marine, aviation, military and public interests. They are issued every 6 hours with intermediate bulletins provided when needed.

For tropical storms and hurricanes threatening to cross the coast of the U.S., coastal warnings are issued to the public by the National Hurricane Center through local Hurricane Warning Offices in order that defense against damage, and perhaps evacuation, can be implemented. Two levels of warnings are employed. The "Hurricane Watch" is a preliminary alert that a hurricane may threaten a specified portion of the coast. It is issued approximately 36 hours before landfalls could occur. The second level is the "Hurricane Warning", which indicates that hurricane conditions are expected within 24 hours in advance of landfall. It is aimed at providing the best compromise between timeliness and accuracy for civil defense purposes so that its warning may be too late to allow ocean-going vessels to get underway and complete a successful evasion in open water. To compensate for this, the Marine Advisory contains additional guidance in the form of probabilities of hurricane strikes, for coastal locations and even offshore coordinates, and storm position forecasts for up to 72 hours in advance.

Hurricane Havens.–The text for this section has been condensed from the **Hurricane Havens Handbook for the Atlantic Ocean** published by the Naval Environmental Prediction Research Facility at Monterey, Calif. The navigation information may be applied to extratropical cyclones as well. Summaries for individual ports, where available, can be found in the appropriate chapters. The complete publication is available through the National Technical Information Service, Springfield, Virginia 22161.

The classical doctrine held by most mariners is that ocean-going ships should leave ports that are threatened by a hurricane. Despite this natural caution, ships continue to be damaged in port or after leaving port, as a result of tropical cyclone encounters. This often stems from the difficulty in forecasting tropical cyclone movement, although these forecasts have improved significantly in the

past two decades. In addition to evaluating the forecast it is necessary to assess the risks of remaining in port or putting to sea according to the circumstances of the threat, the facilities of the port and the capabilities of the vessel and crew. For an evaluation as to a course of action several factors are important. The risk of a particular port experiencing a hurricane is often dependent on seasonal and geographic influences. Forecasts of hurricane movements are more reliable in some areas, particularly the lower latitudes. In the midlatitudes where storms are often recurving, the difficulty increases. It is important to know the sheltering capabilities of the port that is being considered and the speed of advance of tropical cyclones in the latitudes that you may be sailing. When the tropical cyclone speeds approach or exceed vessel speed, options become limited.

Large changes in the balance of these factors that may affect a leave/stay decision are evident all along the Atlantic coast. At Charleston, S.C. for example the threat of a hurricane is moderate as is the average forecast error. The speed of storm advance is relatively low for both average and extreme values. These factors suggest a relatively low risk of damage at sea if an evasion is executed as early as possible. Ports in the Mayport area have the potential of being fairly good hurricane havens despite their conspicuous lack of shelter, because of the rarity of serious hurricane threats and the prospects of a safe escape to sea when needed; this is due to the low speeds of advance of near-coastal storms and relatively low forecast error. Two ports with a high risk of hurricane threats, Key West and Morehead City, show a large contrast in the remaining leave/stay decision factors. Hurricanes at Key West appear predictable and easy to evade at sea. However, the combination of unpredictability and relatively high speed of advance of near-coastal storms affecting North Carolina, marks Morehead City as a less secure port to occupy during the hurricane season than Key West, and one from which evasion at sea carries a higher risk of damage.

In the northeast, certain ports have the potential to offer good hurricane haven qualities because of the low risk of a hurricane threat in conjunction with topographic shelter. In addition the risk of misjudging the threat, due to relatively large forecast errors, is considerable. Furthermore, the risk of sustaining damage in attempting to evade at sea is increased by the usually, fast-moving storms. This combination should encourage mariners in this region to regard evasion at seas as a last resort.

Along the U.S. Gulf of Mexico coast there is a reduced flexibility in evasion options created by the shape of the Gulf. This biases the leave/stay decision in favor of an early departure, which effectively reduces the accuracy of the threat prediction. The large range of possible speeds of storms affecting the coast from Pensacola to New Orleans should encourage even earlier departure. The net result is that Gulf ports should be considered "high risk" ports similar to Key West and Morehead City. Additionally, local factors in the Gulf area further diminish the security of many ports. For example, the strong impact of the storm surge, in many places, leads to the closure of ports due to sudden silting of their long, dredged approach channels.

A sudden unexpected change in the speed or direction of movement of a tropical cyclone, or a change in its intensity, may call for a hasty departure from port in deteriorating weather.

However, limitations in manpower, port tug facilities or the state of readiness of the ship's machinery will increase the risk of the vessel being damaged during departure. Furthermore, the chances of gaining sufficient sea room in heavy weather to avoid damage after leaving port, are also decreased. The odds for preventing serious damage to the vessel in these circumstances, swing in favor of using the resources available to secure the ship firmly to her berth. These measures should include laying anchors into the channel or basin to hold her away from the pier or wharf face. This is particularly important in preventing damage to both vessel and pier if storm tides flood the wharf. These tidal effects will require lines to the pier to be tended until the hurricane threat is well passed. Certain merchant vessels may also consider ballasting down if the bottom at the berth is likely to be clear of obstacles. Under pressure of these circumstances, proceeding to anchor or moor is a less attractive alternative unless both the resources to accomplish the move safely and the assurance of an authenticated hurricane mooring or anchorage, are available.

Tropical cyclones at sea.–Few experiences rival that of encountering a full blown hurricane at sea. However, even if there were no transmitted advisories, nature provides its own tropical warnings. Several days before its arrival, the hurricane heralds its existence. Swells that were passing the ship at ten to fifteen per minute increase in length and now pass at about two to five per minute. The direction from which they arrive marks the relative bearing of the storm. A second rough fix may be obtained by adding 115° (Northern Hemisphere) to the direction from which the wind is blowing. Another indicator is the barometer. In the tropics there is a normal rise and fall of barometric pressure with the high points at about 1000 and 2100 LST. When the storm is 500 to 1000 miles away the barometer may rise slightly and then a pumping action may begin. When it starts a steady fall, activity is brewing. When the storm is about 300 to 600 miles away, white, fibrous, cirrus clouds ("mare's tails") appear in a nearly cloudless sky. These seem to converge in the direction from which the storm is approaching, particularly at sunrise and sunset. The barometer continues to fall. The cirrus gives way to a veil of cirrostratus followed by altostratus, then stratocumulus. Mist-like rain is interrupted by an occasional shower as the barometer drops about 4 millibars. Winds become gusty and increase to about 22 to 40 knots. On the horizon appears a dark wall of heavy cumulonimbus, the bar of the storm. Portions of this cloud occasionally break off and drift across the sky accompanied by gusty rain squalls. As the bar approaches, from the direction of the storm's center, the barometer falls more rapidly. Windspeeds increase. Seas become steeper. Squall lines sweep past in ever-increasing number and intensity. The arrival of the bar is accompanied by dark skies, nearly-continuous squalls, a steep-falling barometer and rapidly increasing winds. The hurricane center may still be 100 miles away. As the center approaches, winds whip through the superstructure. Seas become mountainous. Wave tops are blown off to mingle with torrential rain that fills the air with water. Visibility drops to near zero. Survival becomes the prime consideration.

The eye brings a sudden drop in winds. Rain stops and skies may clear enough to see the sun. Mountainous seas approach from all sides. The barometer reaches its lowest point which may be 50 to 100 millibars below normal. As the wall cloud on the opposite side of the eye arrives, the full fury of the storm returns as suddenly as it ceased, with winds blowing from the opposite direction. The sequence

of conditions is reversed and passes more quickly as the circulation is usually smaller in the rear of the storm.

Maneuvering for a tropical cyclone.–Knowledge is the most important aid when a tropical cyclone is threatening. It is vital to know the storm's position, intensity, projected movement and how to react to this information. By plotting the center as provided in the warnings, possibly even adjusting its position with a radar fix or local signs, its position in relation to the vessel can be determined.

Shipboard radar provides the mariner with an advantage and if radio-facsimile charts are available the advantage is even greater. The mariner is even more fortunate if his ship has the appropriate satellite receiving-recorder, either facsimile or photographic, to position the cloud patterns of the storm as it moves. If, despite warning systems and forecasts, a storm catches up with the ship, prepare for the worst.

There are three major schools of thought concerning ship handling in hurricanes. They may be described as active, passive and defensive:

Active: Take an evasive course and get out of the storm.

Passive: Shut down and wallow.

Defensive: Just maintain steerageway, keeping the wind and seas either off the bow or the quarter.

The course of action will depend on the size and intensity of the storm, the nature and condition of the ship, the proximity to shoal water, and other factors which can only be determined by the master. While the vessel can still make considerable way through the water, a course should be selected to take it as far as possible from the center. If the vessel can move faster than the storm, it is a relatively simple matter to outrun the storm if sea room permits. But when the storm is faster, the solution is not as simple. In this case, the vessel, if ahead of the storm, will pass closer to the center. The problem is to select a course that will produce the greatest possible minimum distance. This is best determined by means of a relative movement plot.

In the Northern Hemisphere, that part of the circulation to the right of the storm track (facing in the direction toward which the storm is moving) is called the dangerous semicircle. It is considered dangerous because (1) the actual wind speed is greater than that due to the pressure gradient alone, since it is augmented by the forward motion of the storm, and (2) the direction of the wind and sea is such as to carry a vessel into the path of the storm (in the forward part of the semicircle). The circulation to the left of the storm track is known as the navigable semicircle, where the wind is slowed by the storm's motion and vessels are pushed away from the path. Seas are usually lower in this portion. In an ideal situation the following general guidelines could be used:

Right or dangerous semicircle.–Bring the wind broad on the starboard bow (045° relative), hold course, and make as much way as possible. If obliged to heave to, do so with head to the sea.

Left or navigable semicircle.–Bring the wind onto the starboard quarter (135° relative), hold course, and make as much way as possible. If obliged to heave to, do so with stern to the sea.

On storm track, ahead of center.–Bring the wind two points abaft the starboard quarter (157½° relative), hold course, and make as much way as possible. When well within the navigable semicircle, maneuver as indicated above.

On storm track, behind center.–Avoid the center by the best practical course, keeping in mind the tendency of tropical cyclones to curve northward and eastward.

If the storm maintains its direction and speed, the ship's course should be maintained as the wind shifts. In all cases, one should be alert to changes in the direction of movement of the storm center, particularly in the area where the track normally curves toward the north.

If it becomes necessary for a vessel to heave to, the characteristics of the vessel should be considered. A ship is concerned primarily with damage by direct action of the sea. A good general rule is to heave to with head to the sea in the dangerous semicircle or stern to the sea in the navigable semicircle. This will result in the greatest amount of headway from the storm center, and the least amount of leeway toward it. If a vessel handles better with the sea astern or on the quarter, it may be placed in this position in the navigable semicircle or in the rear half of the dangerous semicircle; movement should be slow. It has been reported that when the wind reaches hurricane speed and the seas become confused, some ships ride out the storm best if the engines are stopped, and the vessel is permitted to seek its own position. In this way, it is said, the ship rides with the storm instead of fighting against it.

In a sailing vessel, while attempting to avoid a storm center, one should steer courses as near as possible to those prescribed above for power vessels. However, if it becomes necessary for such a vessel to heave to, the wind is of greater concern than the sea. A good general rule always is to heave to on whichever tack permits the shifting wind to draw aft. In the Northern Hemisphere this is the starboard tack in the dangerous semicircle and the port tack in the navigable semicircle.

Waves.–In early March of 1980 a series of frontal atmospheric waves moved across Florida from the Gulf of Mexico. One persisted until it reached the Gulf Stream where it deepened rapidly into a powerful extratropical storm as it headed east-northeastward. Off Cape Hatteras three ships reported 40-foot seas while several others encountered wave heights of 25 to 35 feet. The National Data Buoy Center's buoy 41001 (35.0°N., 72.0°W.) recorded a maximum wave height of 33 feet. Extratropical and tropical cyclones are responsible for potentially similar conditions in the deep waters off this entire coast year-round. Fortunately these situations are infrequent. However, it has been calculated that in an average 5-year period, significant wave heights of 40 to 50 feet and extremes of 70 to 90 feet are possible. These figures decrease with latitude (40 feet and 70 feet off southern Florida).

The table below (extracted from Marine Weather of Western Washington, Kenneth E. Lilly, Jr., Commander, NOAA, Starpath School of Navigation, 1983), shows the relationship between significant and other wave heights.

Wave Heights from Significant Wave Heights (SWH)

Most frequent wave heights:	0.5 x SWH
Average wave heights:	0.6 x SWH
Significant wave height (average height of highest 33%):	1.0 x SWH
Height of highest 10% of the waves:	1.3 x SWH
One wave in 1175 waves:	1.9 x SWH
One Wave in 300,000 waves:	2.5 x SWH

This table can be used to project a range of wave heights that might be expected in deep water. If significant wave heights of 10 feet are forecast then the most frequently observed waves should be in the 5 to 6 foot range while one wave in 100 should reach 17 feet. A giant

or rogue wave might reach 25 feet in these circumstances. These rogue or "Killer" waves occur when the large number of different waves that make up a sea occasionally reinforce each other. This action creates a wave that is much steeper and higher than the surrounding waves. These rogue waves often occur in a stormy sea and are described by mariners who have experienced them, as coming out of nowhere and disappearing just as quickly. If significant wave heights are observed at 20 feet then a rogue wave could reach 50 feet if the water depth could support it.

In general, sea conditions are roughest from about October through March or April. Seas of 8 feet or more can be expected along deep water coastal routes north of Florida about 15 to 30 percent of the time and 5 to 15 percent of the time off Florida.

Steep waves are often more dangerous than high waves with a gentle slope. Waves appear menacing when the ratio of wave height to length reaches about 1/18. They begin to break when this ratio is about 1/10. Steepest waves develop when strong winds first begin to blow or early in a storm's life. The ship no longer rides easily but is slammed. Steep waves are particularly dangerous to small craft. When wave heights are greater than 5 feet, periods of less than 6 seconds can create problems for boats under 100 feet in length. Waves of 10 feet or more with periods of 6 to 10 seconds can affect comfort in 100- to 200-feet in length and provide a rough ride for larger ships.

Waves moving into shallow water become steeper and break when the depth is about 1.3 times the wave height. Areas such as Diamond Shoals and Mantilla Shoal are dangerous in heavy weather as are most of the inlets along this coast. Wave steepness is also increased by tidal currents, particularly when they oppose the wind.

Swells can create problems for larger vessels. About one-half of the waves of 10 feet or more, in these waters, are swells from distant storms. They are uncomfortable to ships that roll or pitch in sympathy. Swells with 500- to 1000-foot wave lengths affect ships of these lengths. When steaming into such swells a resonance is set up until the bow digs into the waves. The resulting pitch will cause more of a power loss than a roll caused by a sea. Swells with wave lengths that range from about three-fourths to twice the ship's length can have this effect. Pitching is heaviest when the ship's speed produces synchronism between the period of encounter and the ship's natural pitching period. This often occurs at or near normal ship speeds.

When running before a following sea the greatest danger arises when your speed is equal to that of the waves or when the waves overtake the ship so slowly that an almost static situation is created with the vessel lying on the wave crest. In this latter case, stability is so reduced that a small vessel could capsize. Waves on the quarter or astern can also result in very poor steering quality. As seas move along the vessel from aft to forward the rudder is less effective and the boat may be slewed across the face of a sea filling the decks with water as she broaches. She could lose her stability and capsize, particularly if the boat is trimmed by the head.

The Gulf Stream not only affects the winds of coastal storms but modifies waves by their interaction with the currents. This interaction is enhanced in the North Wall, a narrow, horizontal band of extreme water temperature change marking the north edge of the Gulf Stream. The North Wall also indicates the region where strong northeasterly currents will be encountered; they reach a maximum value 10 to 20 miles farther into the Gulf Stream. Particularly during February and March, when water temperature gradients are steepest to the north, a coastal storm may draw cold Arctic air across the slope water and along the coast to Cape Hatteras by strong northeasterly winds. An 18°- to 20° F jump in water temperature occurs creating highly unstable air and increased surface winds with more gustiness and turbulence. Higher waves are generated by the windspeed increase and these waves are likely to be more confused due to the turbulence. In addition to this wave height increase, more serious changes in the wave characteristics are produced by the currents. Northeasterly seas encounter opposing currents of from 3 to 5 knots and, as is commonly observed in inlets when incoming waves encounter an ebbing tide, the result is sharply increased wave heights and much steeper wave slopes. If the opposing current is sufficiently strong the waves will even break. This steepening action causes problems for small craft navigating inlets with waves only a few feet high; with 20- to 30-foot waves the result may be dangerous to any ship. To avoid this problem it is suggested that in late winter and spring cross the Gulf Stream as far east as possible, where it is likely that the cold air would have modified somewhat and thus reduce the instability effect.

Visibilities.–Visibilities are generally good throughout the year, particularly offshore south of Charleston. Fog is the principal restriction to visibility. Onshore and along the coast this is often a radiation type fog, which forms shortly after sunset on cool, calm, clear nights. These fogs generally do not extend any great distance seaward, but may seriously restrict harbor activities. They often burn off during the morning hours. Sea fogs occasionally drift onshore on hot summer days, persisting for many hours in a shallow layer along the coast. Foggy conditions vary widely at coastal locations depending upon exposure. In general, the number of days that visibilities fall to 1/4 mile, or less, ranges from 20 to 40 days annually, north of Cape Canaveral. These conditions are most likely from October through April.

West of the Gulf Stream sea fog may occur over cooler waters when warm air is brought in from the south. These conditions are most likely over coastal waters from Norfolk to Charleston during January, February and March. During these months visibilities drop below 1/2 mile on 1 to 5 percent of all ship observations. Conditions are worst from Cape Henry to Cape Hatteras. In addition to fog, precipitation occasionally reduces visibility over both land and water while haze and smoke sometimes restrict it over land.

Winds.–Along most of the southern Atlantic Coast, winds are determined by migratory high and low pressure systems; in summer the semipermanent Azores High is an important factor. Most of the Florida coast lies in the easterly trade wind system at least part of the year. Other influences include the Appalachian Mountains and local coastal topography. Strongest winds are generated by the tropical and extratropical low pressure systems and cold fronts. Locally, thunderstorms can cause short periods of strong, gusty winds.

In the offshore waters, gales are most likely from October through April. North of about 30°N., along the coastal routes, they can be expected 5 to 10 percent of the time. Winds are variable although those with northerly and westerly components are most frequent. To the south, gale frequencies drop off to about 5 percent or less, decreasing with latitude; south of 30°N., winds in the 22- to 33-knot range are encountered about 10 to 15 percent of the time. Winds are variable but southwesterlies

through northeasterlies are common. Easterlies become increasingly frequent south of Jacksonville. Summer winds in offshore waters are steadier but weaker, mainly due to the dominance of the Azores High. North of 30°N., southerlies and southwesterlies prevail. Gales are infrequent and even windspeeds in the 22- to 33-knot range occur less than 10 percent of the time. South of Jacksonville, easterlies and southeasterlies predominate with average speeds of about 8 to 10 knots. It isn't usually until late September, when the Azores High recedes, accompanied by an increase in migratory pressure systems, that winds become stronger and more variable.

Coastal winds are more complex due to topographical influences and the land-sea breeze effect. Along the coast a daily shift in wind direction is often observed. During the warmest part of the day winds blow from the ocean toward shore (known as a sea breeze), and during the coolest, from the land toward the sea (land breeze). Offshore winds, unless they are exceptionally strong, are generally considered most favorable for coastal navigation. Onshore winds have a more pronounced effect upon the surface, particularly when they have been blowing from the same direction for a long period of time. A strong sea breeze can cause heavy or choppy seas and swells, and frequently makes navigation difficult for small vessels.

Windspeeds along the southeastern coast of the U.S. are generally moderately light, averaging 8 to 12 knots over the year. Monthly averages vary in summer from 6 to 10 knots and 8 to 15 knots in winter. Wide departures from these averages should be expected in all seasons. In the immediate coastal area, the windward side of the promontories may be lashed by gales and heavy seas, while the lee side is relatively protected. Averages do not show these variations. The area from Cape Hatteras to Cape Henry, exposed as it is to the ocean, is subject to severe northeasterly ocean storms as well as migratory continental pressure systems. Cape Hatteras is particularly exposed to the winds, with open sea from north through east to southwest. South of Cape Hatteras gales are much less frequent, occurring generally on less than 15 days annually. The frequency of calms is dependent upon season, exposure, and time of day. They are least frequent during the afternoon when they occur less than 5% of the time along the entire southeastern Atlantic coast; in many locations calms are recorded less than 2% of the time. During the morning hours, particularly in summer and fall, they occur 5 to more than 15% of the time. Calms are least frequent at Cape Hatteras. Daytona Beach records the largest range in July, August and September, when morning calms occur about 25% of the time, compared to less than 2% of the time during the afternoon.

Extreme windspeeds are a hazard in any month. Though winds greater than 34 knots are infrequent, they have been recorded all along the southeastern U.S. coast almost any time of the year. Gales usually accompany sharply defined frontal systems, tropical storms, hurricanes and severe local thunderstorms.

Temperature.–The temperature regime of the southern Atlantic coast varies from temperate in the north to subtropical in the south. The gradation from north to south is regular, increasing with decreasing latitude. Another interesting variation is the general modification process of the ocean and coastal temperatures by each other. Along the coast the sheltered land stations have warmer summers and cooler winters than do exposed points.

Temperatures along the southeastern seaboard region are conducive to a long season of small-craft operation. The southern Atlantic coast annual mean air temperatures range from 59.5°F at Norfolk, Va. to 77.7°F at Key West, Fla. January is the coldest month at most stations; July the warmest. Mean monthly air temperatures range from 39.9°F at Norfolk in January to 84.5°F at Key West in July.

Over the water the coldest month is February and the warmest is August. Exposed coastal stations experience mean air temperatures more like those over the water. The daily variation in temperature ranges from 10° to 17°F at coastal stations throughout the year and is less over the water. The largest daily variation occurs during the winter and early spring and the smallest during late summer and fall.

Very little data on extreme temperatures for the ocean areas are available. At coastal stations temperatures above 100°F, while not common, have been recorded. The highest during the period of record considered was 105°F at Jacksonville, Fla, in July. The lowest recorded temperature was 5°F at Norfolk, Va, in January.

Precipitation.-Along the southeastern Atlantic coast precipitation is moderately heavy, averaging about 45 to 60 inches a year. Monthly departures may be large in any individual year, but over a long period of record, a fairly uniform pattern prevails. Since the area is within both temperate and subtropical regions, the precipitation pattern shows differences in both type and amount from north to south. Irregularities are often due to differences of exposure at the observing stations. Year-to-year variation is caused by overall departures from the average, general circulation.

In the northern part of the area, maximum rainfall occurs normally during July and August, with a minimum in November. In the southern section, however, maximums occur in September or October, and the least in February. Average monthly totals at most stations range from 2 to 6 inches throughout the year. During the months of greatest hurricane frequency, excessive rains of 9 to 15 inches in a 24-hour period have been recorded. These may occur at any point along the coast, but are most common in the southern part of the area.

The monthly mean number of days with 0.01 inch or more of precipitation in the northern part of the area ranges from about 8 days per month in the fall to 10 to 12 days per month in the summer and winter. In the central part of the area the most rainy days are in summer, 11 to 16 days per month, and the least in spring and fall, 6 to 9 days per month. The most rainy days along the Florida coast, 14 to 18 days per month, generally occur in late summer and early fall, and the minimum number, 5 to 8 days per month, from February through April.

Much of the precipitation, like cloudiness, is associated with cyclonic activity throughout the year. During the winter, precipitation is usually steady, but may come with an occasional thunderstorms along a front. Frontal systems originating or developing in the Gulf region result from the interaction of a moist tropical air mass with colder continental masses. They move eastward or northeastward and bring extensive precipitation to the seaboard region. During the summer, when the area is dominated by the Azores High and cumulus clouds predominate, precipitation is localized and is showery in nature. Heaviest precipitation occurs over land and near coastal waters in the afternoon; over open water it is most likely during the night.

Thunderstorms along the coast occur on an average of from 40 days per year in the north to 80 days per year in

the south. Maximum occurrence is from June through August, and an average of 7 to 18 thunderstorms per month occur during this season. In summer, cumulus clouds frequently develop into thunderstorms over the land and drift seaward late in the afternoon.

Snow falls from December through March in the northern part of the area on 1 or 2 days per month. So far as coastal operations are concerned, snow conditions are not significant since most of the area is entirely free from snow the year-round.

Cloudiness.–Mean cloudiness over the area is moderate to moderately high throughout the year, averaging from 35 to 65 percent sky cover. In general, however, the cloudiest month is January in the northern sections and over most of the water areas, and may be any month from June through September in the south. At most locations in the north the least cloudiness occurs in October, and in the extreme southern part in February or March. Since the air is usually moist, only a small decrease in temperature may cause condensation and cloud formation. At the edge of the warm, northward moving Gulf Stream and the cool southward moving countercurrent which skirts the shore from Cape Hatteras, N.C. to Jacksonville, Fla., sharp contrasts in temperatures result in the formation of heavy stratus clouds which may appear very much as a cold front. These clouds may persist for days at a time if the wind is light and may be carried inland by northeasterly winds. Such cloudiness is common during the spring when the gradient between shore water and Gulf Stream temperatures are steepest. The fact that maximum cloudiness for the year occurs during the winter at the northern coastal stations may be explained by the maximum frequency of storms passing northward or northeastward from the central or south-central section during the season. These rarely affect the extreme southern part of the area.

Much of the cloudiness over the entire area is of the cumulus type, resulting from either the unstable conditions that accompany cyclonic activity in all seasons, or the general air mass instability during the summer. Such clouds frequently form over land during the day and drift seaward at night.

Immersion Hypothermia.–Immersion hypothermia is the loss of heat when a body is immersed in water. With few exceptions, humans die if their normal rectal temperature of approximately 99.7°F drops below 78.6°F. Cardiac arrest is the most common direct cause of death. Except in tropical waters warmer than 68° to 77°F, the main threat to life during prolonged immersion is cold or cold and drowning combined.

Cold lowers body temperature, which in turn slows the heartbeat, lowers the rate of metabolism, and increases the amount of carbon dioxide in the blood. Resulting impaired mental capacity is a major factor in death by hypothermia. Numberous reports from shipwrecks and accidents in cold water indicate that people can become confused and even delirious, further decreasing their chances of survival. The length of time that a human survives in water depends on the water temperature and, to a lesser extent, on a person's behavior. Figure 1 shows the approximate human survival time in the sea. Body type can cause deviations, since thin people become hypothermic more rapidly than fat people. Extremely fat people may survive almost indefinitely in water near 32°F if they are warmly clothed.

The cooling rate can be slowed by the person's behavior and insulated gear. In a study which closely monitored more than 500 immersions in the waters around Victoria B.C., temperatures ranged from 39° to 60°F. Using this information it was reasoned that if the critical heat loss areas could be protected, survival time would increase. The Heat Escape Lessening Posture (HELP) was developed for those in the water alone and the Huddle for small groups. Both require a life preserver. HELP involves holding the upper arms firmly against the sides of the chest, keeping the thighs together, and raising the knees to protect the groin area. In the Huddle, people face each other and keep their bodies as close as possible. These positions improve survival time in 48°F water to 4 hours, approximately two times that of a swimmer and one and one-half times that of a person in the passive position. The U.S. Coast Guard has an easy to remember rule of thumb for survival time: 50 percent of people submersed in 50°F water, will die within 50 minutes.

Near-drowning victims in cold water (less than 70°F) show much longer periods of revivability than usual. Keys to a successful revival are immediate cardiopulmonary resuscitation (CPR) and administration of pure oxygen. Don't bother with total rewarming at first. The whole revival process may take hours and require medical help. Don't give up!

Wind Chill and Frostbite.–When the body is warmer than its surroundings it begins to lose heat. The rate of loss depends on barriers such as clothing and insulation, the speed of air movement and the air temperature. Heat loss increases dramatically in moving air that is colder than skin temperature (91.4°F). Even a light wind increases heat loss while a strong wind can actually lower the body temperature if the rate of loss is greater than the body's heat replacement rate.

The equivalent wind chill temperature relates a particular wind and temperature combination to whatever temperature would produce the same heat loss at about 3 knots, the normal speed of a person walking. At extremely cold temperatures, wind and temperature effect may account for only two-thirds of the heat loss from the body. For example, in 40°F temperatures about one-third of the heat loss from the body occurs through the lungs in

Figure 1

Survival time versus water temperature

Water Temperature	Exhaustion or Unconsciouness	Expected Time of Survival
32°F	15 min.	15-45 min.
21°-41°F	15-30 min.	30-90 min.
41°-50°F	30-60 min.	1-3 hrs.
50°-59°F	1-2 hrs.	1-6 hrs.
59°-68°F	2-7 hrs.	2-40 hrs.
68°-77°F	3-12 hrs.	3 hrs.-indefinite
77°F and above	Indefinite	Indefinite

the process of breathing. On the other hand, heat loss is not as great in bright sunlight.

When the skin temperature drops below 50°F, there is a marked constriction of the blood vessels leading to vascular stagnation, oxygen want, and some cellular damage. The first indication that something is wrong is a painful tingling. Swelling of varying extent follows, provided freezing has not occurred. Excruciating pain may be felt if the skin temperature is lowered rapidly, but freezing of localized portions of the skin may be painless when the rate of change is slow. Cold allergy is a term applied to the welts which may occur. Chilblains usually affect the fingers and toes and appear as reddened, warm, itching, swollen patches. Trench foot and immersion foot present essentially the same picture. Both result from exposure to cold and lack of circulation. Wetness can add to the problem as water and wind soften the tissues and accelerate heat loss. The feet swell, discolor, and frequently blister. Secondary infection is common and gangrene may result.

Injuries from the cold may, to a large extent, be prevented by maintaining natural warmth through the use of proper footgear and adequate, dry clothing; by avoiding cramped positions and constricting clothing; and by active exercise of the hands, legs and feet.

Frostbite usually begins when the skin temperature falls within the range 14 to 4°F. Ice crystals form in the tissues and small blood vessels. Once started, freezing proceeds rapidly and may penetrate deeply. The rate of heat loss determines the rate of freezing, which is accelerated by wind, wetness, extreme cold, and poor blood circulation. Parts of the body most susceptible to freezing are those with surfaces large in relation to their volume, such as toes, fingers, ears, nose, chin and cheeks.

Dew Point.–The temperature at which condensation to water droplets occurs is called the dew point. If this dew point is above freezing, then ice crystals will be deposited on cold surfaces. Knowedge of the dew point along the cargo temperature and moisture content is vital for hold ventilation decisions. It is also a parameter used in forecasting fog formation.

Cargo Care.–When free air has a dew point temperature higher than the temperature of the surface with which it comes in contact, the air is often cooled sufficiently below its dew point to release moisture. When this happens on board ship, condensation will take place on relatively cold cargo or on the ship's structure within the hold where it later drips onto the cargo. Thus, if cargo is stowed in a cool climate and the vessel sails into warmer waters, ventilation of the hold with outside air will likely lead to sweat damage in any cargo sensitive to moisture. Under such conditions external ventilation should, as a rule, be closed off entirely, unless the cargo generates internal heat, that hazard being greater than sweat damage. In the opposite case, when a vessel is loaded during a warm period, and moves into cooler weather, vulnerable cargo should be ventilated.

A safe rule for ventilation directed toward moisture control may be stated as follows: Whenever accurate measurements show the outside air has a dew point below the dew point of the air surrounding the cargo to be protected, such outside air is capable of removing moisture from the hold and the ventilation process can be safely started. Whenever the reverse is true, and the outside dew point is higher than the dew point temperature around the cargo, then ventilation will increase the moisture content of the hold and may readily result in sweating within the ship. The above does not take into account possible fumes or gases in the compartment. In such case discretion must be used.

Principal ports.–The ports within the area of this Coast Pilot which have deep-draft commercial traffic are Morehead City, N.C.; Wilmington, N.C.; Georgetown, S.C.; Charleston, S.C.; Port Royal, S.C.; Savannah, Ga.; Brunswick, Ga.; Fernandina Beach, Fla.; Jacksonville, Fla.; Port Canaveral, Fla.; Fort Pierce, Fla.; Port of Palm Beach (near West Palm Beach), Fla.; Port Everglades (Fort Lauderdale), Fla; Miami, Fla.; and Key West, Fla. The larger ports of the group are Wilmington, Charleston, Savannah, Jacksonville, Port Everglades, and Miami. Jacksonville is the largest port on the east coast south of Hampton Roads and is a major ship repair center.

Pilotage.–Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade at the ports where state pilots are available. Pilotage is optional for coastwise vessels who have on board a pilot properly licensed by the Federal Government. Only at Wilmington, Charleston, Savannah, and Jacksonville is there a pilot station which is manned 24 hours daily; at the other ports, arrangements for pilots must be made well in advance. Detailed information on pilotage procedures is given in the text for the ports concerned.

Local boatmen or fishermen competent to act as pilots for parts of the Intracoastal Waterway and interior waters can usually be found at the larger cities and towns along the route or near the entrances to the various tributaries.

Towage.–Tugs are available at most of the major ports; they can usually be obtained for the smaller ports on advance notice if none are available locally. Arrangements for tugs should be made in advance through the ships' agents or the pilots. See the text for the ports concerned as to the availability of tugs.

Vessel Arrival Inspections.–Quarantine, customs, immigration, and agricultural quarantine officials are stationed in most major U.S. ports. (See appendix for addresses.) Vessels subject to such inspections generally make arrangements in advance through ships' agents. Unless otherwise directed, officials usually board vessels at their berths.

Harbormasters are appointed for some of the principal ports. They have charge of enforcing harbor regulations, and in some instances are in charge of the anchorage and berthing of vessels.

Supplies.–Fuel oil, diesel oil, and all other supplies and services for large vessels are available at Morehead City, Wilmington, Charleston, Savannah, Jacksonville, Port Everglades, and Miami. Fuel oil and diesel oil are available locally, or can be barged or trucked in from another port, at Georgetown, Port Royal, Brunswick, Fernandina Beach, Fort Pierce, Port of Palm Beach, and Key West; other supplies and services for ships are limited at these ports.

Repairs.–Large oceangoing vessels can be drydocked and have major repair work done at Cainhoy (Near Charleston), Savannah, Jacksonville, and Port Everglades; the drydock capacities range from 4,200 tons (Port Everglades) to 33,000 tons (Jacksonville). Smaller vessels from 300 to 1,200 tons may also be drydocked at New Bern, Wilmington, Johns Island, Mayport, Miami, and at Safe Harbor. (See text for details.)

Small-craft facilities.–Supplies, and repair facilities for small craft are at all the ports and at numerous places along the Intracoastal Waterway and on the tributaries branching from it. For isolated places and small cities, the Coast Pilot describes the more important of these facilities; for large port areas, where individual facilities are too

numerous to mention, the information given is more general. Additional information may be obtained from the series of small-craft charts published for the many places, and from various local small-craft guides.

A vessel of less than 65.6 feet (20 meters) in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway. (Navigation Rules, International-Inland Rule 9(b).)

Standard time.–The area covered by this Coast Pilot uses eastern standard time (e.s.t.), which is 5 hours slow of Greenwich mean time (G.m.t.). Example: When it is 1000 at Greenwich it is 0500 along this coast.

Daylight saving time.–Throughout the area of this Coast Pilot, clocks are advanced 1 hour on the first Sunday in April and are set back to standard time on the last Sunday in October.

Legal public holidays.–New Year's Day, January 1; Martin Luther King, Jr.'s Birthday, third Monday in January; Washington's Birthday, third Monday in February; Memorial Day, last Monday in May; Independence Day, July 4; Labor Day, first Monday in September; Columbus Day, second Monday in October; Veterans Day, November 11; Thanksgiving Day, fourth Thursday in November; and Christmas Day, December 25. The national holidays are observed by employees of the Federal Government and the District of Columbia, and may not be observed by all the states in every case.

In the areas covered by this Coast Pilot, other holidays are observed: Lee-Jackson Day, third Monday in January, in Virginia; Robert E. Lee's Birthday, January 19, in all states except Virginia; Arbor Day, third Friday in January, Florida; Good Friday, Florida; Easter Monday, North Carolina; April 2, Pascua Florida Day, Florida; April 12, Halifax Day, North Carolina; April 14, Pan American Day, Florida; April 26, Confederate Memorial Day, Georgia and Florida; May 10, Confederate Memorial Day, North Carolina and South Carolina; May 20, Mecklenburg Day, North Carolina; June 3, Jefferson Davis' Birthday, South Carolina, Georgia, and Florida; General Election Day, first Tuesday after the first Monday in November, all states.

4. CAPE HENRY TO CAPE LOOKOUT

Charts 12200, 11520.–This chapter describes a 190-mile section of the Virginia and North Carolina coastline between Cape Henry and Cape Lookout, known as The Outer Banks, and the series of sounds and tributary waters behind the banks through which the Intracoastal Waterway passes from Chesapeake Bay southward. The Outer Banks, a line of long, low, and narrow islands, include the Portsmouth Islands, the uninhabited Core Banks, and Bodie, Hatteras, and Ocracoke Islands, parts of which comprise the Cape Hatteras National Seashore. The Intracoastal Waterway is described in chapter 12.

There are no deepwater ports along this stretch of the coast. Oregon, Hatteras, and Ocracoke Inlets provide the main entrances to the shallow, sandy-bottom waters behind The Outer Banks. These inlets are used principally by fishing vessels.

Discussed in this chapter are the waters of Albemarle Sound and its tributaries Little, Perquimans, Chowan, and Roanoke Rivers, and the towns of Hertford, Edenton, and Plymouth; Croatan and Roanoke Sounds, Roanoke Island, and the towns of Kitty Hawk, Nags Head, Manteo, and Wanchese; Pamlico Sound and the towns of Rodanthe, Avon, Buxton, Hatteras, and Ocracoke which are on the western side of The Outer Banks; Pamlico River and the towns of Swanquarter, Bath, and Washington; Neuse River and the town of New Bern; and Core Sound, Cedar Island, and the towns of Atlantic, Sealevel, Davis, and Marshallberg. These ports and waters support considerable traffic in barges and pleasure craft, and a large fishing and boatbuilding industry.

There are many off-lying shoals and other hazards along this coast including Diamond Shoals and Cape Lookout Shoals. Deep-draft vessels should give these dangers a wide berth.

Many **restricted** and **danger areas** are located offshore and in the inland waters. (See chapter 2 for rules and regulations.)

The low sandy beaches of the coastline do not present any good radar targets. However, four Navy-maintained offshore towers, 16 to 32 miles east to northeast of Oregon Inlet, are reported to be prominent and to be good radar targets. The towers, each 72 feet high and marked by lights and fog signals, are in about

35°57′00″N., 75°15′58″W.;
36°13′35″N., 75°15′01″W.;
36°03′53″N., 74°58′59″W.; and
35°47′11″N., 75°05′42″W.

The Traffic Separation Scheme at the entrance to Chesapeake Bay is described in United States Coast Pilot 3, Atlantic Coast–Sandy Hook to Cape Henry.

COLREGS Demarcation Lines.–The lines established for this part of the Virginia and North Carolina coasts are described in **80.515 and 80.520**, chapter 2.)

Weather.–This stretch of coast is subject to strong winds and rough seas from both tropical and extratropical storms and occasionally to dense, spring, sea fog which hugs coastal routes landward of the Gulf Stream. Rough weather and numerous shoals have combined to give the seas off the Outer Banks the reputation of "Graveyard of the Atlantic".

Winter (November through April) provides the greatest likelihood of rough weather, due to the frequent extratropical storms. Fueled by the Gulf Stream, about 3 to 6 storms per month affect these waters. Their predominant movement is toward the northeast or east at 25 to 30 knots. Not all of these systems are severe weather producers, but, in winter, gales blow about 5 percent of the time near Diamond Shoals and up to 10 percent to the east and northeast. From December through March, seas of 8 feet or more are encountered about 20 to 25 percent of the time near Diamond Shoals and even more often to the east. Conditions improve somewhat in other directions. Maximum wave heights have been estimated at more than 40 feet. Steep waves of 5 feet or more with periods of less than 6 seconds are uncommon. However, those of 5 feet or more with 6- to 9-second periods occur about 30 percent of the time creating problems for vessels in the 100- to 400-foot range. Winter storms also produce rain and snow which can hamper visibility along the routes through this region. Visibilities drop below 0.5 mile less than 3 percent of the time, except in late winter and spring.

During March, April and May the air is often warmer than the water between Cape Charles and Oregon Inlet, sometimes creating sea fog; visibilities drop below 0.5 mile about 2 to 5 percent of the time in spring. Farther out to sea the warmer Gulf Stream inhibits fog formation. To the south, fog occasionally develops west of the Gulf Stream.

Tropical cyclones, while infrequent, can create havoc when they strike. Hurricanes are most likely along this coast during August and September.

Coastal Hurricanes (1886-1985)

	Cape Fear	*Cape Lookout*	*Cape Hatteras*	*Nags Head*	*False Cape*
June-July	2	2	2	1	1
August	3	6	9	7	5
September	6	10	12	6	6
October	5	1	1	2	1
Nov.-Dec.	1	1	0	0	0

In addition to winds of 100 knots or more and waves of 30 feet or more, hurricanes can generate extreme storm tides, which cause damage to coastal facilities. These tides can also occur in severe extratropical storms. From the Virginia-North Carolina border to Cape Lookout it has been estimated that in an average 100-year period, tides could reach 8 to 10 feet above mean sea level. South to the North Carolina-South Carolina border they could reach 10 to a little more than 13 feet above mean sea level.

Charts 12207, 12205.–The summer resort of **Virginia Beach** is about 5 miles southward of Cape Henry Light. Many high-rise buildings and two water tanks are prominent. Some of these are lighted at night. A hotel cupola, 3.4 miles south of Cape Henry Light, is distinctive.

Rudee Inlet, at the southern end of Virginia Beach and about 6 miles south of Cape Henry Light, is protected by two jetties at the entrance. The inlet is privately maintained and is reported subject to seasonal shoaling; local knowledge is advised. Private lights mark the ends of the jetties; a fog signal is at the south jetty light. A lighted whistle buoy is about 1 mile east-northeast of the jetty lights.

The inlet leads northward to **Lake Rudee,** and southward to **Lake Wesley.** A fixed highway bridge with a

clearance of 28 feet crosses the arm of the inlet leading to Lake Rudee. Several overhead power and telephone cables with a least known clearance of 54 feet cross eastward of the bridge. A municipal marina and two private marinas are on the north shore of Lake Rudee west of the bridge. Berths, electricity, gasoline, diesel fuel, water, ice, and marine supplies are available; engine and electrical repairs can be made.

Local magnetic disturbance.–Differences of as much as 6° from the normal variation have been observed 3 to 17 miles offshore from Cape Henry to Currituck Beach Light.

A **naval restricted area** extends northward, eastward, and southeastward from Cape Henry. (See **334.320**, chapter 2, for limits and regulations.)

A **naval prohibited area** is off Camp Pendleton, 7.4 miles southward of Cape Henry. (See **334.400**, chapter 2, for limits and regulations.)

Danger zones of naval firing ranges are about 8 and 9 miles southward of Cape Henry. (See **334.380 and 334.390**, chapter 2, for limits and regulations.)

Two radar towers and a blue water tank, 158 feet above the water, are prominent at the Dam Neck Naval Station about 9 miles southward of Cape Henry Light.

Sandbridge Beach, about 11 miles south of Cape Henry Light, has a tower and a green water tank that are prominent. There are about 3 miles of beach residences south of Sandbridge Beach.

Part of Back Bay National Wildlife Refuge extends from 15 to 18.5 miles south of Cape Henry Light along The Outer Banks.

False Cape, so called because of its resemblance to Cape Henry when approaching from southward, is about 22 miles southward of Cape Henry Light. Several spots with depths of 10 to 17 feet are 0.8 to 1.5 miles offshore from False Cape.

Sand dunes in this area have a tendency to alternately erode and then build up again as the seasons change, generally working to the southward; they should not be depended upon as navigational marks.

Charts 12204, 12205.–Currituck Beach Light (36°22.6′N., 75°49.8′W.), 158 feet above the water, is shown from a red conical tower on the beach near the settlement of **Corolla.**

Local magnetic disturbance.–Differences of as much as 11° from the normal variation have been observed 5 to 7 nautical miles offshore from Currituck Beach Light to Wimble Shoals (36°22.6′N., to 35°35.0′N.).

Many homes are prominent along the beach from **Duck** to **Whalebone,** 17 miles and 31 miles south of Currituck Beach Light, respectively. A conspicuous steel tower is just eastward of Kitty Hawk, 20 miles southward of Currituck Beach Light. **Wright Monument,** a high stone memorial on the highest of the **Kill Devil Hills,** 3.5 miles southward of Kitty Hawk, is very prominent and is a good landmark on this low sandy coast. Water tanks at Kill Devil Hills and Nags Head, 1 mile north and 5.6 miles south of Wright Monument, respectively, are also prominent.

Bodie Island Light (35°49.2′N., 75°33.8′W.), 156 feet above the water, is shown from a conical tower, with alternate white and black horizontal bands above the granite base, about 2 miles northward of the southern end of Bodie Island, and 36 miles southward of Currituck Beach Light. A water tank 1.2 miles north of Bodie Island Light is prominent.

Oregon Inlet, about 2.5 miles southward of Bodie Island Light, is entered over a shifting bar. A lighted whistle buoy marks the approach; other buoys, not charted, are frequently shifted in position to mark the best water. A fish haven is about 5 miles southeast of the lighted whistle buoy. The inlet, used by local fishing vessels, but not recommended to strangers, requires continuous dredging; it deepens with northwest winds and fills in with northeast winds. Tidal currents in the inlet are reported to be as much as 5 knots, but with southwesterly winds as much as 6 to 8 knots.

A highway bridge crosses the inlet; the fixed channel span has a clearance of 65 feet over the main channel. **Oregon Inlet Coast Guard Station** is on the south side of the inlet. **Oregon Inlet Light** (35°46.1′N., 75°31.4′W.), 54 feet above the water, is shown from the Coast Guard station lookout tower.

Three marked dredged channels with a Federal project depth of 12 feet lead from Oregon Inlet into Pamlico Sound. **Oregon Inlet Channel** leads westward from the inlet to a junction with **Old House Channel,** which then leads southwestward into Pamlico Sound. From the junction, the inlet channel continues northward to a junction with **Roanoke Sound Channel,** which continues northward to a turning basin at Manteo. A side channel of the same project depth leads westward to a turning basin at Wanchese at the south end of Roanoke Island. A connecting channel with a project depth of 6 feet continues northward into Albemarle Sound from the north end of the Roanoke Sound Channel. (See Notice to Mariners and latest editions of charts for controlling depths.)

On the southern end of Bodie Island, just west of the bridge, there is a National Park Service small-boat basin operated by a concessionaire. In September 1984, depths of 5 feet were reported in the approach, with 6 feet in the basin. A channel, marked by daybeacons, leads from the west-southwestward through **Walter Slough** to the basin. Gasoline, diesel fuel, water, ice, sewage pump-out, marine supplies, and launching ramps are available. The service station and store are prominent. Vessels wishing to dock here should make advance reservations.

Pea Island, on the south side of the entrance to Oregon Inlet, and the waters to the westward of the island, have been designated as a **National Wildlife Refuge.** Pea Island is the northern extension of Hatteras Island.

Roanoke Island, close westward of Bodie Island, separates Roanoke Sound on the east from Croatan Sound on the west.

Wanchese is a small town near the south end of Roanoke Island west of the entrance to **Mill Landing Creek (Mill Creek).** Gasoline, diesel fuel, water, limited marine supplies, and small charter boats can be obtained at the fishhouses and small docks. A 75-ton mobile lift in Mill Landing Creek can haul out boats to 120 feet for hull and engine repairs.

Just south of Mill Landing Creek is a marine railway that can haul out craft up to 50 feet; there is a small-boat launching ramp.

A marine railway that can handle craft up to 60 feet and a 25-ton mobile lift are on the unnamed creek on the western side of Roanoke Island opposite Mill Landing Creek, about 500 yards southward of Baum Creek. Berthage, electricity, gasoline, diesel fuel, water, and a surfaced launching ramp are available, and hull and engine repairs can be made.

The causeway over Roanoke Sound connects Roanoke Island with Bodie Island and U.S. Route 64-264 highway to Norfolk. It has a swing span with a clearance of 9 feet. (See **117.1 through 117.59 and 117.838**, chapter 2, for drawbridge regulations.) In January 1989, a replacement

fixed highway bridge with a design clearance of 65 feet was under construction close south of the swing bridge.

Manteo, the principal town on Roanoke Island and the seat of Dare County, is at the head of **Shallowbag Bay**, which indents the island near its northeast end. A large elevated tank and a tower in the town are conspicuous. Berths, electricity, water, ice, marine supplies, and a launching ramp are available at the city dock just southward of **Sandy Point** on the north side of Shallowbag Bay. Oil is barged into an oil terminal at Manteo.

Historic **Fort Raleigh**, site of the **Lost Colony**, is at the northern end of Roanoke Island. A national park is at Fort Raleigh.

Nags Head is a summer resort on the east side of Roanoke Sound, 3.5 miles northeastward of Manteo. Other inland waters are described in another section.

Platt Shoals, consisting of several spots covered 30 to 39 feet, are east-southeastward of Oregon Inlet and 2.5 to 4 miles offshore. Between the shoals and the shoal water off the shore the depths are 30 to 71 feet. In easterly gales the shoaler spots are marked by breakers.

Wimble Shoals, 15 miles southward of Oregon Inlet, are a number of ridges extending offshore about 4 miles, with depths ranging from 21 to 36 feet. In easterly gales the shoaler parts are marked by breakers. A lighted buoy is outside the shoals.

Local magnetic disturbance.–Differences of as much as 8° from the normal variation have been observed in 35°32.0'N., 75°21.2'W. (chart 11555). Differences of as much as 3° from the normal variation have been observed 6 to 12 miles offshore from Wimble Shoals to Cape Hatteras.

A microwave tower at **Waves** about 12.8 miles southward of Oregon Inlet Light is a prominent object.

Chart 11555.–Cape Hatteras, where the coast makes a sharp turn westward, is low and sandy. **Cape Hatteras Light** (35°15.3'N., 75°31.2'W.), 191 feet above the water, is shown from a black and white spirally banded tower on red brick base. About 1 mile northwest of Cape Hatteras Light, a telephone tower, a green water tower, and a radar sphere, in close proximity to each other, are prominent.

Weather.–Due to its maritime exposure and proximity to the Gulf Stream this area has a marine climate, which results in only a few days when summer temperatures climb above 90°F; freezing temperatures are about one-half as frequent as at inland stations. In addition, rain occurs on 8 to 12 days per month on the average. Rainfall reaches a maximum in July, August and September when it often occurs as brief, heavy showers or thunderstorms. Occasionally rains are prolonged and are associated with offshore storms, either tropical or extratropical. Both types can generate strong winds and extreme tides along the Outer Banks where the average elevation is less than 10 feet above mean sea level.

(See page T-2 for Cape Hatteras climatological table.)

Diamond Shoals extend off Cape Hatteras in a southeasterly direction for about 9 miles. Depths of 3 feet have been found on the shoaler parts. Diamond Shoals include **Hatteras Shoals, Inner Diamond Shoal,** and **Outer Diamond Shoal.** Hatteras Shoals, with little water over them, are usually marked by breakers. Outer Diamond Shoal consists of irregular patches, with depths of 3 to 18 feet, which are usually marked by breakers. A buoy marks the east extremity of Outer Diamond Shoal.

Caution.–Hydrography is not charted on Diamond Shoals due to the changeable nature of the area. Navigation in the area is extremely hazardous for all types of craft. During strong winds the currents set across the shoals with great velocity.

The difficulty of making proper allowance for the Gulf Stream, and the strong currents near the shoals, may cause considerable error in the reckoning. When approaching in thick weather, and uncertain of the position, care should be taken to stay in at least 120 feet, or preferably 180 feet. Diamond Shoal Light is the guide for clearing the shoals.

Diamond Shoal Light (35°09.1'N., 75°17.9'W.), 125 feet above the water, is shown from an orange tower on white deckhouse constructed on a four-legged metal structure, in 54 feet of water about 12.5 miles southeast of Cape Hatteras Light. The name DIAMOND is displayed in white letters on all four sides of the structure. A fog signal and radiobeacon are at the light.

The submerged wreckage of the Civil War Ironclad **MONITOR**, about 10.4 miles south-southwest of Diamond Shoal Light, has been designated a Marine Sanctuary by the Secretary of Commerce. The sanctuary, administered by the Administrator, NOAA, Department of Commerce, is about 1 mile in diameter centered in 35°00'23"N., 75°24'32"W. Federal regulations state that: except as may be permitted by the Administrator, no person subject to the jurisdiction of the United States shall conduct, nor cause to be conducted, any of the following activities in the sanctuary:

(a) anchoring in any manner, stopping, remaining, or drifting without power at any time;

(b) any type of subsurface salvage or recovery operation;

(c) any type of diving, whether by an individual or by a submersible;

(d) lowering below the surface of the water any grappling, suction, conveyor, dredging or wrecking device;

(e) detonation below the surface of the water of any explosive or explosive mechanism;

(f) seabed drilling or coring;

(g) lowering, laying, positioning or raising any type of seabed cable or cable-laying device;

(h) trawling; or

(i) discharging waste material into the water in violation of any Federal statute or regulation.

Permits for any of the above-mentioned activities for research related to the MONITOR or in connection with an air or marine casualty or the avoidance of same may be had by making application in writing to Administrator, National Oceanic and Atmospheric Administration, U.S. Department of Commerce, Washington, D.C. 20230.

Complete Federal regulations covering the MONITOR Marine Sanctuary can be found in **15 CFR 924**.

From Cape Hatteras to Cape Lookout the coast trends generally southwestward for 64 miles and is broken by several inlets. For 6 miles from Cape Hatteras it is thickly wooded near the beach, and between the woods and the beach is a range of sand dunes 10 to 40 feet high. For the remainder of the distance the coast is a narrow barrier beach with numerous sand dunes. The coast is fairly bold, and depths of 4 to 7 fathoms will be found within 0.5 mile offshore, except off Hatteras Inlet, where shoals extend out 1.2 miles, and off Ocracoke Inlet, where they make out 1.6 miles.

Hatteras Inlet, 11 miles westward of Cape Hatteras Light, is entered over a shifting bar which is subject to continual change; local knowledge is recommended. The approach is marked by a lighted buoy; buoys marking the channel over the bar are not charted because they are

frequently shifted in position. An 88-foot lookout tower showing a white light on the east side of the inlet is a conspicuous mark. A green water tower about 2.6 miles east-northeastward of the tower is prominent.

Hatteras, a town 3 miles northeast of Hatteras Inlet, has several stores, a hotel, several motels, and restaurants. **Hatteras Inlet Coast Guard Station** is on **Austin Creek,** 0.8 mile southwest of the town. A radiobeacon is at the station. There are several small wharves in the basin at Hatteras where berths, gasoline, diesel fuel, and limited marine supplies can be obtained. A mobile lift can handle craft up to 45 feet for emergency repairs. Extensive repairs can be made at Wanchese. **Storm warning signals are displayed.** (See chart.)

Hatteras Inlet Channel is a dredged channel that leads from Hatteras Inlet to **Rollinson Channel** in the vicinity of the basin entrance at Hatteras. The channel is reported to shoal rapidly between dredgings. In 1981, the controlling depth was 8 feet. (For information on the latest reported shoaling, consult the Coast Guard Local Notice to Mariners.) The channel is marked by lights, buoys, and daybeacons. A privately maintained side channel leading to Austin Creek, in February 1987, had a controlling depth of 10 feet to the Coast Guard pier and the ferry landing. The creek channel is marked by two lights.

Rollinson Channel, the approach to Hatteras from Pamlico Sound, is discussed later in this chapter.

A small ferry carries vehicles and passengers across Hatteras Inlet from Austin Creek to Ocracoke Island.

Tides.–The mean range of tide is 2 feet on the bar. In the channels the height of the water depends upon the direction and force of the wind. (See the Tide Tables for predictions.)

Currents.–The tidal currents in the channel through the inlet are influenced by winds and attain velocities of about 2 knots. (For predicted times and velocities see the Tidal Current Tables.)

Other channels in Pamlico Sound are described in another part of this chapter.

Chart 11550.–Ocracoke Inlet, 27 miles west-southwest of Cape Hatteras Light (chart 11555), is entered over a shifting bar between the southern end of Ocracoke Island and the northern end of Portsmouth Island; the bar is subject to frequent changes. A lighted buoy marks the approach. Other buoys marking the inlet are not charted, because they are frequently shifted in position; local knowledge is advised.

Ocracoke Light (35°06.5'N., 75°59.2'W.), 75 feet above the water, is shown from a white tower near a clump of woods on the western part of Ocracoke Island and about 3 miles northeastward of Ocracoke Inlet. **Ocracoke Coast Guard Station** is 0.4 mile north of the light. **Storm warning signals are displayed.** (See chart.)

A microwave tower about 1 mile east-northeast of Ocracoke Light is reported to be prominent.

Several channels or sloughs lead from Ocracoke Inlet through the shoals to deep water in Pamlico Sound. **Teaches Hole Channel** follows the western side of Ocracoke Island and connects with Silver Lake through a dredged channel at Ocracoke. It also joins **Big Foot Slough Channel** northwest of Ocracoke which leads to Pamlico Sound. In 1977-June 1978, the midchannel controlling depth in the entrance channel to Silver Lake was 10 feet. Teaches Hole Channel is subject to frequent changes; buoys are frequently shifted in position. In December 1981-January 1982, the controlling depth in Big Foot Slough Channel was 12 feet except for shoaling along the eastern edge. The channel is reported to shoal considerably between dredgings. In March 1980, shoaling to 3 feet was reported between Daybeacons 1 and 12. Strong currents have been experienced in these channels; the buoys, lights, and daybeacons must be followed closely. In December 1978, an obstruction was reported in the vicinity of Light 14. Mariners are advised to exercise caution while navigating in the area.

A swash channel, marked by a light and daybeacons, connects Big Foot Slough Channel with **Nine Foot Shoal Channel,** which leads off in a northwesterly direction. The controlling depth is about 5 feet through the swash channel to Pamlico Sound. Some local vessels use this channel as a short cut, but Big Foot Slough Channel is the recommended channel.

There are other unmarked shallow channels leading from Ocracoke Inlet to Pamlico Sound, but they should not be used without local knowledge because of the shifting shoals.

The town of **Ocracoke,** 3.5 miles inside the inlet, is frequented by numerous fishing vessels. Supplies in limited quantities are available. Gasoline, diesel fuel, water, and ice may be obtained at the piers.

A toll ferry transports passengers and autos daily from Ocracoke to a ferry landing on the north side of Cedar Island, about 12 miles by road north of Atlantic on the mainland and also to a ferry landing at Swanquarter, about 25 miles north-northwest of Ocracoke. There are several motels and restaurants in the village. There are numerous points of interest on the island, and the National Park Service has a museum at the village and also maintains camp sites for tourists. Facilities for repairing boats are limited.

Silver Lake, a circular basin at Ocracoke, affords good anchorage in depths of 12 feet, and has several wharves extending from the shore to depths of 10 or more feet. Vessels are requested to anchor only in the southern end of the lake so as not to interfere with ferry traffic. Diesel fuel, gasoline, marine supplies, and a launching ramp are available nearby. The National Park Service piers on the north side of the basin have berths with electricity and water.

Portsmouth is a small abandoned town overseen by the National Park Service on the west shore of Ocracoke Inlet. A spire and a cupola here are prominent landmarks. The inactive Coast Guard Station, the largest building, is near the inlet.

Tides.–The mean range of tide is 1.9 feet over the bar at Ocracoke Inlet and 1 foot in Silver Lake. In the channels, the height of the water depends upon the direction and force of the wind. (See the Tide Tables for predictions.)

Currents.–The currents in the inlet and connecting channels are influenced by the winds. The ebb current usually has a greater velocity than the flood. Velocities up to 4 knots have been observed. Current predictions for several locations in the channels may be obtained from the Tidal Current Tables.

Drum Inlet (see chart 11545), 19 miles southwestward of Ocracoke Inlet, is an opening in the barrier beach leading to deep water in Core Sound. The channel is not maintained by dredging and is constantly shifting. In July 1983, the inlet was reported to be dangerous and not recommended for use by anyone.

Chart 11544.–Cape Lookout is the extremity of a long and very narrow sand beach projecting into the sea where the coast angles sharply westward. **Cape Lookout Light** (34°37.3'N., 76°31.5'W.), 156 feet above the water, is

shown from a black and white diagonally checkered tower on the north point of the cape.

Cape Lookout Shoals extend about 9 miles south-southeastward from the cape where they are marked by a lighted bell buoy. Their greatest width is about 2 miles, and depths over the shoals range from 2 to 18 feet. **Lookout Breakers** is the local name for the ridge, covered 2 feet, about 4 miles out on the shoals south of the cape. Between Lookout Breakers and the cape are several other spots which break heavily.

Outside the shoals proper are two irregular shoals with depths of 28 feet over them, and a spot cleared to 39 feet. These can be avoided by passing south of the lighted bell buoy about 18 miles south-southeastward of the cape. In thick weather a vessel should stay in 14 fathoms or more if uncertain of its position. A number of wrecks with varying depths over them are in the vicinity of the shoals; some are marked.

Chart 11545.–Lookout Bight, on the west side of Cape Lookout, affords good anchorage for large vessels, except with winds from south through west to northwest. **Power Squadron Spit,** the west side of Lookout Bight, is subject to continual change and is partially protected by a rubblestone breakwater awash at low water and hardly visible when a heavy sea is running; its outer end is marked by a lighted buoy about 300 yards northwestward of its seaward end. Mariners should give it a wide berth in bad weather.

Large oceangoing vessels usually anchor north or northwest of the breakwater in 39 to 45 feet, soft sand and mud bottom.

Good anchorage for small vessels can be had in the inner bight northeast of **Catfish Point** in 7 to 14 feet, good holding ground of soft mud. Prevailing swell from the southwest is effectively excluded, but the surrounding terrain is too low to greatly restrain the force of wind. A severe blow from the northerly direction may cause a vessel to drag, but most boats drop an extra anchor if the wind reaches gale force from any direction.

There is a marina on the southeast shore of the bight where gasoline, water, ice, and some marine supplies may be obtained. There are restrooms and a snack bar at the head of the pier, which has 2 feet of water alongside.

A Federal project provides for a channel 7 feet deep from deep water in Lookout Bight through **Barden Inlet** and **Lighthouse Bay** to deep water in Back Sound. The channel is very unstable and has a tendency to fill. In February 1981, the controlling depth in the dredged section from Lighthouse Bay to Back Sound was 5½ feet. The channel is well marked; however, the uncharted buoys and daybeacons through Barden Inlet are frequently shifted in position to mark the best water. Local knowledge is advised.

The channels in Back Sound and Core Sound are described in another section.

INLAND WATERS

COLREGS Demarcation Lines.–The lines established for the inlets, rivers, and bays of this part of the coast are described in **80.515 through 80.525**, chapter 2.

Charts 12207, 12204, 12205.–Currituck Sound is a narrow and shoal body of water which extends for 25 miles in a north-south direction behind the barrier beach near Currituck Beach Light. The southern part of the sound is navigable for craft drawing 4 or 5 feet to the junction with Albemarle Sound, but navigation among the extensive shoals depends on local knowledge of the channels and on the level of the water. The northern part of the sound is practically unnavigable due to dense grass. There are no periodic tides in Currituck Sound; the water level depends upon the force and direction of the winds.

There are several small-craft facilities on **Knotts Island** at the northern end of Currituck Sound. Berths, electricity, water, ice, and launching ramps are available.

Charts 12207, 12205.–Back Bay and its connections with Currituck Sound extends a little over 10 miles northward from the northeastern end of the sound. This shoal bay is navigable only for small boats. Northward of Back Bay are shallow **Shipps Bay** and **North Bay.** Facilities with small-boat launching ramps, and some with gasoline, water, ice, and bait and tackle, are along the western shores of Back and Shipps Bays.

North Landing River extends in a north-northwesterly direction from the north end of Currituck Sound. The river is a part of the Intracoastal Waterway and is described in chapter 12.

Naval aircraft bombardment **target areas** are in North Landing River off Troublesome Point, and in Currituck Sound east of Bell Point. (See **334.410**, chapter 2, for limits and regulations.)

Charts 12204, 12205.–Several landings are on the east shore of **Whale Head Bay,** just southward of Currituck Beach Light (36°22.6′N., 75°49.8′W.).

The landing at **Poplar Branch,** on the western shore of Currituck Sound, about 6 miles south-southwestward of Currituck Beach Light, is frequented by local fishermen and duck hunters. In July 1983, depths of 3 feet were reported in the approach to the pier and 7 feet alongside. In July 1983, a midchannel controlling depth of 2 feet was reported in the channel to **Gaffy Landing.** about 2 miles south of Poplar Branch.

Piper Hill, on the outer beach, about 4 miles east of Poplar Branch, is approached through **Lone Oak Channel** and **Beasley Bay.** Lights mark the channel. In July 1983, the reported midchannel controlling depth was 2 feet. Dense grass covers the whole area.

Wright Memorial (U.S. Route 158) Highway Bridge over the south end of Currituck Sound between **Sampson Point** and the outer beach, has a 40-foot fixed span over the navigation channel with a clearance of 35 feet. An overhead power cable, with a clearance of 55 feet at the center of the channel, is about 100 yards northward of and parallel to the bridge.

Charts 12205, 12206, 11553, 12204.–Albemarle Sound is about 45 miles long in an east-west direction, and in width ranges from 11 miles near its eastern end to 3 miles about 10 miles from the western end. The sound has good navigable depths for any vessel able to pass through the canals and, with its numerous tributaries, forms the approach to many towns and landings.

There are depths of 10 to 18 feet along the routes from North River and Pasquotank River to Croatan Sound and Alligator River, and less water farther eastward. Fish stakes and nets, extending long distances from shore are often found on the shoals, especially at the northern entrance to Croatan Sound. The shores of Albemarle Sound are low and generally wooded; there are no prominent natural features.

A naval aircraft bombardment **target area** is on the south side of Albemarle Sound westward of the entrance

to Alligator River. (See **334.410**, chapter 2, for limits and regulations.)

The eastern end of Albemarle Sound, which is separated from the Atlantic Ocean by the barrier beach about 15 miles north of Bodie Island Light, is connected northward with Currituck Sound and southward with Croatan and Roanoke Sounds, and by the latter sounds with Pamlico Sound.

Westward of Laurel Point, about 33 miles from the east end of Albemarle Sound, the water is usually fresh or slightly brackish. The rise and fall of the water level depends on the direction of the winds.

Charts 12204, 12205.-Kitty Hawk Bay, with depths of about 3 to 8 feet, is at the east end of Albemarle Sound. Daybeacons mark the best water into the bay. **Kitty Hawk** is a small town on the north side of the bay. There are several private landings along its shores. A public marina is at **Avalon Beach** at the southeastern end of the bay; berths, electricity, water, ice, and a launching ramp are available during the summer.

North River, on the north side of Albemarle Sound near the eastern end, is a part of the Intracoastal Waterway and is described in chapter 12.

Chart 12206.-Pasquotank River Entrance Light (36°09.4'N., 75°58.7'W.), 23 feet above the water and shown from a pile with a black and white diamond-shaped daymark with a yellow triangle, marks the entrance to **Pasquotank River.** A light is about 2.2 miles westward of the entrance light. The river, entered between **Wade Point** on the west and Camden Point on the east, and Elizabeth City are described in connection with the Dismal Swamp Route of the Intracoastal Waterway, chapter 12.

Chart 12205.-Flatty Creek, about 7.5 miles westward of Pasquotank River Entrance Light (36°09.4'N., 75°58.7'W.), is shoal and little used. In July 1983, depths were reported to be 2 feet over the bar, thence 3 feet for a distance of 3.5 miles.

Little River is on the north side of Albemarle Sound and 4 miles westward of Flatty Creek. The channel at the entrance is about 0.3 mile wide between shoals, and is marked by a daybeacon. The river has a general northwesterly trend to the village of **Nixonton,** which is on the east bank 7 miles above the entrance. There are no facilities at the village. In July 1983, depths of 5 feet were reported to the village. Spits, with little water over them and generally steep-to, make out some distance in places from the shores, especially off the points. The channel in the upper reaches of the river is well marked by the outer ends of the fishweir stakes which make out from shore. A launching ramp and limited supplies are available to sport fishermen in **Hall Creek,** about 1.5 miles above Nixonton.

Perquimans River, on the north side of Albemarle Sound, about 4 miles westward of Little River, has its entrance between **Harvey Point** on the west and **Reed Point** on the east. A light is about 1.2 miles southward of Reed Point, and a light is close eastward of Harvey Point. Numerous submerged piles are south and southeastward of Harvey Point. A depth of about 9 feet can be carried to Hertford, about 11.5 miles above the entrance, thence about 7 feet for about 1 mile to the Norfolk Southern railroad bridge.

Two other bridges cross Perquimans River. U.S. Route 17 bypass highway bridge, between **Ferry Point** and **Crow Point,** about 10.5 miles above the entrance, has a fixed span with a clearance of 33 feet, and U.S. Route 17 highway swing bridge, about 0.6 mile above and crossing the narrow part of the river at Hertford, has a clearance of 7 feet. (See **117.1 through 117.59 and 117.835**, chapter 2, for drawbridge regulations.)

Obstructions have been reported near midriver about 0.5 mile and 1 mile below the highway fixed bridge.

Hertford, on the southwest bank of Perquimans River, has rail connections with the Norfolk Southern Railway and highway connections with U.S. Route 17 to Edenton and Elizabeth City. Oil is barged into Hertford to an oil pier on the south side of the river just above the highway swing bridge. A marina is on the north side of the river between the two highway bridges. Gasoline, water, ice, limited marine supplies, and a launching ramp are available. The river water is fresh at Hertford.

Above Hertford the river is narrow and crooked, but has fairly good depths for about 8 miles to a point near **Goodwin Creek.** Navigation is restricted to very small boats, about a mile above the highway swing bridge, by the Norfolk Southern railroad bridge, which has a 22-foot fixed span with a clearance of 3 feet.

Yeopim River, 6 miles west of Perquimans River, is shoal and unimportant. A shoal area, marked at its southeastern extremity by a daybeacon, extends from the entrance. Stumps and other obstructions, the remains of former **Batts Island,** are near the center of the shoal. This area should be avoided. In crossing the shoal, mariners should leave the daybeacon to the eastward and slightly favor **Drummond Point,** the southern entrance point of Yeopim River. Local knowledge is advised.

A marina at **Snug Harbor,** on the north side of the entrance, has berths, gasoline, electricity, water, ice, limited marine supplies, and a launching ramp.

Six miles southwestward from Drummond Point, State Routes 32-37 highway bridge crosses Albemarle Sound from **Sandy Point** to the south shore. The swing span, near the middle of the bridge, has a clearance of 14 feet. The bridgetender monitors VHF-FM 16 and works on channel 13; call sign, KU-6047. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) The 23-foot fixed spans have a clearance of 14 feet. In 1985, a replacement fixed bridge with a design clearance of 65 feet was under construction adjacent to the existing bridge. Four miles westward of the highway bridge, the Norfolk Southern railway trestle crosses the sound. About 1.5 miles from the northern end of the bridge is a bascule span with a clearance of 6 feet. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) Five 35-foot fixed girder spans, at intervals of about 0.5 mile, have clearances of 8 feet. The overhead power cable close eastward of the bridge has a clearance of 93 feet at the drawspan and minimum clearances of 43 feet elsewhere. A fog signal is sounded at the bridge.

Edenton Bay is on the north side of Albemarle Sound just westward of the railroad trestle which crosses the sound. **Edenton,** a town at the head of the small bay, has rail and highway communications with Norfolk and the south. Lumber is shipped by rail, truck, and by barge. The main industries are peanuts, lumber, veneer, inks, textiles, plywood, and boatbuilding. The river water is fresh. **Storm warning signals are displayed.** (See chart.)

Two large water tanks in the town are the most prominent objects from the sound. Also prominent is a radio tower near the city wharf.

A dredged channel leads from deep water in Albemarle Sound to the head of the bay where it separates into dredged reaches leading in northwesterly and northeasterly directions along the town waterfront. In June 1977, the

midchannel controlling depths were 7½ feet in the entrance channel, thence 7½ feet in the eastern portion of the northwestern reach, and 5½ feet in the remainder of the northwestern reach and in the northeasterly reach. The channel is well marked by lights and daybeacons.

The inner anchorage, close eastward of the channel entrance, has a depth of 9 feet, but is small. The larger anchorage is on the western side of the entrance. Numerous fish stakes, some of which are covered at low water, are reported inside the 12-foot contour on the west side of the entrance to Edenton Bay from Reedy Point eastward.

The city wharf, which has a light, is at the head of the entrance channel. In July 1983, depths of 10 feet were reported alongside the west bulkhead. A fish wharf and an oil wharf are close westward of the city wharf; depths of 10 feet were reported alongside in July 1983.

Pembroke Creek is a small nontidal stream flowing easterly into the head of Edenton Bay. U.S. Route 17 highway bridge, 0.6 mile above the mouth of the creek, has a 20-foot fixed span with a clearance of 5 feet. With local knowledge a draft of 5 feet can be carried to the bridge. In August 1978, a submerged obstruction was reported in the channel near the mouth of the creek in about 36°03′25″N., 76°37′04″W. At a marina on the northeast bank of the creek, just below the bridge, berthage, electricity, gasoline, water, diesel fuel, ice, and some marine supplies can be obtained. A 10-ton mobile lift is available for hull and engine repairs, and there is a small-boat launching ramp. About 0.1 mile below the bridge is a U.S. Fish Hatchery.

Chowan River empties into the western end of Albemarle Sound from northward, and with its tributaries forms one of the largest rivers in North Carolina. In June 1977, the controlling depth was 12 feet to Winton, about 32 miles above the mouth, and to the confluence of Blackwater and Nottoway Rivers, 45 miles above the mouth. For about 17 miles above its mouth, Chowan River has an average width of 1.5 miles. Snags, many of which are underwater, are generally found on the shoals in this part of the river; the worst place, known as **Stumpy Reach,** is between Colerain Landing and **Bennetts Creek,** a distance of about 6 miles. The channel must be followed closely passing through this reach.

Chowan River is marked by lights and daybeacons to a point about a mile below Winton.

Traffic on the river is mainly in pulpwood barges, and there is some commercial fishing. Gasoline, limited supplies, and launching ramps are available for small craft at various marinas along the river as far as Winton.

Salmon Creek is a small stream which flows easterly into the west side of Chowan River just above the mouth. The entrance to the creek is a good harbor for boats of drafts up to 6 feet. **Avoca** is a village on the south bank about a mile above the entrance. In 1963, the controlling depth was 7 feet to Avoca, thence 5 feet for another 0.5 mile.

The U.S. Route 17 highway bridge between **Emperor Landing** and Edenhouse Point, about 3 miles above the mouth of Chowan River, has a swing span with a clearance of 4 feet. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.)

Gasoline, berthing, limited supplies, and a launching ramp are available at a marina in **Rockyhock Creek** on the east bank of the river about 6 miles above the mouth. Depths in the approaches and alongside were reported to be 4 feet in July 1983.

Colerain Landing, on the west bank of the Chowan River, 12 miles above the entrance, is the site of a large herring factory. Just above it is an oil dock. The village of **Colerain** is on a hill 0.5 mile inland.

Limited supplies, gasoline, and a launching ramp are available at a marina on the south bank of the river about 20 miles above the mouth.

Tunis is a landing on the south bank of Chowan River 30 miles above the mouth. An overhead power cable at Tunis has a clearance of 74 feet. Gasoline, limited supplies, and a launching ramp are available at a marina on the west side of **Catherine Creek** just above the overhead power cable.

Winton is a small town on the west bank of the river 32 miles above the mouth. U.S. Route 13 highway bridge at Winton has a fixed span with a clearance of 35 feet. A small wharf is below the bridge on the south bank and eastward of a ramp used by barges for loading pulpwood.

Meherrin River joins the Chowan River from westward 2.5 miles above Winton. A **cable ferry** crosses Meherrin River about 0.4 mile above the mouth. The ferry, operated during daylight hours only, carries passengers and vehicles. The ferry is guided by a cable that passes over pulleys 3 feet above the water at each end of the ferry and then runs below the water surface about 15 feet from each end of the ferry. The cable is dropped to the bottom when the ferry is not underway. Warning signs are posted 1 mile from each side of the crossing. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY. Murfreesboro** is a small town 10.5 miles above the mouth. U.S. Route 258 highway bridge here has a fixed span with a clearance of 24 feet. In 1965, the controlling depth was 10 feet to Murfreesboro; the turning basin here had a controlling depth of about 12 feet.

About 13 miles above Winton, Chowan River is formed by the confluence of **Blackwater River** and **Nottoway River** near the Virginia State line. In July 1983, the controlling depth in Blackwater River was reported to be 9 feet to **Franklin,** Va. There are reports of numerous snags in the river. Small craft are able to reach **Burdette,** Va., 10.5 miles above Franklin. A highway bridge across Blackwater River, 8 miles above its mouth at South Quay, has a swing span with a clearance of 15 feet. (See **117.1 through 117.59 and 117.999**, chapter 2, for drawbridge regulations.) In January 1980, a fixed highway bridge with a design clearance of 35 feet was under construction on Blackwater River about 9 miles above its mouth. Five other bridges cross the river between Franklin and Burdette; the fixed bridges have a minimum channel width of 22 feet and a minimum clearance of 12 feet. Navigation of Nottoway River is restricted by seven fixed bridges; the minimum channel width of the bridges is 13 feet and the clearance 7 feet.

Roanoke River rises in the Blue Ridge Mountains, west of Roanoke, Va., and flows southeasterly into **Batchelor Bay,** a shoal bight at the southwestern end of Albemarle Sound; about halfway it is joined by the **Dan River,** its principal tributary. There are a number of flood control and power dams on the rivers. The largest of these, about 17 miles below Clarksville, Va., forms the John H. Kerr Reservoir. The reservoir extends upstream about 48 miles on the Roanoke and about 30 miles on the Dan River. Another dam is at **Roanoke Rapids** about 120 miles from the mouth of the river.

In June 1977, the midchannel controlling depth was 10 feet at midchannel from Albemarle Sound to Plymouth, thence 2½ feet to Hamilton, 52 miles above the mouth, with shoaling to bare between Hamilton and Palmyra Landing, 67 miles above the mouth. The river is marked by lights and daybeacons to a mile below Plymouth. In

May 1982, a foul area was reported between Daybeacon 12 and Light 13. Traffic on the river is mainly in petroleum products, and some plywood products hauled by barges.

A fixed highway bridge, which spans the Roanoke, Middle, and Cashie Rivers, crosses the Roanoke 2.5 miles above the mouth with a clearance of 50 feet.

Plymouth is an important town 6 miles above the mouth of Roanoke River. The town has good highway and rail connections. Water, gasoline, diesel fuel, marine supplies, and a launching ramp are available. There are several small wharves at Plymouth with 12 feet reported alongside. A veneer factory is on the river front below the town, and 1 mile above the town is the large wharf of a pulpmill, which has 15 to 18 feet of water alongside.

Williamston is 26 miles above the mouth of the river. U.S. Routes 13 and 17 highway bridge at Williamston has a swing span with a clearance of 17 feet at low water and 4 feet at high water. (See **117.1 through 117.59 and 117.837**, chapter 2, for drawbridge regulations.) In July 1988, a fixed highway bridge with a design clearance of 45 feet was under construction close east of the existing bridge; upon completion, it will replace the existing bridge. Just below the bridge are a fertilizer plant and an oil dock. Several oil piers are above the bridge. Logs and oil comprise most of the shipping.

About 9 miles above Hamilton, a fixed bridge with a clearance of 14 feet crosses the river.

Cashie River flows southeasterly for about 50 miles to its intersection with the **Thorofare,** connecting Cashie and Roanoke Rivers; thence it flows northeasterly for about 6 miles and empties into Batchelor Bay. In June 1977, the midchannel controlling depth was 9 feet to Windsor. Mariners are advised, however, that shoaling and many obstructions have been reported in Cashie River. A fixed highway bridge, which spans the Cashie, Middle, and Roanoke Rivers, crosses the Cashie River about 1 mile above Batchelor Bay and has a clearance of 16 feet.

A **cable ferry** crosses Cashie River about 6 miles above the mouth. The ferry, operated during daylight hours only, carries passengers and vehicles. The ferry is guided by a cable that passes over pulleys 3 feet above the water at each end of the ferry and then runs below the water surface about 15 feet from each end of the ferry. The cable is dropped to the bottom when the ferry is not underway. Warning signs are posted 1 mile from each side of the crossing. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

The Thorofare has several sharp bends, and at its junction with the Cashie River there are two small islands. Pass eastward of the islands. The head of navigation in Cashie River is the fixed highway bridge at **Windsor.** Gasoline is available. An overhead power cable crossing the river about 0.5 mile below the bridge has a clearance of 55 feet.

Kendrick Creek is on the south side of Albemarle Sound just westward of the railroad trestle which crosses the sound. Several fishhouses with gasoline and marine supplies, and a launching ramp are on the creek. In June 1977, the midchannel controlling depth was 5½ feet to Mackeys, about 0.5 mile above the entrance, thence, in 1963, 7 feet for a distance of 4 miles up the creek, which is the head of navigation; the creek is obstructed by trees and logs above this point. The entrance is marked by a light and daybeacon.

The channel into Kendrick Creek is marked on either side by rows of piles. There are stumps in places on the shoals at the mouth of the creek. The Norfolk Southern Railway bridge, just above the mouth, has a 32-foot fixed span with a clearance of 3 feet. An overhead power cable just above the railroad bridge has a clearance of 47 feet. **Mackeys** is a small town 0.5 mile above the entrance. The highway bridge about 0.5 mile above Mackeys has a 34-foot fixed span with a clearance of 8 feet. An overhead power cable just south of the bridge has a reported clearance of 9 feet.

Bull Bay is on the south side of Albemarle Sound, about 13 miles eastward of Kendrick Creek. **Bull Creek** and **Deep Creek** empty into the western side of the bay. A channel, with a reported depth of 5 feet in July 1983, leads through the flats to the entrance of Bull and Deep Creeks.

Scuppernong River empties into the eastern end of Bull Bay from southeastward. Lights, a buoy, and daybeacons mark the channel from the bay to Columbia. In June 1977, the midchannel controlling depths were 8½ feet in the bar channel, thence 7 feet to Columbia, thence 3 feet to Spruills Bridge, thence 2½ feet to a turning basin at **Cherry,** about 16 miles above the mouth. A marina on the south side of the river, 3 miles above the mouth, has berths with electricity, gasoline, diesel fuel, ice, some marine supplies, and a launching ramp. A 40-ton mobile lift is available; hull and engine repairs can be made.

Columbia, a small town 4 miles above the mouth of the river, has two inactive oil docks and several landings. The landings have depths of 14 to 16 feet alongside, but are in poor condition and not able to accommodate more than one boat at a time. A marina, on the east side of the river close above the first highway swing bridge, has gasoline, diesel fuel, some supplies, and a launching ramp.

The first of two U.S. Route 64 highway bridges at Columbia has a swing span with a channel width of 43 feet through the west draw and 38 feet through the east draw; clearance is 2 feet. The bridgetender monitors VHF-FM channel 16; call sign, KU-9448. (See **117.1 through 117.59 and 117.839**, chapter 2, for drawbridge regulations.) The second bridge has a 35-foot fixed span with a clearance of 12 feet; the navigation span of this bridge is removable. An overhead power cable above the second bridge at Columbia has a clearance of 76 feet.

Cross Landing Bridge, 12 miles above the mouth of Scuppernong River, has a fixed span with a channel width of 32 feet and a clearance of 5 feet. **Spruills Bridge,** 15 miles above the mouth near **Creswell,** has a 32-foot removable span with a clearance of 6 feet. An overhead power cable at the bridge has a clearance of 25 feet. (See **117.1 through 117.59 and 117.839**, chapter 2, for drawbridge regulations for drawbridges over the Scuppernong River.)

Charts 12205, 11553.–Alligator River is on the south side of Albemarle Sound directly opposite Pasquotank River. For about 18 miles above the mouth (see also chart 11548), Alligator River has a southerly direction, is 2 to 3 miles wide, and has general depths of 8 to 11 feet. Above this, the river has a further length of about 24 miles, is narrow and crooked, but, in July 1983, had a reported centerline controlling depth of 8 feet to **Cherry Ridge Landing;** the upper part, however, is too narrow to turn in.

Good anchorages in depths of about 6 to 8 feet are reported in **Milltail Creek, Whipping Creek,** and **Swan Creek,** which make into the east side of Alligator River about 10 miles, 19 miles, and 20 miles above its mouth, respectively. Mariners should take care to avoid stumps along the banks of these creeks.

The entrance to Alligator River is full of shoals, but the

channel of the Intracoastal Waterway, described in chapter 12, has been dredged through the shoals and along the entire length of the wider part of the river. Numerous fish stakes are reported to exist on the east side of the river extending about 0.5 mile offshore. In November 1983, a submerged obstruction was reported on the east side of the river in about 35°46'38.5"N., 76°00'00"W.

On the eastern side of Alligator River and just above the mouth is the entrance to **East Lake** and **South Lake** (see also chart 12204), which in July 1983, had reported depths of 6 feet. The village of **East Lake** is on the east side of Alligator River, 4 miles above the mouth. U.S. Route 64 highway bridge crossing the river at East Lake has a swing span with a clearance of 14 feet. VHF-FM channel 16 and 13 are monitored at the bridge. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.)

Little Alligator River empties into Alligator River from westward just inside the entrance. The narrow, crooked channel of Little Alligator River, in July 1983, had a reported controlling depth of 4 feet to the head of the river, 6 miles above the mouth. The river is reported to be a good anchorage for boats drawing 3 feet or less.

Charts 12204, 12205.–Croatan Sound, between Roanoke Island and the mainland, connects Albemarle and Pamlico Sounds. In 1976-November 1981, the midchannel controlling depth through the dredged channel was 8 feet. The channel is well marked, but strangers should not attempt passage at night. Fish stakes are numerous in season.

Height of water in Croatan Sound depends entirely on the wind, which under exceptional conditions may lower or raise the level as much as 1.5 feet from normal; easterly winds lower the water and westerly winds raise it. Strong northerly or southerly winds produce currents which are especially marked when the wind shifts suddenly to the opposite direction.

There is a good harbor in **Peter Mashoes Creek,** westward of Croatan Sound Approach Light 3, but entrance is possible only for small craft. In July 1983, no activity was observed in the creek. The fixed highway bridge (U.S. Routes 64 and 264) between **Redstone Point** on the mainland and **Weir Point** on Roanoke Island has a clearance of 45 feet.

A marina just below the bridge at Redstone Point has berths, electricity, gasoline, diesel fuel, water, ice, and a launching ramp.

Roanoke Sound and the towns on the east side of Roanoke Island are described in another section.

Charts 12204, 11548, 11555.–Pamlico Sound, the largest body of water in North Carolina, extends from Roanoke Island to Cedar Island. On the east it is separated from the Atlantic Ocean by a narrow barrier beach extending from Oregon Inlet to the southern end of Portsmouth Island. To the west it is joined by the Pamlico and Neuse Rivers, and to the south by Core Sound. It is about 65 miles long and has a maximum width of about 25 miles. Oregon, Hatteras, and Ocracoke Inlets pierce the narrow beach, giving access to the ocean, but all are blocked by inside bars with little water over them; they are described in another section.

Caution.–Numerous fishtraps, stakes, and pound nets have been reported in Pamlico Sound; some may be submerged. Small craft should use caution when operating outside the main channel.

The northern and western shores of Pamlico Sound are broken by numerous small bays and two large rivers, Pamlico River and Neuse River. General depths in the middle of the sound are 14 to 24 feet, but shoals extend miles from shore in many places. **Bluff Shoal,** northward of Ocracoke Inlet, has 7 to 12 feet over it and extends completely across the sound. It is marked by a light. A dangerous wreck, reported covered 4 feet, is close northward of the light.

In the exposed parts of the sound, strong winds from any direction raise a short, choppy sea uncomfortable to small craft and even dangerous to open boats; but protected anchorage for small craft can be found in the many bays along the northern shore, and along the southern shore in several sloughs which lead to sheltered berths in the lee of shoals. Middletown Anchorage and the anchorage in the bight formed by the hook of Royal Shoal can be made either day or night, with caution.

Tides at the inlets have a mean range of 2 feet. (For daily predictions see the Tide Tables.) In other parts of the sound the periodic tide is less than 0.5 foot. Easterly and westerly winds produce the greatest change in water level. Currents are negligible except in the vicinity of the inlets.

Chart 12204.–Stumpy Point Bay, on the west side of Pamlico Sound 10 miles from the south end of Roanoke Island and about 11 miles southwestward of Oregon Inlet, affords good anchorage in depths of about 3 to 4 feet. A dredged channel leads from Pamlico Sound to a turning basin at **Lake Worth,** the small town at the head of the bay. In 1977-July 1979, the midchannel controlling depth was 8 feet to the basin, thence in July 1979, 10 feet in the basin except for shoaling along the southeast edge. The channel is well marked by lights and daybeacons. Two fishhouses at the upper end of the basin have diesel fuel, gasoline, water, ice, and marine supplies.

Stumpy Point, a small town on the east side of Stumpy Point Bay, has gasoline, diesel fuel, water, limited supplies, and a launching ramp.

Long Shoal River, which flows southerly into Pamlico Sound about 8 miles southwestward of Stumpy Point Bay, is 1.5 miles wide at the mouth and is a good anchorage for vessels with drafts of 8 feet or less. Shoals with 1 to 2 feet over them on both sides of the entrance break up the sea from southward. In July 1983, the channel had a reported controlling depth of 7 feet to the anchorage off **Pains Bay,** thence 7 feet for another mile, thence 4 feet for 2 miles. **Long Shoal,** to the east of the entrance, and **Pingleton Shoal,** on the west, are marked by lights, and daybeacons mark the points of shoals in the entrance. In June 1984, shoaling to 5 feet was reported about 150 yards northward of Pingleton Shoal Light PS. In May 1985, shoaling to 6 feet was reported extending southeast from Long Shoal Light. With the aid of the chart, strangers should have little difficulty entering Long Shoal River in daytime. The **danger zone** of a naval ordnance test area is centered at targets on Long Shoal. (See **334.410**, chapter 2, for limits and regulations.)

Rodanthe is a town on the narrow barrier beach on the east side of Pamlico Sound 12 miles southward of Oregon Inlet and nearly opposite Stumpy Point Bay. **Chicamacomico Channel** is a dredged channel leading from the sound to the basin at Rodanthe. Two landings are in the basin in addition to the bulkheaded area. Shoaling to 2 feet was reported in the channel in June 1977, and depths of 3 feet were reported available in the basin in July 1983. The channel approach and channel are marked by lights.

Chart 11555.–Avon is a town on the barrier beach on the southeast side of Pamlico Sound 5.7 miles northward of

Cape Hatteras Light (35°15.3'N., 75°31.2'W.). Shoal water extends about 3 miles from shore. A dredged channel leads from Pamlico Sound to the basin at Avon. In March 1977, the midchannel controlling depth was 5 feet; thence in 1973, 6 feet in the basin. In July 1985, shoaling to less than 1 foot was reported in the channel. The channel is marked by lights and daybeacons. Gasoline and diesel fuel are available at a fishhouse landing in the basin.

Cape Channel (Buxton Harbor Channel), a natural opening in the shoal about 5 miles southwestward of Avon, was formerly part of a channel leading to Avon. It is now used by local fishermen passing from Pamlico Sound to anchorage north of Buxton. Local knowledge is advised. The channel is partially marked by lights and daybeacons.

Buxton is a small town about a mile north-northwest of Cape Hatteras Light. The town of **Frisco** is about 4 miles westward, on the southeast side of Pamlico Sound. There are no wharves at either place, and anything but light-draft vessels must anchor well offshore. Local fishermen usually approach Buxton through Cape Channel.

Rollinson Channel, about 12 miles southwestward of Avon, is a dredged channel leading from deep water in Pamlico Sound to the basin at Hatteras; it also joins with Hatteras Inlet Channel which leads to Hatteras Inlet. In 1977-February 1988, the midchannel controlling depth was 4 feet in the channel, thence in March 1977, 6 feet in the basin. In June 1984, shoaling to 1 foot was reported in the northeast part of the basin. The channel is well marked by lights. In July 1983, it was reported that the lights were difficult to distinguish from the background lights on shore. Caution is advised, and strangers should not attempt passage at night. A light, off the end of **Oliver Reef,** is about 1.5 miles southwestward of the Pamlico Sound entrance to Rollinson Channel.

Hatteras Inlet, Hatteras Inlet Channel, and the facilities at Hatteras were described previously in another section.

Far Creek (35°30.5'N., 75°58.0'W.) is on the northwest side of Pamlico Sound between Pingleton Shoal and **Gibbs Shoal.** A dredged channel leads from deep water in the sound to the basin at the town of **Engelhard.** In 1977, the midchannel controlling depth was 6 feet to the basin, thence 11 feet in the basin. The channel is marked by lights and daybeacons.

An oil dock and several piers, with depths of 7 to 12 feet alongside, are on the south side of the basin just below U.S. Route 264 fixed highway bridge at Engelhard. There is barge traffic in oil, grain, and sand and gravel. Fishing vessels unload here, and seafood is shipped from the town by truck. Gasoline, diesel fuel, ice, and some marine supplies are available.

Middletown Anchorage, a broad open bight in the northwestern shore of Pamlico Sound just southward of Far Creek, has depths of 9 to 13 feet and is sheltered from eastward by Gibbs Shoal, which has 1 to 4 feet over it. There is no shelter from southeasterly or southerly winds. The anchorage is large and easy of access, and is used by tows and other vessels. **Middletown,** a short distance inland from the anchorage, is reached by light-draft boats by way of **Middletown Creek** (see chart 11548). In July 1983, the reported controlling depth over the bar and to the fixed bridge over the creek at Middletown was 3 feet. Vessels must pass south of the light on the southeast end of Gibbs Shoal in entering. Gasoline is obtainable in the town.

Caution should be used in approaching Middletown Anchorage at night, as the low marshy shore extends long distances from the woods in places and does not show well. In rough weather vessels with drafts less than 4 feet prefer to pass inside Gull Shoal Light when bound southwestward from Middletown Anchorage. They enter Wysocking Bay, pass westward of Gull Rocks, and thence eastward of the light 0.4 mile eastward of **Hog Island.**

Wysocking Bay, about 7.5 miles southwestward of Far Creek, indents the north shore of Pamlico Sound northwestward of Gull Shoal Light. It is a convenient anchorage for small craft drawing less than 5 feet when following the north shore of the sound. In July 1983, the bay had reported depths of 5 feet from the entrance to its head. The entrance is obstructed by shoals. Daybeacons and lights mark the channel which leads northward of **Gull Shoal** and into the bay. **Gull Rocks,** on the south side of the entrance to the bay, are covered at ordinary water levels.

Nebraska Canal (see chart 11548) leads from the head of Wysocking Bay to a fixed bridge south of **Nebraska,** 2 miles inland. The privately maintained canal is marked by a light at its entrance, and, in July 1983, had a reported depth of 1 foot. Local knowledge is advised in the canal.

Chart 11548.–Bluff Point Shoal Light (35°19.3'N., 76°07.2'W.), 15 feet above the water, shown from a pile with a green square daymark, marks the end of the shoal making eastward about 1.8 miles from **Bluff Point.** The point, low and marshy, separates **East Bluff Bay** and **West Bluff Bay,** two unimportant bights southwestward of Wysocking Bay. A daybeacon marks the 4-foot shoal 2 miles south-southeastward of Bluff Point. Extending southward from Bluff Point is a large area of shoal water, a tongue of which, called **Bluff Shoal,** extends completely across Pamlico Sound. Depths of Bluff Shoal are 7 to 12 feet. A light is near the middle of the shoal. Close northward of this light is a wreck reported covered 4 feet. A 12-foot slough through the shoal is about 1 mile northward of the light.

Juniper Bay, on the north side of Pamlico Sound 4 miles westward of Bluff Point, is about 1.5 miles wide at the entrance, but narrows gradually toward its head, to a narrow, crooked stream 3 miles above the entrance. Shoals extend from both shores. A light marks the shoal extending from the east point at the entrance. The bay has considerable traffic in small craft with drafts less than 5 feet; these make the passage to and from Belhaven by way of Swanquarter Narrows, Swanquarter Bay, and **The Haulover** to Deep Bay.

Great Island, on the west side of the approach to Juniper Bay, is low and grassy. A light marks the shoal extending southeast from the island. **Swanquarter Narrows,** between Great Island and the mainland to the north, had a reported centerline controlling depth of 5 feet in July 1983. A light marks the western entrance to the narrows.

Swanquarter Bay, northwestward of Great Island, is about 2 miles wide at the mouth, but narrows gradually toward its head 4 miles above. Oyster beds are numerous in the bay. A water tank, painted orange, near the northwest end of town in about 35°24.5'N., 76°19.9'W., is reported prominent from the bay.

A privately dredged channel leads through Swanquarter Bay to a ferry terminal basin at Swanquarter just north of Long Point. In July 1983, the channel had a reported controlling depth of 6 feet. Another dredged channel leads from near the northern end of the bay to a boat basin at Swanquarter. In August 1977, the midchannel controlling depth was 7½ feet in the entrance channel with 6½ feet available in the basin in 1973. The channels through Swanquarter Bay are marked by lights and a daybeacon.

Swanquarter, the seat of Hyde County, is the center of trade for much of this area. Gasoline, diesel fuel, water, marine supplies, and a launching ramp are available in the basin. The town has highway connections with U.S. Route 264.

A dredged channel leads through a land cut, known as **The Haulover,** from the west side of Swanquarter Bay, about 3.5 miles above the entrance, and connects with Deep Bay to the westward. In August 1976, the controlling depth through The Haulover was 5 feet. A light is at each end of the cut. Local vessels use this route.

Rose Bay, westward of Swanquarter Bay on the north side of the entrance to Pamlico River, is 1.8 miles wide at the entrance, but shoals extending from both sides restrict the entrance channel to a width of 0.6 mile. A small marina is at the head of the bay. Berths, gasoline, water, limited marine supplies, and two launching ramps are available. A light is at the entrance, and daybeacons and lights mark the best water in the bay. The bay is used mostly by local fishing boats.

Deep Bay, leading eastward from just inside the entrance of Rose Bay, is the approach to The Haulover, a dredged land cut to Swanquarter Bay which was described previously. Local vessels use this route. **The Blowout** is a privately maintained channel cut through the narrow neck of **Judith Island** from Deep Bay to Deep Cove on the Pamlico Sound side. The channel is used considerably by local fishermen; strangers should not attempt it. In July 1983, the reported controlling depth through The Blowout was ½ foot.

Charts 11548, 11554.-Pamlico River and **Tar River** are the two names applied to the same river; it is known as the Pamlico below Washington, N.C., and as the Tar above that point. The river rises in Person County, flows in a general southeasterly direction, and empties into the northwestern part of Pamlico Sound. Pamlico River, in 1963, had depths of 12 feet or more for a distance of 20 miles above the mouth to a point just above Core Point.

Above this point a dredged channel leads to Washington, and, in Tar River, a natural channel leads for about 15 miles to the entrance to Hardee Creek, thence for another 3 miles to Greenville. In October 1975, the midchannel controlling depth in the dredged channel was 9 feet to a point about 0.4 mile above the second bridge at Washington; thence in Tar River, in 1956-October 1975, centerline depths of 2½ feet to Hardee Creek, except for shoaling to less than 1 foot at the entrance to Hardee Creek, and thence 2½ feet from Hardee Creek to Greenville. The channel is marked by lights to Washington.

Pamlico River is nontidal; variations in the water level at Washington, due to prevailing winds, seldom exceed 2 feet. The extreme range of the flood or freshet stage for Tar River is 34 feet at Tarboro, 75 miles above the mouth. For the lower section, the extreme range due to winds is 8.5 feet.

Charts 11548, 11553.-Pungo River empties into Pamlico River from northward about 5 miles above the mouth. The channel through the lower 15 miles of the river, part of the Intracoastal Waterway, is well marked by lights and daybeacons. Above the Intracoastal Waterway, the river narrows. In July 1983, the reported centerline controlling depth in this section of the river was 5 feet to **Leechville,** a town 18 miles above the mouth. The U.S. Route 264 highway bridge at Leechville has a 30-foot fixed span with a clearance of 7 feet. An overhead power cable on the north side of the bridge has a clearance of about 28 feet. Tributaries to the Pungo River include several navigable creeks. The most important in order of ascension are Wright, Slade, Pungo, Pantego, and Wilkerson, which empty into the northeast end of the river. The route of the Intracoastal Waterway, described in chapter 12, follows Pungo River from Wilkerson Creek to and across Pamlico River.

Wright Creek empties into the west side of Pungo River 2 miles above the mouth and about 8 miles south of Belhaven. The creek is entered from deep water in Pungo River through a dredged channel that leads to a turning basin at the head of **North Prong,** about 1.1 miles above the entrance. In July 1977, the channel had a midchannel controlling depth of 8 feet; thence in July 1983, a reported depth of 4 feet in the basin. The channel is marked by lights and daybeacons.

Two small marinas are on North Prong. Berths with electricity, diesel fuel, limited marine supplies, gasoline, and launching ramps are available; minor hull repairs can be made.

Slade Creek, which empties into Pungo River from eastward about 4 miles above the mouth, in July 1983, had reported depths of 6 feet or more for 2 miles from the mouth, and 7 feet for 2 miles farther. An unmarked fish haven is about 1 mile northwest of the creek entrance in about 35°28′15″N., 76°34′18″W.

Pungo Creek (see also chart 11554) empties into Pungo River from westward about 8 miles above the mouth of the river and 1.5 miles southwestward of Belhaven. A highway bridge, 2.5 miles above the mouth of the creek, has a 32-foot fixed span with a clearance of 8 feet. The overhead power cable just north of the bridge has a clearance of 35 feet. In July 1983, the creek had reported depths of 7 feet or more to the bridge and thence 5 feet for about 2 miles. A light and a daybeacon mark the entrance to the creek.

Pantego Creek (see also chart 11554) just northward of Pungo Creek, empties into Pungo River northward about 9 miles above the mouth of the river. Timber breakwaters, in fair condition, extend from both shores of the entrance. The outer ends of the breakwaters are marked by lights.

A dredged channel leads from Pungo River through the breakwaters and to the basin at Belhaven just below State Route 92 highway bridge. In August 1979, the controlling depth to the basin was 8 feet. Above the dredged channel, in 1963, there were depths of about 7 feet for 1 mile above the bridge, thence 4 feet to the highway bridge at the town of **Pantego;** lights and daybeacons mark the dredged channel. State Route 92 highway bridge at Belhaven has a 32-foot fixed span with a clearance of 13 feet. An overhead power cable just west of the bridge has a clearance of 35 feet.

Belhaven, on the northeastern side of the entrance to Pantego Creek, has an excellent harbor for small craft. The town is connected with the interior by highway and railroad. Seafood, grain, and lumber are shipped from here. Marine supplies can be obtained in the town, and hotel accommodations are available.

Berthage, electricity, gasoline, diesel fuel, water, ice, and marine supplies can be obtained at the small-craft facilities on the north side of the creek at Belhaven, just inside of the breakwater. One of the facilities has a marine railway that can handle craft up to 60 tons for engine and hull repairs. A launching ramp is also available.

Goose Creek, opposite the entrance to Pungo River, empties into Pamlico River from southward about 7 miles above the mouth of the river. The dredged channel of the Intracoastal Waterway crosses the shoals, which obstruct

the mouth of the creek, and passes southward to **Upper Spring Creek** and the land cut which connects with Bay River.

Chart 11554.–South Creek, about 11 miles above the entrance to Pamlico River, empties into the river from the southward. The deeper entrance is southward of **Indian Island** and the shoal extending westward from that island to **Hickory Point** (35°21.8′N., 76°41.9′W.), the north point at the entrance to the creek. In July 1983, a reported draft of 5 feet could be taken through the channel across the shoal west of Indian Island; a light and a daybeacon mark the best water. The creek has depths of 7 feet or more for 4 miles above Hickory Point. Above this point, a dredged channel leads to Aurora, and thence to Idalia, about 9 miles above Hickory Point. In June 1977, the midchannel controlling depth was 4 feet to Aurora; thence in October 1976, a centerline depth of 3½ feet to Idalia. The channel is marked by daybeacons as far as Aurora.

Aurora is a town on the west side of South Creek, about 7 miles above Hickory Point. An oil dock here is in ruins. State Route 33 highway bridge, with a 37-foot fixed span and a clearance of 5 feet, crosses the creek at Aurora. Small boats use the creek as far as **Idalia,** about 2 miles above Aurora.

A channel, marked by private daybeacons, leads to a barge slip at a phosphate plant on the north side of South Creek about 3.9 miles southwest of Hickory Point. In July 1983, the slip had reported depths of 10 feet.

Bond Creek and **Muddy Creek** share a common entrance close eastward of South Creek, about 1 mile southward of Hickory Point. The town of **South Creek,** about 0.5 mile above the entrance, is bordered on the west by Bond Creek, and on the east by Muddy Creek. The entrance is marked by daybeacons. A crabmeat packinghouse is on the east side of town. In July 1983, a reported depth of 5 feet could be taken in Bond Creek for about 2.3 miles. Gasoline and diesel fuel are available at the crabmeat packinghouse pier on Muddy Creek.

North Creek empties into Pamlico River directly opposite South Creek. The channel had a reported centerline depth of 4 feet for about 1.5 miles in July 1983, and is marked by a light and daybeacons, but its navigation should not be attempted by strangers. In East Fork, the channel, in July 1983, had a reported centerline depth of 5 feet for 1.5 miles above the entrance.

A ferry, operated by the State Roads Commission, crosses Pamlico River about 15 miles above the mouth. The marked channels leading to the northern terminal in **Gaylord Bay,** about 3.5 miles westward of North Creek, and to the southern terminal about 3 miles westward of Hickory Point, had reported depths of 7 feet in July 1983.

A privately dredged channel leads to a basin of a phosphate plant on the south side of Pamlico River, about 15.5 miles above the mouth and 4 miles westward of Hickory Point. The channel is marked by private lights. In July 1983, the reported controlling depth was 10 feet. The structures at the plant are the most conspicuous objects in the area.

Durham Creek empties into Pamlico River from southward 17.5 miles above the mouth and 6.5 miles westward of Hickory Point. In July 1983, local knowledge was advised to pass over the bar across the entrance to the creek, thence depths of 3 feet were reported available to Bonnerton, 4 miles above the entrance. A fixed highway bridge with a clearance of 2 feet crosses the creek at Bonnerton. A daybeacon marks the entrance.

Bayview is a pleasure resort on the north bank of Pamlico River 6.5 miles northwestward of Hickory Point and about 2 miles eastward of the entrance to Bath Creek. Small tourist cabins are available, and a good secondary road connects with State Route 92 highway northward. The nearest rail connections are at Washington, about 20 miles distant by highway. Gasoline and some supplies are available at Bayview, and there is a small-boat launching ramp. All of the docks at Bayview are in ruins. An unmarked fish haven is about 0.7 mile southwest of Bayview in about 35°25′55″N., 76°48′25″W.

Bath Creek, opposite Durham Creek, flows southward into Pamlico River 8 miles northwestward of Hickory Point. In July 1983, the reported controlling depths were 5 feet to the bridge at the town of Bath, thence 4 feet for about another 1.7 miles. The most difficult part of the channel to Bath is the entrance, where a shoal with grass showing extends halfway across from the west side and drops off abruptly. The channel is marked by lights and daybeacons to a point about 0.35 mile southward of the highway bridge. The outer edge of the shoal is marked by a light. Numerous fish traps are off the creek entrance during the fishing season from January through May.

The State Route 92 highway bridge at Bath has a 37-foot fixed span with a clearance of 13 feet. An overhead cable close northward of the bridge has a clearance of 36 feet. In July 1983, the bulkhead below the bridge had a reported depth of 6 feet alongside, and a small dock north of the bridge had a reported depth of 3 feet alongside. Gasoline and some supplies are available at Bath, and there is a small-boat launching ramp.

Back Creek empties into the east side of Bath Creek about 1 mile above its mouth. A highway bridge with a 41-foot fixed span and a clearance of 7½ feet crosses the creek about 0.5 mile above the mouth. An overhead power cable with a clearance of 43 feet crosses the creek just west of the bridge. A launching ramp is available just below the bridge.

Pamlico River above Bath Creek is usually fresh.

Blounts Creek flows northward into **Blounts Bay,** which is on the south side of Pamlico River, about 25 miles above the mouth. A highway bridge, 0.2 mile above the entrance of the creek, has a 36-foot fixed span with a clearance of 15 feet. Overhead power and telephone cables immediately southward of the bridge have a reported clearance of 10 feet. The entrance to the creek is unmarked and local knowledge is advised. Above the entrance, the creek, in 1963, had depths of 5½ feet or more for about 1 mile above the bridge and 3 feet for an additional 2 miles.

Broad Creek, on the north side of Pamlico River opposite Blounts Bay, in April 1975, had a reported centerline controlling depth of 5 feet from the entrance to the **Washington Yacht and Country Club,** a distance of 1 mile, thence 4 feet for another 1.3 miles. The channel is marked by lights, daybeacons, and "no wake" markers. Gasoline, water, and electricity are available at the piers of the private club, which has 4 feet of water alongside. Just south of the yacht club is a pier with 4 feet alongside where only covered storage is available. Two marinas about 0.25 mile below the yacht club have berths with electricity, gasoline, diesel fuel, marine supplies, and launching ramps. Both marinas have mobile 30-ton lifts; hull, engine, and electronic repairs can be made. An overhead power cable with a reported clearance of 30 feet crosses the creek about 0.3 mile northward of the yacht club.

Whichard Beach is on the south side of the Pamlico River about 4 miles above Blounts Bay and about 0.4 mile

above **Fork Point** at the junction of Pamlico River and **Chocowinty Bay.** A marina at Whichard Beach has berths, gasoline, limited marine supplies, water, ice, provisions, and launching ramps. Hull and outboard engine repairs can be made.

Runyon Creek is on the north side of Pamlico River at Washington. U.S. Route 264 highway bridge and the Norfolk Southern railroad bridge crossing the creek just above the mouth have 18-foot fixed spans and a clearance of 4 feet. There is a marina where gasoline, diesel fuel, water, electricity, and some supplies may be obtained. Engine repairs and a launching ramp are available. In July 1983, there was a reported depth of 4 feet available in the channel to and alongside the pier at the marina.

Washington, 32 miles above the mouth of Pamlico River, is the seat of Beaufort County and an important business center with communications extending to nearly all points on Pamlico River and Pamlico Sound. The town has restaurants, hotels, and motels. Marine supplies are available.

Barge traffic in gasoline, oil, pulpwood, and lumber constitutes the principal commerce at Washington.

Two swing bridges cross the river at Washington. The Norfolk Southern railroad bridge has a clearance of 7 feet; the west draw is closed to navigation. The U.S. Route 17 highway bridge, about 0.7 mile above, has a clearance of 6 feet. (See **117.1 through 117.59 and 117.831**, chapter 2, for drawbridge regulations.) The overhead power cable close westward of the highway bridge has a clearance of 75 feet.

A county hospital is at Washington.

Most of the wharves and piers at Washington handle barge traffic. These privately operated facilities extend along the southwest waterfront of the town between the railroad and highway bridges. A marina and a marine railway are also here. Gasoline, diesel fuel, water, ice, and marine supplies are available. The marine railway can handle craft up to 50 feet for minor hull and engine repairs. The city-owned bulkhead, about 750 feet long, is on the southwest waterfront about 0.3 mile southeastward of the highway bridge; depths of 5 feet are reported alongside. The bulkhead is restricted to pleasure craft not exceeding 50 feet in length or 20 feet in width. Craft drawing more than 5 feet are subject to damage due to the stone riprap which extends from the bottom of the bulkhead.

Washington has rail connections with the Seaboard System Railroad and the Norfolk Southern Railway, and highway connections with U.S. Routes 17 and 264.

A highway swing bridge with a clearance of 5 feet at extreme high water and 10 feet at low-water stage crosses the Tar River at **Grimesland,** about 7 miles above Washington. (See **117.1 through 117.59 and 117.831**, chapter 2, for drawbridge regulations.) An overhead power cable about 5 miles above Grimesland has a clearance of 77 feet.

Chart 11548.–Mouse Harbor, Big Porpoise Bay, and **Middle Bay** are small unmarked shallow bays on the east side of **Goose Creek Island** on the western side of Pamlico Sound between **Pamlico Point Light PP** (35°18.8′N., 76°27.3′W.) and Jones Bay. The light marks the south side of the entrance to Pamlico River, and is shown 40 feet above the water from piles with a green square daymark. **Mouse Harbor Ditch** and **Leary Canal** are two small-boat passages which connect Mouse Harbor with Clark Creek on Pamlico River, and Big Porpoise Bay with Middle Bay. These passages are not being maintained, and are used only by shallow-draft skiffs; local knowledge is advised. The three bays are frequented only by local fishermen.

Jones Bay is on the western side of Pamlico Sound about 7 miles southward of Pamlico Point Light PP and just northward of the entrances of Bay and Neuse Rivers. In July 1983, the bay had reported depths of 6 feet or more for 4 miles above its mouth. The entrance is somewhat obstructed by shoals through which a marked channel leads into the bay. On the north side, near the head of the bay, is the town of **Hobucken.** Small craft bound for the town can land in the cove 0.8 mile above **Drum Creek,** which indents the north shore of the bay about 3.5 miles above the entrance.

Ditch Creek, on the opposite side of Jones Bay from Drum Creek, leads to an old canal through which small boats can be taken at high water to Bay River. Hobucken is discussed further in chapter 12 in connection with the Intracoastal Waterway which crosses the head of Jones Bay and links it with Goose Creek on the north and Bay River on the south. **Hobucken Coast Guard Station** fronts the Intracoastal Waterway at Hobucken.

The approach to Jones Bay from eastward is over or around **Brant Island Shoal,** which extends for 10 miles in a southeasterly direction from the north side of the entrance to the bay. For 6 miles southeastward to Brant Island Slue Light 1, the shoal has depths of 2 to 3 feet; between that light and Brant Island Shoal Light BI at the outer end are depths of 5 to 8 feet. Several wrecks and obstructions are off the south and southeast ends of the shoal.

The **danger zone** of a bombing and rocket firing area is in Pamlico Sound westward of the entrance to Jones Bay. (See **334.420**, chapter 2, for limits and regulations.) In July 1983, Brant Island (35°12.6′N., 76°26.5′W.) was reported no longer visible at low water.

Charts 11544, 11548, 11552.–Bay River about 10 miles southward of Pamlico Point Light PP (35°18.8′N., 76°27.3′W.), empties into the western part of Pamlico Sound between Jones Bay and the mouth of Neuse River. The natural channel, from the entrance to off the mouth of Trent Creek about 12 miles above the entrance, is marked by lights and daybeacons and, in 1963, had depths of 9 feet or more. It can be followed readily. Above this point, a dredged channel leads to Bayboro, which is practically the head of navigation. In July 1983, the reported controlling depth was 10 feet. The dredged channel is marked by daybeacons to Stonewall. An overhead power cable crossing the river about 0.3 mile below Bayboro has a clearance of 65 feet.

In February 1986, a visible piling extending about 10 feet above the water was reported to be about 500 yards east of Bay River Daybeacon 1 in about 39°09′47″N., 76°31′42″W.; caution is advised.

The route of the Intracoastal Waterway is along Bay River for 4 miles, thence northward through Gale Creek.

Vandemere is a town on the north side of Bay River 8 miles above the mouth. Gasoline, diesel fuel, a launching ramp, and some supplies are available. There are two marine railways that can haul out vessels up to 65 feet in length for hull repairs and there is a machine shop with engine repair service. In July 1983, the reported controlling depth was 8 feet to Vandemere, and thence 8 feet alongside the piers and 4 feet at end of railways.

Stonewall is a small town on the south side of the river 14 miles above the mouth; most of its docks are in ruins.

Bayboro, 15 miles above the mouth of the river, has docks in fair condition on the east side of the creek leading to Mill Pond. In July 1983, depths of 7 feet were reported

alongside the oil and fish docks. Gasoline, ice, and some supplies are obtainable here. Lumber and pulpwood are shipped out by Norfolk Southern Railway. Navigation above Bayboro is restricted by fixed bridges at the town.

Neuse River rises in the northern part of North Carolina and flows for about 250 miles in a general east-southeasterly direction into the western end of Pamlico Sound. Its mouth is about 5 miles wide, but is reduced to a navigable width of about 2 miles by shoals which extend from either side. The river has natural depths of 13 feet or more for 25 miles above its mouth.

Above this point, Neuse River has been improved by dredging. In November 1974, the controlling depths were 8½ feet at midchannel to the junction with the channel leading along New Bern's south waterfront on Trent River, thence 8 feet for a midwidth of 100 feet along the east side of the city to the Norfolk Southern railroad bridge, thence, in December 1974, 10 feet at midchannel to about 1.3 miles above the railroad bridge, and thence, 4 feet for 23 miles above the city. The channel is marked to about 4 miles above the city. Strangers should not attempt to navigate the river above that point.

Tides.–Neuse River has practically no tide, the variation in water level being due principally to winds. Easterly winds cause high water and westerly winds low water, the maximum variations with heavy gales amounting to about 2 feet above or below the normal in the lower part of the river, and about 3 or 4 feet at New Bern. Freshets of 10 to 20 feet occur in the upper reaches of the river above New Bern, but have little effect at or below the town.

Broad Creek empties into the north side of Neuse River about 4 miles above the mouth. In July 1983, the reported controlling depth in the creek was 5 feet for 2.5 miles, thence 4 feet to Whortonsville. A light marks the entrance to the creek. **Pamlico** is a village on the south side of the creek, 3 miles above the entrance. **Whortonsville** is on the east side of the entrance to **Brown Creek** about 0.5 mile northeast of Pamlico, and on the opposite side of Broad Creek. Berthage, electricity, gasoline, water, limited marine supplies and a launching ramp are available at the pier which has a depth of 5 feet alongside.

South River flows into the south side of Neuse River about 8 miles above the mouth. The entrance is marked by lights. In July 1983, the channel had reported depths of 6 feet for about 6 miles above the entrance, thence 5 feet for another 1.5 miles, April 1975.

The **danger zones** of several bombing, rocket firing, and strafing areas are in Turnagain Bay and Rattan Bay, in Neuse River, and in Long Bay and West Bay in Pamlico Sound. (See **334.420**, chapter 2, for limits and regulations.)

Charts 11552, 11541.–Garbacon Shoal extends halfway across Neuse River from the southern shore 10 miles above the mouth, leaving a clear width of about 0.8 mile between the 12-foot contours. The outer end of the shoal is marked by a light.

Whittaker Creek, on the north side of Neuse River opposite Garbacon Shoal, is marked by lights and daybeacons. In July 1983, the privately dredged entrance channel had a reported controlling depth of 5 feet. Several small-craft facilities are in the creek. (See the small-craft facilities tabulation on chart 11541 for services and supplies available.)

Oriental is a small town at the entrance to **Smith Creek** on the north bank of the Neuse River about 11 miles above the mouth. Fishing is the principal industry and seafood is trucked to the interior. The harbor is protected by a rubble-mound breakwater marked by a light off the end.

A dredged channel, marked by lights and daybeacons, leads from Neuse River to a basin at Oriental. In March 1977, the midchannel controlling depth to the basin was 8½ feet, thence 8½ feet in the basin. In March 1979, shoaling to 4 feet was reported northeast of Windmill Point, on the west side of the channel in about 35°01′14″N., 76°42′00″W. The harbor provides excellent anchorage for small craft.

A marina, with a reported depth of 8 feet alongside, is on the east side of the basin, and a marine railway is above the marina. Berths, electricity, gasoline, diesel fuel, water, ice, and a launching ramp are available. The marine railway can handle craft up to 60 feet for hull repairs. Limited amounts of marine supplies are available at Oriental.

A fixed highway bridge 0.2 mile above the entrance to Smith Creek has a clearance of 45 feet. Overhead power and telephone cables with clearances of 27 feet cross the creek at **Blackwell Point.** An abandoned railroad bridge, in ruins, across **Morris Creek** about 1 mile above the highway bridge has a 11-foot fixed span with a clearance of 6 feet. **Greens Creek** joins Smith Creek at **Dewey Point** just above the highway bridge.

Adams Creek empties into the south side of Neuse River about 13 miles above the mouth. The creek is part of the Intracoastal Waterway and is described in chapter 12.

Clubfoot Creek flows into Neuse River from southward about 15 miles above the mouth. The approach is marked by a daybeacon and the entrance by a light and daybeacons. The channel southward of the light is narrow with shoals rising abruptly on both sides. Depths in the channel, in July 1983, were reported to be 5 feet or more for 3 miles above the light.

Dawson Creek, on the north side of Neuse River about 14 miles above the mouth, is entered through a dredged channel, marked by daybeacons, that leads from the river to the mouth of the creek. In July 1983, the reported controlling depth was 5 feet. A highway bridge with a 32-foot fixed span and a clearance of 11 feet crosses the mouth of the creek at **Janeiro.**

A ferry crosses Neuse River about 18 miles above the mouth between Cherry Point and **Minnesott Beach.**

Hancock Creek is on the south side of Neuse River about 20 miles above the mouth. In July 1983, the reported controlling depths were 7 feet through the narrow entrance channel to the Marine Corps Air Station basin just inside the mouth, thence 12 feet in the basin. Lights and daybeacons mark the channel. A launching ramp and pier are on the east side of the creek about 1.5 miles above the mouth.

A **restricted area** at the Cherry Point Marine Corps Air Station, which includes Hancock and Slocum Creeks and their tributaries, is described in **334.430**, chapter 2.

A water tank at the air station is conspicuous.

Slocum Creek, on the south side of Neuse River 22 miles above the mouth, in July 1983, had a reported controlling depth of 4 feet for 4 miles to the forks, and up the East Prong 0.1 mile to a foot bridge across the creek which obstructs passage for further navigation. A light and daybeacons mark the critical parts of the channel at the entrance to the creek. A highway bridge with a 12-foot fixed span and a clearance of 11 feet crosses 3 miles above the entrance. An overhead cable with a clearance of 39 feet crosses the creek just below the bridge.

Beard Creek is on the north side of Neuse River opposite Slocum Creek. The mouth of the creek is marked

by a daybeacon. The reported controlling depth from the entrance to the highway bridge, 2.3 miles upstream, was 4 feet in July 1983. The bridge has a fixed span and a clearance of about 4 feet. Good anchorage may be found off the eastern side of the entrance.

Goose Creek, on the northeast side of Neuse River 27 miles above the mouth, in July 1983, had reported depths of 5 feet or more to **Wood Landing,** 3 miles above the entrance. **Upper Broad Creek,** on the northeast side of Neuse River 28 miles above the mouth, had reported depths of 5 feet or more, in July 1983, to **Lees Landing** 4 miles above the entrance. Overhead power cables about 1.4 miles above the mouth and at the landing have clearances of 35 feet and 40 feet, respectively. The entrance is marked by daybeacons.

Fairfield Harbour is a resort and residential community on the east side of **Northwest Creek,** about 1 mile west of Upper Broad Creek. The entrance to Northwest Creek is marked by a light; depths of 4 feet can be carried through the unmarked creek. A marina is on the east side of the creek, about 0.7 mile above the entrance. In July 1983, depths of about 6 feet were alongside the marina piers; berths, electricity, gasoline, diesel fuel, water, supplies, engine repairs, and a launching ramp are available.

New Bern, a city on the west bank of Neuse River 34 miles above the mouth, is the seat of Craven County and an important center for this area. The city has many points of historical interest including Tryon Palace, an 18th century restoration. A county hospital is here, and there are numerous restaurants, hotels, and motels. Gasoline, diesel fuel, water, ice, marine supplies, and provisions are available.

Barge traffic in petroleum products, crushed rock, pulpwood, and chemicals constitutes the principal commerce at New Bern. In addition to vessel repairs, the city supports a considerable boat and barge building industry.

The rectangular lighted clock tower atop City Hall is visible for about 6 miles downriver and is an excellent landmark. Vessels proceeding up the river to New Bern are advised to stay in the channel because of the numerous fish traps scattered indiscriminately throughout the unmarked areas. The river is slightly brackish except during freshets.

Weather.–New Bern's climate is influenced by both the Atlantic Ocean and Pamlico Sound, particularly in the winter. Winds blowing from a southerly or easterly direction have a moderating effect on temperatures.

The long hot summers begin in May when afternoon temperatures occasionally reach 90°F, and reach a peak in July when they average 90°F; they begin to fall off by the end of September. The influence of nearby waters can be seen in the fact that temperatures over 100°F are a rarity.

Rainfall averages more than 55 inches annually; with July through September contributing most. An average of 2 inches of snow falls at New Bern each winter.

Most of the wharves and piers at New Bern handle barge traffic. These privately operated facilities are on the south side of the city on Trent River, and on the east side on Neuse River.

A shipyard, on the Trent River just westward of the Atlantic and East Carolina Railway bridge, has four marine railways that can handle vessels up to 250 feet long or 1,200 tons. Major hull, engine, electrical, and electronic repairs can be made. Most of the work done is on vessels engaged in the Intracoastal Waterway trade.

A marina on the south side of Trent River just southwestward of the railroad bridge has three 100-foot-long piers with depths of 9 feet alongside. Berths, electricity, gasoline, diesel fuel, water, and dry storage are available; hull and engine repairs can be made.

New Bern is served by three railroads; the Norfolk Southern, the Seaboard System, and the Atlantic and East Carolina, which is a branch of the Southern Railway system. The city is also served by commercial airlines.

U.S. Route 17 Highway bridge over Neuse River at New Bern has a swing span with a clearance of 13 feet. (See **117.1 through 117.59 and 117.823,** chapter 2, for drawbridge regulations.) The Norfolk Southern Railway bridge, 0.9 mile above the highway bridge, has a swing span with a clearance of 0 feet at extreme high water and 2 feet at low water. (See **117.1 through 117.49,** chapter 2, for drawbridge regulations.) In 1984, the northeast draw of the bridge was reported closed to navigation. The overhead power cable at the railroad bridge has a clearance of 50 feet over the main channel.

A small-craft repair facility is on the northeast side of the river just above the bridge at **Bridgeton,** opposite New Bern. A 35-ton mobile hoist and surfaced ramp are available. Hull, engine, sail, electrical, and electronic repairs can be made.

Trent River empties into Neuse River on the south side of New Bern. A dredged channel leads westward from Neuse River along the waterfront on the south side of New Bern. In January 1974, the controlling depth was 7 feet at midchannel in the dredged section, thence in August 1977, 2 feet to Pollocksville, and thence, in 1957, 3½ feet to Trenton, 33 miles above the mouth. The channel above New Bern is marked by lights and daybeacons for a distance of about 6.5 miles.

U.S. Route 70 highway swing bridge over Trent River at the mouth has a clearance of 13 feet. (See **117.1 through 117.59 and 117.843,** chapter 2, for drawbridge regulations.) The Atlantic and East Carolina Railway bridge, about 0.2 mile westward of the highway bridge has a swing span with a channel width of 43 feet and a clearance of 3 feet. (See **117.1 through 117.49,** chapter 2, for drawbridge regulations.) Fixed twin highway bridges about 0.3 mile southwest of the Atlantic and East Carolina Railway swing bridge, have clearances of 45 feet. Overhead power cables cross Trent River about 1.8, 4.8, 8.8, and 14 miles above its mouth; clearances are 65 feet, 48 feet, 55 feet, and 63 feet, respectively.

At **Pollocksville,** 15 miles above the mouth, the Seaboard System Railroad (SCL) bridge has a 40-foot lift span with a clearance of 2 feet down and 27 feet up. The bridge is kept in the closed position. (See **117.843,** chapter 2, for drawbridge regulations.) Just above the railroad bridge, U.S. Route 17 highway bridge has a 48-foot fixed span with a clearance of 5 feet.

A fixed highway bridge with a 32-foot span and a clearance of 2 feet at high water and 12 feet at low water crosses Trent River, about 6.5 miles above Pollocksville.

Brice Creek enters Trent River from the east about 1.7 miles above the mouth. In July 1983, the reported controlling depth to the highway bridge 1 mile above the mouth was 5 feet. The highway bridge has a 25-foot fixed channel span with a clearance of 5 feet. An overhead power cable with a clearance of 14 feet is just north of the bridge.

Chart 11548.–West Bay is a large irregularly shaped body of water on the southwest side of Pamlico Sound west of Cedar Island and just southeastward of Neuse River entrance. The shores of the bay and its numerous branches are marshy, and it is of little importance other than for its oyster beds. In July 1983, a reported depth of 6

feet could be taken into the three principal arms of the bay through narrow and devious channels. Lights and daybeacons mark the entrance to West Bay and the channels in **West Thorofare Bay** and **Long Bay**, the middle and west arms, respectively.

Hooked-shaped **Royal Shoal** extends northwestward from the vicinity of Ocracoke Inlet. The shoal, which bares in one place and is covered 1 to 4 feet elsewhere, is marked by four lights and a daybeacon. Tows and other vessels sometimes anchor inside the hook when the seas are too rough to make headway in the sound. In July 1983, however, it was reported that this anchorage was not a good one.

A dangerous sunken wreck is reported to be about 0.4 mile north of Royal Shoal Light 5 in about 35°09.8'N., 76°09.5'W. Caution is advised.

Charts 11550, 11545.–Core Sound extends southwesterly along and just inside the barrier beach from the south side of Pamlico Sound to Cape Lookout, a distance of about 27 miles; the width varies between 2 and 3 miles. The sound is mostly shoal, but an improved channel, well marked by lights, extends along its entire length. Behind Cape Lookout, Core Sound is joined by Back Sound and The Straits, both of which connect with Beaufort Harbor.

Channels.–The main route from Pamlico Sound to Beaufort Harbor is via a marked channel through Wainwright Slue, Core Sound, The Straits, and Taylor Creek. The alternate route to Beaufort Harbor is via a marked channel which leads southward along the east side of Harkers Island from a point just eastward of The Straits, thence southward of the island through Back Sound, thence along the westerly side of the island where it rejoins the main route. In August 1979, the midchannel controlling depths in the dredged sections were 2½ feet in the main route and in July-August 1978, 6 feet in the alternate route except for shoaling to bare on the east side of the channel in about 34°42'14"N., 76°30'24"W., just north of Light 10. In September 1983, shoaling with a least depth of 2½ feet was reported east of Harkers Island between Harkers Island East Channel Light 10 and Barden Inlet Light 35. In 1980, shoaling to about 3 feet was reported in the channel at the northwest end of Back Sound in about 34°42.0'N., 76°35.7'W.

From The Straits, the main route to Beaufort Harbor leads southwestward to the junction with the alternate route, westward of Harkers Island, thence westward along the north side of **Middle Marshes** to abeam **Lenoxville Point** where it turns sharply northward and then westward into **Taylor Creek.** The route is then westward through Taylor Creek to the wharves at Beaufort.

Tides.–The mean range of tide in Core Sound is less than ½ foot, except near the inlets. Tidal currents of 1 to 2 knots may be experienced in the southern part of Core Sound.

The channels from Core Sound to Beaufort Inlet via The Straits and Back Sound are described later in this chapter.

Chart 11550.–Wainwright Slue is a small anchorage used by local mariners in the northeastern entrance to Core Sound. Shelter from the sea is provided by surrounding shoals that have depths of 1 to 3 feet over them. The reported depth in the anchorage was 8 feet in July 1983. The marked channel into Core Sound is through Wainwright Slue and east of **Wainwright Island.**

Cedar Island Bay, off the northeast side of Cedar Island, makes into the northwest side of Core Sound. The bay is used mainly by fishing boats. An improved channel leads from the entrance, about 2.8 miles southwestward of Wainwright Island, to a small-craft basin on the west side of the bay. In July 1973, the controlling depth was 3 feet to the basin, thence 5 feet in the basin. The channel is marked by lights and daybeacons, and by a light at the entrance. Gasoline, diesel fuel, and water can be obtained at the pier at the head of the basin. A radar dish antenna and a telephone tower are conspicuous on the south entrance point to the bay.

The terminal of the Ocracoke-Cedar Island ferry, marked by private lights at the entrance, is at the north end of Cedar Island about 5.2 miles westward of Wainwright Island. The passenger and vehicle ferry operates daily to Ocracoke on the outer beach.

Thorofare Bay, on the northwest side of Core Sound and 8 miles from the northeastern entrance, indents the eastern shore of Cedar Island about 3 miles southward of Cedar Island Bay. The bay is connected with West Thorofare Bay by a land cut known as the **Thorofare.**

A dredged channel leads through Thorofare Bay, and thence through the Thorofare to West Thorofare Bay. This passage provides a convenient route to local fishermen from Core Sound to West Bay and to the mouth of Neuse River. In September 1977, the controlling depth was 3 feet for a midwidth of 40 feet from West Thorofare Bay to Core Sound. The critical part of the channel is marked by lights and daybeacons.

A highway bridge near the eastern end of the Thorofare has a swing span with a channel width of 30 feet and a clearance of 8 feet. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) An overhead power cable with a clearance of 62 feet crosses just eastward of the bridge.

Atlantic, a town on the northwest side of Core Sound about 2 miles southwestward of the eastern entrance to Thorofare Bay, has a restaurant and a motel. A cluster of four aluminum-colored fuel storage tanks on the beach and a tall church spire are prominent from seaward.

A marked, dredged channel leads northeastward from the main channel in Core Sound to a basin at Atlantic, about 0.5 mile above the entrance, thence continues northeastward behind a breakwater extending from **White Point** for another 0.3 mile to a basin at **Little Port Brook.** In June 1984, the controlling depth was was 5 feet to the basin at Atlantic with 3½ feet in the basin; thence in 1977, 7 feet to the basin at Little Port Brook, and in 1973, 7 feet in the basin. The basin at Atlantic is used mainly by fishing boats. Gasoline, diesel fuel, water, ice, provisions, and limited marine supplies are available. A spur channel, with a reported depth of 6 feet, leads to a marine railway just southward of the basin; craft up to 45 feet can be handled for hull repairs.

U.S. Route 70 highway connects with Beaufort and Morehead City.

Chart 11545.–Sealevel is a small fishing community about 3 miles southwestward of Atlantic on the west shore of Core Sound. A restaurant and a motel are in town. A dredged channel leads from the sound to a basin at Sealevel. In July 1978, the controlling depth was 2½ feet to the basin, with 2 feet in the basin. The channel is marked by lights.

A private hospital is in Sealevel.

A pier, used mainly by fishing vessels, is in the basin; depths of 8 feet are reported alongside. Gasoline, diesel fuel, water, and ice are available. Limited amounts of marine supplies can be obtained in town.

Sealevel is connected with Beaufort and Morehead City by U.S. Route 70 highway.

Davis, another small fishing community, 5 miles southwestward of Sealevel, ships seafood to the interior by truck. A dredged channel leads from Core Sound to a basin at Davis. In 1982, the controlling depth to the basin was 3 feet, with 3 to 4 feet in the basin. Gasoline, diesel fuel, water, and ice are available at a pier in the basin; depths of 4 feet are reported alongside. There are cabins and a restaurant at Davis; limited amounts of marine supplies also can be obtained here.

Davis is connected with Beaufort and Morehead City by U.S. Route 70 highway.

A pier, with reported depth of 6 feet alongside, is on the north side of **Oyster Creek,** about 1 mile northward of Davis. The entrance channel into the creek is marked by a light and a daybeacon. A machine shop, near the pier, is available for engine repairs. U.S. Route 70 highway bridge, about 0.4 mile above the entrance, crosses Oyster Creek just above the pier. The bridge has a 41-foot fixed span with a clearance of 7 feet.

Marshallberg, about 6 miles southwestward of Davis, is on the west shore of Core Sound and on the north side of the eastern entrance to The Straits. A dredged channel leads from the main channel in Core Sound to a basin at Marshallberg. In July 1978, the midchannel controlling depth was 6 feet to and in the basin. The channel is marked by daybeacons. A boatyard on the south side of the basin has two marine railways. The longest can handle craft to 200 tons or 200 feet for complete hull and engine repairs. In July 1983, depths of 9 feet were reported alongside the boatyard. A boatyard is immediately westward of the marina. A marine railway here can handle vessels up to 125 feet in length for complete hull and engine repairs. Depths of 6 feet are reported alongside the marina and boatyard. A boatyard, about 900 yards west of the mouth of **Sleepy Creek,** 0.6 mile northwest of the basin at Marshallberg, has a marine railway that can handle craft up to 20 tons or 50 feet long for hull repairs. In July 1983, the reported controlling depth to the railway was 4 feet.

Back Sound, southward of Harkers Island, and **The Straits,** which parallel Back Sound on the opposite side of the island, provide two marked routes from Core Sound to a junction with the Morehead City Harbor Channel at Beaufort Inlet. The northern route leads westward through The Straits and along the northerly side of Middle Marshes; the southerly route leads westward through Back Sound and along the southerly side of Middle Marshes. Both routes have several shoals close to the channels. The chart is the best guide.

The improved channel from Back Sound to Lookout Bight has been discussed previously.

The Straits, with an average width of about 0.5 mile, but in places only 100 yards wide in the channel, also affords a through passage from Core Sound to Beaufort Harbor. The passage has been discussed previously in this chapter. A highway bridge over the western end of The Straits has a swing span with a channel width of 36 feet and a clearance of 14 feet. (See **117.1 through 117.49,** chapter 2, for drawbridge regulations.) The overhead power cable close eastward of the fixed bridge has a clearance of 70 feet.

Westmouth Bay is a cove on The Straits side of Harkers Island. A marine railway at a boatbuilding yard at the head of the bay can handle vessels to 40 feet for hull repairs. The town of **Harkers Island** in the central part of the island, has piers both on Back Sound and at the head of Westmouth Bay; depths to the piers were reported to be 3 feet in July 1983. Gasoline, diesel fuel, water, ice, and some provisions may be obtained at the piers, and there is also a small machine shop. In Westmouth Bay, depths to the piers were reported to be 3 feet in July 1983. Gasoline, diesel fuel, water, ice, and some marine supplies may be obtained at the piers.

Several marinas are at **Shell Point,** at the eastern end of Harkers Island. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, launching ramps, and wet and dry storage is available.

Seafood is shipped by truck and boat from Harkers Island.

A marina on the southwest point of the island has gasoline, water, ice, and some marine supplies.

5. CAPE LOOKOUT TO CAPE FEAR

This chapter describes the deepwater ports of Morehead City and Wilmington, and the smaller ports of Beaufort, Swansboro, Jacksonville, Wrightsville Beach, Wrightsville, Carolina Beach, and Southport. These smaller ports are principally engaged in barge, fishing, and small-craft traffic.

Also discussed are the waters of Cape Fear River and its tributaries; Bogue, Stump, and Topsail Sounds; and Beaufort, Bogue, and New River Inlets, including some of the lesser inlets.

The section of the Intracoastal Waterway from Morehead City to Cape Fear River is described in chapter 12.

COLREGS Demarcation Lines.–The lines established for this part of the coast are described in **80.525**, chapter 2.

Weather.–The southwesterly curve of this coastline often enables it to escape direct hits from both extratropical and tropical cyclones. This sheltering effect is reflected in the mean wind speeds of Wilmington (7.7 knots) and Morehead City (8.2 knots) compared to that of Cape Hatteras (9.9 knots). This coast is also subjected to less cloud and rain than the Outer Banks while its waters are calmer.

From November through March gales blow about 1 to 3 percent of the time in deeper waters. Shoreward of the 100 fathom line, from October through April, maximum winds of 45 to 55 knots have been encountered while seas of 6 feet or more occur 30 to 45 percent of the time; maximum seas are in the 20- to 35-foot range. Hurricanes can bring stronger winds and higher waves but usually affect this portion of the coast about once in 15 to 20 years. In September of 1985, Gloria generated winds estimated at 110 knots and 40-foot seas in these waters.

Fog is most likely during late winter and early spring when warm air occasionally moves across the relatively cool water shoreward of the Gulf Stream. Visibilities drop below 0.5 mile about 2 to 3 percent of the time. Radiation fog may drift out over the coastal waters from fall through spring when land stations record visibilities below 0.5 mile on 1 to 4 days per month.

Chart 11520.–From Cape Lookout the coast extends 8 miles in a northwesterly direction and then curves gradually westward and southward to Cape Fear. This section, nearly 100 miles long, is similar to that between Capes Hatteras and Lookout, but the strips of land which form it are separated from the mainland by much narrower bodies of water. As a consequence, the thick woods of the mainland can be seen from much farther seaward. The beach areas from Beaufort Inlet to Bogue Inlet and from New River Inlet to Cape Fear are undergoing rapid development. Many multistoried buildings can be seen in these areas.

Depths along this stretch of coast are regular, and 4 to 6 fathoms can be taken to within 1.5 miles of the beach. The 10-fathom curve, about 10 miles offshore, is nearly parallel to the shore until eastward of Cape Fear where it bends southeastward around Frying Pan Shoals. The 20-fathom curve is from 20 to 45 miles offshore.

There are numerous charted wrecks along this section of the coast, some extending as much as 75 miles offshore; the more dangerous ones are marked.

A **danger zone**, near the northern end of Onslow Bay, extends offshore from Bear Inlet to about 8 miles southward of New River Inlet. (See **334.440**, chapter 2, for limits and regulations.)

Between Beaufort Inlet and Cape Fear River are several inlets through which 4 to 10 feet can be carried to sheltered anchorage, but all are obstructed by shifting bars on which the sea breaks when at all rough. A sea breeze, even if light, will cause a heavy break on the bars, while a land breeze may be heavy without making the bars dangerous. Strangers bound southward in small craft should not leave a sheltered anchorage with the wind anywhere between southeast and southwest, and should find anchorage as soon as possible after the wind begins to blow from those directions. The best guide for entering or leaving the inlets is the appearance of the water, as breakers always form on the shoal areas; strangers should not attempt to enter an inlet when breakers form entirely across it.

This section of the coast, due to its low relief, presents no good radar targets except for the structure of Frying Pan Shoals Light.

Charts 11545, 11547.–Beaufort Inlet is about 220 miles southwestward of the Chesapeake Bay entrance and the same distance northeastward of Charleston. It is the approach to **Morehead City Harbor**, the most important coastal harbor between Cape Henry and the Cape Fear River. The ports of Morehead City and Beaufort are on the west and east sides of the harbor, respectively.

Morehead City, about 4 miles above the Beaufort Inlet channel entrance, is a modern resort city, with marine, shopping, and service facilities, and hotels, motels, and restaurants. It is 249 miles south of Norfolk, Va., and 154 miles north of Wilmington, N.C., by coastwise routes.

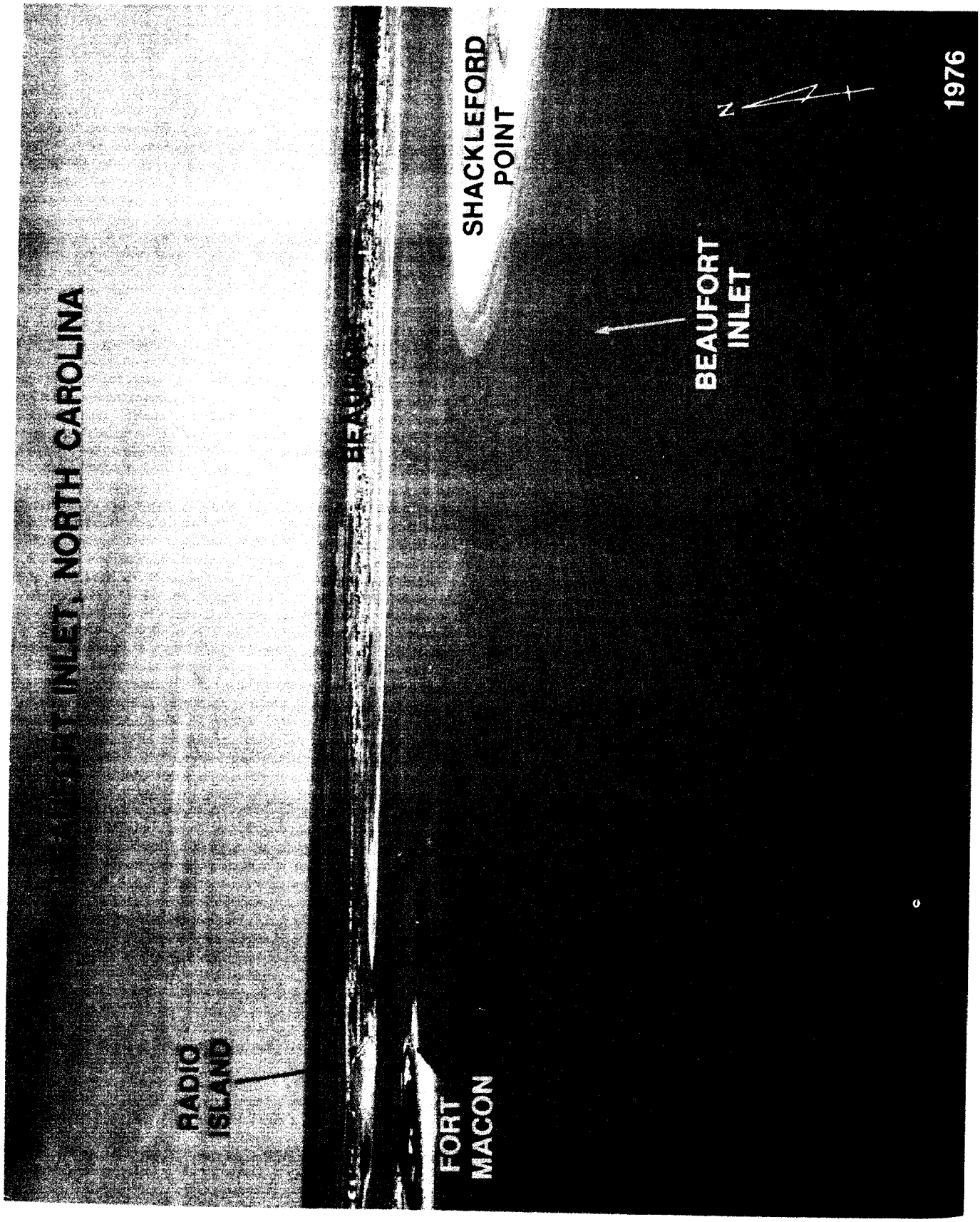
The port of Morehead City, the first deep-draft port south of Norfolk, Va., serves as a cargo transshipment point for oceangoing vessels, barges plying the Intracoastal Waterway, rail, and trucks. Exports include general cargo, phosphates, tobacco, pulpwood, logs, coal, asphalt, salt, urea, potash, fishmeal, animal feed, and fertilizers. Imports are petroleum products (including fuel oils and asphalts), fish meal, chemicals, fertilizers, and lumber.

Prominent features.–The phosphate building and the tallest water tank at the State Ports Authority Terminal, Highway 70 bridge over the Newport River, and water tanks at Beaufort, Atlantic Beach, and on Harkers Island are the most conspicuous landmarks from seaward. It is reported that under ideal conditions Cape Lookout Light and the configuration of Cape Lookout prove of some value as radar targets in making the approach to Beaufort Inlet; these targets, however, should not be relied upon too strongly.

Fort Macon State Park is on the west side of Beaufort Inlet. The Fort Macon Coast Guard Base is close westward of the fort on **Fort Macon Creek.**

COLREGS Demarcation Lines.–The lines established for Beaufort Inlet are described in **80.525**, chapter 2.

Channels.–A Federal project provides for a channel 42 feet deep over the ocean bar at Beaufort Inlet, thence 40 feet to a turning basin off the North Carolina State Ports Authority Terminal at Morehead City with 40 feet in the turning basin's east leg and 35 feet in the west leg; thence a 12-foot channel and turning basin westward along the Morehead City waterfront as far as Tenth Street; thence a


INLET, NORTH CAROLINA
RADIO ISLAND
FORT MACON
SHACKLEFORD POINT
BEAUFORT INLET
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6-foot channel to the Intracoastal Waterway in Bogue Sound. The entrance and main channels and all of Beaufort Inlet are subject to continual change. Lighted ranges and lighted buoys mark the main channel, and a radiobeacon is close northwest of Fort Macon. Lights, buoys, and daybeacons mark the minor channels. (See Notice to Mariners and latest editions of the charts for controlling depths.)

Anchorage.–Vessels required to anchor to await a pilot may select anchorage in the charted berths on either side of the sea buoy (Beaufort Inlet Lighted Bell Buoy 2BI). Although these berths are for the convenience of naval vessels, there are no restrictions in their use by other vessels. Lesser depths than charted may exist in these berths, as they are discontinued disposal areas; caution is advised. Good anchorage for large vessels also may be found in the area from the sea buoy eastward to Cape Lookout in good sand-shell holding bottom. All of the anchorages are exposed from the southwest quadrant.

Dangers.–Cape Lookout Shoals, previously described in chapter 4, are the principal danger in the approach to Beaufort Inlet. Discontinued spoil areas are on both sides of the approach to the entrance channel, and a spoil area is immediately northward of the one on the west side. Lesser depths than charted may exist in these areas; caution is advised. A number of wrecks, some of which are marked, are in the approaches. A fish haven is about 3.8 miles west-northwestward of the sea buoy.

Tides.–The mean range of tide at Morehead City is 2.9 feet. (See the Tide Tables for daily predictions.)

Currents.–Tidal currents along Beaufort Inlet Channel attain velocities of up to about 2 knots. They usually set along the channels, but, at the entrance to Morehead City Channel, they usually set across the channel near the end of the flood period and beginning of the next ebb.

Heavy swells build up in Beaufort Inlet Channel with northerly or southerly winds, making boating hazardous and entry or departure of ships difficult during unfavorable tidal conditions. Tidal conditions are hazardous near and under the causeway north of the State Ports Authority Terminal. It was reported in July 1983, that the current will attain a velocity of 4 to 5 knots off the southwest corner of the State Ports Authority Terminal, and whirlpools will develop off the southeast corner at maximum tides. (See the Tidal Current Tables for predictions.)

Weather.–The marine influence at Morehead City is reflected by the average number of days the temperature reaches 90°F (20 days) and falls to 32°F or below (25 days). In midsummer, average highs reach the mid 80's with nighttime lows about 10° to 15°F cooler. Winters are mild as maximum temperatures usually climb to the mid 50's with nighttime readings in the upper 30's to low 40's. More than one-third of the average 52 inches of rain falls during July, August and September, often as heavy, brief showers or thunderstorms. Measureable precipitation falls on 4 to 7 days per month on the average. Visibilities are usually good although a steady southerly blow can produce haze and mist.

Morehead City's southerly exposure, with only a slender, low barrier island as protection, makes it vulnerable to the destructive winds and tides of hurricanes. An average of 1.8 tropical cyclones annually, have passed within 180 miles of Morehead City during the past 100 years. Most approach from the southwest or south. The principal threat of destructive winds and exceptionally high tides comes from tropical cyclones that originate in the tropical North Atlantic during August and September; particularly those that recurve northward so that the last 300 miles or more of their approach lies over water and, which subsequently strike or pass close to the port. They also pose an additional threat of destructive tidal currents if they accelerate to forward speeds of 20 knots or more, after recurving, and make landfall within 100 miles west of the port. The strongest recorded winds at Morehead City were 77 knots with gusts to 112 knots during Helene in September 1958. This was probably exceeded during Ione in September 1955 but no record was made; sustained winds were estimated at 82 knots at the port.

The exposure to the destructive winds and tides of many recurving tropical cyclones makes Morehead City unsuitable as a hurricane haven for both small craft and large ocean-going vessels. There are no sheltered berths or hurricane anchorages for deep-draft vessels. These ships should evade at sea if hurricane force winds (64 knots or more) are expected. Vessels with a large sail area should evade if winds of 48 knots or more are expected. Small recreational craft should, if possible, be removed from the water and firmly secured in a sheltered location ashore when a "Hurricane Watch" is issued. Bearing in mind that bridges will remain closed to waterborne traffic during a hurricane threat, larger shallow draft vessels should secure in those creeks and waterways farther inland, which offer the shelter of surrounding woodland.

Peletier and Spooners Creeks off the Intracoastal Waterway in Bogue Sound are bounded by good piling, and the nearby woodland offers some protection from destructive winds. Damage is more likely, this close to the open ocean, from a storm surge, which may be associated with seas over-topping Bogue Banks in the case of a near strike by a hurricane. Furthermore, recent development along Bogue Banks presents the strong possibility that approaches to these creeks, via the Intracoastal Waterway, will be blocked with debris from mobile home parks and other structures on the dunes, for a considerable period after a hurricane strike. For these reasons, many craft, including fishing vessels, prefer to secure to trees long the Adams Creek Canal section of the Intracoastal Waterway just south of the Core Creek swing bridge. More detailed information may be found in the **Hurricane Havens Handbook for the North Atlantic Ocean** as mentioned in Chapter 3.

Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. coastwise vessels which have on board a pilot licensed by the Federal Government. Pilots board vessels in the vicinity of the sea buoy (Beaufort Inlet Lighted Bell Buoy 2BI) from the pilot boat, day or night. Deeper draft vessels may be required to anchor to wait on tides before entering. (See anchorage.) The pilot boat, the C.H. PINER, painted black with a white superstructure and the word "PILOT" on the hull, is equipped with radiotelephone and guards 2182 kHz, 2738 kHz, and VHF-FM channels 16 and 14 when working ships. The pilot station monitors VHF-FM channels 14, and 16. The pilot office is located at 109 South 6th Street in Morehead City. Arrangements for pilot services are usually made well in advance through ships' agents or through the pilot office by telephone (919-726-4068 or 726-8106).

Towage.–Tugs up to 4,000 hp are available; tugs are required for docking oceangoing vessels. Arrangements for such services are usually made well in advance through ships' agents.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations

of the U.S. Public Health Service. (See Public Health Service, chapter 1.) There is a county hospital in Morehead City.

Beaufort-Morehead City is a **customs port of entry.**

Harbor regulations.–The port of Morehead City is administered by the North Carolina State Ports Authority, which is represented by the manager of the North Carolina State Ports Authority Terminal. The manager's office is at the terminal. There are no formal harbor regulations.

Wharves.–The facilities described at the port of Morehead City include the North Carolina State Ports Authority Terminal and a privately operated oil terminal on the east side of the basin on Radio Island.

The alongside depths for the facilities described are reported depths. (For information on the latest depths, contact the State Ports Authority or the private operator.) Unless otherwise indicated, the facilities mentioned are owned and/or operated by the State Ports Authority.

Most of the other facilities in the port are used by fishing vessels and small craft. For a complete description of the port facilities, refer to Port Series No. 12, published and sold by the U.S. Army Corps of Engineers. (See appendix for address.)

Facility on Radio Island:

Aviation Fuel Terminals Tanker Wharf (34°42′53″N., 76°41′29″W.): on west of Radio Island; 100-foot face, 650 feet with dolphins; 34 feet alongside; deck height, 12 feet; handles petroleum products, sulfur, and liquid fertilizer.

Facilities on north side of Bogue Sound:

North Carolina State Ports Authority Berth No. 1 (34°43′06″N., 76°41′44″W.): 350-foot south face, 80-foot east face; 36 feet alongside; deck height, 10 feet, 2 feet at ramps at west end of south face; handles petroleum products; operated by Colonial Oil Industries, Inc.

North Carolina State Ports Authority, Berths Nos. 2 and 3, Morehead Coal Terminal: adjoining Berth No. 1 to the southwest; 1,000-foot face; 40 feet alongside; deck height, 10 feet; shiploader with overhead clearance of 45 feet; belt-conveyor system, loading rate 3,000 tons per hour; handles phosphoric acid and dry bulk materials including phosphate and coal; operated by North Carolina State Ports Authority and Morehead City Exports Terminals.

North Carolina State Ports Authority Berths Nos. 4 and 5: adjoining Berths Nos. 2 and 3 to the west; 1,281-foot face; 35 feet alongside; deck height, 10 feet; mobile cranes to 72 tons, 5-ton mobile hoist; handles general cargo, asphalt, salt, and fishmeal; various operators.

North Carolina State Ports Authority Berths Nos. 6 and 7: adjoining Berths Nos. 4 and 5 to westward; 1,090-foot face; 35 feet alongside; deck height, 10 feet; two traveling 115-ton gantry cranes; use of mobile equipment from Berths Nos. 4 and 5; handles general cargo and dry bulk materials including tobacco, lumber, steel, paper products, machinery, potash, urea, salt, fishmeal, and heavy lift items; various operators.

North Carolina State Ports Authority Berths Nos. 8 and 9: adjoining Berths Nos. 6 and 7 to the northward; 1,350-foot face with 100-foot roll-on/roll-off ramp at north end; 35 feet alongside; deck height, 10 feet, 8 feet at roll-on/roll-off ramp; use of gantry cranes from Berths Nos. 6 and 7 and mobile equipment from Berths Nos. 4 and 5; handles general, heavy-lift, containerized, and roll-on/roll-off cargo.

A Navy staging area and three LST loading ramps are at the southern end of Radio Island. Three rows of mooring dolphins separate the loading ramps. A submerged groin extends southward along the easterly side of the easterly row of dolphins.

Supplies.–Bunker C fuel oil is available at North Carolina State Ports Authority Berth No. 1. Diesel fuel is obtained by truck. Marine supplies and provisions are available in Morehead City.

Repairs.–There are no drydocking or major repair facilities for deep-draft vessels in the port; the nearest facilities are at Newport News and Norfolk, Va. Several machine shops, off the waterfront, can make limited above-the-waterline repairs. The largest of these shops is equipped to perform general welding and fabricating, and produce shafts up to 20 feet in length.

A boatyard about 0.55 mile west of North Carolina State Ports Authority Berths Nos. 8 and 9 has a 300-ton vertical lift. A 10-ton crane is at the yard. Hull and engine repairs can be made to small vessels.

Small-craft facilities.–Most of the small-craft facilities are along the southern waterfront of Morehead City. A yacht basin is on the north side of the city, off the northwest side of the North Carolina State Ports Authority Terminal. Other small-craft facilities are at nearby Beaufort and Radio Island, and westward of the city along the Intracoastal Waterway.

(See the small-craft facilities tabulation on chart 11541 for services and supplies available.) Restaurants and living accommodations are along the Morehead City waterfront.

Communications.–The port is served by U.S. Route 70 and State Route 24. The city is linked to the Southern Railway System through the Atlantic and East Carolina Railway. The 3-mile Beaufort and Morehead Railroad connects the city with nearby Beaufort.

Beaufort (pronounced BO-furt), on the eastern side of Morehead City Harbor, has considerable fishing and boatbuilding activity. It is reached from Beaufort Inlet through Beaufort Channel and from the Intracoastal Waterway through Gallants Channel. The Taylor Creek Channel is described in chapter 4.

A Federal project provides for channel depths of 15 feet in **Beaufort Channel,** 12 feet in **Gallants Channel** from the Intracoastal Waterway to the first turn just north of Town Creek, thence 15 feet in the lower part of the channel to the junction with Beaufort Channel, and thence 15 feet from the junction through a 12-foot basin in front of the town of Beaufort, and thence through Taylor Creek to a point 0.2 mile westward to Lenoxville Point. The channels are subject to shoaling between dredging, and lesser depths may be found. (See Notice to Mariners and latest editions of charts for controlling depths.) The channels are well marked by lights, buoys, and daybeacons. A submerged groin extends southward between the westerly edges of Beaufort Channel and the easterly row of dolphins at the southeastern end of Radio Island.

A dredged channel leads eastward from Gallants Channel to a basin at the head of **Town Creek,** north of Beaufort. In December 1966, the midchannel controlling depth to the basin was 10 feet, thence 10 feet in the basin.

Beaufort is connected by rail and highway bridges across Gallants Channel to **Radio Island** and thence to Morehead City by bridges over the Intracoastal Waterway. Minimum clearance is 4 feet for the bridges with bascule spans over Gallants Channel. (See **117.1 through 117.49 and 117.822,** chapter 2, for drawbridge regulations.) An overhead power cable close northward of the highway bridge has a clearance of 87 feet. The bridges over the Intracoastal Waterway are described in chapter 12.

Small-craft facilities.–Most of the facilities are along the

southwest waterfront of Beaufort. There are also facilities near the northern end of Radio Island. (See the small-craft facilities tabulation on chart 11541 for services and supplies available.) Machine shops in Beaufort can make engine repairs.

Charts 11543, 11541.–Bogue Sound extends about 22 miles westward along the coast from Beaufort Inlet to Bogue Inlet. It is shallow and separated from the ocean by **Bogue Banks,** a wooded beach 0.1 to 1 mile wide. The sound is about 2 miles wide midway of its length, but narrow at each end; the western end has numerous marshy islets. The Intracoastal Waterway route is through the north side of the sound. The mean range of tide in Bogue Sound is about 2.5 feet near the inlets, and about a foot where the tides meet near the middle. Strong south and southwest winds may raise the tide a foot or more, and north to northwest winds lower it the same amount.

Bogue Inlet, 22 miles west of Beaufort Inlet, is the seaward approach to the town of Swansboro, which can be seen from outside. The entrance is used almost exclusively by local fishermen. The inlet is between a high wooded ridge on the west and a long low spit on the east. On the inside of the spit, about a mile eastward of the inlet, is **Swansboro Coast Guard Station.** The entrance to the inlet, obstructed by a shifting bar extending about 0.5 mile seaward, is subject to frequent change. The channel is marked by uncharted lighted and unlighted buoys which are frequently shifted to mark the best water. Strangers should wait for a rising tide and never attempt to enter when the bar is breaking. If local fishermen happen to be coming in, it is advisable to follow them. The channels inside the inlet are also subject to considerable change, particularly during southeast and southwest storms.

The mean range of tide is 2.2 feet in the inlet; high water occurs 2 hours earlier than at the head of the marshes inside. (See the Tide Tables for daily predictions.)

A fish haven with 15 feet over it is about 7.7 miles southeastward of Bogue Inlet in about 34°34′38″N., 76°58′35″W. Another fish haven, covered 15 feet, is about 13.3 miles southeastward of Bogue Inlet in about 34°33′55″N., 76°51′20″W.

Swansboro, a small town on the west bank of White Oak River 3 miles north of Bogue Inlet, is reached by the shifting channel from the inlet, and from Bogue Sound and Cape Fear River through the Intracoastal Waterway. Numerous fishermen base at Swansboro. State Route 24 highway bridge over White Oak River at the town has a 30-foot fixed span with a clearance of 12 feet. The highway bridge over the easterly channel, about 0.3 mile southeastward, has a 30-foot fixed span with a clearance of 6 feet. Swansboro is described in more detail in connection with the Intracoastal Waterway, chapter 12.

For 4 miles above Swansboro, **White Oak River** has a width of 1 mile or more through which there is a narrow tortuous channel between the flats and oyster rocks. Farther up, the river is narrow and deep and leads between marshes to the fixed bridge at the town of **Stella,** about 8 miles above Swansboro. The river above State Route 24 highway bridge is unmarked and has many logs and snags; navigation is limited to shallow-draft skiffs only.

Bear Inlet and Browns Inlet, 3 and 6 miles westward of Bogue Inlet, respectively, are unmarked and used by local boats only; neither is recommended to strangers.

The **danger zones** of firing ranges are in the ocean between Bear Inlet and New River Inlet and in New River. (See **334.440**, chapter 2, for limits and regulations.)

Chart 11542.–New River Inlet, 35 miles westward of Beaufort Inlet, is considered dangerous by local pilots, and entrance should not be attempted except under the most favorable conditions. A strong ebb current from the inlet causes a break on the bar when there is a sea outside. The break is especially bad when the ebb sets against a south or southeast wind. The mean range of tide at the inlet is 3 feet. At the head of the marshes, 2 miles above the entrance, the range is about 1 foot. (See Tide Tables for daily predictions.)

The bar channel is subject to continual change and local knowledge is advised. The inlet is marked at the entrance by a lighted whistle buoy; other buoys marking the bar channel are not charted because they are frequently shifted in position. An unmarked fish haven is about 1.9 miles southwestward of the southern entrance point to New River Inlet.

New River has a width of 1 to 2 miles from the head of the marshes above the inlet to within 2 miles of Jacksonville, above which it is a narrow stream. There is practically no periodic tide in the river. It has been reported, however, that the wind can vary the height of the water 3 to 4 feet at the State Route 172 highway swing bridge, 3 miles above the Intracoastal Waterway.

A dredged channel in New River leads from the Intracoastal Waterway to the Seaboard System Railroad bridge at Jacksonville. In May 1977, the midchannel controlling depth was 5½ feet. In February 1982, shoaling to 3 feet was reported in the eastern half of the channel between Light 27 and Daybeacon 28. The channel is well marked by lights and daybeacons. Spoil areas, some discontinued, extend close along the easterly side of the channel for almost its entire length. In 1980, depths of 2 to 6 feet could be carried north of the railroad bridge with local knowledge.

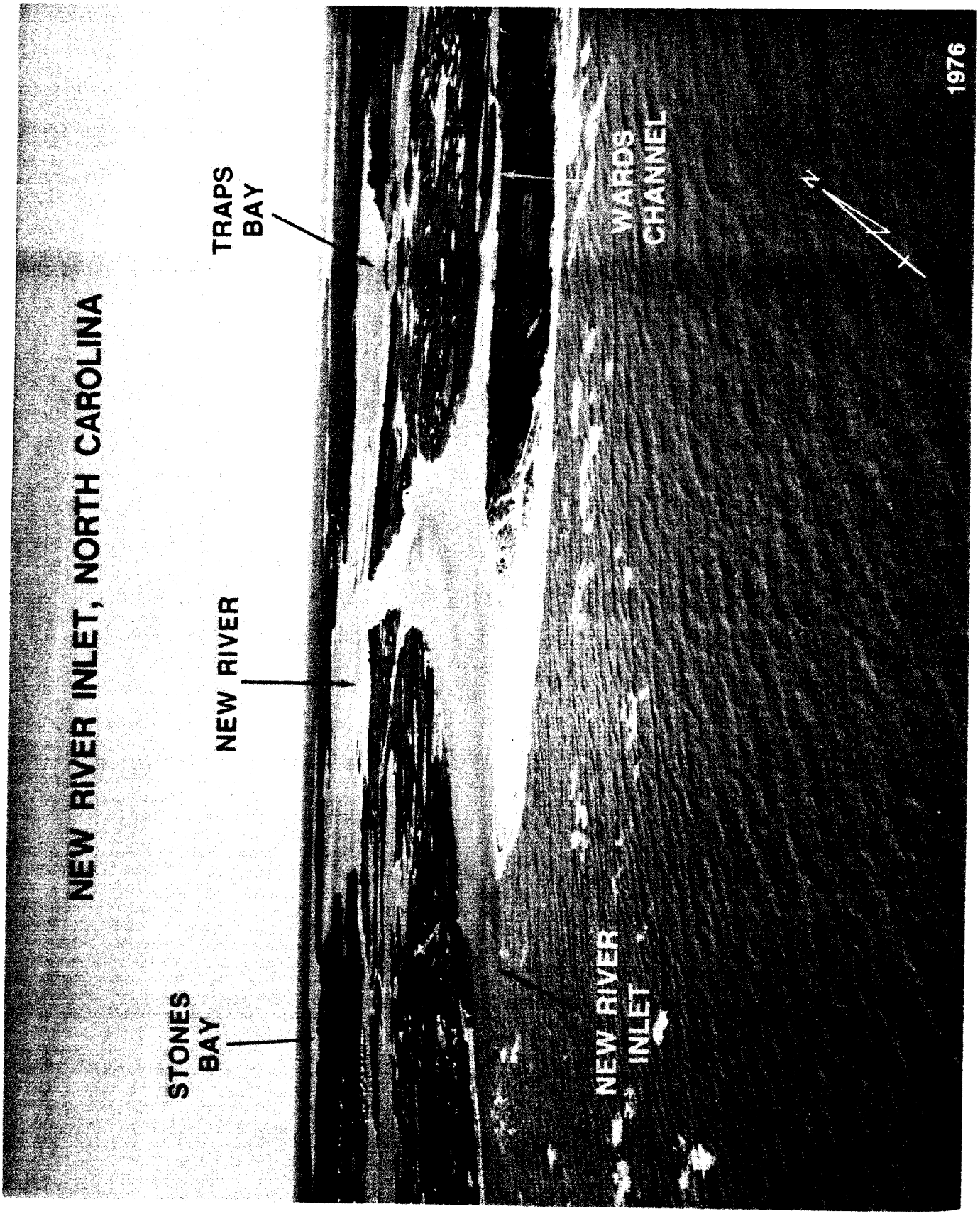
Fulcher Landing, used mainly by fishermen, is on the west side of New River about 1.5 miles above the Intracoastal Waterway. There are numerous piers at seafood-packing houses at the landing where gasoline, diesel fuel, water, electricity, and marine supplies may be obtained. Cabins and a restaurant are nearby. Two marine railways here can haul out boats up to 50 feet for engine and hull repairs.

State Route 172 highway bridge over New River, 3 miles above the Intracoastal Waterway, has a swing span with a clearance of 8 feet. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.)

A small-craft facility is just below the bridge on the south side of the river; berths, gasoline, water, and limited marine supplies are available. In July 1983, depths of 3 feet were reported alongside the facility. A marine railway that can handle craft up to 60 feet long is 0.25 mile below the bridge on the south side of the river. In July 1983, depths of 5 feet were reported available to the railway.

Jacksonville, on the east bank of New River about 17 miles above the Intracoastal Waterway, is a city with a county hospital. Limited amounts of marine supplies are available here. Pulpwood is shipped by rail and also by barge down the Intracoastal Waterway.

There are several barge docks and a marina on the east side of the river at Jacksonville, just below the Seaboard System Railroad bridge. Berthage, electricity, gasoline, diesel fuel, water, ice, marine supplies, and a launching


NEW RIVER INLET, NORTH CAROLINA
TRAPS BAY
NEW RIVER
STONES BAY
WARDS CHANNEL
NEW RIVER INLET
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ramp are available at the marina. A trailer can haul out craft to 28 feet for hull and engine repairs.

Jacksonville has highway connections with U.S. Route 17 and State Routes 24, 53, and 258, and railroad connections with the Seaboard System Railroad.

The Seaboard System Railroad (SCL) bridge over New River at Jacksonville has a swing span with a channel width of 48 feet and a clearance of 3 feet. (See **117.1 through 117.59 and 117.827**, chapter 2, for drawbridge regulations.) A highway bridge 0.5 mile above the railroad bridge has a 28-foot fixed span with a clearance of 13 feet. About 200 yards above the highway bridge, U.S. Route 17 highway bridge has a 33-foot fixed span with a clearance of 10 feet. An overhead power cable with a clearance of 18 feet is just south of the U.S. Route 17 bridge. Above the U.S. Route 17 bridge, the overhead power cables have a minimum clearance of 20 feet.

Chaney Creek extends eastward about 300 yards north of the U.S. Route 17 bridge. A privately marked channel leads to a marina about 0.7 mile above the mouth. Depths of 1 to 3 feet can be carried to the fixed bridges just above the marina. The fixed spans have minimum clearances of 8 feet horizontal and 6 feet vertical. The marina has berths with electricity, gasoline, water, ice, and marine supplies; hull and engine repairs can be made.

Charts 11539, 11541.–New Topsail Inlet, 19 miles southwestward of New River Inlet, is marked off the entrance by a lighted buoy and entered through a marked channel over a shifting bar. The bar channel leads to a junction with two dredged channels inside the entrance. In July 1985, the inlet had shoaled to a depth of 3 feet. The buoys marking the bar channel are frequently shifted in position to mark the best water, and therefore not charted; caution is advised. The inlet should not be entered by strangers. A southwesterly or northwesterly storm totally changes the configuration of the inlet. Information on existing conditions can be had by contacting the **Wrightsville Beach Coast Guard Station**. The mean range of tide is 3 feet.

An unmarked fish haven is about 2.2 miles eastward of the northern entrance point to New Topsail Inlet.

The dredged channels inside the entrance are well marked. One channel leads northeastward through Topsail Sound for about 5.5 miles to a junction with the Intracoastal Waterway; in 1977, the midchannel controlling depth was 3 feet. **Howards Channel** leads northwestward for about 1.1 miles to a junction with the Intracoastal Waterway; in March 1977, the midchannel controlling depth was 4 feet. In April 1983, shoaling to 2 feet was reported in the channel. The channels are subject to continual change, and local knowledge is advised.

Topsail Sound extends northeastward from New Topsail Inlet along the northwesterly side of the barrier beach. There are several marinas on the southeasterly side of the sound where berthage, electricity, gasoline, water, ice, and limited amounts of marine supplies can be obtained; launching ramps also are available.

Little (Old) Topsail Inlet, 1.5 miles southwestward of New Topsail Inlet, is constantly changing and was reported closed in July 1983. The shore on both sides is a low sand beach without distinguishing marks.

Rich Inlet, about 4.5 miles southwestward of New Topsail Inlet, is constantly changing and was reported closed in July 1983.

An unmarked fish haven is about 2.7 miles southward of the southern entrance point to Rich Inlet.

Mason Inlet is 8.5 miles southwestward of New Topsail Inlet. The inlet is constantly changing and was reported closed in July 1983.

Wrightsville Beach is a summer resort about 11.5 miles southwestward of New Topsail Inlet. Two tanks and many multistoried buildings on the beach and on Harbor Island are prominent from seaward. The facilities on the inside of the barrier beach are reached through Masonboro Inlet.

Wrightsville Beach Coast Guard Station is at the southern end of Wrightsville Beach at Masonboro Inlet.

Masonboro Inlet, about 12.5 miles southwestward of New Topsail Inlet and 22.3 miles north-northeastward of Cape Fear, is protected by jetties. A lighted whistle buoy is off the entrance.

A channel leads between the jetties at Masonboro Inlet, thence northward through dredged **Banks Channel** and **Motts Channel** to a junction with the Intracoastal Waterway at Wrightsville. In April 1981, the controlling depth was 14 feet over the bar in the channel that leads close to the north jetty, thence in 1979-May 1980, 10 feet could be carried to the Intracoastal Waterway. The buoys marking the bar channel are frequently shifted to mark the best water, and therefore not charted; caution and local knowledge are advised. Banks and Motts Channels are well marked by lights and daybeacons.

Strong tide rips form on the ebb current. The mean range of tide on the bar is 3.8 feet. (See Tide Tables for daily predictions.)

The municipal dock at Wrightsville Beach, just southward of U.S. Route 74-76 highway bridge, is 120 feet long with a reported depth of 4 feet alongside; water and electricity are available. Charter fishing boats use the wharf. There is bus service between Wrightsville Beach, Wrightsville, and Wilmington.

Several small-craft facilities are on the north side of Motts Channel between Wrightsville Beach and **Wrightsville.** (See the small-craft facilities tabulation on chart 11541 for services and supplies available.)

Other marinas along the Intracoastal Waterway at Wrightsville are discussed in chapter 12.

Charts 11539, 11534.–Carolina Beach Inlet is about 7 miles south of Masonboro Inlet. A lighted buoy marks the approach to the inlet. The inlet is marked by unlighted buoys and is used as an access to the Intracoastal Waterway. The inlet is subject to continual change and should be used only with local knowledge. In January 1989, a 1-foot shoal was reported in the approach to the inlet in about 34°04′26″N., 77°51′53″W.

Carolina Beach is a resort about 3 miles southward of Carolina Beach Inlet and 12 miles northward of Cape Fear. A dredged channel connects the landlocked basin at the town with Myrtle Grove Sound and the Intracoastal Waterway. In July 1983, the reported controlling depth was 2 feet. Daybeacons mark the channel.

A marina at the mouth of the basin can provide berthage, electricity, gasoline, diesel fuel, water, ice, and some marine supplies; a launching ramp is also available. A 50-ton marine railway that can handle boats to 60 feet and a 10-ton mobile lift are available for hull and engine repairs. Depths of 8 feet are reported alongside the marina.

Some of the more prominent landmarks that can be seen from seaward along this section of the coast are: a group of four loran towers centered in 34°03.8′N., 77°54.8′W., about 2 miles north-northwestward of Carolina Beach; a water tank at Carolina Beach; a tank and radar domes at **Kure Beach,** 3.8 miles and 5 miles southward of the loran

towers, respectively; and the stack, microwave tower, and buildings of the nuclear powerplant on the west side of the Cape Fear River, 7.4 miles southwestward of the loran towers.

New Inlet, about 17.5 miles south of Masonboro Inlet and 4.7 miles north-northeast of Cape Fear, is constantly changing and was reported closed in July 1983.

Chart 11536.–Cape Fear is a low, sharp, sandy point 85 miles southwestward of Cape Lookout at the southern extremity of **Smith Island.** This island, on the eastern side of the entrance of Cape Fear River, is mostly low and marshy, but on the western side has a thick growth of trees and a 99-foot-high octagonal tower of an abandoned light.

Frying Pan Shoals, extending south-southeastward from Cape Fear, are bare in spots near the shore and have general depths of 2 to 12 feet in an unbroken line to a point 10 miles from the cape; for 6 miles farther the shoals are broken with depths ranging from 10 to 20 feet. Broken ground with depths of 5 to 7 fathoms extends from the shoals proper almost to Frying Pan Shoals Light. A natural channel, known as **Frying Pan Shoals Slue,** cuts through the shoals about 11.5 miles southward of Cape Fear. The slue is marked at the northeastern approach by a lighted buoy and about midway of its length by two buoys. A depth of about 20 feet can be carried through the channel with the aid of the chart. The channel is used by fishing boats and other small craft.

Frying Pan Shoals Light (33°29.1'N., 77°35.4'W.), 118 feet above the water, is shown from a dark green tower on the corner of a four-legged metal structure painted yellow with the words FRYING PAN on the north, east, and south sides in 46 feet of water about 28.5 miles southeastward of Cape Fear. A fog signal and radiobeacon are at the light.

A wreck, covered 12 feet, is on Frying Pan Shoals about 16 miles west-northwestward of the light.

Chart 11537.–Cape Fear River, 370 miles long and the approach to the city of Wilmington, empties into the sea immediately westward of Cape Fear. Barge traffic is active as far as **Fayetteville,** about 125 miles above the mouth.

Wilmington, 24 miles above the mouth, on the east bank of Cape Fear River, is the leading port of North Carolina. It is 363 miles south of Norfolk, Va., and 315 miles north of Jacksonville, Fla., by coastwise routes. Exports are tobacco, woodpulp, bulk cement, fabricated metal products, and scrap metal. Imports are petroleum products, fertilizers, ferrous and non-ferrous ores, lumber, paper, salt, sulfur, textiles, iron and steel products, fabricated metal products, and bulk chemicals. There are many tourist attractions and points of historical interest in the city and vicinity, including the USS NORTH CAROLINA, a World War II memorial, which is berthed on the west bank of Cape Fear River opposite Wilmington.

Prominent features.–Oak Island Light (33°53.6'N., 78°02.1'W.), 169 feet above the water, is shown from a 155-foot cylindrical tower, upper part black, middle white, and lower part gray, on Oak Island on the western side of Cape Fear River entrance; a radiobeacon is at the light. It is the most conspicuous object in the approach. The abandoned lighthouse, known as "Old Baldy", on the west side of Smith Island, and the buildings of the **Oak Island Coast Guard Station,** westward of Fort Caswell, are also conspicuous.

Water tanks at Yaupon Beach, Southport and at Kure Beach and two silver radar domes about 1.3 miles southward of the tank at Kure Beach are visible well to seaward. The floodlights at the buildings on the beach about 1 mile westward of Oak Island Light are reported to be highly visible at night. The lights on the stack, microwave tower, and on the buildings of the nuclear powerplant, on the west side of Cape Fear River 2.5 miles above Southport, are prominent at night.

Frying Pan Shoals Light structure is reported to be a good radar target in the approach to Cape Fear River. It is also reported that under ideal conditions the configuration of Cape Fear and Oak Island Light prove of some value as radar targets when closer in; these targets, however, should not be relied upon too strongly.

COLREGS Demarcation Lines.–The lines established for Cape Fear River are described in **80.530,** chapter 2.

Channels.–A Federal project provides for a channel 40 feet deep over the ocean bar, thence 38 feet for 24 miles to Wilmington including the turning basin off the southerly part of the city; thence in Northeast Cape Fear River 32 feet to and including a turning basin 0.4 mile above the mouth, thence 32 feet to Hilton Bridge about 1.2 miles above the mouth, and thence 25 feet to the upstream limit of the Federal project about 1.5 miles above the bridge, including a turning basin about 1 mile above the bridge. **Dredging to project depths has not been completed.** (See Notice to Mariners and latest editions of charts for controlling depths.) The channel is well marked with lighted ranges and other aids.

Western Bar Channel, close to **Fort Caswell** on the western side of the entrance to Cape Fear River, is used considerably by small craft bound westward along the coast. This unmarked channel had a reported depth of 8 feet in July 1983, and the best water was about 50 yards offshore. The channel is not stable, and local knowledge is advised for boats drawing over 6 feet. Abreast **Oak Island Coast Guard Station,** the shore should not be approached closer than 0.3 miles. A dredged channel from Cape Fear River to the Coast Guard wharf had a reported controlling depth of 8 feet in July 1983. In June 1986, shoaling to 2 feet was reported between Oak Island Channel Daybeacon 7 and the Coast Guard Wharf. is marked by daybeacons and lights.

A ferry, operated by the N.C. State Highway Commission, crosses the river from Price Creek about 4.5 miles above the mouth to Federal Point on the east side of the river about 3 miles south-southwest of **Kure Beach.** The channels leading to the ferry terminals are marked by pilings with reflectors and are maintained by the Highway Commission. In 1983, Price Creek ferry channel had a reported controlling depth of 12 feet. In August 1985, Federal Point ferry channel had a reported controlling depth of 7 feet.

An overhead power cable with a clearance of 165 feet over the main channel crosses Cape Fear River about 18.8 miles above the mouth.

U.S. Route 74/76 highway lift bridge with a clearance of 65 feet down and 135 feet up crosses Cape Fear River at Wilmington, about 23.5 miles above the mouth. (See **117.1 through 117.49,** chapter 2, for drawbridge regulations.) Bridges crossing Cape Fear River above Wilmington are discussed later in this chapter.

Anchorages.–Fair anchorage is available in the Cape Fear River abreast the town of Southport. The holding ground is good, but because of strong tidal currents vessels should anchor with a good scope of chain. This anchorage is sometimes used as a harbor of refuge in the winter by coasting vessels.

Vessels awaiting entrance to the river may find good holding ground in about 7 fathoms within 0.6 mile southeastward of the sea buoy (Cape Fear River Entrance Lighted Bell Buoy 2CF). The area to the northwestward of the sea buoy is reported to be rocky and foul, and some vessels have lost anchors or broken flukes in the area.

Dangers.–Frying Pan Shoals are the principal danger in the approaches to Cape Fear River. Isolated wrecks, some marked, and obstructions with varying depths over them are in the approaches.

In April 1984, shoaling to 28 feet was reported in about 33°43.5'N., 78°01.5'W.

Bald Head Shoal and **Jay Bird Shoals (Middle Ground)** are dangerous shoals on either side of the bar channel.

Caution should be exercised in Cape Fear River at times when tides are higher than normal and after heavy rains as logs and floating debris may be encountered.

A **restricted area** of the Sunny Point Army Terminal is 9 miles above the mouth of Cape Fear River. (See **334.450**, chapter 2, for limits and regulations.)

Routes.–On the approach to Cape Fear River from northward, the safer course, and the one generally used by deep-draft vessels, is outside of Frying Pan Shoals Light.

From southward, deep-draft vessels should set a course to pass outside the broken ground extending offshore between Cape Romain and Winyah Bay. When clear of this broken ground, the course can be shaped for Cape Fear River Entrance Lighted Bell Buoy 2CF. When approaching from southward an overrun of as much as 0.5 knot may be expected except during northeasterly winds.

Tides and currents.–The mean range of tide at the entrance is 4.5 feet; at Southport 4.1 feet, and at Wilmington, 4.2 feet. Daily predictions for Wilmington are given in the Tide Tables; predictions for a number of places on the river and in the vicinity are also in the tables.

The tidal currents on the bar run with considerable velocity and as a rule set nearly in the direction of the channels, but on the last of the flood and first of the ebb they set to the eastward across the channel and on the beginning of the flood they set to the westward. In the river their set is generally in the direction of the channel. The relative velocities of flood and ebb depend upon the stage of the river. During freshets the flood at times is completely overcome by the river current and the ebb is greatly increased. At low-river stages, a strong flood is felt for a considerable distance above Wilmington, where it runs 5½ hours to nearly 7 hours of ebb; downriver from Wilmington, the periods of flood and ebb become more nearly equal. Current predictions for a number of locations in Cape Fear River may be obtained from the Tidal Current Tables.

Weather.–A maritime location makes Wilmington's climate unusually mild for its latitude. Warm, humid summers are tempered by sea breezes while cold, winter outbreaks are moderated by winds off a relatively warm ocean. In midsummer, temperatures may reach 90°F or more on nearly one-half of the days but 100°F readings are rare. Freezing temperatures occur on nearly 40 days from December through February but even during the most severe cold spell the temperature stayed above 0°F.

Sea fog is likely from November through April with southerly or southeasterly winds. It may hang on for several days until a west wind brings clearing. After a warm day with a large nighttime drop in temperature, fog may settle on the river, but will usually burn off in the forenoon. It may be thick on the bar and outside, while clear on the river from 2 or 3 miles above the entrance.

Rainy days are common throughout the year with a slight maximum in summer. However, summer precipitation is often in the form of a brief, heavy shower or thunderstorm in the late afternoon.

Thunderstorms can bring gusty winds but gales are infrequent at Wilmington. They are most likely associated with an extratropical storm in spring or a tropical cyclone in late summer or autumn. The strongest winds occurred during Hurricane Helene in September 1958. The airport weather station recorded a north wind at 76 knots with a peak gust of 117 knots. (See page **T-3** for the Wilmington climatological table.)

Freshets occur any time from November through April, but no appreciable rise in the water level has been reported at Wilmington. They do have a marked effect on the tidal currents and sometimes overcome the flood current entirely in the river almost to the entrance. The velocity of the ebb current is greatly increased during freshets.

Pilotage is compulsory from the bar to the limit of navigation on the Cape Fear River (which is above Wilmington), for all foreign vessels and U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. coastwise vessels which have on board a pilot licensed by the Federal Government. The Wilmington Cape Fear Pilots Association maintains two pilot boats, CAPE FEAR PILOT II, 55 feet long, and CAPE FEAR PILOT III, 50 feet long; each boat has a black hull and white house with the word "PILOT" on the sides. Pilots board vessels day or night about 1 mile seaward of Cape Fear Entrance Lighted Bell Buoy 2CF; vessels should maintain a speed of about 6 to 8 knots and provide a pilot ladder 4 to 5 feet above the water. The pilots monitor VHF-FM channels 16 and 18A and use channels 18A and 12 for working. Arrangements for pilot can be made through ships' agents, by telephone (919-763-4931, Wilmington or 919-457-6909, Southport) via the marine operator on VHF-FM channel 26, by radiotelephone on VHF-FM channel 16, or by radiotelegraph (cable address: CAPFRPILOT). At least 2 hours advance notice of arrival is requested.

Towage.–Vessels seldom find it necessary to employ tugs between the sea buoy and the turning basin off the southerly part of Wilmington, but tugs are generally used to assist in docking and movement within the port or to upriver facilities. Inbound vessels are usually met by the tugs just below the terminal they are bound for or off the State Ports Authority Terminal wharf. Tugs up to 3,800 hp are available.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) A county hospital is at Wilmington.

Wilmington is a **customs port of entry.**

Coast Guard.–A **Marine Safety Office** is in Wilmington. (See appendix for address.)

Harbor Regulations.–There are no formal harbor regulations at Wilmington or Southport. The State Ports Authority Terminal in Wilmington is administered by the North Carolina State Ports Authority. The Operations Manager maintains an office at the State Ports Authority Terminal.

Wharves.–Only the major port facilities at Wilmington are described. These include North Carolina State Ports Authority Terminal wharf, the port's only general cargo facility, several oil terminals, and bulk-handling facilities

for cement, asphalt products, molasses, liquid chemicals, sulfur, fertilizers, and liquid sugar. Most of the piers and wharves have railroad and highway connections, and water and electricity. Cargo is generally handled by ship's tackle; special handling equipment, if available, is mentioned in the description of the particular facility. The alongside depths given for each facility described are reported depths. (For information on the latest depths, contact the operator.) There are many smaller facilities at Wilmington which are used by barges and small vessels, as vessel repair berths, and for scrapping operations; these facilities are not described. For a complete description of the port facilities, refer to Port Series No. 12, published and sold by the U.S. Army Corps of Engineers. (See appendix for address.)

East side of Cape Fear River:

Gold Bond Building Products Wharf (34°10′25″N., 77°57′27″W.): 30-foot face, 810 feet of berthing space with anchors; 35 feet alongside; deck height, 11 feet; electric conveyor, unloading rate 1,000 tons per hour; handles gypsum.

Exxon Co. USA Wharf (34°10′35″N., 77°57′26″W.): 82-foot T-head pier, 836 feet with dolphins; 40 feet alongside; deck height, 13 feet; handles petroleum products and bunkering vessels; owned and operated by Exxon Co. USA.

Mobile Oil Corp. Wharf: about 0.35 mile north of Exxon Co. USA Wharf; 40-foot T-head pier, 240 feet with dolphins; 34 feet alongside; deck height, 11 feet; handles petroleum products and aslphalt; owned and operated by Mobil Oil Corp. and American Oil Corp.

Petroleum Fuel and Terminal Co. Wharf: about 0.3 mile northward of Mobil Oil Corp. Wharf; 120-foot T-head pier, 800 feet with mooring dolphins, 32 feet alongside; deck height, 10 feet; handles petroleum products and petrochemicals; bunkering vessels; owned and operated by Petroleum Fuel and Terminal Co., and Carolina Power and Light Co.

North Carolina State Ports Authority Fuel Wharf: about 0.25 mile northward of Petroleum Fuel and Terminal Co. Wharf; 122-foot T-head pier, 350 feet with dolphins; 34 feet alongside; deck height, 16 feet; handles petroleum products and petrochemicals; operated by Koch Fuels, Inc.

North Carolina State Ports Authority: Berths 6, 7, and 8 (34°11′38″N., 77°57′20″W.): 1,640-foot face; 38 feet alongside; deck height, 12 feet; four 40-ton container cranes; traveling, revolving gantry cranes to 225 tons; 140-ton mobile crane; handles general and containerized cargo, heavy-lift items, and various dry bulk commodities.

North Carolina State Ports Authority: Berths 1, 2, 3, 4, and 5: 2,900-foot face; 38 feet alongside; deck height, 12 feet; use of cargo handling equipment from Berths 6, 7, and 8; handles general and containerized cargo, heavy-lift items, and various dry bulk commodities; operated by North Carolina State Ports Authority and Cargill, Inc.

North Carolina State Ports Authority: Berths A and B; adjoining Berths 1, 2, 3, 4, and 5 to northward; 1,213-foot face; 38 feet alongside; deck height, 12 feet; use of cargo handling equipment from Berths 6, 7, and 8; general and containerized cargo, heavy-lift items, and various dry bulk commodities.

Paktank Corp. Wharf: 0.1 mile northward of the northern end of States Ports Authority Berths A and B; 70-foot T-head pier, 1,010 feet with mooring dolphins; 38 feet alongside; deck height, 12 feet; handles liquid chemicals.

Chevron U.S.A. Wharf: about 0.25 mile northward of the northern end of State Ports Authority Berths A and B; 35-foot T-head pier, 240 feet with dolphins; 24 feet alongside; deck height, 10 feet; handles asphalt.

Amerada Hess Corp. Wharf: about 0.6 mile northward of the northern end of State Ports Authority Berths A and B; 60-foot T-head pier, 550 feet with mooring dolphins; 34 feet alongside; deck height, 8 feet; handles petroleum products.

Cape Fear Terminal Wharf: about 0.85 mile northward of the northern end of State Ports Authority Berths A and B; three T-head piers, 30, 151, and 60 feet long, 620 feet total with dolphins; 34 feet alongside; deck height, 10 feet; handles petroleum products and petrochemicals; various operators.

Cape Fear Technical Institute Wharf (34°14′23″N., 77°57′09″W.): 233-foot face, 322 feet usable with dolphons; 20 feet alongside; deck height, 10 feet; mooring of the institute's training vessels.

East side of Northeast Cape Fear River:

Seaboard System Railroad Co. Diesel Fuel Wharf (34°14′30″N., 77°57′10″W.): at the mouth of the river; 198-foot face, 450 feet with mooring dolphins; 28 feet alongside; deck height, 11 feet; handles diesel fuel and liquid fertilizer; operated by Seaboard System Railroad and Trans Carolina Terminal Corp.

Almont Shipping Co., North Berth: about 0.25 mile north of Seaboard System Railroad Co. Diesel Fuel Wharf; 523-foot face, 600 feet with dolphins; 35 feet alongside; deck height, 10 feet; traveling gantry crane with clamshell bucket, electric belt conveyor, unloading rate 450 tons per hour; handles fertilizer, iron and chrome ores.

West side of Northeast Cape Fear River:

Horton Iron and Metal Co. Pier: about 1.6 miles above Point Peter (34°14′27″N., 77°57′20″W.); 235-foot face, 27 feet alongside; north and south sides 750 feet long with 400 feet of berthing space, 27 feet alongside; deck height, 10 feet; cranes to 50 tons; handles scrap metal.

W.R. Grace and Co. Wharf: about 2.3 miles above Point Peter; 45-foot T-head pier, 790 feet with mooring dolphins; 25 feet alongside; deck height, 12 feet; handles anhydrous ammonia and liquid fertilizer

West side of Cape Fear River below Wilmington:

Pfizer Inc. Pier: 5.7 miles above the mouth of Cape Fear River, and about 400 yards above the Southport ferry slip; 200-foot face, 670 feet with dolphins; 35 feet alongside; handles petroleum products and other liquid cargo.

Military Ocean Terminal (Wharf No. 1, No. 2, and No. 3): at Sunny Point, about 9 miles above the mouth; three identical 2,000-foot long wharves, about 0.4 miles apart; 20 to 34 feet alongside; deck heights, 16 feet; open storage areas; cranes up to 40 tons; truck unloading and railroad trackage at each wharf; highway connections; terminal railroad connects with Seaboard System Railroad; handles military supplies.

Supplies.-All manner of marine supplies and provisions are obtainable at Wilmington. Potable water is available at most of the berths. Bunker C oil is available to oceangoing vessels at Exxon Company U.S.A. Wharf, Petroleum Fuel and Terminal Co. Wharf, Amerada Hess Corp. Wharf, and by barge. Diesel oil is available by truck.

Repairs.-There are two shipyards at Wilmington, on the west bank of Northeast Cape Fear River, about 0.1 mile below the highway bridge and about 0.4 mile above the railroad bridge, respectively. A 1,000-ton marine railway that can haul out craft up to 245 feet is available. A 100-ton boat lift, and three crawler cranes to 35 tons are available. Hull and engine repairs can be made, and there are machine, carpenter, and electrical repair shops; repairs to propellers to 8 feet in diameter can also be made. The

shipyard north of the railroad bridge has two floating drydocks; the largest can handle vessels to 180 feet long and 60 feet wide.

There are also several machine shops at Wilmington, on and off the waterfront, that can fabricate shafts, perform welding, and repair shafts and propellers. The largest propeller that can be repaired is 8 feet in diameter; the largest shaft that can be produced is 36 inches by 21 feet.

Small-craft facilities.–Berths and other facilities for small craft are limited at Wilmington due to the heavy commerical traffic. Extensive small-craft facilities are at Southport, which is mentioned later in this chapter. A municipal ramp, eastward of the channel, is just north of U.S. Route 74/76 highway lift bridge.

Communications.–Wilmington is served by U.S. Routes 17, 117, 74–76, 421, and State Routes 132 and 133, and has railroad connections with the Seaboard System Railroad. A commercial airline serves the local airport.

Southport, on the west bank of Cape Fear River 3 miles above the mouth, is a town where marine supplies can be obtained. Along its waterfront there are several fish wharves, service wharves, a yacht basin, and a small-boat harbor, as well as restaurants and motels. Berthage with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available at these facilities.

The Wilmington Cape Fear Pilots Association maintains an office and a lookout tower (33°55.0′N., 78°01.2′W.) adjacent to the town pier, which had 18 feet reported alongside in July 1983. A yacht basin is on the north side of the Intracoastal Waterway about 0.2 mile westward of the lookout tower. In June 1988, it had a reported controlling depth of 10 feet. The small-boat harbor, about 0.45 mile westward of the lookout tower, has a 30-ton mobile hoist and facilities for hull, engine, and electrical repairs. In June 1988, depths of 10 feet were reported in the small-boat harbor except for shoaling along the edges. A storm barrier on the south bank of the Intracoastal Waterway protects the harbor.

From Southport the Intracoastal Waterway leads northward and follows the main ship channel in Cape Fear River to a point about 11.5 miles above the mouth of the river where it leaves the main ship channel and leads northeasterly to the west end of a landcut, known as **Snows Cut,** thence through the landcut to Myrtle Grove Sound.

A dredged channel in Cape Fear River above Wilmington leads northwesterly for 3.5 miles to a turning basin at **Navassa,** thence to **Fayetteville,** the head of navigation, 100 miles above Wilmington. Three locks and dams are between Navassa and Fayetteville. A copy of the operating schedule for the locks is available from the U.S. Army Corps of Engineers, Wilmington District. (See appendix for address.) In 1975, the midchannel controlling depths were 11 feet to the turning basin at Navassa with 10 feet in the turning basin, thence in August 1976, 9 feet to **Acme** about 26 miles above the confluence of Cape Fear and Northeast Cape Fear Rivers, thence in August 1977, 4 feet to Fayetteville. The locks have a usable length of 200 feet, a width of 40 feet, and a depth over miter sills of 9 feet.

U.S. Route 421 highway bridge over Cape Fear River opposite Wilmington has a fixed span with a clearance of 55 feet. An overhead power cable 0.25 mile above the Route 421 bridge has a clearance of 125 feet. The Seaboard System Railroad (SCL) bridge at Navassa has a bascule span with a clearance of 6 feet. (See **117.1 through 117.49,** chapter 2, for drawbridge regulations.) The least known high water clearance of the fixed bridges crossing Cape Fear River between Navassa and Fayetteville is 13 feet.

Black River flows into Cape Fear River about 12 miles above Wilmington. It has been reported that drafts of not more than 3 feet can be taken to **Still Bluff,** about 10.4 miles above the mouth.

Northeast Cape Fear River empties into Cape Fear River from northward at Point Peter (34°14′27″N., 77°57′20″W.), near the northern end of Wilmington. Above the turning basin, about 2 miles above the mouth, it is reported that natural depths of 6 feet can be taken for 42 miles, and thence 3 feet for 7 miles to **Crooms Bridge.** Traffic on the river is mainly in petroleum products.

U.S. Route 117 highway bridge over Northeast Cape Fear River 0.6 mile above its mouth has a bascule span with a clearance of 26 feet. VHF-FM channels 16 and 13 are monitored at the bridge. In July 1978, a bascule highway bridge with a design clearance of 40 feet was under construction immediately upstream of the Route 17 bridge. When completed it will replace the existing bridge. The Hilton (Seaboard System Railroad (SCL)) bridge, about 1 mile above the mouth, has bascule span with a clearance of 4 feet. State Route 117 highway bridge at **Castle Hayne,** about 23.4 miles above the mouth, has a fixed span with a clearance of 23 feet at low water stage. The Seaboard System Railroad (SCL) bridge just above it has a swing span with a clearance of 7 feet at low water stage. (See **117.1 through 117.59 and 117.829,** chapter 2, for drawbridge regulations.) The twin fixed spans of the Interstate Route 40 bridge, close above the railroad bridge, have a clearance of 28 feet.

Smith Creek empties into Northeast Cape Fear River from eastward about 1.5 miles above the river mouth. In July 1983, the reported controlling depth was 5 feet over the bar to the junction with Burnt Mill Creek, thence 1 foot to the walkway crossing the creek at the airport. The creek was foul with stumps, logs, and submerged piling from the entrance to its head. U.S. Route 117 highway bridge, 1.3 miles above the mouth, has a swing span with a channel width of 45 feet and a clearance of 3 feet. (See **117.1 through 117.59 and 117.841,** chapter 2, for drawbridge regulations.) The Seaboard System Railroad (SCL) bridge, about 2 miles above the mouth, has a fixed span with a clearance of 12 feet. An overhead power cable just above the bridge has a clearance of 30 feet.

Freshets.–Low-water stages prevail in the rivers above Wilmington from 2 to 4 months during the summer, and freshets usually occur as often as once a month during the remainder of the year, but with no regularity.

6. CAPE FEAR TO CHARLESTON HARBOR

This chapter describes the coast of North and South Carolina from Cape Fear to Charleston Harbor.

Also discussed are the deepwater ports of Charleston and Georgetown, S.C.; several smaller ports of which Wando and Mount Pleasant are the more important; Winyah Bay and its tributary rivers; the waters of Ashley, Wando, and Cooper Rivers and their tributaries; several of the minor rivers; and the shallow inlets which make into this section of the coast, including Shallotte, Little River, Dewees, North, Price, and Capers.

The section of the Intracoastal Waterway from Cape Fear River to Charleston Harbor is described in chapter 12.

There are numerous wrecks along this section of the coast; the most dangerous are marked.

COLREGS Demarcation Lines.–The lines established for this part of the coast are described in **80.530 through 80.710**, chapter 2.

Weather.–This stretch of coast lies close to one of the main winter storm tracks while tropical cyclones are infrequent but dangerous visitors. Along with rough seas, fog can be a problem in winter.

During December, January and February, extratropical cyclones from the Gulf of Mexico often move across northern Florida and then northeastward, just off the South Carolina coast on their way to Cape Hatteras. While these storms, and frontal systems from more northerly storms, produce gale force winds that occur less than 5 percent of the time, wave heights of 8 feet or more occur 20 to 30 percent of the time and wave heights of 25 feet have been recorded. Weather conditions can also get rough in April when warm air from the Gulf of Mexico collides with cold arctic air.

Occasionally warm tropical air blows across the cooler waters that lie shoreward of the Gulf Stream in this area. Visibilities below 0.5 mile are reported about 1 to 3 percent of the time in winter, compared to less than 1 percent farther out. These poor visibilities are most likely from December through March.

Tropical cyclones are most likely along this coast from June through October. Although a few have occurred in May, November and December, the peak threat is in September and October. On the average about one or two storms threaten this coast each year. Many of these tropical cyclones have recurved and are heading northward or notheastward at about 15 to 18 knots. Hurricane force winds are most likely when the storm is over open water.

Chart 11520.–From Cape Fear the coast curves gradually westward and southward for 80 miles to Winyah Bay Entrance. This section of the coast is a sand beach, with numerous sand dunes, separated from the heavily wooded mainland by small streams and marshes. From offshore, the woods appear to extend to the outer beach. The coast is clear, and a depth of 3 fathoms can be taken to within a mile of the beach, except at Murrells Inlet where, about 2 miles offshore, there is a 16-foot spot. The 10-fathom curve is from 11 to 25 miles offshore, and inside it the water shoals gradually as the shore is approached.

The character of the coast changes from Winyah Bay to Charleston Harbor. Here the coastline trends southwestward for about 45 miles and is a border of sandy barrier islands with off-lying shoal areas which include Romain Shoal, Bull Breakers, and Rattlesnake Shoal. These shoal areas should be given a wide berth. The 10-fathom curve along this section of the coast extends from 11 to'21 miles offshore.

Charts 11536, 11534.–Lockwoods Folly Inlet is entered over a shifting bar 11 miles westward of Cape Fear River. Strangers should not attempt it as the inlet is enclosed by breakers at virtually all stages of tide and wind. In May 1986, the inlet had shoaled to a depth of 2 feet. The buoys marking the inlet are not charted, because they are frequently shifted in position to mark the best water. There are three charted wrecks, all showing at low water, near the entrance to the inlet; two are at the mouth, and the other is about 0.3 mile to the westward 200 yards offshore. A high sand dune is east of the inlet.

Lockwoods Folly River is navigable from the ocean to the Intracoastal Waterway, at the head of the marshes inside the inlet, and thence to a fixed highway bridge at **Supply,** which is at the practical head of navigation 16 miles above the waterway. The channel is narrow, bordered on both sides by oyster bars covered at high water, and not maintained. The mean range of tide is 4.2 feet at the inlet and about 2 feet at Supply. In 1977-February 1988, the centerline controlling depth was less than 1 foot to Supply. The river channel is marked by daybeacons to a pier about 1.6 miles northward of the Intracoastal Waterway where gasoline, water, and groceries can be obtained. In July 1983, it was reported that the river was only being used by shallow-draft skiffs.

An **explosives anchorage** is centered about 3.5 miles southwestward of Lockwoods Folly Inlet. (See **110.170**, chapter 2, for limits and regulations.)

Shallotte Inlet, 19 miles westward of Cape Fear River, is entered over a shifting bar and has a winding entrance. A lighted buoy marks the entrance. The bar channel is subject to continual change, and the buoys marking it are shifted frequently to mark the best water, and therefore not charted. The inlet, used only by local fishermen and not recommended to strangers, provides an access from the sea to the Intracoastal Waterway and to **Shallotte River.** The river is navigable to the town of **Shallotte,** about 8 miles above the inlet. In February 1988, the reported controlling depth over the bar and to the Intracoastal Waterway was 4 feet, and thence in June 1983, 4 feet to Shallotte. In June 1983, it was reported that only outboard motorboats were using the river to Shallotte. The mean range of tide is 4.6 feet near the inlet and about 3 feet at Shallotte.

Berthage, electricity, gasoline, diesel fuel, water, ice, launching ramps, and some marine supplies can be obtained at two small-craft facilities on the west bank of Shallotte River, about 0.6 mile and 1.3 miles above the Intracoastal Waterway. A marine railway at the southerly facility can handle craft up to 40 feet for hull and engine repairs. The facilities at Bowen Point are described with the Intracoastal Waterway in chapter 12.

Tubbs Inlet, 6 miles westward of Shallotte Inlet, is seldom used. It is unmarked and not recommended to strangers.

Charts 11535, 11534.–Little River Inlet, 28 miles west-

ward of Cape Fear River, is entered between **Waties Island** on the west and **Bird Island** on the east. A lighted whistle buoy is off the entrance. The entrance to the inlet is protected by jetties, each marked on the outer end by a light. The channel into the inlet has been realined and is marked by buoys, ranges, and daybeacons. However, depths in the new channel are unknown at this time. Extreme caution is advised when entering or leaving the inlet. Once over the bar, a channel with a dredged section leads from northward of the eastern end of Waties Island for about 1.5 miles to the junction with the Intracoastal Waterway. In August 1983, the channel had shoaled to bare. The mean range of tide at the inlet is about 5 feet.

Three fish havens, marked by a buoy, are about 2.5 miles southeastward of Little River Inlet in about 38°48.9'N., 78°30.2'W.

Between Little River Inlet and Murrells Inlet are many piers, most of which are marked by lights and extend out some 400 to 1,000 feet into the ocean.

Myrtle Beach, a summer resort, is on the outer beach nearly 20 miles southwestward of Little River Inlet and 32 miles north-northeastward from Georgetown Light. Numerous tanks in the area are conspicuous. Hotels, motels, and a space needle tower along the beach are also prominent. At Myrtle Beach Air Force Base, the rotating aerobeacon on a tank, and several radio antennas close-to, marked by red lights, can be seen seaward.

Murrells Inlet, 12 miles southwest of Myrtle Beach and 20 miles north-northeastward of Georgetown Light, connects with **Main Creek** and **Oaks Creek,** which drain a considerable area of marsh between the mainland and the outer beach. The entrance to the inlet is protected by jetties. A lighted whistle buoy is off the entrance, and lights mark the outer ends of the jetties. The dredged entrance channel is marked by a **315°42'** lighted range, and the channel through Main Creek to a turning basin about 2.9 miles above the entrance is marked by lights and daybeacons. In 1981-May 1984, the controlling depths were 9 feet in the entrance channel, thence 5½ feet at midchannel to the turning basin except for shoaling to bare in the vicinity of Daybeacon 2A. In April 1981, a wreck was reported off the entrance to the inlet in about 33°31.4'N., 79°01.5'W. Inside the inlet, where the channel turns sharply to northward into Main Creek, the tide rips are strong at full ebb or flood current. Local fishermen use this inlet, but strangers should not enter without local knowledge.

There are two marinas on Main Creek; one is at the landing, and the other is eastward of the landing on the west side of the barrier beach. Berthage, electricity, gasoline, diesel fuel, water, ice, launching ramps, and some marine supplies are available at both facilities; hull repairs can be made at the westerly facility. Depths in the approaches and alongside the piers at the marinas are reported to be about 3 feet. Restaurants and motels are available.

Three fish havens, marked by buoys, are about 3.8 miles east-southeastward, about 10 miles southeastward, and about 5.3 miles southward of Murrells Inlet.

Charts 11532, 11535, 11531.–North Inlet, about 14 miles southward of Murrells Inlet and 6 miles northward of Georgetown Light, connects with Winyah Bay by way of both **Town Creek** and **Jones Creek.** Some local fishermen use the inlet, but strangers should not. In July 1983, the reported controlling depth over the bar was 3 feet. The inlet and the creeks are unmarked. There is little water on the Winyah Bay side, and navigation is restricted to shallow-draft craft. In July 1983, Jones Creek, the southerly of the two, was found to bare in places, and numerous oyster bars were reported.

Winyah Bay is the first harbor southward of Cape Fear River, a distance of 70 miles, that is navigable for vessels drawing up to 25 feet. It is entered between **North Island** and **South Island.** The entrance is protected by jetties. The entrance is not safe for small craft except in favorable weather. Heavy tide rips prevail near the ends of the jetties, and heavy seas run in moderate weather. The south jetty is visible only at low water.

Georgetown, 14 miles above the entrance to Winyah Bay, is on the north bank about 1.5 miles above the entrance to Sampit River. It is 392 miles south of Norfolk and 247 miles north of Jacksonville by coastwise routes. It is a city of growing commercial importance and has a large pulpmill, a chemical plant, a steel fabrication plant and rolling mill, and several seafood processing plants. The principal exports are paper products and fabricated metal products. Pulpwood, logs, fuel oils, and general cargo are imported. It is the terminus of a branch of the Seaboard System Railroad, and considerable ocean shipping calls at the port. It has schools, banks, motels, markets, restaurants, a hospital, and many landmarks of historical interest.

Prominent features.–Four 400-foot stacks, at a generating plant west of Winyah Bay and about 4 miles southwestward of Georgetown, have prominent strobe lights at the tops. There are few other prominent objects in the vicinity, and the land is low on both sides of the entrance.

COLREGS Demarcation Lines.–The lines established for Winyah Bay are described in **80.703**, chapter 2.

Channels.–Federal project depth is 27 feet from the sea to the turning basin off the three deepwater terminals on Sampit River. The channel is well marked by lighted ranges, buoys, and other aids. The channel is maintained at or near project depth, but during freshets from February to April it is reported that silting occurs in the turning basin and in the entrance channel; annual dredging is necessary to maintain this portion at project depths. (See Notice to Mariners and latest editions of charts for controlling depths.)

An unmarked dredged side channel leads from the main river channel along the easterly and northerly sides of the horseshoe-shaped bypassed portion of Sampit River fronting the city of Georgetown to the north end of another turning basin on the westerly side of the horseshoe. Mariners are advised to exercise caution to avoid submerged pilings along the east side of the channel. The turning basin, marked by lights and buoys, can also be entered from the main river channel. In February 1987, the centerline controlling depth was 8 feet in the side channel, with 16 feet in the turning basin. The channel has a tendency to shoal between dredgings.

Anchorages.–There are no anchorages in Winyah Bay or Sampit River for deep-draft vessels. The recommended anchorage, as reported by the local pilots, is 0.5 mile northward to northwestward of the sea buoy (Winyah Bay Lighted Bell Buoy 2WB) in about 6 fathoms, sand and mud bottom.

Dangers.–The principal dangers in the approach to Winyah Bay are: **East Bank,** covered 6 feet and marked by a buoy, about 2 miles south of the end of the south jetty; an unmarked shoal, with a least depth of 14 feet, about 4 miles southward of East Bank; **Hector Wreck,** cleared to a depth of 9 feet and marked by a lighted bell buoy, about 12 miles southward of the sea buoy (Winyah Bay Lighted Bell Buoy 2WB); a wreck, with 19 feet over it and marked

by a lighted bell buoy, about 13 miles southeastward of the sea buoy; a fish haven marked by private buoys about 5 miles northeast of the sea buoy; and an obstruction, reported covered 20 feet, 300 yards northward of the sea buoy. Vessels approaching the entrance at night should remain in the vicinity of the sea buoy until the pilot boards. Some vessels, mistaking Winyah Bay Range B Lights for Range A Lights, have approached the entrance too closely at night and only with difficulty have cleared the outer end of the south jetty. Mariners are advised to familiarize themselves with the characteristics of these ranges before making the approach.

The local pilots report that at high water the north jetty at the entrance to Winyah Bay is partially submerged and only the three rock mounds along the south jetty are visible. At low water, parts of the south jetty just inshore of the outermost mound remain submerged. Extreme caution is advised. The pilots also report that the southwest tip of North Island just inside the jetties is building up and is encroaching southward to near the easterly edge of the channel; caution is advised.

Tides and currents.–The mean range of tide on the bar off the end of the south jetty is 4.6 feet; in the channel opposite the south end of North Island is 3.8 feet; and at Georgetown, 3.3 feet. The force and direction of the wind has marked influence on the range of the tide. Continuing easterly winds bringing abnormal high tides and westerly winds much lower tides.

The tidal currents are affected by variations in the flow of the tributary rivers. The velocity is greatest between the jetties where the average is between 2 and 3 knots. The set is diagonally across the south jetty. During freshets in the rivers, also with westerly winds, the velocity of the ebb current between the jetties is reported to be very strong at times and the channel buoys between the jetties are nearly towed under. In the channel in Winyah Bay, from the entrance to Georgetown, the tidal current averages about 2 knots, but during freshets the ebb current is considerably stronger and the flood weaker. Near the mouth of Sampit River, the tidal current averages about 1 knot with somewhat stronger ebb current velocities during freshets. When approaching the turning basin from Sampit Point Channel, it has been reported that the flood current sets towards South Carolina State Ports Authority Terminal Pier 31 with considerable velocity and the ebb current sets towards the small island northeast of State Pier 31. Outside the jetties, with fresh to strong northeast winds, a strong southerly current is reported to set across the entrance channel and with southerly and southwesterly winds a northerly set is experienced. (See the Tidal Current Tables for current predictions for a number of places in Winyah Bay and vicinity.)

Weather.–The climate is usually mild and except in severe winters little ice is seen and then only along the banks. The channels are never obstructed. Fog is observed during the fall and spring and usually sets in during southwesterly weather, when it may persist for several days. Nighttime fog, due to a large drop in temperature, usually burns off in the forenoon. Sea fog sometimes hangs offshore or in the entrance when it is clear inside.

Winter temperatures average near 60°F during the day and in the upper 30's at night. Temperatures drop to freezing or below only on about 28 days per year; a 4°F temperature was recorded one February. Precipitation averages about 3 to 4 inches per month during the winter and falls on 4 to 6 days per month; snow is rare and about one-half inch is recorded annually.

Summer maximum temperatures usually climb to the upper 80's, while minimums range in the low 70's. Temperatures reach 90°F or higher on about 55 days annually; a reading of 104°F was recorded in both June and August. June through August is generally considered the rainy season; about half of the 50-inch annual average occurs during these months.

Routes.–Vessels from the northward usually make for the sea buoy from Frying Pan Shoals Light. When coming from the southward, they should stay outside Cape Romain Lighted Whistle Buoy 6 and Hector Wreck Lighted Bell Buoy WR4, shaping for the entrance, taking care to avoid the wreck, marked by a lighted bell buoy, about 9 miles east-northeastward of Hector Wreck Lighted Bell Buoy WR4. Some vessels in closing the entrance have mistaken the ranges and come too close to the south jetty; they should remain in the vicinity of the sea buoy until the pilot boards.

Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. vessels in the coastwise trade which have on board a pilot licensed by the Federal Government. Pilots will board day or night from the pilot boat just south of the sea buoy (Winyah Bay Lighted Bell Buoy 2WB, 33°11.6'N., 79°05.4'W.). The pilot boat, GEORGETOWN PILOT, 65 feet long, has a black hull and white superstructure with a white letter P on a black stack. The alternate pilot boat, R.R. STONE, 48 feet long, is painted white and has a white letter P on a black stack. The pilot boats are equipped with radiotelephone. Vessels establish contact with the pilots on VHF-FM channel 16, then shift to channel 9 for working. Pilots may be obtained by wire, by telephone (803-546-5978) through the Georgetown Marine Operator, or through ships' agents.

Towage.–Two tugs, 800 hp and 600 hp, are available at Georgetown. Tugs are required for docking and undocking large oceangoing vessels; tugs meet vessels just below Georgetown. Arrangements for such services are usually made well in advance through ships' agents.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) There is a county hospital at Georgetown.

Georgetown is a **customs port of entry.**

Coast Guard.–Georgetown Coast Guard Station (houseboat) is at a marina on the west side of Winyah Bay about 2.7 miles south of the mouth of Sampit River. A **Marine Safety Office** is at Charleston. (See appendix for address.)

Harbor regulations.–The South Carolina State Ports Authority exercises jurisdiction over the port through the manager of the State Ports Authority Terminal at Georgetown. The manager's office is at the terminal.

Wharves.–Only the major port facilities at Georgetown are described. The wharves have highway connections, and most have railroad connections, and water and electrical shore power available. General cargo is handled at the port by ship's tackle; special handling equipment, if available, is mentioned in the description of the particular facility. The alongside depths given for each facility described are reported depths. (For information on the latest depths, contact the operator.) There are several seafood-handling and small-craft service wharves along the city waterfront. For a complete description of the port facilities, refer to Port Series No. 13, published and sold

by the U.S. Army Corps of Engineers. (See appendix for address.)

Georgetown Terminal Pier 32 (33°22′00″N., 79°17′30″W.): northwest side of bypassed portion of Sampit River; marginal wharf with 600-foot face; 712 feet usable with dolphins; 27 feet alongside; deck height, 15 feet; cranes to 90 tons; handles scrap metal, ore, charcoal, and steel products; owned by South Carolina State Ports Authority and operated by Georgetown Steel Corp.

Georgetown Terminal Pier 31, Berth 2 (33°21′47″N., 79°17′19″W.): south-southwest side of bypassed portion of Sampit River; 700-foot face; 27 feet alongside; deck height, 10 feet; handles conventional general cargo, salt, lumber, and steel; operated by South Carolina State Ports Authority and International Salt Co.

Georgetown Terminal Pier 31, Berth 1 (33°21′35″N., 79°17′15″W.): north side of turning basin; marginal type wharf with 500-foot face; 27 feet alongside; deck height, 12 feet; handles conventional general cargo, lumber, steel, and paper products; operated by the South Carolina State Ports Authority and Marine Contracting and Towing Co.

Pier 31 Cement Berth: on north side of turning basin just west of Pier 31, Berth 1 92-foot face; 192 feet of berthing space with dolphins; 27 feet alongside; deck height, 11 feet; handles cement; operated by Delta Cement Co.

International Paper Co., Ship Dock: north side of turning basin, about 350 yards westward of Pier 31: marginal type wharf with 475-foot face; 27 feet alongside; deck height, 10 feet; handles paper products.

International Paper Co., Upper Wharf: north side of Sampit River about 0.9 mile westward of Pier 31; 350- and 153-foot faces, 1,653 feet usable berthing space with dolphins; 10 feet alongside; deck height, 10 feet; mooring barges.

Supplies.–Marine supplies and provisions can be obtained at Georgetown. Diesel fuel is trucked to the deepwater piers or barged in from Charleston.

Repairs.–There are no facilities available at the port of Georgetown for making major repairs or drydocking large, deep-draft vessels; the nearest such facilities are at Charleston, S.C. The International Paper Co. has two marine railways at its marine repair piers on the north side of Sampit River, about 0.3 mile westward of the State Ports Authority Terminal. These facilities are for maintaining and repairing company-owned floating equipment, but are available to the public in an emergency or by prior arrangement. Each railway can handle vessels up to 95 tons.

There are machine repair shops in Georgetown; minor above-the-waterline hull and engine repairs can be made.

Small-craft facilities.–There are several facilities on the east side of the bypassed portion of the river along the city waterfront. Gasoline, diesel fuel, berthage with electricity, water, ice, provisions, marine supplies, and launching ramps are available. A boatyard is on the east side of the bypassed channel about 0.4 mile northward of the junction with the main ship channel. The yard has two marine railways, the largest of which can handle craft up to 60 feet or 50 tons. Hull and engine repairs can be arranged. Another 50-ton marine railway is available at a marina close south of the boatyard. A 4-ton fixed lift is available at a marina about 250 yards above the boatyard; hull, engine, and electrical repairs can be made here. Another marina is at **Belle Isle Garden** on the west side of Winyah Bay, about 3.3 miles below Georgetown. Berths, electricity, gasoline, diesel fuel, water, ice, a launching ramp, and marine supplies are available; engine and electronic repairs can be made. In June 1983, depths of 8 feet were reported alongside the berths.

Communications.–Georgetown is served by several good highways, and by the Seaboard System Railroad.

Above Georgetown the principal landing on **Sampit River** is at **Sampit** about 10 miles above the river mouth. U.S. Routes 17 and 701 highway bridge crossing the river at Georgetown has a fixed span with a clearance of 33 feet. The overhead power cable about 0.9 mile above the bridge has a clearance of 61 feet. In May 1975, the reported controlling midchannel depth from the bridge to **Sampit Landing** was 7½ feet. Sampit River above Georgetown is not marked.

Waccamaw River rises at Lake Waccamaw, N.C., and flows southwestward into Winyah Bay just above Georgetown. The river is little used, except for that section which is a part of the route of the Intracoastal Waterway described in chapter 12. The route of the waterway leaves Waccamaw River near Enterprise Landing, about 24 miles above the mouth.

The controlling depth in Waccamaw River from Enterprise Landing to **Conway,** 36 miles above the mouth, was reported to be 5 feet in June 1983. This section of the river is marked by daybeacons to near Conway. Above Conway the river is obstructed by logs, snags, and sandbars. The mean range of tide at the river entrance is 3.2 feet and 1.2 feet at Conway. The head of the tidal reach is at **Bellamys Landing,** 80 miles above the mouth. (For predictions see the Tide Tables.) The freshet range at Conway is about 13.5 feet. An overhead power cable with a clearance of 76 feet crosses the river about 3 miles above Enterprise Landing. About a mile below Conway U.S. Route 501 fixed highway bridge over Waccamaw River has a clearance of 35 feet. An overhead power cable just northward of the bridge has a clearance of 59 feet. At Conway the river is crossed by three bridges. The first, a highway bridge, has a fixed span with a clearance of 50 feet. The second is a railroad swing bridge with a clearance of 3 feet. The third, also a railroad swing bridge, has a clearance of 1 foot; an overhead power cable near this bridge has a clearance of 50 feet. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.)

Great Pee Dee River rises in the North Carolina mountains and flows generally southeastward into Winyah Bay just westward of Waccamaw River. U.S. Route 17 fixed highway bridge over Great Pee Dee River just above the mouth at Georgetown has a clearance of 20 feet. About 300 yards northward of this bridge the 80-foot swing span of the former Route 17 highway swing bridge has been removed; the fixed portions of the bridge on either side of the channel remain as fishing piers. The channel between the piers is marked by lights. The velocity of the current at the former bridge is about 1 knot. (For predictions see Tidal Current Tables.) At **Yauhannah,** 28 miles above the mouth, the river is crossed by U.S. Route 701 fixed highway bridge with a clearance of 25 feet.

The Seaboard System Railroad bridge near **Poston,** about 62 miles above the mouth, is the head of commercial navigation. The river is unmarked.

Black River empties into Great Pee Dee River from northward about 3 miles above the mouth of the latter and is navigable for a distance of 44 miles. The river is unmarked. The bridges over Black River have minimum channel widths of 16 feet and minimum clearances of 1 foot. (See **117.1 through 117.59 and 117.919**, chapter 2, for drawbridge regulations.) The mean range of tide in Great Pee Dee River is 3.3 feet at the mouth and 0.2 feet at the

mouth of Little Pee Dee River, 33 miles above. **Mingo Creek** flows into Black River about 22 miles above the mouth of the latter. When last ascertained, the controlling depth in this creek was 8 feet. The mean range of tide is 2 feet, and the freshet range is 4.5 feet.

Chart 11531.–Between Winyah Bay and Charleston Harbor are several rivers and inlets which are changeable in character, and local knowledge is essential to enter even under favorable conditions. Some dry at low water, and in the others the depths range between 1 and 6 feet. Suitable anchorages for small craft can be found inside these inlets or in their tributary waters. At most entrances, the channels trend in northerly directions, and shoals and breakers generally mark the channel edges inside the bars. Entrances to North Santee River and Bulls Bay are less difficult of navigation than the other entrances in this locality, but these should be entered only at high water under favorable weather conditions.

Between Winyah Bay entrance and Cape Romain, broken ground, with depths of less than 5 fathoms, extends 11 miles offshore. In addition, East Bank, Hector Wreck, and a 14-foot spot about 6 miles offshore, all previously mentioned as dangers in the approach to Winyah Bay, should be avoided.

Santee River, formed by the confluence of **Congaree River** and **Wateree River,** flows generally southeast and enters the ocean between Winyah Bay and Cape Romain. Its two mouths, known as **North Santee River** and **South Santee River,** are both obstructed by shifting bars with little depth. In the tidal reach are several privately owned landings which are used infrequently. The river is closed to navigation at Wilson Landing, 75 miles above the mouth, by the Santee Dam.

Vessels bound for Santee River are advised to enter by way of Winyah Bay and the Intracoastal Waterway. Navigation between the coast and points on Santee River above the dam is possible by way of Cooper River and the Santee-Cooper project. The U.S. Route 17 twin fixed highway bridges over North and South Santee Rivers, about 12 miles above the mouths, have clearances of 29 feet over North Santee River and 15 feet over South Santee River.

Cape Romain, the southeasterly extremity of Cape Island, is about 14.5 miles southwestward of the entrance to Winyah Bay.

Cape Romain Shoal, with depths of 4 to 18 feet over it, extends 4 miles southeastward from Cape Romain. The outer end of the shoal is marked by a buoy. The twin towers of an abandoned lighthouse, the taller 165 feet high, stand on the east end of **Lighthouse Island,** northwestward of Cape Romain. A 335-foot microwave tower and a 108-foot lookout tower at McClellanville, about 6 miles inland, are also conspicuous from seaward.

Cape Romain Harbor, with depths of 1 to 2 feet, is an unimportant cove indenting the western shore of **Cape Island.** The harbor, used only by small local fishing craft, is approached from northward through a narrow, crooked, unmarked channel leading from sea around the north end of Cape Island. In June 1983, the reported controlling depth was 3 feet. In June 1983, the approach leading from the south between Cape Romain and Lighthouse Island to Cape Romain Harbor was reported closed. **Casino Creek** is one of several creeks and connecting passages that lead from inside of Cape Island to the Intracoastal Waterway; in July 1983, the reported controlling depth was 1½ feet in Casino Creek. The use of the creeks requires local knowledge; the chart is the best guide.

Five Fathom Creek, about 4.2 miles westward of the southwestern extremity of Cape Island, is entered westward of **Sandy Point** at the western end of **Raccoon Key.** In April 1988, the entrance channel through Bulls Bay had a controlling depth of 3 feet (5 feet at midchannel), thence in 1983, a reported controlling depth of 3½ feet to the Intracoastal Waterway. In January-April 1985, shoaling to an unknown extent was reported between Bulls Bay Range B Front Light 6 and Five Fathom Creek Light 9A. Narrow and crooked at its upper end, the creek has deeper water throughout from the entrance to within 1 mile of the waterway. The dredged channel through Bulls Bay is marked by lighted and unlighted buoys, lights, and a **001.5°** lighted entrance range, and the creek is marked by a light and daybeacons. The outer bar is subject to change, and strangers should not attempt it.

Bulls Bay, southwest of Raccoon Key, is entered between Sandy Point on the north, and **Northeast Point** on the south. The bay is broad and shallow, and has numerous shoals, many of which are bare at low water. A 56-foot steel skeleton fire lookout tower west of the bay is conspicuous from seaward. In June 1983, the narrow channel into **Bull Creek,** at the southwest side of the bay, had a reported controlling depth of about 7 feet over the bar, thence 2 feet from **Northeast Point** to **Bull Narrows.** In June 1983, it was reported that shoaling to bare extends 1.1 miles eastward from Northeast Point. The creek is used occasionally as an anchorage. Local knowledge is advised. **Bull Breakers** extend 4 miles southward from **Bull Island,** on the southwest side of the entrance to Bulls Bay, and are marked at their outer end by a buoy. The 131-foot steel skeleton lookout tower of the former Bull Island Lifeboat Station is prominent.

Chart 11521.–Price Inlet (32°52.5'N., 79°39.1'W.), between Bull Island and **Capers Island,** had a reported depth of about 3 feet over the bar in June 1983. The channel is unmarked, and breakers have been observed across the entire area. The controlling depth in **Price Creek** from the inner edge of the bar to the Intracoastal Waterway was reported to be 5 feet in June 1983. The inlet, the best between Bulls Bay and Charleston, is used by local fishermen. With average weather conditions, there are heavy breakers on the shoal on the eastern side of the channel and small breakers on the west side. Good anchorage is available in Price Creek. An overhead power cable with a clearance of 85 feet crosses Price Creek about 0.5 mile above the mouth.

Capers Inlet, between Capers Island and **Dewees Island,** in June 1983, had a reported depth of about 1½ feet over the bar, and breakers extended across the entire entrance. In June 1983, the reported controlling depth was 8 feet in **Capers Creek** from the inner edge of the bar to the Intracoastal Waterway. The channel is narrow and unmarked. Because of the shoal that extends eastward on the south side of the inlet and breaks the southwesterly seas, the channel can be entered when the wind is southwest. A shoal bare at about half tide extends southward along the eastern side of the inlet. There are numerous stumps and snags outside the high waterline in Capers Creek. An overhead power cable over Capers Inlet has a clearance of 86 feet.

Dewees Inlet, between Dewees Island and **Isle of Palms,** had a depth of about 2 feet over the bar in June 1983, thence deeper water inside to the Intracoastal Waterway via **Dewees Creek.** The channel is narrow, unmarked, and seldom used. Breakers extend across the entrance to the

inlet. An overhead power cable over Dewees Inlet has a clearance of 87 feet.

A water tower at the pleasure resort near the southwest end of the Isle of Palms and a lookout tower on Dewees Island are prominent. A fishing pier, marked at the outer end by private lights, projects seaward from the resort. Two wrecks, about 0.35 mile apart, are off the eastern shore of the Isle of Palms about 1.5 miles 107°30′ and 1.6 miles 120°30′ respectively, of the water tower. The wrecks are believed to be the remains of Confederate ships which were apparently sunk by Union forces as they sought to slip into blockaded Charleston Harbor; they are unmarked and are covered 6½ feet and 4½ feet, respectively. An obstruction, covered 9 feet and unmarked, is about 2.55 miles 125° from the water tower. Caution is advised in this area.

Breach Inlet is between Isle of Palms and Sullivans Island. There is very little water over the bar, and breakers extend entirely across the entrance under almost all weather conditions. Currents are extremely strong in this inlet. A highway bridge over the inlet has a fixed span with a clearance of 5 feet.

Charts 11523, 11524, 11521.–Charleston Harbor, 264 miles southwestward of Cape Hatteras and 65 miles northeastward of Savannah River, is the approach to the city of Charleston and to Cooper and Ashley Rivers. The harbor is easy of access day or night in clear weather, and is one of the best harbors of refuge on the South Atlantic coast.

Caution.–The areas generally to the east and southeast of Charleston Harbor are used extensively by the U.S. Navy and other military services to conduct various types of surface, subsurface, and aircraft training exercises. The Commander, Submarine Group Six, Charleston, S.C., has cognizance of the operating areas through the Charleston Operating Area Coordinator (COAC).

Charleston, the largest city and port in South Carolina, is at the confluence of Cooper and Ashley Rivers. The distance from the end of the jetties to the southernmost wharves at Charleston is about 7 miles. The city is a center of a rich agricultural district for which it is the distributing point. Numerous manufacturing plants are in and near the city. The principal wharves are along the west bank of Cooper River. Imports are building cement, plywood, wool, bananas, nonferrous ores, chemicals, fertilizer, frozen meats, automobiles, steel products, naval stores and petroleum products. Exports are soybeans, clay, paper products, corn, woodpulp, lumber, heavy machinery, chemicals, fertilizer, and general cargo.

Prominent features.–The entrance to Charleston Harbor is between converging jetties which extend nearly 3 miles seaward. Prominent to the northward of the entrance are several tanks on Sullivans Island and one on Isle of Palms. **Fort Moultrie** and the town of **Sullivans Island** are on the north side of the entrance; the 155-foot conical tower of the abandoned old Charleston Lighthouse is south of the entrance; **Fort Sumter** is on the southwest side of the channel just inside the entrance.

The prominent fixed red lights marking the top of the central span of the more northerly of the Cooper River twin bridges can be seen from the channel between the jetties, and are useful in connection with Mount Pleasant Range. When Mount Pleasant Range line is extended northwestward to the bridge, it intersects the bridge just west of the midpoint between the two bridge lights. Prominent fixed red lights also mark the top of the central span of the northerly bridge where it and the southerly bridge cross Town Creek, west of Drum Island.

Charleston Light (32°45.5′N., 79°50.6′W.), 163 feet above water, is shown from a triangular tower, upper half black, lower half white, on Sullivans Island. A radiobeacon is at the light.

COLREGS Demarcation Lines.–The lines established for Charleston Harbor are described in **80.710**, chapter 2.

Charleston Harbor Navigational Guidelines.–In recent years, a substantial number of oceangoing vessels of increased size and draft have begun calling at the Port of Charleston. Although the waterways of Charleston Harbor compare favorably with other ports of the same approximate volume of shipping, the maritime interests of the port have prudently considered the publication of a number of safe navigational practices and procedures that have evolved in recent years. These practices and procedures are known as the Charleston Harbor Navigational Guidelines.

It is recommended that all vessels, particularly those which must navigate in the channel because of draft constraints, hereafter referred to as deep-draft vessels, strictly adhere to these guidelines. Nothing in them shall supersede nor alter any applicable laws or regulations. In construing and complying with these guidelines, regard shall be had to all dangers to navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from the guidelines necessary to avoid immediate danger.

For purposes of these guidelines, **poor-handling vessels** are those, which because of their configuration, history of loss of controllability, or steering characteristics, or low power, are unable to consistently navigate within the channel half width or cannot maintain a speed of 8 knots through the water. If an adequate number of tugs are made fast to provide maneuverability, power, and a capable speed through the water of at least 8 knots, the assisted vessel will not be considered a poor handling vessel. Tandem tows, except for small scows and nondescript vessels which operate outside the main channel should not be attempted.

For the purposes of these guidelines, the inbound approach to the U.S. Route 17 twin fixed bridge spans over Hog Island Reach commences at Buoy 2 (32°46.3′N., 79°53.2′W.) on Rebellion Reach. Inbound vessels intending to transit the Cooper River upstream of the twin bridges should give a Security call on VHF-FM channel 13 upon entering Mount Pleasant range (32°44.4′N., 79°50.7′W.). Commercial vessels outbound from piers above the twin bridges should give a similar Security call when unmoored or beginning the downbound transit. Poor-handling vessels intending to transit reaches of the Cooper River above Rebellion Reach should be prepared to delay their transit to allow other vessels to clear outbound or to allow full-powered and more maneuverable vessels to precede them. Inbound poor-handling vessels should not proceed in Rebellion Reach past Buoy 2 but rather should anchor or heave-to out of the channel to await the passage of outbound vessels or more maneuverable inbound vessels. Outbound poor-handling vessels should not depart their berths until inbound vessels have passed clear of their berths, or until other vessels scheduled to depart have left their berths and have preceded them down the reaches of the Cooper River.

The maritime interests at the Port of Charleston construe that the navigation safety regulations contained in Title 33, Code of Federal Regulations, Part 162.65, exist to preserve the safety of the port and waterways of

Charleston. These regulations are supported by these local interests and reports of violations of those regulations on the part of noncomplying vessel operators will be reported to Coast Guard authorities.

Draft limitations.–While the project depth for Charleston is published as 35 feet, private dredging operations and natural influences have normally permitted vessels of slightly greater draft than 35 feet to transit the main channels of Charleston Harbor. Tidal ranges average 5.2 feet in most harbor locations. Harbor pilots at Charleston consider actual depths based upon recent soundings, the state of the tide, and the need for under keel clearances to allow for both static and dynamic hydraulic effects between harbor bottom, hull, and the ship's propeller(s). The pilots generally require a four foot margin for clearance, between the lowest point on the vessel's hull and the harbor bottom, for vessels transiting Charleston's waterways at normal harbor speeds. The pilot office provides guidance on all vessel movements in which the vessel's deepest draft is greater than 34 feet.

Low visibility.–Not infrequently, portions of Charleston Harbor are affected by poor visibility. This occurs during line squalls of heavy rain accompanying the passage of frontal systems, rare snow squalls, and fog. Fog associated with a generalized weather pattern occasionally settles over the entire port area including the fairways offshore. Fog over only a part of the harbor, however, is a reasonably frequent occurrence. Vessels, having unmoored in good visibility, may find during their transit that visibility has become reduced to a few yards. Similarly, vessels proceeding inbound from the sea buoy may commence the transit in good visibility only to lose it while transiting the Cooper River.

These aforementioned reduced visibility conditions may last for only several hours or they may extend to several days. The purpose of these guidelines is not to amend nor negate the application of the Rules of the Road and good navigational practice, but to assist vessels underway in transiting the harbor expeditiously and with minimum risk to themselves and to the port.

During periods of low visibility, the Charleston Branch Pilots provide information to Navy Port Services Division and the National Weather Service on actual visibility conditions experienced at the Pilot Office, located on the Battery (32°46.4'N., 79°55.5'W.), on board the Association pilot boats, and on board oceangoing vessels being piloted by Charleston Branch Pilots. The pilot office monitors VHF-FM channels 13, 16 and 18A on a continuous basis.

The Charleston Branch Pilots Office provides information on visibility and vessel movements to mariners, when requested, and when such information is available. The Charleston Branch Pilots do not accept responsibility for financial losses resulting from information that is provided by their office, nor do they accept liability in the event that deaths, injuries and/or property damages may result from the use or misuse of information provided by the pilot office. The pilot office is, however, in the best position to determine when reduced visibility exists in the Lower Harbor. At times when reduced visibility exists, regulatory action by the Coast Guard Captain of the Port may be necessary. The Charleston Branch Pilots Association in coordination with the U.S. Navy may contact the Captain of the Port and recommend such action.

At no time shall the Navigation Rules, International-Inland be abridged or amended by these low visibility navigational guidelines. These guidelines are intended to enhance safety under conditions wherein navigation is not otherwise constrained.

Areas of Particular Concern.–Four areas in the Cooper River are considered to be particularly troublesome. These areas are listed in order of ascension when proceeding from sea.

(1) **Intracoastal Waterway** (32°45.7'N., 79°52.3'W.). This represents the eastern conjunction of this waterway with Rebellion Reach. Westbound vessels proceeding on the waterway into Charleston Harbor are not readily visible to vessels inbound from sea until they are clear of the northernmost part of Sullivans Island. This waterway is extensively used by tows, and its junction with the harbor of Charleston is subject to strong and unpredictable crosscurrents at various stages of the tide. Westbound tows intending to enter Charleston Harbor from the Intracoastal Waterway should give a Security call on VHF-FM channel 13, 15 minutes prior to entry, or upon clearing the Ben Sawyer Bridge (32°46.3'N., 79°50.5'W.), and adjust speed so as to enter the harbor when the channel is clear. Every effort, including holding, should be made to avoid unduly restricting deep-draft vessels transiting the main ship channel, and allow them to clear this area when either inbound or outbound.

(2) **Drum Island Turn** (32°48.8'N., 79°54.9'W.). Navigation of this turn is complicated by (a) poor visibility caused by Drum Island blocking the view of vessels approaching one another, (b) close proximity, 700 yards, to the fixed bridge spans over Hog Island Reach, and the vulnerability of the bridge to collision in the event vessel control is lost, and (c) crosscurrents on ebb tide from the conjunction of the Cooper and Wando Rivers. Vessels should make every effort to avoid meeting at this turn, which includes Hog Island Reach above Buoy 11 (32°47.6'N., 79°55.1'W.). Commercial vessels should give another Security call on VHF-FM channel 13, 15 minutes prior to arriving at this turn. The vessel with the fair tide should initiate a proposal for meeting or passing and the vessel stemming the tide should hold as necessary. Any departure from this procedure should be agreed to by both vessels in a timely manner. Poor-handling vessels should not attempt to navigate this turn, except when a suitable number of tugs are immediately available for assistance, because such vessels are likely to become unmanageable, raising a substantial risk of collision with the bridge abutments and, thereby, becoming a threat to the lives of persons in the vehicles on the bridge. Local knowledge is necessary to predict current effects as they tend to set across the channel on both the flood and ebb.

(3) **Shipyard Creek Junction** (32°49.7'N., 79°55.8'W.). This junction is complicated by the movement of vessel traffic in and out of Shipyard Creek and by ebb currents of unusually high velocity. Upbound low-powered vessels, particularly tugs with deep-draft tows, should not attempt transit of this area, except on flood tide, as their speed over the ground will be so slow that they will effectively restrict the main channel for hours. Tankships moored at the oil terminal facing on the lower portion of Daniel Island Reach are susceptible to current surges and suction from passing deep-draft vessels. Tankships mooring at that facility should employ an array of suitable mooring lines including wire ropes and winches with manually or hydraulically set brakes. It is recommended that a listening watch be maintained on VHF-FM channel 13 so that mooring lines can be tended during the passing of deep-draft vessels whose Security broadcasts have announced their intention to transit the upper Cooper River.

(4) **North Charleston and Filbin Creek Reaches** (32°52.2'N., to 32°53.8'N., 79°57.9'W.). The main channel

in these reaches is immediately adjacent to the pier heads of a number of oil terminals which receive tank vessels. The channel in these reaches is minimally 400 feet in width, thus the passage of deep-draft vessels often occurs in close proximity to moored tank vessels transferring bulk liquid inflammable, combustible and hazardous cargoes. When tank vessels are moored at any of these facilities, the situation becomes complicated by (a) the wake effect and suction from passing vessels upon cargo hose and mooring lines of moored tank vessels, or (b) the possibility of collision between a passing vessel and a moored tank vessel resulting in fire and explosion, deaths and injuries on board the vessels and ashore, and marine pollution. To provide the maximum distance between moored and passing vessels, the area encompassed by these reaches should be limited to one way traffic with respect to the transit of deep-draft vessels past any tank vessel moored at one, or more, of the several oil terminal docks. Likewise, no deep-draft vessel should overtake and pass another vessel in these reaches in the vicinity of moored tank vessels. Deep-draft commercial vessels intending to transit these reaches should make a Security call on VHF-FM channel 13, 15 minutes prior to the intended transit and shall adjust speed so as to avoid a meeting or passing situation in the vicinity of moored tank vessels. While passing moored tank vessels, transiting deep-draft vessels shall give due regard for the wake and suction effects upon the moored vessels. Local knowledge is necessary to predict current effects as they tend to set across the channel on both flood and ebb. Poor-handling vessels should be assisted by a suitable number of assist tugs when transiting these reaches to avoid collision with tank vessels moored at the oil terminals. It is recommended that moored tank vessels maintain a listening watch on VHF-FM channel 13 to be alert to the intentions of deep-draft vessels to transit these reaches, and thereby have line handlers prepared to tend mooring lines during the transit.

To prevent problems which might arise from failure to exchange information necessary for safe meeting and passing on the river, the Coast Guard Captain of the Port conducts spot check monitoring of VHF-FM channel 13.

Procedures for docking and undocking in Charleston Harbor.–The procedures for docking and undocking deep-draft vessels in Charleston Harbor have been developed by the local docking tug companies in Charleston with the advice of the Charleston Branch Pilots Association. These procedures were developed with conventional vessels in mind; they do not preclude case-by-case consideration of other vessels representing the application of advanced technology in ship controllability systems. The general rules regarding vessels moored at commercial vessel berths are:

(1) Ships to be docked must have a 25-foot horizontal clearance at both bow and stern from ships already docked at berths adjacent to the intended berthing space.

(2) To prevent marine casualties and possible pollution incidents, shoreside container cranes must be positioned so as not to interfere with the movement of the vessel during docking and undocking.

Vessels intending to berth at the following Charleston Harbor terminals are subject to certain procedural operating restrictions as a result of local tidal conditions and channel configuration limitations:

Del Monte: Docking restricted to flood tide and up to 1 hour after slack before ebb. No undocking restrictions.

Columbus Street: There are no restrictions on docking either portside-to or starboardside-to on flood tide. There are no restrictions on docking portside-to on either flood or ebb tide. There are the following restrictions for docking starboardside-to on ebb tide: (a) Restricted to vessels less than 565 feet in length or 20 feet in draft (certain other ships not meeting this criteria, up to 700 feet, can be docked by going around Drum Island. Consult the Charleston Branch Pilots Association and your tugboat company). (b) Restricted in Berths No. 4 and No. 5 to times when there is no other ship in the adjacent berth.

Exxon: Vessels over 32 feet in draft, when docking, shall arrive at the terminal in such time so as to complete mooring operations prior to the commencement of ebb tide. There are no undocking restrictions. Vessels with a draft of 32 feet or less may dock at any time.

Gulf, Massey, Braswell Shipyards, Salmons, Braswells: There are no undocking restrictions at these facilities. Docking shall be accomplished on flood tide only (off mouth of Shipyard Creek).

McCalloy: Docking shall be accomplished at flood tide only (off mouth of Shipyard Creek). Vessels over 535 feet in length shall undock only during daylight. The maximum length of vessels that can be accommodated is 580 feet. There are no other undocking restrictions.

Pier K, Navy Yard: North side; docking and undocking of vessels shall be during slack water or flood tide. South side; docking and undocking of vessels shall be on slack water only. Navy small craft are exempt from this restriction.

Port Terminal: There are no undocking restrictions. There are no docking restrictions on vessels less than 600 feet in length. Ships 600 feet and over shall not be docked starboardside-to during ebb tide.

South Hess, Fina, North Hess, Marathon, Texaco: No restrictions on docking or undocking, except that deep-loaded tankships shall not be docked starboardside-to during ebb tide.

There are no restrictions at any other commercial terminal in Charleston Harbor (i.e., Alumax, Amoco, United Brands, Westvaco) provided that adequate depths of water are maintained at dockside.

In construing and complying with these docking restrictions, regard shall be had to all special circumstances which may make a departure from these guidelines necessary to avoid danger.

Published tide tables provide tidal conditions at certain selected locations. For specific tidal conditions at the various berths, mariners are urged to consult the docking tug companies.

Channels.–The entrance to Charleston Harbor is between converging jetties, the inner portions of which are submerged. An opening in the south jetty is marked by buoys.

A Federal project provides for a channel 35 feet deep over the bar and through the entrance into the major reaches of Cooper River and Town Creek to Goose Creek, 13.6 miles above the mouth; and a connecting channel into Shipyard Creek 30 feet deep. A 35-foot Navy-maintained channel extends from the head of the Federal project in Cooper River to a turning basin at a naval facility, about 2.6 miles above Goose Creek; thence 30 feet for another 0.8 mile. The channels require constant dredging to maintain them at or near project depths, due to the silting of Cooper River. (See Notice to Mariners and latest editions of charts for controlling depths.) **South Channel,** from the main channel to off the Battery, is no longer maintained. In August 1977, the centerline controlling depths were 21 feet from a junction with Rebellion

Reach to a junction with Ashley River channel, thence in August 1975, 15 feet to off the Battery. The channels are well marked by lighted ranges and other aids to navigation. Charleston Lighted Whistle Buoy 2C (32°40.7'N., 79°42.9'W.) is equipped with a racon.

Anchorages.–The principal anchorage for deep-draft vessels is in the triangle westward of the junction of Rebellion Reach of the main channel with South Channel. (See **110.173**, chapter 2, for limits and regulations.)

Dangers.–The danger area of a former World War II minefield is off the entrance to Charleston Harbor. The area is open to unrestricted surface navigation but all vessels are cautioned not to anchor, dredge, trawl, lay cables, bottom, or conduct any similar type of operation because of residual danger from mines on the bottom. An **"anchor at your own risk"** anchorage, within the danger area, is on the north side of the entrance channel, close northward of Charleston Lighted Whistle Buoy 2C. The rectangular anchorage is enclosed by the following points: 32°42.9'N., 79°42.8'W.; 32°41.3'N., 79°39.3'W.; 32°39.9'N., 79°40.2'W.; and 32°41.6'N., 79°43.7'W.

Vessels approaching Charleston Harbor must guard against an inshore set which may amount to a knot or more due to indraft of current into the various inlets. In this area, preceding a northeasterly or following a southerly gale, a hazy atmospheric condition may be encountered, which results in low visibility of lights even in fine weather when it is clear overhead. During the periods when this condition prevails, it is reported that excessive inshore sets have been experienced.

Rattlesnake Shoal, 3 miles offshore and the same distance east-northeastward of the north jetty at the entrance to Charleston Harbor, is about 2 miles long east and west; its least depth is about 9 feet. A buoy is east of the outer end of the shoal.

Two unmarked rectangular drill minefields are 6.5 miles northeastward and 7.5 miles east-northeastward of the sea buoy (Charleston Lighted Whistle Buoy 2C). Depths of 30 feet were reported in the southern minefield in 1967 and in the northern in 1969. A lighted buoy is between the drill minefields. A fish haven and a wreck are about 0.3 mile northwestward and 0.2 mile south-southeastward, respectively, of the minefield buoy. A dangerous wreck is in 32°47.2'N., 79°30.9'W., about 4 miles northeast of the buoy. There are several unmarked charted dangers inside the buoy; caution is advised in this area.

In August 1979, a submerged obstruction, was reported about 6.6 miles southeast of Charleston Light, in about 32°40'06"N., 79°46'00"W.

Another drill minefield, marked by lighted and unlighted buoys, is about 10 miles southward of Charleston Light.

Routes.–From northward, the safer approach to Charleston Harbor, and the one generally used by deep-draft vessels, is outside Frying Pan Shoals Light. The course should be shaped west-southwesterly to pick up Cape Romain Lighted Whistle Buoy 6, and then the Charleston sea buoy. From southward, a northeast course, from a point about 3 miles southeastward of Savannah Light, will lead to the Charleston sea buoy.

Caution.–Charleston pilots have reported that vessels approaching Charleston Harbor have mistaken the lighted buoy about 8 miles east-northeastward of the sea buoy for the sea buoy. Mariners are advised to check the light characteristics of the buoys.

Tides.–The mean range of tide at Charleston and Fort Sumter is about 5 feet. At Fort Sumter the tides occur about 10 minutes earlier than at Charleston. (See Tide Tables for daily predictions.) It is reported that northeasterly winds or storms of long duration can increase tides by 2 to 3 feet. Increases in tide level can also be expected with southerly winds and falling barometric pressure. Westerly winds and rising pressure tend to reduce tide levels.

Currents.–Off the entrance to Charleston Harbor the tidal currents are rotary with velocities of about 1 knot. Near the entrance to the jetties the current sets fair with the channel at strengths of flood and ebb and can be expected to set across the channel with a velocity of about 0.2 knot about 3 hours after strength of flood and ebb, setting northeastward and southwestward, respectively.

It is reported that tide rips, hazardous to small craft, may be encountered off the jetties when wind and current are opposed.

It is reported that with a west-northwesterly storm the ebb current off Fort Sumter and north of Drum Island attains a velocity of about 4 knots.

In the channel between the west end of the south jetty and the submerged jetty, the average velocities of the current at strengths of flood and ebb are about 1.2 knots and 2.8 knots, respectively.

Daily predictions for Charleston Harbor, off Fort Sumter, are contained in the Tidal Current Tables, and predictions for a number of other locations in the harbor and tributaries can be obtained through the use of Table 2 of the Tidal Current Tables. Tidal Current Charts are available for Charleston Harbor, including the entrance thereto, and Wando, Cooper, and Ashley Rivers.

Weather.–The temperate climate is modified by its exposure to the ocean. This is most noticeable in winter, when minimum temperatures are often 10° to 15°F warmer on the peninsula than at the airport. Summers are warm and humid although sea breezes keep 100°F readings a rarity. This is the rainiest season but most of the precipitation falls as brief, heavy showers or thundershowers. Prevailing winds are generally southerly in summer and spring, compared to the more frequent northerlies of fall and winter. Gales are infrequent and are most likely associated with local spring storms or hurricanes, which may also produce severe thunderstorms and tornadoes. From late September through early November weather is often sunny and pleasant except for the threat of a hurricane, which also exists in summer. Some memorable August hurricanes to affect Charleston occurred in 1885, 1893, 1911, 1940 and 1952; September hurricanes include those of 1928 and 1958 while July produced one in 1916.

Charleston Harbor offers few of the characteristics of a haven during hurricane force winds. The following recommendations along with more detailed information can be found in the **Hurricane Havens Handbook for the North Atlantic Ocean** mentioned in chapter 3. Large ships should evade at sea or seek shelter elsewhere when a hurricane threatens. During a severe tropical storm (50-63 knots), some moorings along the Cooper River, Shipyard Creek and Town Creek may be adequate unless the vessel has a large sail area. While anchorage for deep-draft vessels is available in the triangle westward of the confluence of Rebellion Reach (of the main channel) with South Channel, use of this anchorage is not recommended because of the restricted scope while riding at anchor, the hazards of collision, and the difficulty of leaving if necessary.

The topography of the entire harbor area is nearly flat and at sea level provides little shelter from wind and tide. The highest accurate storm tide on record was 11.2 feet above mean low water in the August 1893 storm. Smaller

vessels, fishing boats and sailing craft should stay fast or seek shelter along the west side of the Cooper River, northward of the Battery.

The National Weather Service Office is at the Municipal Airport about 12 miles outside of the city. **Barometers** may be compared there. (See page T-4 for the **Charleston climatological table.**)

Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. vessels in the coastwise trade which have on board a pilot licensed by the Federal Government. The Charleston pilots maintain two pilot boats, the CAROLINA and the PALMETTO STATE: they are each 55 feet long, have black hulls and white superstructures with gray trim, and the names are shown in white on their sides. Pilots board vessels day or night from the pilot boats in the vicinity of the sea buoy (Charleston Lighted Whistle Buoy 2C, 32°40.7'N., 79°42.9'W.). The boats are equipped with radar and maintain radiotelephone communications on VHF-FM channels 13, 16, and 18A. The pilot station at Charleston monitors these frequencies on a 24-hour basis and also has capability on VHF-FM channels 11 and 14. Pilots may be obtained by radiotelegraph, by telephone (803-577-6695) through the Charleston Marine Operator, or by prior arrangement through ships' agents.

Public vessels such as Navy and Coast Guard ships are exempt from pilotage requirements but their commanding officers frequently request pilots in an advisory capacity. When pilots are taken, naval vessels may use either federally licensed civilian employees of the Navy or pilots from the Charleston Branch Pilots Association as pilots on their vessels. The Port Services Division of U.S. Naval Station, Charleston, coordinates pilotage for naval vessels through the two groups of pilots.

Towage.–Tugs are required for docking and undocking. Tugs up to 5,000 hp are available at all hours by arrangements through ships' agents. They usually meet vessels bound for Charleston proper at or near the Customhouse Reach, and vessels bound for North Charleston at or near North Charleston Reach. Tugs can also be engaged for salvage or deep-sea towing.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) The quarantine office is in the Federal Building. There are several large public and private hospitals in Charleston.

Charleston is a **customs port of entry.**

Coast Guard.–A **Marine Safety Office** is at the Coast Guard Base (32°46.4'N., 79°56.6'W.) on the east side of the Ashley River. (See appendix for address.)

Harbor regulations.–The Coast Guard exercises jurisdiction over the Port of Charleston through the Captain of the Port. The South Carolina State Ports Authority exercises jurisdiction over the authority's facilities through its Executive Director at the headquarters building, located at 176 Concord Street. The ports authority berthing office is manned at all times and can be reached at 803-577-8659 or call Port Harbormaster on VHF-FM channel 16. Additional information can be obtained through the State Ports Authority's Harbormaster at 803-577-8192 or VHF-FM channel 16, call sign, KBP 636.

Wharves.–Only the major facilities at Charleston and North Charleston are described. These facilities are all northward of the Battery along the west side of Cooper River and Town Creek, and in Shipyard Creek and the east bank of the Wando River. All of the berths have highway connections and most have either direct or beltline rail connections with the Seaboard System Railroad or the Southern Railway System. Water is also available at most berths. General cargo at the port can be handled by ship's tackle or special equipment which is available at most facilities. Special equipment, if available, is mentioned in the description of the particular facility.

The largest shore-based hoist, a 400-ton shear-leg derrick, is at State Pier 8 (Columbus Street Terminal). A 100-ton gantry crane is also at State Pier 8. The alongside depths given for each facility are reported depths. (For information on latest depths, contact the operator.) There are many smaller facilities in Charleston which are used by barges and small vessels, and as vessel-repair berths; these are not described. For a complete description of the port facilities, see Port Series No. 13, published and sold by the U.S. Army Corps of Engineers. (See appendix for address.)

Facilities at Charleston proper, along the west side of Cooper River and Town Creek, northward of the Battery (32°46'08"N., 79°55'44"W.):

State Pier 2, Union Pier: 0.75 mile north of the Battery; 2,620 feet of berthing space with dolphin off of the south end; 35 feet alongside; deck height, 12 feet; two 30-ton gantry cranes, mobile cranes to 140 tons; handles general cargo and heavy machinery; passenger terminal; owned and operated by South Carolina State Ports Authority.

State Pier 8, Columbus Street Terminal: about 1.4 miles north of the Battery; 3,440 feet of berthing space; 35 feet alongside; deck height, 12 feet; one 400-ton shear-leg crane, three gantry cranes to 150 tons; handles general and containerized cargo including heavy lift items; owned and operated by South Carolina State Ports Authority.

State Pier 9 (Banana Pier): joining State Pier 8 to the northward; marginal type wharf with 437-foot face and 30-foot apron; 35 feet alongside; deck height, 12 feet; three electric traveling banana unloaders, each with a capacity of 3,200 boxes per hour; covered electric belt conveyor system extends along rear of wharf to truck-loading platforms; receipt of bananas; operated by United Brands Co.

Exxon Company USA Wharf and Barge Dock: 3.4 miles northward of the Battery, just below the entrance to Shipyard Creek; offshore wharf with 78-foot face, 1,000 feet of berthing space with mooring dolphins; 38 feet alongside; deck height, 10 feet; handles asphalt and petroleum products; bunkering vessels.

Facilities in Shipyard Creek, on the west side of Cooper River about 3.8 miles northward of the Battery:

Shipyard River Coal Terminal Wharf: south side of Shipyard Creek, just inside the entrance; marginal wharf with 390-foot face; 40 feet alongside; deck height, 14 feet; one 16-ton electric crane; handles miscellaneous liquid and dry bulk commodities including coal and stone.

Charleston Terminal Wharf: west side of Shipyard Creek about 400 yards westward of Shipyard River Terminal Wharf; 130-foot face, berthing for 660-foot vessels with dolphins; 38 feet alongside; deck height, 13 feet; handles petroleum products and bunkering vessels; owned and operated by Gulf Products Division, BP Oil Inc.

Macalloy Corp. Wharf: west side of Shipyard Creek about 0.5 mile northward of Charleston Terminal Wharf; offshore wharf with 500-foot face and open apron, 545 feet with dolphins; 32 feet alongside; deck height, 11 feet; mobile cranes to 80 tons; handles ore, coke, and ferroalloys.

Facilities at North Charleston, along the west side of Cooper River, northward of the Battery:

Fina Oil and Chemical Co. Wharf (32°52′47″N., 79°58′05″W.): L-shaped offshore wharf with 250-foot face, 550 feet with dolphins; reciprocal agreement with Amerada Hess Corp., immediately to the southward, permits berthing of ships over 600 feet long; 35 feet alongside; deck height, 11½ and 16½ feet; handles petroleum products.

Chem-Marine Terminal Wharf: about 250 yards of northward of Fina Oil and Chemical Co. Wharf; 520-foot face, 700 feet of berthing space with dolphins; 35 feet alongside; deck height, 14 feet; handles liquid chemicals and alumina; operated by The Lemon Corp., Chem-Marine Terminal.

Texaco Wharf: about 550 yards northward of Fina Oil and Chemical Co. Wharf; offshore wharf with 142-foot face, 257 feet of berthing space with dolphins; 33 feet alongside; deck height, 13 feet; handles petroleum products.

Marathon Petroleum Co. Wharf: about 300 yards northward of Texaco Wharf; offshore wharf with 50-foot face, 275 feet with dolphins; 35 feet alongside; deck height, 14 feet; handles petroleum products .

Amerada Hess Corp. North Terminal: about 200 yards northward of Marathon Petroleum Co. Wharf; offshore wharf with 68-foot face, 600 feet of berthing space with mooring dolphins; 38 feet alongside; deck height 12½ feet; handles petroleum products.

Westvaco Corp. Wharf: about 0.65 mile northward of Amerada Hess Corp. North Terminal; marginal type wharf with 480-foot face; 655 feet usable with dolphins; 28 feet alongside; deck height, 12 feet; handles paper products.

State Pier 15, North Charleston Terminal: joining Westvaco Corporation wharf to the northward; marginal wharf with 2,460-foot face; 38 feet alongside; deck height, 12 feet; cranes to 140 tons; handles general cargo, RO-RO and containers, and frozen products; owned and operated by South Carolina State Ports Authority.

South Carolina State Ports Authority Grain Wharf: about 0.4 mile northward of State Pier 15; marginal type wharf with 380-foot face; 37 feet alongside; deck height, 12 feet; handles containerized and conventional general cargo; operated by South Carolina Farm Bureau Marketing Association.

Charleston Army Storage Activity: about 0.2 mile northward of the South Carolina State Ports Authority Grain Wharf: marginal type wharf with a 1,500-foot face; 35 feet alongside. (For further information contact the operator.)

Cargo facilities on east bank of Wando River, east of Cooper River:

State Pier 41, Wando Terminal: about 1.7 miles north of Drum Island; 2,427-foot face; 38 feet alongside; deck height, 15½ feet; four 40-long-ton container cranes, handles containerized general cargo; operated by South Carolina State Ports Authority.

Supplies.-All types of marine supplies and provisions can be obtained in Charleston. Water is available at most of the berths; Bunker C oil can be obtained at the Exxon and Gulf wharves, or by barge. Diesel fuel is available by barge or truck.

Repairs.-There are no drydocking facilities for deep-draft vessels at Charleston proper, but floating drydocks up to 9,800-ton capacity are at nearby Cainhoy on the Wando River, which is described later in this chapter. Another commercial repair facility with a 1,000-ton capacity marine railway is on the south side of Stono River on the Intracoastal Waterway at Mile 476.4. This facility is discussed in chapter 12.

Several shops, on and off the waterfront, can make above-the-waterline hull repairs, and repairs to gasoline and diesel engines and electronic equipment anywhere in the harbor; the largest shafts that can be produced are 30 feet by 48 inches.

Wrecking and salvage gear is available at Charleston for normal operations and special equipment can be brought in.

Repair facilities for small craft are in Shem Creek and at the municipal marina on Ashley River; these are described later in this chapter.

Communication.-The port of Charleston is served by the Seaboard System Railroad and the Southern Railway System, which connect with most of the wharves either directly or through three beltline railroads. A number of steamship lines connect the port with principal foreign ports; frequent sailings are maintained by most of the lines. The Municipal Airport 12 miles northwestward of the Battery is served by four commercial airlines. Truck and bus lines serve the port. There are excellent highway connections with Interstate Route 26 and U.S. Routes 17, 701, 52, 52A, and 78.

Chart 11524.-Ashley River empties into Charleston Harbor from the northwestward on the southwest side of Charleston. There are no towns or villages of importance above Charleston.

Channels.-A dredged channel in Ashley River leads from a point about 1 mile southeastward of the Battery (32°46′08″N., 79°55′44″W.) to a turning basin about 5.8 miles above the Battery. In June 1983, the controlling depths were 14 feet from the channel entrance to the first bascule bridges, thence 13 feet to the turning basin with 9 to 20 feet available in the basin. The submerged ruins of a former railroad bridge extend across the river about 1.1 miles above the first bascule bridges. A least depth of 12 feet is reported over the ruins within the channel. Navigation above the turning basin is limited to outboards. Local knowledge is advised. In June 1985, a 1-foot shoal was reported about 0.3 mile below State Route 7 highway fixed bridge in about 32°50′07″N., 79°58′44″W. The river is marked by a lighted approach range, and by buoys and daybeacons to the fixed highway bridge about 8.4 miles above the Battery.

Charleston Coast Guard Base is on the east side of Ashley River, about 0.9 mile above the Battery.

A municipal marina is on the northeast side of the Ashley River 1.3 miles above the Battery and 0.3 mile north of the entrance to **Wappoo Creek**, which is a part of the Intracoastal Waterway. Berthage, electricity, gasoline, diesel fuel, water, ice, a launching ramp, and some marine supplies are available. In June 1983, depths of 12 feet were reported alongside the berths. In June 1983, good anchorage for small craft was reported on the east side of the river just northward of the municipal marina.

A **special anchorage** is adjacent southward of the municipal marina. (See **110.1 and 110.72d**, chapter 2, for limits and regulations.)

A slow, no-wake speed zone is marked by a buoy just south of the municipal marina.

Bridges.-Several bridges cross the Ashley River above the Battery. The two U.S. Route 17 highway bascule bridges, 100 yards apart, cross about 2 miles above the Battery. The first has a clearance of 18 feet for the central 50 feet; the second has a clearance of 14 feet. In May 1988, a fixed highway bridge with design clearance of 55 feet

was under construction 0.3 mile below the bascule bridges. State Route 7 highway fixed bridge, 6.2 miles above the Battery, has a clearance of 50 feet at the center span. The overhead power cable 0.4 mile above the bridge has a clearance of 70 feet at the two main spans. The fixed highway bridge about 8.4 miles above the Battery has a clearance of 35 feet. The Seaboard System Railroad (SCL) bridge, 10 miles above the Battery, has a bascule span with a clearance of 3 feet. The overhead power cable just below this bridge has a clearance of 74 feet. (See **117.1 through 117.59 and 117.915**, chapter 2, for drawbridge regulations.)

An overhead power cable with a clearance of 70 feet crosses the Ashley River about 0.6 mile below Greggs Landing.

Shem Creek, on the lower east side of Charleston Harbor, is entered through a marked dredged channel that leads to a terminal basin about 1 mile above the channel entrance and just below the Route 17 highway bridge at **Mount Pleasant.** In August 1987, the controlling depth in the channel was 5 feet (7 feet at midchannel) to the highway bridge, thence in 1983, 3 feet was reported immediately above the bridge in about 32°47′34″N., 79°52′52″W. Shem Creek can be approached from the westward via unmarked **Hog Island Channel,** used by local boatmen only at high tide, or from the southward via marked **Mount Pleasant Channel** which leads from the Intracoastal Waterway near the western end of Sullivans Island. In April 1985, Mount Pleasant Channel had a centerline controlling depth of 9 feet. A boatbuilding yard on the southeast side of Shem Creek about 0.7 mile above the dredged channel entrance has three marine railways, the largest of which can handle craft up to 100 tons. A 20-ton mobile hoist and a 150-ton vertical boat lift are available. Hull engine, and electrical repairs can be made. Berths with electricity and marine supplies are available. In June 1983, depths in the approach and alongside the berths were reported to be 9 feet. Gasoline, diesel fuel, water, and ice are available at a nearby shrimp company dock. A marina about 1.2 miles above the dredged channel entrance has berths with electricity, water, and ice. A forklift can haul out boats to 2½ tons for hull, engine, and electrical repairs. Other wharves on the creek are used by fishing vessels. U.S. Route 17 highway bridge has a 36-foot fixed span with a clearance of 12 feet. An overhead power cable with a clearance of 40 feet crosses the creek about 0.2 mile above the bridge.

Cooper River enters Charleston Harbor from northward on the eastern side of Charleston; the main channel of the harbor extends several miles up this river. **Drum Island** is 2 miles above the mouth of the river. The channel on the westerly side of this island is known as **Town Creek.**

A Navy degaussing range, marked by lighted and unlighted dolphins, crosses the channel between **Shutes Folly Island** and Charleston, about 0.3 mile northward of the Battery. A **restricted area** has been established in the immediate vicinity of the range. (See **334.470**, chapter 2, for limits and regulations.)

Bridges.–Two fixed bridges, about 5.7 miles above the mouth and parallel to each other, span Town Creek, Drum Island, and Cooper River on the east side of Charleston. Clearances for both bridges are: over Town Creek, 135 feet; Cooper River, 150 feet for a width of 300 feet and 135 feet for a width of 700 feet.

In 1987, a fixed highway bridge with a design clearance of 155 feet was under construction across Cooper River, at Filbin Creek Reach, about 6.7 miles above the two fixed bridges.

Shipyard Creek joins Cooper River from the west 3.8 miles above the Battery. There is considerable traffic in oil, bulk fertilizer materials, and ore on this waterway.

The Charleston U.S. Naval Base, Station and Shipyard extends along the west side of the Cooper River from 4 to 8 miles above the Battery. The large water tank, red and white, is conspicuous at the Naval Base.

Restricted areas are in the northern portion of Shipyard Creek, and in the Cooper River at the U.S. Naval Base, Station, and Shipyard. (See **334.460 and 334.470**, chapter 2, for limits and regulations.)

North Charleston, just north of the naval facilities, is the site of several oil wharves, a general cargo terminal, several bulk commodity wharves, and the U.S. Army Storage Activity; these facilities have been described earlier under Wharves.

Chart 11527.–In 1977, depths of 20 feet or more were available in Cooper River from the upper limit of the Navy-maintained channel about 3.4 miles above Goose Creek to **The Tee,** 26 miles above the Battery. There is barge traffic to **Bushy Park,** about 17.7 miles above the Battery. The channel is marked for about 2.5 miles above the Navy-maintained channel. At The Tee the river divides into East and West Branches. This section of the river is bordered by marshland, with occasional bluffs 15 to 20 feet high. A **restricted area** is off the U.S. Naval Ammunition Depot, on the west side of Cooper River about 10 miles northward of the Battery. (See **334.460**, chapter 2, for limits and regulations.)

An overhead power cable with a clearance of 75 feet crosses Cooper River about 21.1 miles above the Battery.

In **East Branch** the reported controlling depth in June 1983 was 7 feet to **Pompion Hill Chapel,** 6 miles above The Tee. The channel is narrow and follows the ebbtide bends. In **West Branch,** the reported controlling depth in May 1975 was 15 feet to the Seaboard System Railroad (SCL) bridge 4 miles above The Tee. The first bend west of The Tee is a bad spot; deep water is on the inner side of the bend. The railroad bridge has a swing span with a channel width of 30 feet and a clearance of 8 feet. (See **117.1 through 117.59 and 117.925**, chapter 2, for drawbridge regulations.) Extreme caution is necessary at the bridge; the current is strong, and about 40 minutes is needed to open the draw. An overhead power cable at the bridge has a clearance of 85 feet. The mean range of tide at the bridge is 4.2 feet.

About 12 miles above The Tee, a tailrace canal enters West Branch from **Lake Moultrie.** The distance along the canal from West Branch to the lake is about 4 miles. Two bridges cross the canal with minimum clearance of 50 feet. A marginal wharf 200 feet long is on the west side of the canal about a mile above the junction with West Branch. The wharf has gasoline available; in June 1987, a reported controlling depth of 3 feet was alongside. In 1987, very strong currents were reported to exist in the canal.

A depth of about 11 feet is available from the Seaboard System Railroad (SCL) bridge over West Branch to the tailrace canal and thence to the dam. The lock in the dam has a length of 180 feet, a width of 60 feet, and a depth over the miter sills of 12 feet; the vertical lift is 75 feet. A draft of 14 feet has been taken to the lake with favoring tides. Light-draft vessels can navigate to Columbia, S.C., by way of Lake Moultrie, Lake Marion, and the Congaree River. The last 18 miles are treacherous because of the twisting channel and varying water levels caused by a dam above Columbia. The lakes are fouled by submerged trees. Navigation should not be attempted by strangers.

Charts 11524, 11526.-Wando River empties from the northeast into Cooper River eastward of Drum Island.

Wando River Terminal, previously described, is on the east side of Wando River about 1.7 miles above Drum Island. The channel to the facility is marked by lighted buoys and a private **223°** lighted range. In June 1983, the controlling depths were 31 feet (35 feet at midchannel) to the basin off the terminal, thence 24 to 35 feet in the basin except for shoaling to 5 feet at the north end.

In June 1985, a fixed highway bridge with a design clearance of 138 feet was under construction about 3.5 miles above Drum Island.

Nowell Creek empties into the west side of Wando River, about 4.5 miles above Drum Island. The creek, about 5.5 miles above its mouth, joins **Beresford Creek.** Together they form a connection between Wando River and Cooper River. In 1973, shoaling to 2 feet was reported on the east side of the entrance to Nowell Creek.

An overhead power cable with a clearance of 145 feet crosses Wando River about 8.9 miles above Drum Island.

Cainhoy is a town on Wando River about 9 miles above Drum Island. Depths of about 17 feet can be taken to Cainhoy and thence, with local knowledge, 11 feet to the mouth of Guerin Creek 1.5 miles above State Route 41 highway bridge at Cainhoy, thence 8 feet for another 3.4 miles, thence 2 feet to Wards Bridge. The channel is marked as far as Cainhoy by buoys and unlighted ranges. In November 1976, shoaling to 10 feet was reported in about 32°52′51″N., 79°50′51″W. along the west edge of the channel in the vicinity of Buoy 17.

A small-craft facility, with gasoline and water available at a float, is on the west side of the river, about 0.7 mile below Cainhoy, and a shipyard is on the south side of the river at Cainhoy.

The shipyard has three floating drydocks, a large sandblasting facility, and welding, shipfitting, machine, rigging, electrical, carpenter, steel fabrication, and pipe shops. Also, the yard is equipped to handle industrial-type work, and can provide repair services to vessels outside the yard. Water, and electrical shore power and telephone connections are available, as well as a 15-ton floating crane, two 25-ton mobile cranes, and a 25-ton gantry crane that is alongside the largest drydock. The three floating drydocks have the following dimensions; (1) 9,800-ton lifting capacity, 450-foot overall length, 410-foot length on blocks, 114-foot overall width, 86-foot maximum clear width for vessels, and a maximum depth of 24 feet at mean high water over the blocks; (2) 1,000-ton lifting capacity, 231-foot overall length, 161-foot length on the blocks, 82-foot overall width, 61-foot maximum clear width for vessels, and a maximum depth of 17 feet at mean high water over the blocks; and (3) 6,400-ton lifting capacity, 407-foot overall length, 372-foot length on the blocks, 116-foot overall width, 86-foot maximum clear width for vessels, and a maximum depth of 24 feet at mean high water over the blocks. In June 1983, depths of 17 to 28 feet were reported alongside the shipyard repair piers.

State Route 41 bridge and an overhead power cable cross the river about 0.4 mile above Cainhoy; the highway bridge has a swing span with a clearance of 6 feet and the overhead power cable has a clearance of 45 feet. (See **117.1 through 117.59 and 117.939**, chapter 2, for drawbridge regulations.)

Wando River continues for about 7 miles to **Wards Bridge** at the head of navigation. An overhead power cable crossing the river about a mile south of the bridge has a clearance of 30 feet. **Guerin Creek** flows into Wando River from the northeast about 2 miles above Cainhoy. **Guerin Bridge,** a fixed structure at the head of navigation, is some 3 miles above the mouth of the creek.

7. CHARLESTON HARBOR TO SAVANNAH RIVER

Charts 11480, 11521, 11513.–This chapter describes the coastline from Charleston Harbor to Savannah River. The coast, low and timbered, trends in a southwesterly direction for 65 miles and is broken by St. Helena, Port Royal, and Calibogue Sounds, and by numerous inlets from which there is access to the interior by way of the rivers emptying into them. Shoal water extends 3 to 8 miles offshore.

Numerous fish havens, some marked by private buoys, are from 3 to 12 miles off the coasts of South Carolina and Georgia.

This section of the coast, due to its low relief, presents no good radar targets except for the structure of Savannah Light.

Included in this chapter are the deepwater ports of Savannah and Port Royal; the fishing and small-craft port of Beaufort, S.C.; Stono, and North Edisto Rivers; the tributary waters of the various sounds of which South Edisto, Coosaw, Beaufort, Broad, and Savannah Rivers are the more important; and several small towns along these waterways.

The section of the Intracoastal Waterway from Charleston to Savannah is described in chapter 12.

Caution.–The areas generally to the east and southeast of Charleston Harbor are used extensively by the U.S. Navy and other military services to conduct various types of surface, subsurface, and aircraft training exercises. The Commander, Submarine Group Six, Charleston, S.C., has cognizance of the operating areas through the Charleston Operating Area Coordinator (COAC).

COLREGS Demarcation Lines.–The lines established for this part of the coast are described in **80.712 through 80.715**, chapter 2.

Weather.–A major winter storm track extending east-northeastward from the Gulf of Mexico crosses this coastline. Often these extratropical systems are in a developing stage and intensify after crossing the Gulf Stream in the Atlantic. Therefore, gale force winds are infrequent in these coastal waters; they blow 1 to 3 percent of the time from November through March. Maximum winds for most months are in the 40- to 50-knot range generated by extratropical or tropical storms, and cold fronts in spring. Steep waves are infrequent, but waves of 8 feet or more can be expected about 15 to 30 percent of the time from November through March. Maximum heights are in the 18- to 25-foot range.

Tropical cyclones are most likely from June through October with a peak threat during September and October. About one to two cyclones threaten this coast in an average year. Many of these storms have recurved and some have traveled across the Gulf states and weakened. However heavy rains, storm tides, strong winds, high waves and even tornadoes are a possibility when a tropical cyclone is near.

Coastal fog can plague the mariner, particularly in late winter and spring when warm air moves in over the still cool, coastal waters. Beyond 50 miles the warmer waters of the Gulf Stream tend to inhibit sea fog. In those areas, a midwinter cold air outbreak could produce fog. Visibilities are also restricted in rain and showers.

Charts 11522, 11521.–Lighthouse Inlet (32°41.2'N., 79°53.0'W.), between **Morris Island** and **Folly Island** has no channel across the bar; entrance should be attempted only with local knowledge on a rising tide with a smooth sea. In June 1983, the reported controlling depth over the bar and upstream to **Secessionville** was 3 feet; the inlet is unmarked and used only by local fishermen. Small craft pass into Charleston Harbor by way of **Lighthouse Creek** and also into numerous sloughs north of Folly Island. **Folly Beach,** an amusement park on Folly Island, is connected by highway with Charleston. The buildings and lights are prominent from seaward.

Stono Inlet, 10 miles southwestward of Charleston Harbor entrance, is entered over a shifting bar between Folly Island and **Kiawah Island.** A lighted whistle buoy is southward of the entrance. The inlet is subject to continual change and should not be attempted without local knowledge. The entrance buoys are not charted, because they are frequently shifted in position to mark the best water. Local fishermen use the inlet.

An offshore **drill minefield,** about 4.5 miles square and marked by lighted and unlighted buoys, is about 7 miles southeastward of Stono Inlet and about 10 miles southwestward of the Charleston Harbor entrance buoy.

A fish haven, marked by a buoy and covered 15 feet, is in about 32°29.0'N., 80°00.3'W., about 5.6 miles southwestward of the drill minefield.

Stono River, which joins Stono Inlet from northward, is of little commercial importance except in its upper reach above **Elliott Cut,** where it forms part of the Intracoastal Waterway. In June 1983, the reported controlling depth from inside the inlet bar for about 12 miles to the highway bridge was 11 feet, thence 7 feet to a junction with the Intracoastal Waterway at Elliott Cut. Vessels usually enter the river by way of the waterway from Charleston. In the summer, numerous pleasure craft use Stono River and Folly River to reach Folly Beach. The highway bridge about a mile below Elliott Cut has a swing span with a clearance of 8 feet. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) An overhead power cable about 0.95 mile below the bridge has a clearance of 91 feet at the center of the river.

Marinas on the west side of Stono River at the highway bridge provide berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, and wet storage.

Folly River flows into Stono Inlet from the northeast and **Kiawah River** from the west. Both are relatively unimportant. Folly River is used by pleasure craft and local fishermen desiring to reach Folly Beach. A dredged channel, marked by lights and daybeacons, leads about 2.3 miles upriver from the junction with Stono River at **Bird Key.** In February 1988, the midchannel controlling depth was 5½ feet; thence in 1975, the reported controlling depth was 5 feet for another 2.2 miles. On the southeast side of the river about 2 miles above the entrance, a seafood plant has diesel fuel, water, ice, and marine supplies. State Route 171 highway bridge about 3.1 miles above the entrance has a fixed span with a clearance of 10 feet. An overhead power cable close eastward of the bridge has a clearance of 39 feet. **Folly Creek** enters Folly River from the north about 2.7 miles above the mouth. State Route 171 highway bridge about 2.9 miles above the creek mouth has a fixed span with a clearance of 10 feet. An overhead power cable at the bridge has a clearance of

40 feet and another overhead power cable 0.4 mile above the bridge has a clearance of 48 feet.

North Edisto River, about 10 miles southwestward of Stono Inlet and 20 miles southwestward of Charleston Harbor entrance, is of little commercial importance and rarely used. Shoals extend offshore from the entrance as much as 3 miles and form a shifting bar. Flats, which bare at low water and are continually changing in character, are on both sides of the entrance; caution is advised. In June 1983, the reported controlling depth over the bar was 7 feet. The entrance is marked by a lighted whistle buoy, and the channel by a **314°** lighted range and by buoys which are moved, when practicable, to indicate the best water. The entrance is well defined by breakers. A water tank about 1.7 miles northeastward of the entrance is prominent.

Two tributaries of North Edisto River, **Wadmalaw River** from eastward and **Dawho River** from westward, are part of the Intracoastal Waterway. **Bohicket Creek** entrance is about 2.5 miles above the entrance to North Edisto River. **Rockville,** a town about 1.1 miles above the mouth of Bohicket Creek, has several piers and wharves with 5 to 11 feet of water alongside at which fresh water can be obtained. A marina at Rockville has berths with electricity and 16 feet reported alongside; gasoline, diesel fuel, water, ice, marine supplies, and a 3-ton lift are available. Hull, engine, and radio repairs are available. In 1980, the centerline controlling depth was 9 feet up the creek to Rockville. **Adams Creek,** west of Rockville, has several shrimp-boat piers and wharves with depths of 6 to 9 feet alongside. A boatyard close to the piers, has a marine railway that can handle craft to 75 feet for hull and engine repairs. A 60-ton mobile lift can handle craft to 55 feet for hull and engine repairs. **Steamboat Creek** entrance, 6 miles above North Edisto River entrance, is marked by a light and daybeacons.

The mean range of tide in North Edisto River entrance is 5.8 feet. On the bar the direction of the current is generally across the channel. The flood current sets about westward, and the ebb eastward; both have considerable velocity. Inside the bar, in the channel between the breakers, the ebb current is to be guarded against, especially when it sets across the north breakers. Predicted currents for the North Edisto River entrance may be obtained from the Tidal Current Tables.

Charts 11517, 11521, 11513.–The entrance to **St. Helena Sound** is 7 miles wide between **Bay Point,** the southern extremity of **Edisto Island,** on the northeast and **Hunting Island** on the southwest. A 128-foot-high abandoned lighthouse and an elevated tank on the northern part of Hunting Island make good landmarks. There are several channels through the shoals which extend about 6 miles seaward from the sound entrance. In June 1983, the buoyed channel had a reported depth of 15 feet; caution is advised. The mean range of tide on the bar and in the entrance to the sound is about 6 feet. In 1973, a survey revealed depths of 1 foot to 14 feet less than those charted across the entrance to St. Helena Sound. Caution is advised in navigating this area. In March 1986, a sunken wreck was reported about 2.5 miles southeast of St. Helena Sound Buoy STH in about 32°19.6'N., 80°17.0'W.

Most important of the several navigable rivers emptying into the sound are South Edisto, Ashepoo, Coosaw, Morgan, and Harbor Rivers; the first three are links in the route of the Intracoastal Waterway.

COLREGS Demarcation Lines.–The lines established for St. Helena Sound are described in **80.712**, chapter 2.

South Edisto River, which empties into St. Helena Sound immediately westward of Bay Point, is of little commercial importance. The approach to the river is marked by buoys. The river above its junction with **Dawho River,** about 18 miles above Bay Point, is known as **Edisto River. Big Bay Creek** is unmarked and empties into the east side of South Edisto River just above Bay Point. It has been reported that small craft have run aground at night when making Big Bay Creek from the northward by using the street and house lights on **Edisto Beach** as guides; extreme caution is advised.

Edisto Beach State Park is about 2 miles northeastward of Bay Point. A marked channel into South Edisto River, about 3 miles southeastward of Bay Point, has depths of 12 to 16 feet over the ocean bar.

An unmarked fish haven is on the northeast side of South Edisto River about 4.5 miles above Bay Point in about 32°32.3'N., 80°23.3'W.

The Intracoastal Waterway leads through South Edisto River from landcuts at **Fenwick Cut** and **Watts Cut,** about 5.3 miles and 11.3 miles above Bay Point, respectively. This section of the river, between Fenwick Cut and Watts Cut, is marked in accordance with Intracoastal Waterway markings. In June 1983, the reported controlling depth from Bay Point to the junction with the Intracoastal Waterway at Fenwick Cut was 10 feet, and from Watts Cut to **Willtown Bluff,** about 20 miles above Bay Point, the reported controlling depth was 10 feet.

The river is usually entered from the Intracoastal Waterway; the entrance from the ocean is rarely used. The mean range of tide is about 6 feet in the lower part of the river. Currents at the entrance have a velocity of about 2 knots; predictions may be obtained from the Tidal Current Tables.

A draft of about 3 feet can be taken for about 8 miles above Willtown Bluff to **Jacksonboro.**

Ashepoo River, about 4.5 miles westward of Bay Point, flows into St. Helena Sound from northward on the west side of **Otter Islands.** A highway bridge over the river, 13 miles above the mouth, has a fixed span with a clearance of 20 feet. The side piers of a former swing bridge adjacent westward of the fixed bridge are used as fishing piers. An overhead power cable just westward of the bridge has a clearance of 63 feet, and another overhead power cable 4 miles above the bridge has a clearance of 84 feet. In June 1983, the river had a reported controlling depth of 7 feet to the overhead power cable 4 miles above the highway bridge.

Coosaw River, which enters the head of St. Helena Sound from westward, is important only as a link in the Intracoastal Waterway. The river channel is irregular in depth, partly because of the phosphate dredges which once operated here.

Chart 11519.–Combahee River, 3 miles above the mouth of Coosaw River, had a reported controlling depth of 8 feet, in June 1983, for a distance of 9 miles above the entrance. The river is navigable for craft drawing up to 5 feet to U.S. Route 17 highway bridge 20 miles above the entrance. The highway bridge has a fixed span with a clearance of 14 feet. The mean range of tide is 6.4 feet at Fields Point, about 5.6 miles above the mouth of the river, and 4.4 feet at the highway bridge.

New Chehaw River, on the north side of the entrance to Combahee River, is unimportant and has no traffic. **Old Chehaw River** enters the Combahee River from northward about 2 miles above New Chehaw River. The town of

Wiggins is about a mile above the junction of Old and New Chehaw Rivers.

Bull River enters Coosaw River from the northward about 5 miles above the latter's mouth. Two miles above its mouth, Bull River divides into **Williman Creek** and **Wimbee Creek,** which pass north and south, respectively, of **Williman Islands** and rejoin 4.5 miles above the lower junction. The upper section of Williman Creek where it rejoins Wimbee Creek is known as **Schooner Channel.**

Chisolm is a small town on the south bank of Wimbee Creek about 1.5 miles above the lower junction with Williman Creek. In June 1983, the reported controlling depth to Chisolm was 8 feet. A section of a former railroad bridge, now used as a fishing pier, is on the west side of Wimbee Creek, 1 mile above the upper junction with Schooner Channel. An overhead power cable with a clearance of 80 feet crosses the creek at this point. In June 1983, the reported controlling depth was 8 feet to the fishing pier by way of Bull River, Williman Creek, and Schooner Channel; between Chisolm and the upper junction with Schooner Channel, Wimbee Creek is nearly dry in places at low water.

Parrot Creek, which enters Coosaw River on the south side directly opposite Bull River, is a 2-mile link between Coosaw and Morgan Rivers. The reported controlling depth through the creek was 8 feet in June 1983. Daybeacons mark the north entrance.

Lucy Point Creek, about 2 miles westward of Parrot Creek, also connects Coosaw and Morgan Rivers. In June 1983, the reported controlling depth in the creek was 10 feet, for about 0.3 mile. A launching ramp is nearby. Currents in the creek are reported to be very changeable and unpredictable. A highway bridge crossing the creek 0.3 mile from the entrance has a fixed span with a clearance of 14 feet. The adjacent power and telephone cables have a clearance of 28 feet. A daybeacon marks the entrance.

Charts 11516, 11517, 11519, 11513, 11518.–Morgan River flows into St. Helena Sound from westward. The river is about 8 miles long and at its head connects with Chowan Creek, a tributary of Beaufort River; at the divide, this passage is nearly dry at low water where U.S. Route 21 highway bridge has a 28-foot fixed span with a clearance of 4 feet. The mean range of tide near the head of Morgan River is about 7 feet. **Coffin Creek,** on the south side of Morgan River near the mouth, has a shrimp-packing plant 1.7 miles above the creek mouth. In June 1985, the reported controlling depth was 2 feet across the bar at the mouth, thence 8 feet in midchannel to the plant. On **Village Creek,** about 0.8 mile above Coffin Creek, there are two shrimp-packing plants where diesel fuel and supplies may be obtained, in an emergency only. In June 1985, using local knowledge, a reported depth of 5 feet was available from the entrance to the shrimp-packing plants 1.5 miles upstream. **Edding Creek,** is about 1.5 miles west of Village Creek. In June 1983, the reported controlling depth in the creek was 5 feet for a distance of 2.5 miles.

On **Jenkins Creek,** about 2.1 miles westward of Edding Creek, are two shrimp-packing plants on the east side of the creek about 1.5 to 2 miles above the mouth. In June 1983, the reported controlling depth was 12 feet to these plants where diesel fuel, water, and ice can be obtained in an emergency.

Chart 11517.–Johnson Creek, at the northern end of Hunting Island, was reported closed at low water in 1973. Extensive shoals, bare at low water, are eastward and northeastward of the mouth of the creek. The area should be used only at high water by shallow-draft vessels with local knowledge.

Fripp Inlet, reported to be marked by private buoys, is south of St. Helena Sound between Hunting Island and **Fripp Island.** Two spherical water tanks on cylindrical supports, on Fripp Island southwestward of the inlet, are prominent. The entrance is well defined by breakers, and flats which show at low water. The entrance is subject to continual change; entrance should not be attempted without local knowledge. A highway bridge across the inlet has a fixed span with a clearance of 15 feet. On **Old House Creek,** about 0.3 mile westward of the bridge and on the south side of the inlet, is a marina where gasoline, diesel fuel, water, ice, a launching ramp, some marine supplies, and a 2-ton mobile hoist are available. In June 1983, the reported controlling depth was 6 feet from the entrance to the marina 1.6 miles above the mouth and 12 feet alongside the float. Just southeastward of the marina is the Fripp Island Sea Rescue Heliport. In cases of emergency, the heliport can be contacted through the marina or Fripp Island security on VHF-FM channel 16; telephone 803-838-2832, 803-838-2334. **Harbor River** , at the head of the inlet, connects with St. Helena Sound to the eastward, and **Story River** connects the inlet with Trenchards Inlet and Station Creek to the westward. In June 1983, the reported controlling depth was 5 feet in Harbor River and 5 feet in Story River. U.S. Route 21 highway bridge over Harbor River, 0.5 mile above the mouth, has a swing span with a clearance of 15 feet. An overhead power cable crossing along the southwest side of the bridge has a clearance of 94 feet. **Wards Creek,** on the north side of Harbor River 0.25 mile above the highway bridge, has a shrimp-packing plant about 1.2 miles above the mouth where emergency supplies may be obtained. In June 1983, the reported controlling depth was 4 feet.

Skull Inlet, 3 miles southwest of Fripp Inlet, is a narrow passage with little water over the bar.

Chart 11516.–Pritchards Inlet (32°17.0′ N., 80°33.0′ W.), 5 miles northeast of Port Royal Sound, is a narrow passage from the ocean to **Moon Creek** which connects with the upper part of Trenchards Inlet; there is very little water over the bar.

Trenchards Inlet, just northeast of Port Royal Sound, has a bar which extends about 2 miles from shore; the narrow unmarked channel over the bar had a reported controlling depth of 3 feet in June 1983. Local knowledge is advised. This inlet is connected at its head by Station Creek, which joins Port Royal Sound to the westward.

Port Royal Sound, one of the largest deepwater harbors on the Atlantic Coast between Cape Henry and Key West, has an entrance about 2 miles wide between **Bay Point** on the northeast and **Hilton Head** on the southwest. It is about 50 miles southwest of Charleston and is the ocean entrance to Port Royal and Beaufort.

COLREGS Demarcation Lines.–The lines established for Port Royal Sound are described in **80.712,** chapter 2.

Prominent features.–Three water tanks on Hilton Head Island are the most prominent objects at the entrance to Port Royal Sound. The entrance is between shoals that extend up to 10 miles offshore. The land on both sides of the entrance is low and marshy, and fringed by sand beaches and timbered land. The breaking shoals are prominent. **Port Royal Sound Lighted Whistle Buoy P** (32°05.2′N., 80°35.0′W.) marks the entrance.

Channels.–A Federal project provides for a dredged channel 27 feet deep across the bar and through the sound to Bay Point, thence 24 feet in Beaufort River to a 27-foot turning basin in Battery Creek at Port Royal. (See Notice to Mariners and latest editions of the charts for controlling depths.) Several unmarked channels, all requiring local knowledge, lead through the breakers. **South Channel** to the westward of the dredged channel and **Southeast Channel,** between Martins Industry and St. Michaels Breaker just north of it, are the more important. The dredged channel is well marked by lights, lighted ranges, and buoys. The channel in Beaufort River, from the dredged channel northward to Beaufort, is part of the Intracoastal Waterway and had a reported controlling depth of 12 feet in June 1983. (See chart 11518.)

Anchorages.–Port Royal Sound has natural depths of from 26 to 50 feet and is sometimes used as a harbor of refuge in winter. The best anchorage is off the mouth of Beaufort River westward of Bay Point northwest of Lighted Bell Buoy 25. The holding ground on the rocky bottom south of Bay Point is poor. There is also good anchorage in 22 to 26 feet to the eastward of the dredged channel off the mouth of Chowan Creek.

Dangers.–The breaking shoals extending almost 10 miles off Bay Point, eastward of the entrance channel, and for about 8 miles off Hilton Head Island, are the principal dangers. In thick weather, vessels should not approach the entrance too closely before picking up the pilot, especially on the flood, when the current sets directly onto the shoals: **Martins Industry,** the outermost shoal, **St. Michaels Breakers,** just north of it, and the **Great North Breakers,** between it and Bay Point. **Gaskin Banks, Fishing Bank,** and **Joiner Bank** are to the westward of the entrance channel.

Danger zones of rifle and pistol ranges are in Broad River, Archers Creek, and Ribbon Creek. (See **334.480,** chapter 2, for limits and regulations.)

Tides and currents.–The mean range of tide is 6.4 feet on the bar, 7.2 feet at Port Royal, and 7.4 feet at Beaufort. The tidal currents on the bar have a velocity of 1.5 knots, off Hilton Head 1.8 knots, and at Beaufort River entrance 1.4 knots. Winds greatly influence the velocity of the tidal current, especially on the runout after prolonged easterlies, which on the ebb often reaches 5 knots. The current generally sets fair with the channel, except at the turn from the entrance channel into Bay Point Reach, where a strong current sets diagonally across the channel. Here, on the ebb, vessels should exercise caution lest they be set onto St. Michaels Breakers, eastward of the bar channel. The tidal currents in the sound have a velocity of 2 knots or more at times. The tide rips on Fishing Rip sometimes have the appearance of breakers. Predictions for a number of places in Port Royal Sound and vicinity are given in the Tidal Current Tables.

Weather.–Beaufort and Port Royal Sound have a pleasant climate where summers are warm and humid while winters are mild. Winds are generally from the northeast in fall and winter and southerly in spring and summer; the average wind speed is around 10 mph.

Summer is the rainy season during which 38 percent of the annual rainfall is accumulated on about 7-9 days per month, mostly in the form of showers and thunderstorms. Tropical cyclones are most likely in late summer and early fall. In the Beaufort area they occur about once every five years on average. Summer afternoon temperatures average around 90°F with about 64 days a season recording 90°F or above; nighttime temperatures are usually in the low 70's.

Winter temperatures are generally in the low 60's during the afternoon and in the low 40's at night. Temperatures drop below freezing on about 22 days a season, while temperatures of 20°F or less occur only about once a year. Winter precipitation accounts for about 20 percent of the annual total, falling mostly as steady rain. Each winter month averages about 5 days with measurable precipitation.

Fog occurs mostly in the winter and may be experienced from October to April, or after a very warm day when there is a sharp drop in temperature at night. It usually burns off in the forenoon. Easterly winds bring in the fog and westerly winds clear it away.

Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. vessels which have on board a pilot licensed by the Federal Government. The pilots board vessels from a 25-foot outboard motorboat or a fishing trawler equipped with VHF-FM channel 16 at Port Royal Sound Lighted Whistle Buoy P (32°05.2'N., 80°35.0'W.), or Lighted Whistle Buoy 24. Arrangements for the pilot are made in advance by wire or radiotelephone through the Charleston Marine Operator (telephone 803-524-7245), or through ships' agents. The pilot will take vessels in day or night. A 24-hour notice of time of arrival is requested, because there is only one pilot.

Towage.–There are no tugs at Port Royal or Beaufort. If required, they may be obtained from Charleston or Savannah by prior arrangements through ships' agents.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Harbor regulations.–There are no harbor regulations at Port Royal and Beaufort. The State Ports Authority Terminal at Port Royal is under the jurisdiction of the Director of the South Carolina State Ports Authority.

Wharves.–The South Carolina State Ports Authority Terminal (Pier 21), on the northeast side of the turning basin in Battery Creek at Port Royal, is the only deepwater facility in the area. It is owned by the Authority and operated by Port of Port Royal, Inc. The 500-foot marginal wharf at the terminal had reported depths of 27 feet alongside in June 1983. A transit shed and a warehouse with 60,000 square feet and 8,500 square feet of storage area, respectively, are available at the terminal. Cargo is handled by shoreside cranes. Cranes to 90 tons and forklift trucks are available. The terminal has highway connections, and rail trackage connections with the Seaboard System Railroad at the rear of the transit shed. Lumber and agri-chemicals are shipped from the terminal. The other facilities at Port Royal include several small wharves and piers used by fishing vessels. There are only small-craft facilities at Beaufort; these are described later in this chapter.

Supplies.–Some marine supplies and provisions are available through ship chandlers in Savannah. Bunker C fuel oil and diesel oil are brought in by barge or truck from Savannah. Freshwater is piped to the South Carolina State Ports Authority Terminal.

Repairs.–There are no drydocking or major repair facilities for oceangoing vessels at Port Royal and Beaufort; the nearest such facilities are at Charleston and Savannah.

Communications.–Rail freight and bus connections are

available. There are good highways to the outer islands and to Savannah, Charleston, and inland places.

Beaufort River, which flows into Port Royal Sound from northward just inside Bay Point, is the approach to the U.S. Marine Corps Recruit Training Depot on Parris Island, Port Royal, and Beaufort. The river is a link in the Intracoastal Waterway; above the improved portion depths of 12 feet or more can be taken to the city of Beaufort.

Station Creek joins Beaufort River from eastward 1 mile above Bay Point. An inside route used only by local fishermen leads from Port Royal Sound to St. Helena Sound through Station Creek, Story River, and Harbor River. In June 1983, the reported controlling depths were 5 feet in Story River and Harbor River and 2 feet in Station Creek. The entrance to Station Creek is marked by a daybeacon.

Cowen (Chowan) Creek, which empties into Beaufort River from northeastward about 5 miles above Bay Point, connects at its head with Morgan River. Passage to Morgan River is restricted about 5 miles above the mouth of Cowen Creek by U.S. Route 21 highway bridge and by the shoals in that vicinity.

Parris Island, on the west side of the entrance to Beaufort River, is the site of a U.S. Marine Corps Recruit Training Depot. The dock on Parris Island opposite the mouth of Cowen Creek had a reported least depth of 6 feet alongside in June 1983. The remains of an old U.S. Naval graving dock are adjacent to the pier. Several tanks and the many large buildings on the island are prominent.

Battery Creek empties into Beaufort River from northwestward 7 miles above Bay Point. Above the turning basin at Port Royal, the creek, in June 1983, had a reported controlling depth of 12 feet to State Route 281 highway bridge, and thence 7 feet in a narrow winding channel to about a half mile below the railroad bridge. At this point, 4.4 miles above the mouth, overhead power cables crossing the creek have a clearance of 12 feet. The highway bridge has a swing span with a clearance of 12 feet. (See **117.1 through 117.59 and 117.917**, chapter 2, for drawbridge regulations.)

Archers Creek, a narrow passage leading westward from the mouth of Battery Creek to Broad River, is shoal at its eastern end. There is exposed piling at its western end. About midway of its length, a highway bridge has a 34-foot fixed span with a clearance of 16 feet. An overhead power cable is close eastward of the bridge; clearance is not known. The creek, along with **Ribbon Creek,** is included in the danger zone of a rifle range. (See **334.480**, chapter 2, for limits and regulations.)

Port Royal, a town on the north bank of the entrance to Battery Creek, is one of the oldest settlements on the Atlantic and of marked historical interest. The large modern State Ports Authority Terminal, described earlier, is here. Several plants above and below the terminal process shrimp, crab, oysters, and fish for shipment inland. Port Royal is the terminus of a branch of the Seaboard System Railroad.

Beaufort (pronounced Bew-fert), on the point of land jutting eastward into Beaufort River 11 miles above Bay Point, is a city of great historical interest. The city can also be reached from the northward via the Intracoastal Waterway. There are motels, banks, a hospital, and numerous small businesses. A good portion of the commercial life of the city is dependent on the proximity of a U.S. Naval hospital, the Marine Corps Recruit Training Depot, and the Marine Corps Air Station. It has good highway connections with the mainland and the other islands and beaches. It is served by a branch of the Seaboard System Railroad. Principal commodities handled are fish, crabs, and oysters, which are trucked inland after processing, and truck farming. There is fair anchorage in the stream off the wharf westward of U.S. Route 21 highway bridge.

Small-craft facilities.–A municipal marina and a marina just to westward are on the south side of Beaufort westward of U.S. Route 21 highway bridge. Other marinas are eastward of the bridge just inside the entrances to nearby **Factory Creek** and **Broomfield Creek.** Berths, electricity, gasoline, diesel fuel, water, ice, launching ramps, and marine supplies are available at the marinas. The facility on Factory Creek has a marine railway that can handle craft to 65 feet for hull repairs. The marina on Broomfield Creek has a 50-ton lift that can handle craft for complete hull and engine or do-it-yourself repairs.

Charts 11516, 11519, 11513.–Broad River, which enters Port Royal Sound on the west side of Parris Island, extends northwestward about 16 miles. The river is not difficult to navigate as far as Whale Branch, about 13 miles above the entrance. A **danger zone** of a pistol range is on the west side of Parris Island. (See **334.480**, chapter 2, for limits and regulations.) State Route 170 highway swing bridge with a clearance of 12 feet crosses Broad River about 7 miles above the entrance. (See **117.1 through 117.59 and 117.921**, chapter 2, for drawbridge regulations.) Archers Creek, about 4 miles above the entrance of Broad River, connects Broad River with Beaufort River to the eastward; the creek was described earlier in this chapter.

Charts 11519, 11513.–The Seaboard System Railroad (SCL) bridge, which crosses Broad River about 15 miles above the entrance and 2 miles above the junction with Whale Branch, has a swing span with a clearance of 7 feet. (See **117.1 through 117.59 and 117.921**, chapter 2, for drawbridge regulations.) **Pocotaligo River, Tulifiny River,** and **Coosawhatchie River** are shallow streams which empty into the head of Broad River.

Whale Branch, which connects Broad River with Coosaw River to the eastward, had a reported controlling depth of 5 feet in June 1983. Overhead power cables crossing the branch have a minimum clearance of 40 feet; the cable with this least clearance crosses the branch immediately eastward of U.S. Route 21 highway bridge about 5.5 miles above the mouth. The Seaboard System Railroad (SCL) bridge over the branch, 4 miles from Broad River, has a swing span with a clearance of 5 feet. The U.S. Route 21 highway bridge, 1.5 miles above the railroad bridge, has a fixed span with a clearance of 20 feet. A swing bridge serving the same highway close eastward has a swing span with a channel width of 34 feet and a clearance of 5 feet. (See **117.1 through 117.59 and 117.927**, chapter 2, for drawbridge regulations.)

Brickyard Creek, 5 miles eastward of the highway bridges over Whale Branch, connects Coosaw River with Beaufort River to the southward and is a link in the Intracoastal Waterway. The mean range of tide is 7.3 feet at the mouth of the creek.

Chart 11516.–Chechessee River empties into Port Royal Sound from westward. The State Route 170 highway bridge crossing the river 10 miles above the mouth has a fixed span with a clearance of 20 feet. In June 1983, the reported controlling depth was 20 feet from the mouth of

the Chechessee River to just above **Copps Landing** on the **Colleton River,** 5 miles above the mouth. These rivers are of no commercial importance.

Mackay Creek joins Chechessee River from westward about 1 mile above its mouth. The creek, partially marked by a private light and daybeacons, connects Port Royal Sound with Calibogue Sound. This passage is more difficult, narrow, and erratic than the route through Skull Creek. Local knowledge is advised. In June 1983, the reported controlling depth in Mackay Creek was 8 feet. State Route 46 highway bridge over Mackay Creek from **Buckingham Landing** to **Last End Point** has twin fixed spans with clearances of 25 feet. An overhead power cable crossing the river just north of the bridge has a clearance of 43 feet

Skull Creek, a link in the Intracoastal Waterway, enters Port Royal Sound from southwestward about 4 miles above Hilton Head and is described in chapter 12.

Chart 11512.–Calibogue Sound is entered between Hilton Head Island and **Daufuskie Island,** about 5 miles northward of Tybee Light (32°01.3′N., 80°50.8′W.). The entrance is obstructed by shifting shoals through which are several crooked channels. The best channel extends from Tybee Roads northward between Bloody Point Range Front Light and the northwest end of the submerged breakwater 1.9 miles northeast of Tybee Light. The channel into the sound is marked by lights, a buoy, and daybeacons. In June 1983, the reported controlling depth was 6½ feet on the bar. Inside the bar, depths are ample.

COLREGS Demarcation Lines.–The lines established for Calibogue Sound are described in **80.715**, chapter 2.

Cooper River, of importance only as a section of the Intracoastal Waterway, empties into Calibogue Sound from westward about 3 miles above the entrance to the sound.

Chart 11516.–May River, which empties into Calibogue Sound from westward about 6 miles above the entrance, is the approach to the town of **Bluffton,** 7 miles above the mouth. The reported controlling depth in the river to Bluffton was 10 feet in June 1983. The river is marked by daybeacons as far as Bluffton. **Brighton Beach,** a small town about 3 miles downriver from Bluffton, has two small-boat launching ramps. The overhead power cable near **Buck Point** has a clearance of 35 feet over the narrow northern channel and 68 feet over the southern channel. The clearances for the power cable west of Bluffton (chart 11513) are 53 feet over the northern channel and 48 feet over the southern. Passage is sometimes made from May River to Cooper River by way of unmarked **Bull Creek.** An overhead cable with a clearance of 46 feet crosses Bull Creek between Bull and Savage Islands. The tides meet in Bull Creek, forming flats. In June 1983, the creek was reported to be bare at low water at the junction of **Savage Creek,** thence the reported depth was 1 foot to a junction with May River.

Broad Creek flows into Calibogue Sound from eastward, about 1.2 miles above the entrance to the sound, and extends 6 miles into Hilton Head Island. In June 1983, the reported controlling depth was 9 feet for a distance of 5 miles. The creek is marked by private lights and daybeacons for about 5.3 miles above the mouth.

The yacht basin at **Harbour Town,** just southward of the entrance to Broad Creek, has a marina at which berths, electricity, gasoline, diesel fuel, water, and ice are available. In June 1983, the privately marked and maintained channel to the yacht basin had a reported controlling depth of 5 feet, with 5 feet reported in the basin.

A marina, on the south side of Broad Creek about 3.5 miles above the entrance, has berthage with electricity, gasoline, diesel fuel, water, ice, marine supplies, and mobile cranes to 50 tons are available. Hull, engine, and electrical repairs can be made.

Chart 11512.–Savannah River, the boundary between the States of South Carolina and Georgia, is 65 miles southwestward of Charleston Harbor and 105 miles northward of the entrance to St. Johns River. It is navigable for deep-draft vessels to the upper end of Savannah Harbor, 19 miles above the outer ends of the entrance jetties, and for barges to the city of Augusta, 172 miles above the entrance. Deep-draft vessels approach the entrance from outside Savannah Light.

Savannah, on the south bank of Savannah River about 15 miles above the outer end of the jetties, is the second largest city and chief port of the State of Georgia. It is a leading southern port and is the main distributing point for the surrounding country. The city has considerable coastwise and foreign trade, and is connected with coastal cities to the north and south by the Intracoastal Waterway which crosses Savannah River several miles below the waterfront terminals. The climate is equable, and high-velocity winds are infrequent. The water-borne commerce is of a widely varied nature. Imports include petroleum products, sugar, lumber, cement, gypsum, fertilizer materials, nonferrous ores, textiles, plywood, molten sulfur, chemicals, agricultural machinery, and iron and steel products; exports include petroleum products, kaolin clay, woodpulp, vegetable oil, peanuts, grain, naval stores, paper products, tall oil, oil seeds, scrap iron, and agricultural machinery.

Prominent features.–Savannah Light (31′57.0′N., 80°41.0′W.), 85 feet above the water, is shown from a tower on white house on piles in 50 feet of water, about 10 miles east-southeastward of Tybee Light. On each of the sides is the word "SAVANNAH" in black letters and a red daymark. A fog signal and a racon are at the light.

Tybee Light (32°01.3′N., 80°50.8′W.), 144 feet above water, is shown from an octagonal brick tower, lower one third white and upper two thirds black, on the northeast end of Tybee Island. A radiobeacon is at the light.

The three water tanks on **Hilton Head Island** are prominent in the approach from northward. Also prominent from seaward, are the water tank at Tybee Island, the flashing red lights atop the three WSAV radio towers on **Oatland Island,** the large chemical plant southwestward of **Mackey Point,** and the three 200-foot-high tanks on **Elba Island,** about 9 miles above the entrance.

COLREGS Demarcation Lines.–The lines established for Savannah River are described in **80.715**, chapter 2.

Channels.–A Federal project provides for a 40-foot channel across the bar through Tybee Roads to the jetties, thence 38 feet for about 16 miles in the main channel to the turning basin at Kings Island, thence 36 feet for about 1 mile, and thence 30 feet for another 1.4 miles to the head of the project about 500 yards below U.S. Route 17 highway bridge. Project depths for the turning basins are 40 feet at Oyster Bed Island, 38 feet at Elba Island, 34 feet at Fig Island and Marsh Island, 38 feet at Kings Island, and 30 feet at Argyle Island and Port Wentworth. (See Notice to Mariners and latest editions of the charts for controlling depths.) The channels are well marked by lighted ranges, lights, and lighted and unlighted buoys.

A 2.1-mile-long sediment trap is in Back River on the

north side of Hutchinson Island. A tide gate is at the head of the sediment trap.

Anchorages.–Most vessels anchor northward or northwestward of the sea buoy (Tybee Lighted Whistle Buoy T, 31°58.3'N., 80°44.0'W.), where depths range from 19 to 45 feet with good holding ground. There is no anchorage in Savannah River except in an emergency.

Dangers.–The set of the tidal current in and out of the various sounds and inlets should be carefully considered by vessels approaching Savannah by the inshore route. There are several unmarked obstructions in the approaches. The **danger area** of an Air Force air-to-air and air-to-water gunnery and bombing range is about 15 miles seaward of the light. (See **334.490**, chapter 2, for limits and regulations.)

The entrance to the Savannah River is protected by jetties. The north jetty is unmarked and awash at mean high water. The south jetty is submerged at mean high water and marked at the east end by a light.

Bridges.–An overhead power cable with a clearance of 180 feet crosses the main channel of the Savannah River at Fig Island about 10.3 miles above the mouth. The Eugene Talmadge Memorial Highway bridge near the western edge of the city waterfront, 13 miles above the mouth, has a fixed span with a clearance of 136 feet over the center span width of 400 feet. U.S. Route 17A highway served by this bridge also crosses Back River to the northeastward over a trestle with a 34-foot fixed span which has a clearance of 10 feet. The Seaboard System Railroad (SCL) bridge crosses Back River about 1.2 miles above the Eugene Talmadge Memorial Highway bridge on a trestle with a 30-foot fixed span which has a clearance of 11 feet; an overhead power cable on the south side of this bridge has a clearance of 15 feet. An overhead power cable with a clearance of 155 feet crosses the main channel of the Savannah River at Port Wentworth about 4.3 miles above the Eugene Talmadge Memorial Highway bridge, and another cable with a clearance of 55 feet crosses the mouth of Middle River just to the east of the main channel. The U.S. Route 17 (Houlihan) highway bridge about a mile above Port Wentworth at the head of the Federal project, has a swing span with a clearance of 8 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, WHV-879. (See **117.1 through 117.59 and 117.371**, chapter 2, for drawbridge regulations.) The highway continues on across Middle River and Little Back River. A bridge across Middle River has a 17-foot fixed span with a clearance of 5 feet, and a bridge across Little Back River has a 40-foot fixed span with a clearance of 8 feet.

Tides and currents.–Daily predictions for both Savannah River entrance and Savannah are given in the Tide Tables. At the bar, high and low waters occur about 30 minutes earlier than at the river entrance. The mean range of tide is 6.8 feet at Tybee Light and 7.4 feet at Savannah.

The velocity of the ebb current from the entrance jetties to Savannah is from 2.2 to 3.1 knots. The flood current has a velocity of from 1.6 to 2.4 knots. The current is considerably influenced by winds and freshets. The predicted times of slack water and the times and velocities of strength of flood and ebb at the entrance to Savannah River are given in the Tidal Current Tables. Predictions for a number of other places in Savannah River may be obtained from data in the tables.

Currents set in the direction of the channel except at the entrance near Tybee Light, where the flood sets northwestward across the channel. Between the jetties the flood sets 260°. Freshets occasionally occur in the spring, but do not endanger shipping at the wharves.

It is reported that currents in the river can reach 7 to 8 knots in the vicinity of Garden City Terminal Berths 1-2 (southwest side of the river just below the U.S. Route 17A bridge) and Colonial Oil Berths 50-51 (southwest side of river about 2.5 miles above the 17A bridge).

A tide gate structure crosses Back River about 2.3 miles above its junction with Savannah River. The tide gate allows water to enter Back River above the structure on the tidal flood, and at high water slack the gate is closed and the accumulated water is allowed to flow back into the Savannah River northwestward of Hutchinson Island. The tide gate operates automatically, and the area immediately upstream and downstream has been designated a restricted area and is marked by buoys and signs.

Weather.–This area features a temperate climate with mild winters and warm, humid summers. About one-half of its approximately 50 inches of annual precipitation falls as showers or thunderstorms from mid-June through mid-September. Winter storms, squall lines, fronts and tropical cyclones produce most of the severe weather that occasionally hinders navigation throughout the year.

Hurricanes and tropical storms are most likely from June through October. While September and October are the peak months for all tropical cyclones, those of hurricane intensity have shown a preference for August. One of Savannah's worst storms occurred in August 1911 when sustained winds reached 83 knots and for 3 hours remained between 70 and 80 knots. Winds on the coast can be expected to be about 20 knots higher in hurricane conditions. Of the seven major hurricanes to directly affect Savannah, five occurred in August while one each struck in September and October. Rainfall from tropical cyclones has exceeded 20 inches. Storm tides reached 12 feet above mean low water at Savannah Beach during the October 1947 hurricane.

Gale force winds occur in thunderstorms, which sometimes organize into squall lines either ahead of, or along a cold front. These can be particularly violent in spring when cold and warm air masses collide.

The local climate varies significantly between the coast and the city region. The lessening Atlantic influence upriver results in about twice as many 90°F days in summer and twice as many freezing nights in winter, as compared to the coast. In general, the city receives about 5 or 6 more inches of precipitation on 5 to 10 more days, annually, than the coast. While snow is very rare, 3.6 inches fell in February of 1968 at the airport. Heavy fog at the airport occurs on an average of 4 to 5 days per month from September through January. This is usually a radiation fog so that visibilities are poorest in the early morning hours but improve during the day. This clearing is retarded by industrial pollutants. Along the coast this type of fog is less frequent, but a more persistent sea fog may hamper visibility in winter and spring.

(See page T-5 for **Savannah climatological table.**)

The National Weather Service Office is at the Municipal Airport, 9 miles outside the city, where **barometers** are compared.

Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. vessels in the domestic trade which have on board a pilot licensed by the Federal Government. The Savannah pilots maintain two pilot boats; the 77-foot GEORGIA and the 65-foot SAVANNAH PILOT. Both have blue hulls and white superstructures, fly the code flag H, and are equipped with VHF-FM channels 18A,

16, 14, 13, and 11. The boats are in direct communication with the pilot office in Savannah. Communications on channels 18A, 16, and 14 are monitored by the pilot's office on a 24-hour basis, and by the pilot boats at all hours when working ships. Pilots board from the pilot boat in the vicinity of the sea buoy (Tybee Lighted Whistle Buoy T, 31°58.3'N., 80°44.1'W.). Ships are taken in day or night; deeper draft vessels are taken in on a rising tide. Pilots are arranged for in advance by radio and by telephone (912-236-0226) through the Savannah Marine Operator, or through ships' agents.

Towage.–Tugs up to 3,900 hp are available at Savannah on a 24-hour basis; services must be arranged for in advance. Vessels usually proceed from the bar to Savannah without assistance. Tugs are available for docking, undocking, and when shifting berths. Vessels are met by tugs just below their assigned berths, or elsewhere in the harbor as required.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) There are public and private hospitals in the city.

Coast Guard.–A **Marine Safety Office** is in Savannah. (See appendix for address.) **Tybee Coast Guard Station** is on the north side of Cockspur Island at the mouth of the river and **Savannah Coast Guard Air Station** is at Hunter Army Airfield, south of the city.

Savannah is a **customs port of entry.**

Harbor regulations.–The Savannah Port Authority has jurisdiction over Savannah Harbor and the port district. Port and harbor regulations are enforced within the port and port district by the **harbormaster** who can be reached at City Hall or through the Savannah Port Authority, and by the county and municipal police forces. Copies of the port and harbor regulations are available from the Savannah Port Authority, 42 E. Bay Street. A **speed limit** of 4 m.p.h., against the current, and 6 m.p.h., with the current, is in force within the harbor limits. The Georgia Ports Authority owns and operates the State docks and warehouses.

Wharves.–There are numerous wharves of all types at Savannah; only the major ones are described. For a complete description of the port facilities, refer to Port Series No. 14, published and sold by the U.S. Army Corps of Engineers. (See appendix for address.) Most of the facilities have highway and railroad connections as well as water and electrical shore power. The smaller facilities at Savannah are used by barges and small vessels, and as vessel repair berths; these are not described. Cargo is generally handled by ship's tackle; special cargo handling equipment, if available, is mentioned in the description of the particular facility. The alongside depths given for each facility described are reported depths. (For information on the latest depths, contact the operator.)

Facilities on the south side of Savannah River below the Eugene Talmadge Memorial Bridge:

Southern Energy Co. Marine Dock: on the north side of Elba Island, about 6.5 miles below Eugene Talmadge Memorial Bridge; 1,255 feet of berthing space with dolphins; 38 feet alongside; deck height, 21 feet; storage tanks for about 1¼ million barrels; receipt of liquefied natural gas; vessels dock portside-to; owned and operated by Southern Energy Co.

Union Oil Co. Savannah Terminal Dock: 0.5 mile above Fort Jackson; 87-foot face; 650 feet of berthing space with dolphins; 34 feet alongside; deck height, 15 feet; storage tanks with 340,000-barrel capacity; receipt and shipment of petroleum products; owned and operated by Union Oil Co. of California.

Genstar Flintkote Co. Dock: about 0.9 mile west of Fort Jackson; 514-foot marginal wharf; 32 to 34 feet alongside; deck height, 14 feet; traveling 8½-ton bucket-equipped crane with 800-ton-per-hour unloading capacity; open storage for 200,000 tons of gypsum rock; receipt of gypsum rock; railroad tracks connect with Seaboard System Railroad; owned by Savannah Port Authority and operated by the Genstar Flintkote Co.

Forest Commodity Corp. Wood Chip Dock: about 1.4 miles west of Fort Jackson; 660 feet of berthing space with dolphins; 36 feet alongside; deck height, 15½ feet; storage area for 110,000 tons of wood chips; vessel-loading spout with 900-ton-per-hour capacity; shipment of wood chips; owned by Forest Commodity Corp., and operated by Wood Chip Export Corp.

East Coast Terminal Wharf, Berths 3 through 7: about 1.7 miles west of Fort Jackson; 1,890-foot marginal wharf, 1,990 feet with dolphins; 32 to 30 feet alongside; deck height, 15 feet; four transit sheds, total 300,000 square feet storage area; pipelines extend from wharf to storage tanks in rear, 26,000-ton capacity; used for receipt and shipment of general and containerized cargo, receipt of molten sulfur; owned and operated by East Coast Terminal.

Savannah State Dock-Ocean Terminal, Berths 1 and 2: about 200 feet below Eugene Talmadge Memorial Bridge; 1,250 feet of berthing space with dolphins; 38 feet alongside; deck height, 15 feet; 50-ton traveling gantry crane; 129,000 square feet of covered storage; receipt and shipment of general and containerized cargo; owned and operated by the Georgia Ports Authority.

Facilities on the north side of Savannah River at Hutchinson Island below the Eugene Talmadge Memorial Bridge:

Georgia Kaolin Co. Slip (32°05'10"N., 81°05'22"W.): about 0.6 mile below Eugene Talmadge Memorial Bridge; all deck heights 13.5 feet.

Berths 32-33: fronting Savannah River eastward of slip entrance; 805-foot marginal wharf; 32 feet alongside.

Berths 34–37; east side of slip; 1,470 feet long; 28 feet alongside.

Berths 41–42; west side of slip; 1,210 feet long; 28 feet alongside.

Berth 40: fronting Savannah River westward of slip entrance; 202-foot marginal wharf; 18 to 28 feet alongside.

Available at the terminal: 15 acres of open storage, 350,000 square feet covered storage area; two vessel-loading spouts at Berth 35 and one at Berth 37, each with rate of 300 tons per hour connects by conveyor-belt system from car pit under railroad tracks in rear; receipt and shipment of general cargo, paper products, and clay; owned and operated by Georgia Kaolin Co., Inc.

Facilities on the southwest side of Savannah River above Eugene Talmadge Memorial Bridge:

Savannah State Docks-Ocean Terminal: just above Eugene Talmadge Memorial Bridge. A 45-ton mobile crane and forklifts with various attachments are shared by all berths at the terminal. Traveling gantry cranes to 175 tons are available at Berths 13 through 20. Railroad tracks at the rear of transit sheds and on the aprons connect with Southern Railway System; receipt and shipment of dry and liquid bulk, general, and containerized cargo; owned and operated by Georgia Ports Authority.

Berth 13: 200 feet above Eugene Talmadge Memorial Bridge; 1,000 feet long; 38 feet alongside; deck height, 15

feet; 800,000 square feet covered storage; receipt and shipment of general cargo.

Berths 14-15: southeastern side of Slip No. 2; 1,143 feet long with 57-foot apron; 32 feet alongside; deck height, 15 feet.

Berths 16-17: northwestern side of Slip No. 2; 1,046 feet long; 32 feet alongside; deck height, 15 feet; transit sheds, 78,000 square feet total storage area.

Berths 18-20: immediately northward of Slip No. 2, about 0.4 mile above Eugene Talmadge Memorial Bridge; marginal-type wharf about 1,700 feet long, 1,670 feet usable berthing space; 34 feet alongside; deck height, 15 feet; 160,000 square feet covered storage; about 10 acres open storage.

Colonial Oil Industries Lower Wharf: about 0.75 mile above Eugene Talmadge Memorial Bridge; 125-foot offshore wharf, 750 feet of berthing space with dolphins; 35 feet alongside; deck height, 12½ feet; storage tanks with 1½-million-barrel capacity; receipt and shipment of petroleum products, petrochemicals, and chemicals; owned and operated by Colonial Oil Industries, Inc.

Colonial Oil Industries Upper Wharf: about 1.3 miles above Eugene Talmadge Memorial Bridge; 560 feet of berthing space with dolphins; 36 feet alongside; deck height, 15 feet; storage tanks with 470,000-barrel capacity; receipt and shipment of petroleum products and petrochemicals; owned and operated by Colonial Oil Industries, Inc.

Amoco Oil Co. Savannah Refinery Wharf (32°06′35″N., 81°07′28″W.): about 1.8 miles above Eugene Talmadge Memorial Bridge; 200-foot face, 675 feet of berthing space with dolphins; 32 feet alongside; deck height, 12 feet; pipelines extend from wharf to storage tanks with 1 ¾-million-barrel capacity; receipt of crude oil and receipt and shipment of petroleum products and asphalt; owned and operated by Amoco Oil Co.

Southern Bulk Industries Slip: south side of Dundee Canal; 730 feet of berthing space; 34 feet alongside; deck height, 14 feet; conveyor system from warehouse with loading rate of 350 tons per hour; 110,000 square feet of covered storage; shipment of kaolin; owned and operated by Southern Bulk Industries.

Southern Minerals Corp. Slip: inner end of south side of Dundee Canal; 730 feet of berthing space; 34 feet alongside; deck height, 14 feet; shiploader with rate of 2,400 tons per hour; open storage for 250,000 tons of coal; shipment of coal; owned and operated by Southern Minerals Corp.

National Gypsum Co. Wharf: about 2.2 miles above Eugene Talmadge Memorial Bridge; 400-foot face with open apron; 28 feet alongside; deck height, 12 feet; open storage area with a capacity for 100,000 tons gypsum rock; one hopper for use of self-unloading vessels connects with belt-conveyor system; pipelines from wharf to storage tanks in rear with 40,000-barrel capacity; receipt of gypsum rock, bauxite, and asphalt oil; owned by National Gypsum Co., and operated by National Gypsum Co. and GAF Corp.

Savannah State Docks-Garden City Terminal: extends along the southwest side of Savannah River from 2.4 to 3.7 miles above the Eugene Talmadge Memorial Bridge. Mobile cranes to 45 tons and forklifts with various attachments are shared by all the general cargo berths at the terminal. The terminal is connected by the Savannah State Docks Railroad with the major railroads that serve the port.

Berth 50a: southeast end of terminal; 90-foot offshore wharf, 775 feet usable space when used with dolphins and with Berth 50b to the northwestward; 38 feet alongside; deck height, 12½ feet; hose-handling derricks; pipelines extend from wharf to storage tank farms in rear with over 1½-million-barrel capacity; receipt of asphalt, shipment of tallow, receipt and shipment of petroleum products, petrochemicals, fertilizers, and naval stores.

Berth 50b: immediately northwestward of Berth 50a; 75-foot offshore wharf; 775 feet usable space when used with Berths 50a and 51 immediately to the southward and northward, respectively; 34 feet alongside; deck height, 12½ feet; steam-heated pipelines extend from wharf to heated storage tank with 11,000-ton capacity; used for receipt of liquid sulfur.

Berths 51-55: immediately northwestward of Berth 50b; marginal wharf with 2,577 feet of berthing space; 38 feet alongside; deck height, 15 feet; five transit sheds, 334,000 square feet total storage area; about 60 acres of open storage; 1¼ million cubic feet of cold storage; fumigation plant; cranes to 45 tons; receipt and shipment of general cargo; Berth 51 receives bulk liquid latex, pipelines extend to storage tanks with 460,000-gallon capacity.

Container Wharf, Berths 56-60: immediately northwestward of Berth 55; 3,675 feet of berthing space; 38 feet alongside; deck height, 15 feet; 180-acre container storage area; six 45-ton container cranes; receipt and shipment of containerized cargo.

Ammonia Dock, Berth 61: north of Berth 60; 620 feet of berthing space with dolphins; 38 feet alongside; deck height, 15 feet; storage tank with 50,000-ton capacity; receipt of anhydrous ammonia.

Bulk Terminal Wharf, Berth 62: immediately north of Berth 61; offshore wharf with 975 feet of berthing space with dolphins; 36 feet alongside; deck height, 15 feet; shiploader with 1,500-ton-per-hour capacity; covered storage for 45,000 tons of grain and 30,000 tons of ores and clay; Continental Grain Co. grain elevator; conveyor boom loader with rate of 30,000 bushels per hour; 1¼-million-bushel storage capacity; shipment of dry bulk materials.

Savannah State Docks Garden City Terminal is owned and operated by Georgia Ports Authority.

Facilities on the west side of Savannah River (Port Wentworth):

Chevron U.S.A. Savannah Asphalt Dock: (32°08.3′N., 81°08.7′W.); 30-foot offshore wharf, 680 feet of berthing space with dolphins; 30 feet alongside; deck height, 12 feet; swivel-jointed loading arm; pipelines extend from wharf to storage tanks in the rear with 245,000-barrel capacity; receipt of asphalt; owned and operated by Chevron U.S.A., Inc.

Savannah Sugar Refinery Wharf: about 0.3 mile northward of Chevron Asphalt Dock; 300-foot offshore wharf with 600 feet of berthing space with dolphins; 32 feet alongside; deck height, 18 feet; bulk raw sugar is unloaded by mobile cranes into four 15-ton portable hoppers served by conveyor belts extending from wharf to refinery in rear; pipelines extend from wharf to storage tanks in the rear with over 3½-million-gallon capacity; covered storage for 150,000 tons of raw sugar; used for receipt of raw sugar, molasses, and fuel oil; owned and operated by Savannah Sugar Refinery.

Atlantic Wood Industries Wharf: about 0.4 mile northward of Chevron Asphalt Wharf; 217-foot wharf, 320 feet with dolphins; 26 feet alongside; deck height, 12 feet; three 25-ton diesel locomotive cranes; one diesel switch engine; receipt and shipment of timber and timber products; owned and operated by Atlantic Wood Industries, Inc.

Georgia Pacific Corp., Georgia Steamship Division Wharf (32°09′06″N., 81°09′09″W.): 200-foot offshore wharf, 600 feet of berthing space with dolphins; 25 feet alongside; deck height, 16 feet; 30,000 square feet covered storage; forklifts up to 4 tons, mobile cranes rented as needed; receipt of lumber and plywood; shipment of supplies and equipment; owned by Georgia Pacific Corp. and operated by Georgia Steamship Co., Inc.

Continental Forest Industries Wharf: about 0.3 mile northwestward of Georgia Pacific Corp. Wharf; 240-foot marginal wharf, 405 feet with dolphins; 30 feet alongside; deck height, 16 feet; about 103,000 square feet of covered storage; shipment of linerboard, receipt of fuel oil for plant consumption; owned by Continental Group, Inc., and operated by Continental Forest Industries.

Supplies.–All kinds of marine supplies and provisions are available at Savannah. Large vessels are usually bunkered at berth in the harbor from barges. Freshwater is available at most of the berths.

Repairs.–There are two major marine repair facilities at Savannah that can make all types of hull, engine, electrical, and electronic repairs to oceangoing vessels. Both facilities are on the southwest side of the river, about 200 feet and 0.85 mile above the Eugene Talmadge Memorial Bridge, respectively. A graving dock, 540 feet long, 73 feet wide, and 20 feet over the keel blocks at mean low water, is at the more northerly facility; cranes up to 50 tons are available here. The other facility has a 180-foot marine railway; cranes to 60 tons are available here. Machine, electronic, electrical, sheet metal, and welding repair shops are off the waterfront at Savannah. Floating cranes up to 75 tons are available.

Communications.–Savannah has excellent rail, water, highway, and air transportation facilities. Two railroads, the Seaboard System Railroad and the Central of Georgia Railroad, a subsidiary of the Southern Railway operate out of the city. There is regular scheduled steamship service to all parts of the world, and considerable shipping coastwise and along the Intracoastal Waterway. Two major airlines, several bus lines, and numerous truck lines serve Savannah. The city has highway connections with Interstate Routes 16 and 95, and with U.S. Routes 17, 17A, and 80.

Small-craft facilities.–Water and electricity are available at the Municipal Dock, the only small-craft facility at Savannah. The dockmaster can be contacted at City Hall. The nearest place where gasoline, diesel fuel, and other services can be obtained is on the Intracoastal Waterway south of Savannah at Thunderbolt, or at Isle of Hope. (See chapter 12 for details.)

Charts 11514, 11515.–The Savannah River above Savannah is navigable to the city of **Augusta,** 172 miles (198 statute miles) above the mouth. A Federal project provides for a 9-foot channel over a width of 90 feet from near U.S. Route 17 highway bridge, 18.8 miles (21.6 statute miles) above the mouth, to Augusta. (See Notice to Mariners and latest editions of the charts for controlling depths.) Daybeacons mark some of the shoal and critical spots in the river, but the best guide for the mariner is the use of the chart to carry the best water. The river is swift and tortuous; daybeacons are sometimes carried away. Numerous foul areas exist near the shore, and floating debris is a constant danger to navigation. Local knowledge is advised.

The freshet variation above the normal pool level of the **New Savannah Bluff Lock and Dam,** 162.7 miles (187.2 statute miles) above the mouth, is about 13 feet ordinarily, with an extreme of 34 feet. The lock is 360 feet long, 56 feet wide, and has a depth over the lower miter sill of 10 feet. The depth over the upper miter sill at normal pool level is 13½ feet; the vertical lift is 15 feet. Anyone desiring lockage must contact the lock operator at least 24 hours in advance at the New Savannah Bluff Lock and Dam Office, 404-798-4644, or the James B. Messerly Wastewater Treatment Plant, 404-793-1691. Calls to either location should be made between 0800 and 1630, Monday through Friday, except on designated holidays for City of Augusta offices. The lock will be operated seven days a week between the hours of 0800 and sunset on appointment. There is no navigation lock in the dam about 4 miles above Augusta.

Bridges.–Between U.S. Route 17 highway bridge and the lock and dam, the limiting clearances of the drawbridges are 7 feet, and 27 feet for the fixed bridges. Between the lock and the head of navigation the limiting drawbridge clearances are 12 feet and the fixed bridges 26 feet at normal pool level. The bridgetender of the Seaboard System Railroad bridge at Clyo, about 53 miles above the mouth, monitors VHF-FM channel 16 and works on channel 13; call sign, WKB-679. (See **117.1 through 117.59, 117.371, and 117.937,** chapter 2, for drawbridge regulations.) Overhead power cables with clearances of 76 feet and 53 feet cross the river 169.7 miles (195.3 statute miles) and 174.8 miles (201.1 statute miles) above the mouth, respectively.

There are numerous landings between Savannah and Augusta without wharves or rail connections. At New Savannah Bluff Lock, fuel, supplies, and services can be arranged for by telephone. Fuel, supplies, and services are available at Augusta.

A city wharf, a Georgia State barge terminal, and an oil terminal, are at Augusta.

The barge terminal has a depth of 9 feet alongside and a transit shed with 40,000 square feet of storage space. Modern freight handling equipment up to 10-ton lifting capacity is available, and the terminal is served by rail and truck connections.

The traffic on the river above Savannah is mainly barges carrying petroleum products.

8. SAVANNAH RIVER TO ST. JOHNS RIVER

This chapter describes the coasts of South Carolina, Georgia, and Florida from Savannah River to St. Johns River, and includes the deepwater ports of Brunswick, Ga., and Fernandina Beach, Fla. Also discussed are Wassaw, Ossabaw, St. Catherines, Sapelo, Doboy, Altamaha, St. Simons, St. Andrew, Jekyll, Cumberland, and Nassau Sounds, and their tributaries, and several of the small towns along these waterways.

The Intracoastal Waterway for this section of the coast is described in chapter 12.

Weather–The southerly latitude and maritime exposure influence the climate of this coast. Winters are mild and short. Polar air masses are moderated although unusually strong, cold air outbreaks can cause foggy conditions along the coast. Cold spells seldom last more than 2 or 3 days. The occasional winter storm results in strong winds and rough seas from October through April. Waves of 8 feet or more are reported about 20 to 30 percent of the time in deep water, but gales occur less than 1 percent of the time. However, winds of 40 to 50 knots have been recorded in all of these months.

From May through September peak winds offshore are usually in the 30- to 40-knot range, although they could climb higher in a severe thunderstorm or tropical cyclone. Despite the low latitude, tropical cyclones are infrequent along this coast. They are most likely from June through October and one can be expected to move through some part of Georgia each year. Some cross into the state from the southwest or west so that coastal effects are minimal. The most dangerous are those from the east through south. Because this portion of the coast lies parallel to the mean track of most recurving storms, the incidence of coastal crossing tropical cyclones is extremely low. In addition to strong winds, high tides and rough seas, these storms can trigger torrential rains, severe thunderstorms and even tornadoes or waterspouts. In general, however, summers are warm but a persistent cooling sea breeze is usually present from afternoon into the early evening. Showers and thunderstorms are common along this coast and can reduce visibilities for brief periods. Obstructions to visibilities are most likely to be caused during winter and early spring by fog. This occurs when warm air moves across the cool coastal waters that lie shoreward of the Gulf Stream. Visibilities of less than 0.5 mile have been observed about 3 to 5 percent of the time from December through February in these waters.

Charts 11509, 11502, 11488.–The coast from Savannah River to St. Johns River extends in a south-southwesterly direction for about 100 miles. Islands separated by numerous sounds and rivers constitute the entire coast. In general these islands are heavily wooded with marshy areas bordering them on their western sides. The 5-fathom curve extends about 7 miles offshore except in the vicinity of St. Simons Sound where 5 fathoms can be found as much as 12 miles offshore.

Caution must be observed along this section of the coast because of the inshore sets caused by the numerous rivers and sounds.

Private lighted and unlighted buoys mark several fish havens that have been established as much as 27 miles offshore along this section of the coast.

This section of the coast, due to its low relief, presents no good radar targets.

COLREGS Demarcation Lines.–The lines established for this part of the coast are described in **80.717 through 80.723**, chapter 2.

Danger areas for air-to-air and air-to-water gunnery and bombing ranges are off the Georgia coast; see **334.490**, chapter 2, for limits and regulations. (See chart 11480.)

Chart 11512.–From Savannah River to Wassaw Sound, a distance of about 7 miles, the coast is formed by the shores of **Tybee Island** and **Little Tybee Island** which lie in a southwesterly direction. Dangerous shoals extend from the shores of the islands for a distance of 4.5 miles.

On the north side of Tybee Island, the **South Channel** of the Savannah River extends from the main channel at the east end of **Cockspur Island** to the southwest end of Elba Island where it again joins the main channel. The east entrance is marked by lights. In 1979, the east entrance had a controlling depth of 2 feet, thence in 1975, the reported controlling depth was 5 feet to the junction with the Intracoastal Waterway. In June 1983, it was reported that greater depths could be carried through the east entrance with local knowledge. **McQueens Island** is west of Tybee Island along the south side of South Channel. **Fort Pulaski National Monument** includes Cockspur and McQueens Islands. **Fort Pulaski** on Cockspur Island was built during the period 1829-1847. **Tybee Coast Guard Station** is on the north side of Cockspur Island. The Intracoastal Waterway crosses the South Channel through Elba Island Cut. The highway bridge crossing the channel between Cockspur and McQueens Islands has a 36-foot fixed span with a clearance of 10 feet. A fixed highway bridge with a clearance of 35 feet crosses the channel between Elba Island and Savannah, 1.5 miles northwestward of Elba Island Cut. An overhead power cable with a clearance of 60 feet is immediately southeastward of the bridge.

Tybee Island, a summer resort at the eastern end of Tybee Island, is conspicuous from seaward. An inside approach to the beach is made from South Channel through **Lazaretto Creek** and **Tybee Creek.** U.S. Route 80 highway fixed bridge crosses Lazaretto Creek just inside its entrance from South Channel; clearance is 35 feet. An overhead power cable with a clearance of 55 feet crosses the creek about 300 yards southward of the bridge. In 1979, the controlling depth in Lazaretto Creek was 6 feet from South Channel to about 0.2 mile south of Route 80 highway bridge; thence in June 1983, 3 feet was reported to the junction with Tybee Creek; and thence 10 feet was reported in Tybee Creek to Tybee Island.

In December 1986, a partially submerged wreck was reported about 0.3 mile south of the bridge in about 32°00′40″N., 80°53′00″W.

Chimney Creek extends north from Tybee Creek. A fish camp on the creek has berths with electricity, gasoline, water, ice, limited marine supplies, and a 4-ton lift. In June 1983, 2 feet was reported available in the creek, but local knowledge is advised.

The remaining portions of Tybee and Little Tybee Islands are generally low and marshy, although they have many wooded hummocks with numerous creeks winding among them. Several creeks flow into the sea, but they are

of little importance as their mouths are obstructed by shoals with crooked channels of 2 to 3 feet in depth.

The southwest part of Little Tybee Island, separated from the main body by a stretch of marsh, is **Beach Hammock.** It is distinguishable by a large and heavily wooded hummock which marks the northern point of the entrance to Wassaw Sound.

The entrance to **Wassaw Sound** is about 9.5 miles southward of Tybee Light (32°01.3'N., 80°50.8' W.). Shoals extend offshore a distance of 4 to 4.5 miles from the entrance, forming a shifting bar. In June 1983, the reported controlling depth was 10 feet through the marked bar channel. The entrance, used only by small boats, is marked by a lighted buoy and the bar channel by lighted and unlighted buoys. A private unlighted buoy marks a fish haven about 5 miles eastward of the entrance buoy.

COLREGS Demarcation Lines.-The lines established for Wassaw Sound are described in **80.717**, chapter 2.

After crossing the bar at the entrance to Wassaw Sound, a channel with depths of 18 to 43 feet leads through the southern part of the sound and for 6 miles up Wilmington River to the Intracoastal Waterway. The channel is marked by lights in its southern part.

Tides and currents.-The mean range of tide varies from about 6.9 feet in the sound to about 7.8 feet up the rivers. The tidal currents in Wassaw Sound reach velocities up to 2.2 knots. Predictions for a number of places in the sound and vicinity may be obtained from the Tidal Current Tables.

Bull River, flows into Wassaw Sound from northward. It is connected with the South Channel of the Savannah River 5 miles below the city of Savannah by St. Augustine Creek, the upper part of Wilmington River, and Elba Island Cut. The mouth of the river is obstructed by shoals. In June 1983, the reported controlling depth was 10 feet from the mouth through St. Augustine Creek to a junction with the Intracoastal Waterway. The entrance is marked by a daybeacon. U.S. Route 80 highway bridge, 5.7 miles above the mouth, has a fixed span with a clearance of 20 feet. An overhead power cable with a clearance of 55 feet crosses the river close northwestward of the bridge.

Wilmington River flows into Wassaw Sound from northwestward. The upper end of the river from the junction with Skidaway River is part of the Intracoastal Waterway. **Turner Creek,** which connects the Wilmington and Bull Rivers, had a reported controlling depth of 3 feet in August 1980, until near its junction with **Richardson Creek** where it dries. U.S. Route 80 highway bridge over Turner Creek, 1.6 miles above the mouth, has a fixed span with a clearance of 35 feet. An overhead power cable on the northeastern side of the bridge has a clearance of 55 feet. The highway bridge 3 miles above the mouth has a clearance of 35 feet. An overhead power cable on the southwest side of the bridge has a clearance of 55 feet.

From Turner Creek, Richardson Creek winds generally in a westward direction for about 4 miles to Wilmington River. Two highway bridges crossing Richardson Creek about 2.3 miles from its eastern entrance have fixed spans with a minimum width of 13 feet and a minimum clearance of 5 feet. Overhead power cables at the bridges and 0.3 mile westward have minimum clearances of 35 feet. Boatyards and marinas on the creek can handle craft to 24 feet for hull and engine repairs. Gasoline, diesel fuel, water, and ice are available at several of the marinas and piers along the creek. Berthing with electricity and wet and dry storage is available. The velocity of the tidal current at the entrance to Wilmington River varies from 1 to 2 knots. Predictions may be obtained from the Tidal Current Tables.

The coast between Wassaw and Ossabaw Sounds is formed by **Wassaw Island,** which is triangular in shape and has a length of about 4.5 miles and a width of about 3.5 miles in its widest part. In general, the island is low and marshy; the strip of firm land forming the coastline is only 0.3 to 0.8 mile wide. The firm land is heavily wooded and has a broad sand beach backed by sand dunes. From this shore dangerous shoals extend to a distance of 3 to 4 miles. The marshy portion of the island is cut by numerous creeks winding among the heavily wooded hummocks. **Romerly Marsh Creek,** and **Odingsell River** separate the island from the islands to the westward.

Chart 11511.-Ossabaw Sound, entered between the southern end of Wassaw Island on the north and **Bradley Point** (31°49.4'N., 81°02.9'W.) on the south, is a broad opening in the coast about 15 miles southwestward of Tybee Light. Most of the sound is shallow, and shifting shoals extend seaward about 4 miles. The entrance to the sound is marked by a buoy. **North Channel** and **South Channel** lead through the shoals into the sound. North Channel is marked by buoys, and South Channel is marked by buoys, a daybeacon, and a light. Small local fishing craft are the principal traffic seaward from the sound. Strangers are advised not to enter as breakers sometimes extend clear across the entrance. Vernon River, Ogeechee River, and numerous smaller rivers and creeks enter the sound.

Chart 11512.-Vernon River enters Ossabaw Sound from the northwestward. The Intracoastal Waterway traverses a portion of this river. **Burnside River, Little Ogeechee River,** and several creeks enter the Vernon River. **Montgomery,** a town on Vernon River 5 miles above the mouth, has highway connections with Savannah.

Charts 11511, 11509.-Ogeechee River flows into the western part of Ossabaw Sound. The river drains an extensive area and is subject to flood conditions which continually change the channel. Navigation to the Seaboard System Railroad bridges, about 27 miles above the sound, is possible with local knowledge. In June 1985, the reported controlling depth was 6 feet to the first railroad bridge. This bridge has a 40-foot fixed span with a clearance of 14 feet. The second railroad bridge, parallel to and immediately northward of the first, has a lift span with a clearance of 4 feet down and 41 feet up. (See **117.1 through 117.59 and 117.367**, chapter 2, for drawbridge regulations.) The overhead power cable close northward of the more northerly bridge has a clearance of 50 feet. There is a large pulpwood loading dock with 13 feet alongside 5 miles downriver from the railroad bridges. The dock was not in use in 1985.

A dock with a reported depth of 10 feet alongside is at **Fort McAllister,** about 11 miles above the river entrance; gasoline, ice, and supplies are available.

The currents in the Ogeechee River and Ossabaw Sound have considerable velocity, particularly the ebb setting out of the river. Current predictions for several locations in Ossabaw Sound and vicinity can be obtained from the Tidal Current Tables. The mean range of tide is about 7 feet, decreasing to about 1 foot at the highway bridge, 28.5 miles above the sound.

Chart 11511.-The coastline between Ossabaw Sound and St. Catherines Sound is formed by the eastern shore of

Ossabaw Island, which lies in a southwesterly direction and has a length of 8 miles and a width of 6 miles. The eastern half of the island is heavily wooded. The north end forms the south shore of Ossabaw Sound.

The seaward side of the island appears unbroken by streams, and shows as a white sand beach backed by heavy woods. Dangerous shoals extend offshore nearly 5 miles.

The southwestern point of the island borders on St. Catherines Sound and is thickly wooded. The western half is almost entirely marshy and is cut up by numerous creeks which provide access to the higher ground to the eastward. On the west the island is separated from the marshes of the mainland by Bear River and **Florida Passage.**

St. Catherines Sound is about 22 miles southwestward of Tybee Light. The entrance is over a shifting bar which extends 5 miles offshore. The entrance lighted buoy is about 7 miles offshore. In June 1983, the reported controlling depth in the marked bar channel was 8 feet. The points on its northern and southern sides are wooded.

COLREGS Demarcation Lines.–The lines established for St. Catherines Sound are described in **80.717**, chapter 2.

There are no towns on the sound, and strangers seldom enter. Except for light-draft fishing craft, little traffic crosses St. Catherines Bar. Channels with depths of 13 to 38 feet lead from inside the bar into the entrances of its tributaries. The main body of the sound is exposed and becomes quite rough in moderately bad weather. Protected anchorage for small vessels is in **Walburg Creek** on the south side of the entrance to the sound.

The mean range of tide in the sound is 7.1 feet, increasing to 7.8 feet at Belfast and 7.9 feet at **Kilkenny Club.** (See the Tide Tables.) Tidal currents have considerable velocity at the entrance and in the tributary rivers. The Tidal Current Tables should be consulted for current predictions.

The Intracoastal Waterway crosses St. Catherines Sound just inside the entrance, and affords passage northward through Bear River and Florida Passage to Ossabaw Sound, and southward through North Newport River and Johnson Creek to Sapelo Sound.

Three main rivers enter the sound. **Bear River** and **North Newport River,** which form a portion of the Intracoastal Waterway, flow into the sound from the northwestward and southwestward, respectively. **Medway River** enters the sound from the westward. In June 1983, there was a reported controlling depth of 10 feet to **Sunbury,** a small settlement on the western shore 7 miles above the mouth of Medway River. Water can be obtained at the wharf which serves an oyster plant and has a depth of 6½ feet alongside.

Ashley Creek makes into the south side of Medway River about 3 miles above the mouth. A fish camp, about 2.7 miles above the mouth of the creek at **Yellow Bluff,** has berths with electricity, gasoline, water, a 2-ton mobile lift, and limited marine supplies. In June 1983, a reported depth of about 3 feet could be carried to the fish camp dock.

Kilkenny Creek empties into the west side of Bear River about 3.3 miles above the mouth. A fish camp, about 1.8 miles above the mouth of the creek, has berths, gasoline, diesel fuel, water, ice, a 4-ton mobile lift, and limited marine supplies. In June 1983, a reported depth of 10 feet could be carried to the fish camp.

Belfast, a town on **Belfast River,** is reached by way of the Medway River and Belfast River. In June 1983, the reported controlling depth in Belfast River was 4 feet to Belfast. A pile of rocks, bare about 3 feet at low water, stands in the midchannel with surrounding depths of 8½ feet off the bluff at Belfast.

A marina, on the north side of North Newport River about 8.6 miles above the mouth at **Colonels Island,** has berths with electricity, gasoline, diesel fuel, water, ice, a 3½-ton mobile lift, engine repairs, and limited marine supplies. In June 1983, a reported depth of about 10 feet could be carried to the marina via **Timmons River.** A fish haven, with a minimum depth of 3 feet, is on the north side of Timmons River about 1.9 miles above its mouth; caution is advised.

Charts 11511, 11510.–St. Catherines Island, which forms the coast from St. Catherines Sound to Sapelo Sound, lies in a nearly north and south line, and has a length of 9 miles and a width at its widest part of about 3 miles. The island is flat and much of it is marshy with the higher part heavily wooded.

When viewed from a distance seaward, only dense woods in level silhouette are to be seen on St. Catherines Island. Closer inspection reveals a white sand beach, with sand dunes 20 feet high near the center of the island which show up from some directions. A prominent sand dune, 3 miles south of the north end of the island and about 1 mile north of McQueen Inlet, is reported to show well from seaward. **McQueen Inlet,** the only break in the shoreline visible from seaward, is unimportant, as it is blocked by shoals at low water. Dangerous shoals extend offshore for 5 miles.

The island is separated from the marshes lying between it and the mainland by Walburg Creek, Johnson Creek, and South Newport River. The entrance to Sapelo Sound is between the south point of this island and the north point of Blackbeard Island.

Chart 11510.–Sapelo Sound is about 33 miles southwestward of Tybee Light.

COLREGS Demarcation Lines.–The lines established for Sapelo Sound are described in **80.717**, chapter 2.

A lighted whistle buoy is 15 miles off the entrance. (See chart 11509.) About 8 miles from the entrance the break in the shore can be seen on a clear day. The tower of the abandoned lighthouse is 10 miles southwestward of the sound. Vessels should stay in a depth of over 5 fathoms until the bar channel buoys are seen because shoals extend about 5 miles offshore.

With the aid of the chart, and on a rising tide and a smooth sea, vessels should have no difficulty in entering during daylight by following the buoys. In May 1975, the reported controlling depth on the bar was 15 feet. A comparison of the surveys made since 1859 shows virtually no change in the bar except in the vicinity of the shoalest part of **Experiment Shoal,** which has moved more than 0.25 mile southward. The slough between the shoal and St. Catherines Island also has deepened and extended, and now shows up as a swash channel with a least depth of 5 feet. Another unmarked channel south of the main channel has a reported depth of 8 feet and is used by fishing boats. In October 1981, a sunken wreck was reported in the entrance to the south channel in about 31°30′00″N., 81°07′50″W.

No towns of any importance are on the sound or tributaries. In northeasterly weather, anchorage can be made in the lower part of South Newport River with fair protection.

The mean range of tide is 6.9 feet. (See the Tide Tables

for tidal differences on Sapelo River and its tributaries.) In the entrance to the sound the velocities of flood and ebb are 2.1 and 2.5 knots, respectively. The Tidal Current Tables should be consulted for current predictions.

The Intracoastal Waterway enters Sapelo Sound from the northward through South Newport River and continues southward to Doboy Sound through Sapelo River, Front River, Creighton Narrows, and Old Teakettle Creek.

South Newport River flows into the sound from northward just inside the entrance. In June 1983, the reported controlling depth in the river was 5 feet through **Cross Tide Creek** to its junction with North Newport River, thence 5 feet down that river to the Intracoastal Waterway. **Sapelo River,** entering the sound from westward, is used only by small fishing boats, except for the lower part below **Front River** which forms a part of the Intracoastal Waterway.

In 1963, a draft of 13 feet could be carried from the deeper waters of Sapelo River into the mouth of Front River, at the head of which a dredged channel through **Creighton Narrows** offers passage to Old Teakettle Creek and thence to Doboy Sound. The Intracoastal Waterway follows this route.

Mud River, flowing into the head of Sapelo Sound from southward, is a broad shallow body of water.

Julienton River enters Sapelo River from the northwest about 3 miles above the mouth. Shrimp boats base at **Shellman Bluff** on **Broro River,** locally known as **Shellman Creek** , which enters Julienton River about 4.5 miles above its mouth. Berths with electricity, gasoline, water, ice, two 2-ton lifts, and limited marine supplies are available. In June 1983, it was reported that with local knowledge 5 feet could be carried up Julienton River and Broro River to the shrimp dock. Other facilities are at **Continment Bluff** and **Dallas Bluff** on Julienton River, a short distance above Broro River. These include gasoline, diesel fuel, water, ice, provisions, and lodging.

Pine Harbor is on Sapelo River about 10.5 miles above the mouth. In June 1983, the reported controlling depth was 1 foot from the junction of Sapelo River and the Intracoastal Waterway to the landing at Pine Harbor.

The coastline from Sapelo Sound to Doboy Sound is formed by the shores of **Blackbeard Island** and **Sapelo Island.** These are separated by **Blackbeard Creek,** which empties into **Cabretta Inlet.** From all directions, they appear as a single island and are described as such. Taken together they are 10 miles long in a south-southwesterly direction and 4 miles wide. Large portions of both islands are heavily wooded. These islands present no well-marked distinguishing features, except the usual sand beach backed by dense woods in level outline and the abandoned lighthouse tower near the south point of Sapelo Island. The western part of Sapelo Island consists almost entirely of broad marshes with numerous creeks. Most important of these is Duplin River, which has deep water for several miles and affords means of communication to the island. Sapelo Island is separated from the marshes lying between it and the mainland by Mud River and New Teakettle Creek.

Blackbeard Island and the marshes surrounding Blackbeard Creek make up **Blackbeard Island National Wildlife Refuge.**

Grays Reef National Marine Sanctuary (see chart 11509) has been established to protect and preserve the live bottom ecosystem and other natural resources of Grays Reef. The sanctuary comprises a 16.7-square-mile area about 18 miles east of Sapelo Island. Regulations governing the use of the sanctuary are contained in **15 CFR 938**. Any person in possession of a valid permit may conduct in the sanctuary the specific activity designated in the permit, including any activity specifically prohibited by the regulations, if such activity is (1) research related to the resources of the sanctuary, (2) to further the educational value of the sanctuary, or (3) for salvage or recovery operations.

Permit applications and requests for copies of the regulations shall be addressed to the Chief, Sanctuary Programs Division (N/ORM2), Office of Ocean and Coastal Resources Management, National Oceanic and Atmospheric Administration, 3300 Whitehaven Street, NW., Washington, DC 20235. Copies of regulations may also be obtained from the Georgia Department of Natural Resources, Coastal Resources Division, 1200 Glynn Avenue, Brunswick, Ga. 31520.

Doboy Sound is 45 miles southwestward of Tybee Light and 16 miles northeastward of St. Simons Light. The entrance, between Sapelo Island and Wolf Island, is about 1 mile wide and obstructed by shifting shoals extending about 4.5 miles offshore. When approaching the sound, vessels should stay in a depth of 5 fathoms or more until the entrance buoys are sighted. If there is too much sea to cross the bar, vessels are advised to enter via St. Simons Sound and the Intracoastal Waterway.

A cluster of fish havens is eastward of Doboy Sound; the outermost is marked by a private unlighted buoy about 20 miles eastward of the entrance to the sound. (See chart 11509.) A sunken wreck is about 6.5 miles east of the entrance to the sound in about 31°21′24″N., 81°09′06″W.

The marked channel over the bar at the entrance to Doboy Sound is not considered safe for strangers except on a rising tide and a smooth sea. The bar has been changing over the past years. In June 1983, the reported controlling depth was 5 feet. An unmarked swash channel with a least depth of 5 feet makes into the sound close under the south point of Sapelo Island. The channels are used by local shrimp boats.

Doboy Sound extends northwestward about 5 miles from the bar with a width of about 0.8 mile. The mean range of tide is about 6.8 feet in the sound and about 7.3 feet at Darien. Tidal currents in the sound have a velocity of 2 knots at the entrance. Predicted currents may be obtained from the Tidal Current Tables. Good anchorage is found anywhere in the channel of the sound upstream from **Commodore Island** except in the cable area.

The Intracoastal Waterway enters Doboy Sound through Old Teakettle Creek and passes southward through North River, Darien River, Rockdedundy River, and Little Mud River to Altamaha Sound.

Duplin River, entering Doboy Sound from northward, is a small stream about 5 miles long. Submerged piling extend off the northwest side of the entrance. In June 1983, the reported midchannel controlling depth was 9 feet from the entrance to **Pumpkin Hammock,** thence 6 feet for another 2 miles. A ferry from the mainland docks on the eastern bank of the river, 0.3 mile upstream from the entrance. The dock has a depth of 15 feet alongside. An overhead power cable with a clearance of 38 feet crosses the river about 1.7 miles above the mouth.

Sapelo Island, locally known as **Sapelo,** is a town on the southerly end of Sapelo Island at the head of **Lighthouse Creek** . The town is reached on high tide only. In an emergency some services and supplies can be obtained here. In June 1983, the reported depth was less than 2 feet at the creek entrance and bare halfway to the town.

Old Teakettle Creek enters the sound from northward

about 1 mile northwestward of Duplin River and forms a part of the Intracoastal Waterway. **Shellbluff Creek,** which enters Old Teakettle Creek from the westward about 0.7 mile from its northern entrance, in June 1983, had a reported controlling depth of 5 feet to the small packing plant at **Valona.** The docks are privately owned by a shrimp-boatbuilding yard with a small marine railway for hauling them out. Diesel fuel, water, and ice are available.

Atwood Creek and **Hudson Creek** are small streams emptying into the head of Doboy Sound from the northwestward. In June 1983, the reported controlling depth in Atwood Creek was 5 feet for a distance of 2 miles, and 6 feet in Hudson Creek to the mouth of the small creek leading to a small shrimp-packing plant at **Meridian Landing,** which is about 1.5 miles by road from **Meridian.** Gasoline, diesel fuel, water, and ice are available from the plant only in an emergency. A ferry to Sapelo Island docks in Hudson Creek. In November 1981, a sunken wreck was reported in Hudson Creek about 1.4 miles above the mouth.

Carnigan River enters the head of the sound from southwestward and is connected with North River by a branch known as **Buzzard Roost Creek. North River** enters Doboy Sound west of Doboy Island. It extends westward 6 miles to the town of **Ridgeville,** where it joins **May Hall Creek,** which, running southward, connects with Darien River 5 miles above its mouth. Overhead power cables with a minimum clearance of 51 feet cross May Hall Creek at Ridgeville and 0.5 mile above its junction with Darien River. A small-boat landing at the town has gasoline, diesel fuel, and water. **Doboy Island** is wooded and has several buildings on its southwest end. A small private landing is on the west side of the island.

Back River, on the southern side of Doboy and Commodore Islands, forms another and little used entrance from the sound to North and Darien Rivers.

South River, also little used, empties into Doboy Sound from southwestward about 0.8 mile inside the entrance. It extends in a general westerly direction for 3 miles, where it joins **Little Mud River,** a part of the Intracoastal Waterway.

Darien River extends southwestward for a distance of 11.5 miles, where it joins the Altamaha River. In June 1983, the reported controlling depth was 7 feet from Doboy Sound through the Intracoastal Waterway and Darien River to the highway bridge at Darien. Care is necessary when navigating this river due to the shoals and numerous floating snags. Water is fresh in the river at Darien after the ebb has been running for about 3 hours. The best route from Doboy Sound to the Darien River is via the Intracoastal Waterway.

Darien is 9 miles above Doboy Island on the north bank of Darien River. Fishing and pulpwood are the main industries. Some shrimp and shad fishermen base here. A good highway passes through the town from Savannah to Brunswick, 18 miles away. Gasoline, diesel fuel, ice, fresh water, and supplies are available. Two marine railways, owned by a packing company, can haul out fishing boats up to 75 feet. The reported depth of water alongside the wharves was 8 to 15 feet in June 1983. U.S. Route 17 highway bridge crossing the river at the town has a fixed span with a clearance of 31 feet. The overhead cable about 100 yards west of the bridge has a clearance of 51 feet.

Chart 11508.-Between Doboy Sound and Altamaha Sound is **Wolf Island,** which is about 2.5 miles long in a north-south direction. The island, part of Wolf Island National Wildlife Refuge, is almost entirely marsh, cut by numerous creeks.

Altamaha Sound is 48 miles southwestward of Tybee Light and 12 miles northeastward of St. Simons Light. The entrance and the sound are obstructed by shoals which are dangerous to navigation. A shifting channel through the shoals extends 4 miles from the entrance. It is advisable to enter Altamaha Sound via the Intracoastal Waterway. The mean range of tide in the entrance is 6.6 feet. (For current predictions, see the Tidal Current Tables.)

Altamaha River is formed by the confluence of the **Oconee River** and **Ocmulgee River,** 110 miles above the town of Darien and 119 miles above its mouth, and flows in a general southeasterly direction, entering the western end of Altamaha Sound. The river is subject to freshets, and depths change radically.

In June 1983, the reported controlling depth was 3 feet during 8 months of the year to **Milledgeville,** a city on the Oconee River 126 miles above the junction with the Altamaha River, and 3 feet to Macon, a city on the Ocmulgee River 178 miles above the junction. The depths are 2 to 12 feet less during the summer low-water period.

U.S. Route 17 highway bridge over **South Altamaha River,** 2.5 miles south of Darien, has a fixed span with a clearance of 44 feet. An overhead power cable on the west side of the bridge has a clearance of 64 feet. Interstate Route 95 highway bridge crossing South Altamaha River, about 1.2 miles westward of U.S. Route 17 highway bridge, has a clearance of 35 feet. (See **117.1 through 117.59, 117.351, 117.363, and 117.365,** chapter 2, for drawbridge regulations for drawbridges crossing the Altamaha, Oconee, and Ocmulgee Rivers.)

Little Mud River enters Altamaha Sound from northward about 2.5 miles inside the entrance. The Intracoastal Waterway passes through it. **Buttermilk Sound,** which enters Altamaha Sound from the southwestward, has an average width of 0.5 mile. At its head the sound connects with Frederica River and Mackay River; the latter connects with Back River. These three rivers enter the western end of St. Simons Sounds from northward, and Mackay River with Buttermilk Sound forms part of the Intracoastal Waterway.

Chart 11502.-The coast between Altamaha and St. Simons Sounds is formed by the shores of **Little St. Simons Island, Sea Island,** and St. Simons Island. These islands are separated only by stretches of marsh traversed by small streams, and from seaward appear as one body of land although from certain points the marshes, alternating with patches of trees, give the land an unusually broken appearance.

St. Simons Island is the main body of land between the two sounds, and in general description the other two islands may be considered as parts of it. The three taken together are 11 miles long and 6 miles wide at the northern end, diminishing gradually to 2.5 miles near the southern end. Immediately along the coast and in the central parts it is heavily wooded. Between the two wooded portions is a stretch of marsh from 1 to 1.5 miles wide extending nearly the whole length of the island, and to the westward it is separated from the mainland by extensive marshes, through which flow the Frederica and Mackay Rivers, joining Altamaha and St. Simons Sounds.

Charts 11508, 11506.-The northern portion of St. Simons Island is marshy and traversed by **Hampton River,**

a sizable stream flowing in an easterly and southeasterly direction, which separates St. Simons and Little St. Simons Islands and enters the sea 5 miles below Altamaha Sound. The dangerous shoals on both sides of the channel are unmarked; strangers should not attempt entrance from seaward without local knowledge. In June 1983, the reported controlling depth was 3 feet from Buttermilk Sound to Village Creek.

Village Creek flows into Hampton River from the southward, about 1.5 miles above its mouth. It goes through a stretch of marsh separating Sea Island and St. Simons Island. After a crooked course of several miles, it joins the **Blackbank River,** a narrow and twisting stream flowing to the southward between the two islands and entering the sea 4 miles south of Hampton River. In June 1983, the reported controlling depth was 4 feet for about 4.6 miles above the mouth, thence 1 foot to and through the cut to Blackbank River and the Sea Island Bridge. Village Creek is dry above the cut at low water. The highway bridge crossing Blackbank River to Sea Island has a 15-foot fixed span with a clearance of 7 feet; overhead cables about 200 feet south of the bridge have a clearance of 16 feet.

Charts 11506, 11502.-St. Simons Sound, 0.8 mile wide at the entrance, is 61 miles southwestward of Tybee Light and 27 miles northward of Amelia Island Light. The sound forms a good harbor and is the approach to the city of Brunswick. The entrance is obstructed by dangerous shifting shoals, forming a bar which extends for a distance of 5.5 miles offshore.

Brunswick is on the eastern bank of East River and Academy Creek opposite Andrews Island, 7.5 miles above St. Simons Light. It is 4.5 miles west of the Intracoastal Waterway route which connects it with ports to the north and south. The city is the second largest port of commercial importance in Georgia. It is 104 miles south of Savannah and 82 miles north of Jacksonville by coastwise routes. The principal commodities handled in the port are seafood, woodpulp, salt, gypsum rock, petroleum products, fertilizer, and chemicals. The principal industries are wood creosoting, seafood processing and manufacture of naval stores, paints, marine and stationary boilers, steel fabrication, woodpulp, and chemicals.

Brunswick Harbor comprises the improved channel across the bar, St. Simons Sound, Brunswick River, and Turtle River.

Brunswick River enters the sound from southwestward just inside the entrance and provides access for oceangoing vessels to the city of Brunswick. For a distance of 2.8 miles above its mouth, the river has an average width of 1.3 miles, but the deepwater channel averages only 0.3 mile in width. Above **Brunswick Point** the river has an average width of 0.7 mile to **Andrews Island,** which divides it into two branches. The southern branch is known as **Turtle River** and the northern branch, on which the city of Brunswick is situated, is known as **East River** to the mouth of **Academy Creek.**

Bridges.-The only bridge crossing the main channel is the Sidney Lanier (U.S. Route 17) highway bridge at Brunswick, 5.4 miles above the mouth, which has a lift span with a clearance of 24 feet down and 139 feet up. (See **117.1 through 117.49,** chapter 2, for drawbridge regulations.) State Route 303 highway bridge, crossing Turtle River just above the head of the improvement, has a fixed span with a clearance of 35 feet at the center; the nearby overhead power cable clearance is 55 feet over the main channel. The twin fixed spans of Interstate 95 highway bridge, 0.6 mile upstream, have a clearance of 35 feet. There is little river traffic above these bridges.

Prominent features.-St. Simons Light (31°08.0′N., 81°23.6′W.), 104 feet above the water, is shown from a white conical tower attached to a brick dwelling on the north side of the entrance to the sound. **St. Simons Island Coast Guard Station** is 1.2 miles northeastward of the light. The abandoned lighthouse on the north end of Little Cumberland Island, at the entrance to St. Andrew Sound, and the five tanks on Jekyll Island can be seen to the southward. Near the beach eastward and northeastward of St. Simons Light are many homes and summer residences extending to the vicinity of Hampton River. The three water tanks on St. Simons Island about 0.4 mile and 3.5 miles north of the light, the towers of the lift bridge crossing Brunswick River, and the tall stacks of the Hercules Powder Company in Brunswick, and the pulpmill complex in northwestern Brunswick are prominent.

COLREGS Demarcation Lines.-The lines established for St. Simons Sound are described in **80.720**, chapter 2.

Channels.-A Federal project provides for a channel 32 feet deep through the bar, thence 30 feet deep in Brunswick River and East River to the foot of Second Avenue, thence 27 feet to Academy Creek, and thence 24 feet in Academy Creek to the dam 0.6 mile above the mouth; and 30 feet deep in Turtle River to the LCP Chemicals-Georgia Wharf. (See Notice to Mariners and latest editions of the charts for controlling depths.)

Lighted whistle buoys are about 14.5 and 7.5 miles off the entrance to St. Simons Sound. The channel through the bar is marked by **303°** directional lights, a **285°07′** lighted range, and lighted and unlighted buoys, and the channels inside the sound are marked with lighted ranges, lights, and lighted and unlighted buoys.

Dangers.-An unmarked wreck, reported covered 14 feet, is in 31°03′08″N., 81°13′45″W., about 1.4 miles eastward of the entrance to the bar channel. Fish havens, marked by private unlighted buoys, are 3 miles northeastward and 16 miles east-southeastward, respectively, of the entrance to the bar channel. Shoal areas and spoil areas are in the approaches from the outer lighted whistle buoy to the midchannel lighted whistle buoy at the entrance to the bar channel. These should be avoided in heavy weather.

A rock ledge, about 600 to 800 feet long and covered 21 feet, is parallel to the south side of Cedar Hammock Range in about 31°06′27″N., 81°25′53″W.

Anchorages.-There is good anchorage anywhere along the sides of the channel off the range lines in St. Simons Sound or Brunswick River. Depths of 22 to 79 feet may be found in the sound between Jekyll Island and St. Simons Islands, and depths of 17 to 30 feet in the Brunswick River directly westward of Jekyll Island. In the area westward of the Brunswick Harbor Range, across the channel from Brunswick, anchorage is only for small craft.

Tides and currents.-The mean range of tide is about 6.5 feet on the bar and 7.3 feet at Brunswick. Tidal currents normally follow the general direction of the dredged channel across the bar with a velocity of 2 knots. During northeasterly weather there is a strong southerly set across the bar channel and in southeasterly weather a strong northerly set. Current predictions for a number of locations in the vicinity of St. Simons Sound may be obtained from the Tidal Current Tables.

Weather.-The effect of the Atlantic on Brunswick is reflected in warmer winter-minimum and cooler summer-maximum temperatures than inland locations. There is

even a slight, but noticeable, difference between the immediate coast and the city. On St. Simons Island temperatures are a few degrees cooler than in Brunswick, particuarly in summer. This results in about 30 more 90°F days in the city, but this average, of 78 days, is still a 15- to 20-day improvement over cities farther inland. However, St. Simons records about 16 days each year where minimums drop to freezing or below, compared to about 11 days in the city.

Rainfall differences are less noticeable and approximately 50 inches is recorded annually. About 40 percent occurs as showers and thunderstorms on about 8 to 10 days per month from June through September. Fog is common from November through March. On the coast, visibilities drop below 0.5 mile on 2 to 4 days per month. This type of fog is most frequent in the early morning hours and usually lifts by late afternoon. Any large drop in temperature may bring fog.

Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade. Vessels with less than 10-foot draft are exempt. Pilotage is optional for U.S. vessels in the coastwise trade which have on board a pilot licensed by the Federal Government. Pilots board incoming vessels from the pilot boat, day or night, just outside St. Simons Lighted Whistle Buoy St. S (31°04.1'N., 81°16.7'W.). The pilot boats, PILOT 1 and PILOT 2, are 30-foot skiff-type launches and are equipped with VHF-FM channels 12 and 16. Pilots are arranged for in advance by radiotelegraph, by telephone (912-638-2380; after 1700, 638-2182 or 638-1597) through the Brunswick Marine Operator, or through ships' agents.

Towage.–Tugs up to 550 hp are available on a 24-hour basis; tugs are required for docking and undocking oceangoing vessels. Arrangements for tugs are made in advance through ships' agents.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) Brunswick has a city hospital.

Brunswick is a **customs port of entry.**

Harbor regulations are under the control of the Brunswick Port Authority and the Georgia Ports Authority and are enforced by the **harbormaster,** who can be contacted through the port authorities' offices or by telephone (912-265-2624). The harbormaster boards all vessels on arrival at their berths.

Wharves.–Only the major deepwater port facilities at Brunswick are described. These include the facilities along the southwest side of the city which are owned and operated by the Brunswick Port Authority and the Georgia Ports Authority, and one privately operated facility on the east side of Turtle River above Brunswick. These facilities have rail and highway connections, and water and electrical shore power connections. Cargo is generally handled by ship's tackle; special handling equipment, if available, is mentioned in the description of the particular facility. The alongside depths given for each facility described are reported depths. (For information on the latest depths, contact the operator.) The remainder of the facilities along the Brunswick waterfront and on the east side of Turtle River are used for servicing commercial fishing vessels and small craft, and for handling seafood and barge traffic; these are not described. For a complete description of the port facilities at Brunswick, refer to Port Series No. 14, published and sold by the U.S. Army Corps of Engineers. (See appendix for address.)

East side of East River:

Brunswick Port Authority Lanier Dock (31°07'44"N., 81°29'32"W.): the southerly 500-foot section of a 2,140-foot marginal wharf; 50-foot apron; 30 feet alongside; deck height, 13 feet; unloading tower, equipped with 6-cubic-yard grab bucket and with an unloading rate of 600 tons per hour, straddles railroad tracks on wharf; tower can load railroad hopper cars or trucks directly, or can be used with 40-ton capacity hopper which connects with conveyor belt system extending to open and covered storage areas in the rear; open storage for 17,000 tons of gypsum rock; covered storage for 42,000 tons of potash and 16,000 tons of salt cake; oil pipeline extends to tanks with 310,000-barrel capacity; receipt of gypsum rock, salt, potash, and various dry bulk commodities; receipt of bunker C fuel; bunkering vessels; owned by the City of Brunswick and the County of Glynn and operated by Brunswick Port Authority.

Georgia Ports Authority Brunswick Terminal (Berths 1, 2, and 3): joining Brunswick Port Authority Lanier Dock to the northward; 1,640 feet of berthing space with 52-foot apron; 30 feet alongside; deck height, 13 feet; two transit sheds, total 160,000 square feet storage area; 5 acres of open storage; 25-ton gantry crane; bulk unloader with 7¾-cubic-yard bucket with an unloading rate of 700 tons per hour; receipt and shipment of general cargo; receipt of dry bulk materials and shipment of naval stores; owned and operated by Georgia Ports Authority.

East side of Turtle River:

LCP Chemicals-Georgia Wharf (31°10'42"N., 81°31'24"W.): offshore wharf with 347-foot face and 30-foot apron, 647 feet usable space with dolphins; 30 feet alongside; deck height, 12 feet; two traveling hoppers on wharf serve belt conveyor system extending to open salt storage area in rear with 28,000-ton capacity; pipeline extends from wharf to storage tanks in rear with 2,400-ton capacity; receipt of salt and shipment of general cargo; owned and operated by Linden Chemicals and Plastics, Inc.

Supplies.–Provisions and some marine supplies are available at Brunswick. Oceangoing vessels can obtain Bunker C oil by barge, and diesel oil by truck. Gasoline and diesel fuel are available to commercial fishing vessels and recreational craft.

Repairs.–There are no drydocking or major repair facilities for oceangoing vessels in the port; the nearest such facilities are at Jacksonville, Fla., or Savannah, Ga. Machine, welding, and electrical shops off the waterfront can make limited above-the-waterline repairs. Two marine railways, about 0.55 mile northward of the Brunswick Port Authority Lanier Dock, can handle vessels to 100 tons or 75 feet for repairs to wooden hulls and other minor repairs.

There are no special facilities at the port for use in wrecking or salvage operations. Such equipment can be obtained from Savannah or Jacksonville.

Communications.–The port is served by the Seaboard System Railroad, the Southern Railway, several bus and truck lines, and by U.S. Highway Routes 17, 25, and 84. A commercial airline serves the airport on St. Simons Island, about 6 miles east of Brunswick.

Small-craft facilities.–Berthage with electricity, gasoline, diesel fuel, water, ice, and some marine supplies are available at Brunswick. Facilities along the Intracoastal Waterway, eastward of the city, are described in chapter 12.

St. Simons Island and **St. Simons** are summer resort towns on the southeast and south sides of St. Simons

Island, respectively. The concrete T-head fishing pier at St. Simons had reported depths of 14 to 21 feet alongside in May 1983.

Frederica River joins St. Simons Sound from the northward about 1 mile inside the entrance. Above its junction with Mackay River at the north end of Lanier Island, Frederica River extends northeastward for about 7 miles and rejoins Mackay River. This section is an alternate route of the Intracoastal Waterway. In 1983, the reported controlling depth was 7 feet from Lanier Island to the northerly junction with Mackay River.

The fixed highway bridge crossing Frederica River from St. Simons Island to Lanier Island has a clearance of 9 feet. A strong east-to-west ebb current sets across the channel.

During flood tide, the current flows northward in the direction of the channel and is very strong. Vessels should exercise great caution while passing through this bridge, especially with a light tow proceeding south. When proceeding with the tide, tows should stop at the dolphins to await favorable current or be broken up and taken through singly.

On Lanier Island, just south of the highway bridge, there is a boatyard with a 420-foot pier with reported depths of 20 feet alongside. The yard has berthage with electricity, gasoline, diesel fuel, water, ice, a 6-ton fixed lift, and a marine railway that can handle craft to 50 feet; hull and engine repairs can be made.

A **special anchorage** is close southwest of the highway bridge. (See **110.72b**, chapter 2, for limits and regulations.)

Mackay River , which enters the sound from northward, is crossed about 1.5 miles above the mouth, at Lanier Island, by a fixed highway bridge with a clearance of 65 feet. The overhead power cables near the bridge have a least clearance of 27 feet. Mackay River joins Frederica River at the north end of Lanier Island; the rivers then join St. Simons Sound close southward of the island. Mackay River is part of the Intracoastal Waterway.

Little River is west of Mackay River and flows into Back River. A highway bridge about 0.7 mile above the mouth has a 30-foot fixed span with a clearance of 6 feet. An overhead power cable immediately south of the bridge has a clearance of 33 feet.

Back River , an alternate route of the Intracoastal Waterway, enters St. Simons Sound from northward. In August 1987, the channel in Back River had a midchannel controlling depth of 6 feet to its junction with Mackay River. The fixed highway bridge about 1.5 miles above the mouth has a clearance of 40 feet. Above the bridge the channel to the head of the improvement is marked by daybeacons.

Terry Creek flows into Back River 0.5 mile above the highway bridge and leads westward 1.5 miles to the city of Brunswick and to a yacht club basin on the east side of the city. The channel through Terry Creek has been dredged for a distance of about 1.1 miles from Back River, at which point it junctions with a dredged section that leads northwestward into **Dupree Creek** for about 0.35 mile. In September 1988, Terry Creek had a controlling depth of 2½ feet, and in March 1984, Dupree Creek had a midchannel controlling depth of 1 foot. About 1.3 miles above the mouth, Terry Creek is crossed by a highway bridge with 30-foot fixed span and a clearance of 6 feet. The overhead power cable close southward of the bridge has a clearance of 26 feet. The yacht club basin is within the city limits of Brunswick and offers good protection from storms; it has 450 feet of dock space and a float with 10 feet alongside. Gasoline, ice, and water are available; provisions and diesel fuel may be delivered from the city.

The basin has a small-boat launching ramp and a 2-ton lift.

Plantation Creek and **Clubbs Creek** offer a protected short cut between Back River and Brunswick River, and can be used safely by small craft on a rising tide. In August 1987, the midchannel controlling depth was 1½ feet in Plantation Creek, and in May 1983, 8 feet was reported in Clubbs Creek.

South Brunswick River enters Turtle River from westward opposite Andrews Island. The I-95 highway bridge, 2.8 miles above the mouth, has twin spans with a clearance of 15 feet. State Route 303 highway bridge, 3 miles above the mouth, has a 36-foot fixed span with a clearance of 15 feet. Overhead power cables on the east and west sides of the latter bridge have a least clearance of 30 feet.

Fancy Bluff Creek, a tug and barge route from Little Satilla River, enters South Brunswick River from the southwest 1.3 miles above the mouth. U.S. Routes 17 and 84 highway bridge, about 2.3 miles from the north entrance, has a fixed span with a clearance of 18 feet. The overhead power cable close southwest of the bridge has a clearance of 44 feet. A railroad bridge with a 20-foot fixed span and a 10-foot clearance is about 0.2 mile northward of the highway bridge. The reported controlling depth through the creek to Little Satilla River was 4 feet in May 1983.

Cedar Creek enters Brunswick River from the south, about 1.2 miles from Brunswick Point. State Route 50 highway bridge, 1 mile above the entrance, has a 30-foot fixed span with a clearance of 10 feet. An overhead power cable immediately west of the bridge has a clearance of 35 feet. The reported controlling depth was 3 feet in May 1983.

Jekyll Creek enters Brunswick River from southward about 2.5 miles above its mouth. With Jekyll and St. Andrew Sounds, it forms part of the Intracoastal Waterway to Fernandina Beach. (See chapter 12.)

Chart 11504.–From St. Simons Island to St. Andrew Sound the coast is formed by the shores of Jekyll Island which extends nearly north and south for a distance of 6.5 miles and has a width of 2 miles. **Jekyll Island** is a State Park; several large park buildings, formerly private homes, are on the west side of the island, and on the east side are large motels and recreational buildings, bath houses, and the large prominent Aquarama (a large indoor swimming pool and auditorium). The island is wooded all along its eastern shore, and dark woods which are quite level in silhouette stand out in the background. Several fishhavens are within 13 miles eastward and southeastward of Jekyll Island. Shoals extend 3 to 5 miles offshore. Three conspicuous gold spherical water tanks on top of slender green standpipes are about 2.2, 3.1, and 4.6 miles from the north end of the island. The towers of the lift bridge over the Intracoastal Waterway on the west side of the island can be seen offshore.

The western portion of Jekyll Island at the north and south ends is marshy, bordered by Brunswick River, Jekyll Creek, and Jekyll Sound. A marina on the Intracoastal Waterway on the west side of the island is described in chapter 12.

St. Andrew Sound, between Jekyll Island and Little Cumberland Island, is about 7 miles southward of St. Simons Sound and 17 miles northward of St. Marys Entrance.

COLREGS Demarcation Lines.-The lines established for St. Andrew Sound are described in **80.720**, chapter 2.

The entrance to the sound is over a shifting bar which extends about 5 miles offshore. Vessels should stay in 5 fathoms or more until the outer buoy is sighted. The channel into the sound is marked by buoys. Vessels with a draft of about 10 feet should have little difficulty entering the sound. In May 1983, the reported controlling depth was 12 feet in the buoyed entrance channel. The entrance is used only by local shrimp boats. An abandoned lighthouse is on the north end of Little Cumberland Island.

In April 1985, a sunken wreck was reported about 1.9 miles eastward of the abandoned lighthouse in about 30°58′32″N., 81°22′37″W.

In the sound are extensive shoals, between which channels lead to the principal tributaries: Jekyll Sound on the north, Satilla River on the west, and Cumberland River on the south.

Tides and currents-The mean range of tide is 6.8 feet. The current velocity is about 2 knots in the entrance; predictions are given in the Tidal Current Tables.

The best anchorage in the sound is in the channel on the western side of Little Cumberland Island. The anchorage has depths of 17 to 27 feet with good holding ground. Good anchorage is also found in the entrance of Jekyll Point.

The Intracoastal Waterway, which crosses the sound, enters from the northward through Jekyll Creek and Jekyll Sound and passes southward through Cumberland River to Cumberland Sound and into Amelia River.

Jekyll Sound, which enters St. Andrew Sound from northward just inside the entrance, has many shoals. Three channels lead to its three principal tributaries.

Good anchorage is found in the entrance to Jekyll Sound westward of Jekyll Point. **Jekyll Creek** enters the sound from northward, forming a part of the Intracoastal Waterway. Its northern part connects with Brunswick River. **Jointer Creek** (see also chart 11506) enters Jekyll Sound from northwestward. It is crooked and has several narrow branches, all of which except Cedar Creek are blocked by the Jekyll Island Highway. A small boat can navigate from Brunswick River to Jekyll Sound by way of Cedar and Jointer Creeks, or through Turtle River, South Brunswick River, Fancy Bluff Creek, and Little Satilla River.

Little Satilla River (see also chart 11506) enters Jekyll Sound from westward. In May 1983, it was reported that with local knowledge about 10 feet could be taken from the entrance to Fancy Bluff Creek. Small craft going to landings on the river enter from South Brunswick River through Fancy Bluff Creek.

Satilla River enters St. Andrew Sound from the westward through a narrow channel in the shoals. In 1963 and May 1975, shoaling to 1 foot was reported to exist just below the bend 9 miles above the entrance. Shrimp boats going to **Woodbine,** 22 miles above the mouth, use Bailey Cut, which was reported to have a controlling depth of about 4 feet, in May 1983, at its eastern entrance. The river is crossed by twin fixed highway bridges with clearances of 44 feet about 19.2 miles above the mouth. U.S. Route 17 highway bridge at Woodbine has a fixed span with a clearance of 43 feet. The Seaboard System Railroad (SCL) bridge adjacent to the westward has a swing span with a clearance of 5 feet. (See **117.1 through 117.59 and 117.369**, chapter 2, for drawbridge regulations.) Overhead power cables are 0.8 mile and 0.5 mile east of the bridges. The easternmost cable has a clearance of 57 feet, and clearance for the other cable is not known. The overhead power cable between the bridges has a clearance of 61 feet. Traffic in the area consists mainly of sand tows and shrimp fishermen. A boatyard and shrimp dock on the south bank about 0.4 mile east of the highway bridge has a marine railway that can haul out craft up to 70 feet. There is 8 to 10 feet of water at the 90-foot T-head pier. Diesel fuel and freshwater are on the dock, and gasoline can be obtained by truck. Hull and engine repairs can be made in an emergency. Food, lodging, and marine supplies can be obtained in the town. The water is brackish at Woodbine with no worms and fresh above Burnt Fort. In 1963, the controlling depth was about 6 feet from Woodbine to **Burnt Fort,** 45 miles above the mouth of the river. State Route 252 highway bridge at Burnt Fort has a fixed span with a clearance of 16 feet.

The mean range of tide is 6.7 feet about 5 miles above the mouth and 3.2 feet at Burnt Fort. The freshet variation at **Waycross,** 142 miles above the mouth, is about 12 feet. There is reported to be no appreciable rise at Woodbine during freshets.

Cumberland River enters St. Andrew Sound from southward just inside Little Cumberland Island. Its general direction is southerly for a distance of 11 miles, where it joins Cumberland Sound. The Intracoastal Waterway follows this route, which is well marked by ranges in the more difficult sections.

Brickhill River branches from Cumberland River about 5 miles above the mouth and rejoins it at **Cumberland Dividings. Floyd Creek** enters Cumberland River from westward about 4.5 miles above the north end of Little Cumberland Island, and joins with Satilla River through a cut to form an alternate passage to the Intracoastal Waterway.

Crooked River enters Cumberland River from the westward about 10.6 miles above the mouth. A State park boat landing is at **Elliotts Bluff,** 4.3 miles above the mouth. Local fishing boats tie up at the private piers just above the park. In May 1983, the reported controlling depth was 4 feet to the boat landing.

Chart 11502.-Between St. Andrew Sound and St. Marys Entrance, the coastline, extending in a southerly direction for about 16 miles, is formed by the shores of Little Cumberland and Cumberland Islands. These two islands are separated only by a stretch of marsh and **Christmas Creek,** and appear as one island from seaward. The coastline shows a broad white sand beach backed by an almost continuous range of sand dunes with dense woods backing them.

The north end of **Little Cumberland Island,** heavily wooded, has a prominent buff colored bluff and is marked by an abandoned lighthouse.

Cumberland Island is almost entirely covered by woods, though somewhat marshy to the westward. The island is separated from the mainland by extensive marshes through which flow the Cumberland and Brickhill Rivers. The extreme southern point of the island, which forms the north side of the entrance to Cumberland Sound, has several conspicuous sand dunes.

From the north end for about 9 miles from the entrance to St. Andrew Sound, the coast is bordered by dangerous shoals extending 3 to 5 miles offshore. For the remaining distance to St. Marys Entrance there is a depth of 3 fathoms to within 1 mile of the beach.

Chart 11503.-St. Marys Entrance and **Cumberland Sound** are 16 miles southward of St. Andrew Sound and

19 miles northward of St. Johns River. The sound is the approach to the city of Fernandina Beach, the city of St. Marys, the Naval submarine support base in Kings Bay, and an inland passage to St. Andrew Sound through its connection with the Cumberland River.

Fernandina Beach, the principal city on Cumberland Sound, is on the east bank of Amelia River, 2 miles south of the entrance. It is the shipping port for woodpulp and paper products. Some coastwise and foreign shipping serve the port. A large shrimp boat fleet operates out of Fernandina Beach.

Prominent features.–Amelia Island Light (30°40.4'N., 81°26.6'W.), 107 feet above the water, is shown from a 64-foot white conical tower 2 miles southward of the entrance to Cumberland Sound. It is reported that the light is difficult to distinguish above the surrounding tree line during the daytime. Also prominent from seaward are the homes along the beach 2 to 3 miles south of the entrance, the condominiums about 5 miles south of the entrance, and a 295-foot-high processing tower southward of the entrance, about 0.9 mile 309° from Amelia Island Light. The tower is marked at night by flashing red lights. A lighted 1,500-foot fishing pier at the inner end of the south jetty is also prominent. The smoke from the stacks of the paper companies at Fernandina Beach and St. Marys make them easily visible from all directions.

Fort Clinch, on the south side of the entrance at the north end of Amelia Island, is a State Park, museum, and recreation area. The old fort and a large red brick building near the inshore end of the south jetty are conspicuous. Camping facilities and a small-craft launching ramp are at the northwest end of the island on the east side of the channel to Fernandina Harbor.

COLREGS Demarcation Lines.–The lines established for St. Marys River are described in **80.720**, chapter 2.

Channels.–A Federal project provides for a 40-foot channel across the bar to a point south of the entrance to Beach Creek in about 30°43'04"N., 81°28'31"W., thence 38 feet northwestward for 0.6 mile, thence 34 feet northward through Cumberland Sound to two turning basins of the same depth in Kings Bay about 9.0 miles and 10.0 miles, respectively, above the outer ends of the jetties, and for a 28-foot channel leading from inside the bar southward in Amelia River to a turning basin of the same depth off Rayonier Wharf, about 5.8 miles above the outer ends of the jetties. (See Notice to Mariners and the latest editions of the charts for controlling depths.)

The entrance to Cumberland Sound is between two stone jetties. The jetties are reported to be in very poor condition with both almost entirely submerged at mean high water. The north jetty is marked off its outer end by a lighted buoy and the south jetty is marked off its outer end by an unlighted buoy. Both jetties are marked on their outer sides by unlighted buoys, and on the inner sides by daybeacons. Each unlighted buoy is a white can with orange bands near the top and waterline and the word "Jetty" in an orange diamond. The diamond-shaped white daybeacons have the words "Danger Submerged Jetty." Mariners are advised to exercise caution in this area, as the jetties are a menace to navigation when visibility is limited. Currents are strong off the ends of the jetties. The natural channel between the jetties is subject to frequent change. The currents scour out the channel during spring tides, but the shoals build up again during neap tides.

St. Marys Approach Lighted Whistle Buoy STM (30°40.8'N., 81°11.8'W.) is 10.9 miles eastward of St. Marys Entrance. The channel through the bar and the channels inside the sound are marked with lighted ranges, lights, and lighted buoys.

Fishing vessels going northward out of the sound use the natural channel off the end of the north jetty marked by a buoy. Strangers are warned against using it as there is danger of being set into the end of the jetty. In April 1981, a sunken wreck was reported southeast of the outer end of the north jetty in about 30°42.9'N., 81°24.1'W.

Anchorages.–Vessels anchor outside St. Marys Entrance about 1 mile northward of the approach range in about 5 to 9 fathoms, sand and mud bottom with good holding ground. Inside the entrance fair anchorage is along the sides of the channels in Cumberland Sound and in the Amelia River according to draft.

Tides and currents.–The mean range of tide is 5.8 feet at the entrance and 6 feet at Fernandina Beach. The tidal currents at the entrance have considerable velocity and are dangerous at times, especially on the flood which generally sets northwestward and on the ebb which sets southeastward except during northeast winds when there is a strong southerly set off the end of the jetties on both tides. It has been reported that this set sometimes attains a velocity exceeding 5 knots. Maximum current velocities are reported to be 2.0 to 3.9 knots in St. Marys Entrance and 1.0 to 2.5 knots in the Cumberland Sound channel. Large vessels are cautioned not to enter the entrance channel before the pilot boards. Freshets in the St. Marys River may cause the ebb to run 7 or 8 hours. Current predictions for Cumberland Sound vicinity may be obtained from the Tidal Current Tables.

Weather.–The climate features short, mild winters and warm, humid summers with fog likely on cool, clear winter mornings. About 50 inches of rain falls on some 70 days annually. Much of the precipitation occurs in showers or thunderstorms from June through September. Temperatures climb above 90°F on about 55 days and drop to 32°F or below on just 10 days, on the average. By far the biggest threat to this pleasant climate are hurricanes, which are most likely, from June through November. While the area is vulnerable to this threat, direct landfalling hurricanes are rare, and those that pass offshore cause relatively minor damage.

The most dangerous tropical cyclones are those that cross the coast from the east through southeast and those that approach from the south through southwest. During hurricane Dora (September 1964) winds of 85 knots or more extended from St. Augustine to Fernandina Beach. Unusually high tides were generated by prolonged onshore winds. The Amelia River tide gauge recorded readings to 10 feet above normal. From experience it can be suggested that, when winds reach 50 knots or more and tides surge to 8-10 feet above normal at the Amelia River gauge, there is a likelihood of sudden shoaling in the St. Marys River entrance. A severe threat to shipping should be anticipated when a hurricane is expected to make landfall within 90 miles south, or 30 miles north, or when a severe tropical storm (50-63 knots) is expected to make landfall within 60 miles south, or 20 miles north of the St. Marys River entrance. If adequate shelter is not available at Fernandina Beach, it is suggested that shelter be looked for in the reaches of principal rivers that are protected from the south and east by wooded high bluffs. For example, shelter can be found at Mush Bluff on Crooked River and behind the bluffs 4 miles above St. Marys River. For more detailed information see the **Hurricane Haven Handbook for the North Atlantic Ocean** as mentioned in chapter 3.

Pilotage for Fernandina Beach and St. Marys is compul-

sory for all foreign vessels and U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. vessels in the coastwise trade which have on board a pilot licensed by the Federal Government. The pilot station is on Amelia Island, and the pilot boards from the pilot boat any hour of the day or night. Vessels drawing more than 36 feet are boarded in the vicinity of St. Marys Approach Lighted Whistle Buoy STM (30°40.8'N., 81°11.8'W.). Vessels with a draft of 36 feet or less are boarded about 1.3 miles east of the approach range front light in about 30°42.9'N., 81°16.6'W. The pilot boat, PILOT 1, 29 feet long, has a black hull with a white and orange superstructure with the word PILOT on the side of the house. The pilots monitor VHF-FM channels 16 an 13, and shift to working frequency channel 11. Pilots may be obtained by radiotelegraph, by telephone (904-261-3158) through the Jacksonville Marine Operator, or by previous arrangement through ships' agents.

The St. Johns Bar Pilots, on request, will relay messages by telephone to the pilot at Fernandina Beach. (See chapter 9 for radiotelephone frequencies used by the St. Johns Bar Pilots.)

Towage.–Tugs are required for docking and undocking. Tugs up to 2200 hp are available on 4 hours' notice from a towing company at Brunswick, Ga. Arrangements for tugs are made through ships' agents or through the local pilot.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) A county hospital is at Fernandina Beach.

Fernandina Beach is a **customs port of entry.**

Harbor regulations.–All vessels are docked and undocked under the direction of the harbormaster, who is also the chief pilot. All vessels should proceed through the harbor at slow speed, and not over 5 knots, as there are many craft moored along the waterfront.

Wharves.–The Ocean Highway and Port Authority of Nassau County owns one major commercial pier on Amelia River, the Forest Products Terminal. There are two privately owned facilities for deep-draft vessels at Fernandina Beach. Both have highway and rail connections. Depths alongside are reported depths. (For latest information on depths contact the operator or the pilot or harbormaster.) There are numerous smaller facilities along the waterfront which are used for the receipt of seafood and servicing of commercial fishing vessels and small craft; these facilities are not described. (For a complete description of the wharves and piers at Fernandina Beach, refer to the Port Series, a Corps of Engineers publication.) A deep-draft wharf at Kings Bay is described later in this chapter.

Container Corporation of America Wharf (30°40'58"N., 81°27'37"W.): east side of Amelia River about 1.5 miles above the channel entrance; offshore wharf with 365 feet of berthing space with dolphins; 29 feet alongside; deck height, 14 feet; hose-handling equipment; untreated water available; handles fuel oil for plant consumption.

Forest Products Terminal: east side of Amelia River about 1.75 miles above the channel entrance; marginal wharf with 1000- foot face; 36 feet reported alongside; deck height, 12 feet; transit sheds with 100,000 square feet of storage; 18 acres of open storage. Two container cranes, two whirleys cranes, forklifts, potable water; operated by Nassau Terminals.

Rayonier Wharf: east side of Amelia River, about 1.3 miles southward of the Container Corporation of America Wharf; marginal wharf with 400-foot face, 500 feet with dolphins; 27 to 30 feet alongside; deck height, 14 feet; electrical shore power connections; untreated water available; handles caustic soda, and fuel oil for plant consumption.

Supplies.–Provisions and some marine supplies are available at Fernandina Beach. The fresh water piped to the wharves is from artesian wells and, having some mineral content, should be treated for use in boilers. Bunker C oil and diesel oil for oceangoing vessels can be obtained by barge or truck from Jacksonville.

Repairs.–There are no drydocking or major repair facilities for oceangoing vessels at Fernandina Beach; the nearest such facilities are at Jacksonville, Fla. Machine, welding, and electrical shops off the waterfront can make limited above the waterline repairs. The larger of two marine railways is on the east side of Amelia River, about 0.6 mile northward of Rayonier Wharf; vessels up to 130 feet in length and 12-foot draft can be handled for hull, engine, and electrical repairs.

No special facilities are available for wrecking or salvage operations. Such equipment can be obtained from Jacksonville.

Communications.–Fernandina Beach is served by State Route A1A, CSX Railroad (freight service only), and an airport. There are bus connections to Jacksonville where there are passenger rail connections. Ferryboat service is available to Cumberland Island.

Small-craft facilities.–The municipal marina is on the east side of Amelia River, about 2.3 miles southward of the channel entrance and 0.5 mile northward of Rayonier Wharf. In May 1983, depths of 4 feet were reported in the slips, with depths of 8 feet reported alongside the pier facing the river. Berthage with electricity, gasoline, diesel fuel, water, ice, marine supplies, and a launching ramp are available. A 4-ton fixed lift and a marine railway that can handle craft to 75 feet are available; hull, engine, and electrical repairs can be made. Gasoline, diesel fuel, and water can also be obtained at the two fuel piers, northward and southward of the marina.

The Intracoastal Waterway enters Cumberland Sound from the Cumberland River and continues through the Amelia River on the south.

Beach Creek extends northward into Cumberland Island from a point just inside the entrance to Cumberland Sound. In February 1978, 2 feet was reported at the entrance, and the creek dried about 0.2 mile below Dungeness.

Kings Bay is in the northwesterly part of Cumberland Sound, about 5 miles above its southerly entrance. A Naval submarine support base here has a floating drydock and a 2,000-foot concrete pile wharf with depths of 40 feet reported alongside in May 1983; deck height is about 14 feet. A rail spur line connects the terminal with the Seaboard System Railroad; two transit sheds and two 10-ton mobile hoists are available. The facility is owned by the U.S. Government.

A **security zone** has been established in Kings Bay. (See **165.1 through 165.13 and 165.731**, chapter 2, for limits and regulations.)

A **regulated navigation area** has been established in Cumberland Sound in the vicinity of Kings Bay. (See **165.1 through 165.13 and 165.730**, chapter 2, for limits and regulations.)

St. Marys River, the principal tributary of Cumberland

Sound, enters from westward, and is a portion of the boundary between Georgia and Florida. It is used primarily by shrimp fishermen and tugs towing fuel oil as far as St. Marys. The controlling depth in the channel to St. Marys is about 14 feet. Above St. Marys a vessel with a draft of 10 feet or less should have little difficulty going as far as Kings Ferry, 32 miles above the mouth, on a rising tide. The river is very crooked, and some of the turns are sharp. **Caution** is advised when entering the river, especially in late afternoon, as the indefinite shoreline of the surrounding marshlands make the unmarked channel in the first reach difficult to negotiate. The tank at St. Marys charted in 30°43.5'N., 81°32.8'W. is a useful landmark for navigating this stretch. Unpredictable currents have been reported in the entrance to the river, at the junctions with Jolly and North Rivers, and along the piers at St. Marys. The mean range of tide is 5.8 feet at the entrance, 6 feet at St. Marys, and 5.1 feet at Crandall, 5 miles above the mouth. The water is fresh above the Seaboard System Railroad bridge, 20 miles above the mouth. A pilot for the river is available at Fernandina Beach.

The twin fixed spans of U.S. Route I-95 highway bridge with a clearance of 35 feet crosses St. Marys River about 15.2 miles above the mouth. U.S. Route 17 highway bridge at Wilds Landing, 20 miles above the mouth of the river, has a swing span with a clearance of 5 feet. The Seaboard System Railroad bridge just upstream has a swing span with a clearance of 5 feet. (See **117.1 through 117.59, 117.329, and 117.373**, chapter 2, for drawbridge regulations.) Overhead power cables close upstream of the bridge have a least clearance of 55 feet.

The town of **St. Marys** is on the north bank of St. Marys River, 4 miles above the mouth. The larger wharves here are used by fishing boats and have depths of about 13 feet alongside. Diesel fuel and water are available. However, it is reported that strong currents, the large tidal range, and the exposure to winds from all but north make mooring at these wharves hazardous for strangers.

A good haven for small vessels, particularly in northeasterly weather, can be found at St. Marys. Small craft also can obtain refuge in bad weather by anchoring near the pulp mill 1 mile up North River or near the bridges 16 miles above St. Marys on the St. Marys River.

North River branches from St. Marys River about 2 miles above its mouth. In May 1983, it was reported that a draft of 7 feet could be carried to the pulpmill dock up the river.

Bells River branches from St. Marys River about 1.5 miles above the town of St. Marys. It flows in an easterly direction to its junction with the Amelia River at Fernandina Beach. In May 1983, the reported controlling depth was about 4 feet. **Chester,** a town on the river, has a number of small docks which were reported in ruins in May 1983.

Jolly River branches eastward from Bells River about 6 miles above its mouth, and empties into Cumberland Sound at the mouth of St. Marys River. In May 1983, the reported controlling depth was about 7 feet.

Lanceford Creek branches from Amelia River west of Fernandina Beach. The southern entrance where it joins Amelia River dries clear across. In May 1983, it was reported that with local knowledge a depth of about 7 feet could be carried from the creek's eastern entrance, junction with Bells River, to the docks at **Black Rock.** The creek widens off the docks into tidal flats which bare at low water. Small boats cross from the creek to Amelia River at high tide through **Soap Creek,** which passes through numerous mud flats and oyster beds that bare at low tide.

Chart 11488.–From St. Marys Entrance to St. Johns River the coast is formed by the shores of Amelia, Talbot, Little Talbot, and Fort George Islands. **Amelia Island** is nearly north and south, with a length of about 12 miles and a width varying from 1 to 2.5 miles. The island is low and gently undulating with heavy woods along the shore.

From seaward no prominent natural features distinguish Amelia Island from other land in the vicinity. It shows a long line of dark woods, irregular in outline, with numerous tall trees rising conspicuously above the general level. In front of these woods a range of sand dunes, partly covered with coarse grass and scrub, backs the broad stretch of white sand beach. Several landmarks are prominent along this stretch of the coast; these were mentioned with the discussion of Fernandina Beach earlier in this chapter. About 3 miles south-southeast of Amelia Island Light is a pier extending 800 feet into the ocean.

The western portion of Amelia Island is marshy. Separating the island from the mainland is a broad stretch of marsh through which flow the Amelia and South Amelia Rivers connecting Cumberland Sound and Nassau Sound.

Charts 11488.–Nassau Sound is 10 miles southward of Amelia Island Light and 6 miles northward of St. Johns River. The entrance is obstructed by shifting shoals which extend about 1.5 miles seaward and form a shallow bar. Breakers form across the entire entrance. Small craft are advised not to attempt passage through the shoals without local information. The mean range of tide in Nassau Sound is 5.4 feet. Route A1A highway toll bridge, 1 mile above the entrance, has a swing span with a clearance of 15 feet. (See **117.1 through 117.59 and 117.309**, chapter 2, for drawbridge regulations.) In 1972, local boaters reported shoaling to depths of about 2 feet in the northeasterly opening of the swing bridge creating hazardous conditions for small craft. It was further reported that small craft can make passage in deeper water through the bridge bents northeastward of the northeasterly opening. Vertical clearance of the bridge through the bents is about 9 feet. A small-craft launching ramp is on the south side of the bridge.

South Amelia River and Nassau River are the principal tributaries of Nassau Sound. **South Amelia River** enters from the northward and is a portion of the Intracoastal Waterway.

Nassau River enters Nassau Sound from the northwestward. Occasional sunken logs and numerous shoals are a menace to navigation. **Nassauville** is a small settlement on the north bank of the river, 7 miles above the entrance to the sound, with private piers adjoining private homes and a fishing camp. Local knowledge is necessary to carry the best water to Nassauville and **Christopher Creek,** where there is a private marine railway which can haul out craft up to 50 feet in an emergency.

Alligator Creek connects South Amelia River and Nassau River. Its twisting channel leads through tidal flats and between oyster bars.

Sawpit Creek enters the sound from the westward. Route A1A highway bridge, crossing the creek about 0.3 mile above the mouth, has a 38-foot fixed span with a clearance of 15 feet. A portion of this creek forms a part of the Intracoastal Waterway.

Talbot Island, about 5 miles in length and 1.5 miles in

width, is partly wooded and partly marshy. Along the marshy eastern shore flow several creeks which separate Talbot and Little Talbot Islands. Talbot Island, Little Talbot Island, and Fort George Island form a State park and recreation area and are connected to Amelia Island and the mainland by a paved highway and bridges. The road also leads to Jacksonville along the north bank of the St. Johns River with a ferry connection at Fort George Island to the south bank of Mayport.

Little Talbot Island, a strip of low flat land about 4 miles long and averaging about 0.8 mile wide, lies in a north-south direction. The island is wooded along its outer coast. From seaward it shows a strip of dark woods with many conspicuous sand dunes near the beach. Its south end runs off in a low point of bare sand bordering on Fort George Inlet.

Fort George Inlet is a narrow body of water separating Little Talbot and Fort George Islands. The inlet changes rapidly due to shifting sands at its entrance, and should never be used without local knowledge. The Heckscher Drive (State Routes 105-A1A) highway toll bridge near the entrance to the inlet has a 38-foot fixed span with a clearance of 15 feet at the center. An overhead power cable at the bridge has a clearance of 40 feet. A fish camp is on the west bank immediately above the bridge. Limited supplies, water, ice, and a launching ramp are available.

Fort George Island is westward and southward of Fort George Inlet. Its eastern shore, forming the coastline, shows a broad strip of white sand beach backed by a range of high hills. The island is separated from the mainland by Sisters Creek. Fort George Island, formerly called Pilot Town, is a town on the St. Johns River near the south end of the island opposite Mayport.

9. ST. JOHNS RIVER

Charts 11490, 11491, 11492, 11495.–St. Johns River, the largest in eastern Florida, is about 248 miles long and is an unusual major river in that it flows from south to north over most of its length. It rises in the St. Johns Marshes near the Atlantic coast below latitude 28°00'N., flows in a northerly direction, and empties into the sea north of St. Johns River Light in latitude 30°24'N. The river is the approach to the city of Jacksonville and a number of towns near its shores. Some of these places are winter resorts while others are centers of farming districts and citrus groves. Deep-draft vessels go as far as the large shipyard at Jacksonville, just below the Main Street highway lift bridge. Southward of the Jacksonville bridges, commercial traffic is light and consists almost entirely of oil barges. Many pleasure craft navigate this part of the river, usually going only as far as Sanford, though small boats have navigated the river as far as Lake Washington, 188 miles south of Jacksonville.

Jacksonville has expanded by consolidation to include most of Duval County and is now the largest city in the United States in terms of area; its extent along the St. Johns River is from the ocean to the town of Orange Park on the west side of the river and to Julington Creek on the east side. Most of the marine terminals are on the west side of the river about 21 miles above the entrance, just above the point where the river first turns southward. The deepwater port is the largest on the east coast of Florida. It is a major southeastern bulk-handling, distribution, and railroad center. Both general and bulk cargoes are handled, and Jacksonville is a leading southeastern container port. The principal exports are paper products, phosphate rock, fertilizers, chemicals, citrus products, naval stores, tallow, clay, scrap metal, feed, and general cargo. The principal imports are petroleum products, coffee, iron and steel products, limestone, pulpwood, cement, automobiles, lumber, chemicals, alcoholic beverages, and general cargo.

Caution.–Broken ground with least depths of 4 to 5 fathoms lies from 4 to 6 miles from the coast for a considerable distance northward and southward of the St. Johns River entrance. Navigators should also bear in mind the prevailing northerly current in this area, which is felt until well inside the 10–fathom curve, except with northeasterly or northerly winds.

Numerous fish havens are eastward of the entrance to St. Johns River; the outermost, marked by a private unlighted buoy, is about 27 miles eastward of St. Johns Light.

Prominent features.–St. Johns Light (30°23.1'N., 81°23.9'W.), 83 feet above the water, is shown from a white square tower on the beach about 1 mile south of St. Johns River north jetty; the radiobeacon antenna is 60 yards east of the light tower. A special radio direction finder calibration station is at the light. (See Light List for details.) A tower at Jacksonville Beach and a red and white checkered water tank at Mayport Naval Station are prominent off the entrance, and water tanks are prominent along the beaches to the southward.

COLREGS Demarcation Lines.–The lines established for St. Johns River are described in **80.723**, chapter 2.

St. Johns River Navigational Guidelines.–Completion of channel deepening projects in 1978 in the St. Johns River has resulted in a deeper steep-sided channel cut through rock in some areas. There has been no appreciable increase in channel width. This channel configuration combined with the increased size and draft of vessels entering the port has resulted in increased navigational problems. Based upon reported marine casualties to vessels and aids to navigation and after consultation with local marine interests, the Coast Guard Captain of the Port has developed certain guidelines to enhance safe navigation.

It is recommended that all vessels, particularly those which must navigate in the channel because of draft restraints, strictly adhere to them. Nothing in these guidelines shall supersede or alter any applicable laws or regulations. In construing and complying with these guidelines, regard shall be had to all dangers to navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from the guidelines necessary to avoid immediate danger.

For purposes of these guidelines, **low-powered vessels** are those which are unable to maintain a speed of at least 8 knots through the water. **Poor handling vessels** are those, which because of their configuration or steering characteristics, are unable to consistently navigate within the channel half width.

Vessels towed on a hawser have been found to demonstrate poor handling characteristics. When due to draft or size they are required to navigate in the main channel, particular care should be exercised to insure that they can, when necessary, navigate in their channel half width and stop if required. It is recommended that they proceed at a moderate speed and avoid making a passage of the river with a strong fair tide. Under normal weather conditions, vessels up to 400 feet in length can generally be towed satisfactorily with these tide and speed conditions. It is recommended that larger towed vessels and those operating under adverse conditions, including strong fair tides, employ sufficient assist tugs or other equivalent measure to ensure the required degree of control. Deep-draft inbound tows are considered by knowledgeable local mariners to handle best when brought in at the beginning of the flood. All tows should operate with tow lines shortened up as close as possible. **Tandem tows,** except for small scows and nondescript vessels which can operate outside the main channel, are considered unmanageable and should not be attempted.

Local knowledge of the river and of local practices is deemed essential for the safe movement of vessels. Experience and knowledge at least comparable to that required for a Federal Pilot's License is recommended for the person in charge of the movement of vessels which do not take pilots.

The entrance channel between the jetties is marked by St. Johns Bar Cut Range. Currents which often set across the ends of the jetties are discussed under Tides and Currents, this chapter. Vessels arriving at the bar should give a Security call on VHF-FM channel 13, 30 minutes before entering the jetties. So as not to delay river traffic, low-powered or poor handling vessels intending to enter the river should be prepared to delay up to 45 minutes, if necessary, to allow other vessels to clear outbound or to allow full-powered and more maneuverable vessels to precede them through the jetties. Entry into the St. Johns

River through the jetties must be with careful regard to wake and speed in consideration of persons fishing off the jetties and adjacent shoreline.

Seagoing tows sometimes makeup inside the jetties. Tows intending to makeup in this area should give a Security call on VHF-FM channel 13 at least 45 minutes prior to commencing operations and give consideration to the vessels which must transit the area. Because of the high density of small-craft facilities on the southern side of the river and their close proximity to the main channel in Mayport and Sherman Cut Ranges, vessels transiting the river should pay close attention to their wake and, for towing vessels in particular, their ability to keep the tow inside the main channel.

Areas of particular concern.–Four areas in the St. Johns River are considered to be particularly troublesome. These areas are listed in order of ascension when proceeding from sea. Vessels should make every effort to avoid meeting at these areas, and should give Security calls on VHF-FM channel 13 (156.65 MHz) 15 minutes prior to arriving at any one of these areas. The vessel with the fair tide should initiate a proposal for meeting or passing and the vessel stemming the tide should hold as necessary. Any departure from this procedure should be agreed to by both vessels in a timely manner.

(1) **Intracoastal Waterway** (30°23.1′N., 81°27.8′W.). This waterway is used extensively by tows, and its junction with the St. Johns River is subject to strong and unpredictable crosscurrents at various stages of the tide. The situation is further complicated by repair docks on the north side which may require speed reductions to reduce wake. Tows intending to enter the main river channel from the Intracoastal Waterway should give a Security call on VHF-FM channel 13, 30 minutes prior to entry and adjust speed so as to enter the river when the channel is clear. Every effort, including holding, should be made to avoid unduly restricting full-powered vessels, and allow them to clear this area when either inbound or outbound.

(2) **Dames Point Turn** (30°23.1′N., 81°33.6′W.). Navigation of this sharp turn is complicated by crosscurrents coming from the old channel behind Blount Island which tend to set a vessel deep into the bend on both the flood and ebb. In addition, the channel in this area is used as a turning basin for vessels using Blount Island terminal and the waterfront facilities in the old channel to the west of Blount Island.

(3) **Trout River Cut** (30°23.3′N., 81°37.6′W.). This dredged channel extends through rock formations, and deep loaded vessels must exercise great care not to leave the channel in this area. Local knowledge is necessary to predict current effects as they tend to set across the channel on both the flood and ebb. Poor handling vessels should use an assist tug when transiting the area of Trout River Cut and Chaseville Turn to avoid being set on vessels transferring at the many oil terminals on the west bank of the river.

(4) **Commodore Point** (30°19.1′N., 81°37.7′W.). The nearly 90-degree turn at Commodore Point is complicated by the Hart Bridge, with its piers located in the turn, as well as the Matthews Bridge just to the north. Poor handling vessels, or those whose engines are questionable for any reason, should use assist tugs to avoid being set on the support piers of either bridge.

Smaller vessels continuing up the river are advised that about 2 miles above Commodore Point, at a bend in the river at **Hendricks Point** (30°19.1′N., 81°39.8′W.), a series of four bridges is within a 0.7-mile reach. Mariners should ensure that they can clear the closed bridges or that they can navigate safely between the bridges when opening. There is limited stopping and turning room once committed to the transit of the area which is subject to strong currents in the constricted bend.

Vessels intending to get underway from a dock should give a Security call on VHF-FM channel 13 advising of their intentions at least 30 minutes prior to letting go. Low-powered and/or poor handling vessels should be prepared to delay up to 30 minutes to allow full-powered and more maneuverable vessels to precede them as this will avoid undue delay for overall river traffic. To prevent problems which might arise from failure to exchange information necessary for safe meeting and passing on the river, the Coast Guard Captain of the Port monitors VHF-FM channel 13.

Channels.–A Federal project provides for a channel 42–40 feet deep from the ocean to St. Johns Point, thence 40–38 feet deep to a point 1.5 miles westward of St. Johns Point, thence 38 feet deep to a point 1.75 miles north of Commodore Point, thence 34 feet deep to Commodore Point via Terminal Channel, thence 30 feet deep to the Florida East Coast Railway Co. bridge at Jacksonville. The main channel is maintained at or near project depths. (See Notice to Mariners and latest edition of chart for controlling depths.)

A lighted whistle buoy is about 2 miles off the entrance to the river. The entrance channel, between two converging rubblestone jetties, and the channel in the river are marked by lighted and unlighted buoys, lights, and lighted ranges.

Anchorages.–Vessels waiting outside the entrance to St. Johns River can anchor in depths of 36 to 50 feet north-northeastward of the jetties if wind and sea permit. (See **110.182**, chapter 2, for limits and regulations of the anchorage areas.) Anchorage south of the south jetty is not recommended because of the heavy shrimpboat activity in that area. Pilots sometimes anchor vessels in the channel opposite Mayport Basin while waiting for the weather to clear upstream, but this anchorage is not recommended due to the strong currents.

General and quarantine anchorages are in the St. Johns River in the vicinity of Jacksonville. (See **110.183**, chapter 2, for limits and regulations.) Special small-craft anchorages are 4.5 miles south of Jacksonville. (See **110.1 and 110.73**, chapter 2, for limits and regulations.)

Merchant ships are normally anchored either in the area off Talleyrand Docks and Terminals, locally termed the lower anchorage, or in the area off Commodore Point, known as the upper anchorage. Though these are the only practical anchorages available, the holding ground is only fair and both anchorages are somewhat constricted. In April 1981, a concrete dolphin was reported in the east part of Anchorage "D", northeast of Commodore Point, in about 30°19′49″N., 81°37′11″W. A **security zone** has been established along a portion of the north bank of the St. Johns River at the junction of Brills Cut Range and Broward Point Turn. (See **165.1 through 165.7, 165.30, 165.33, and 165.710**, chapter 2, for limits and regulations.)

Bridges.–Six bridges cross the St. Johns River at downtown Jacksonville. The fixed Matthews highway toll bridge, 0.5 mile north of Commodore Point, has a clearance of 152 feet across the main (Terminal) channel and 86 feet at the center of the span across Arlington Channel. At Commodore Point, the Hart suspension bridge has a clearance of 135 feet, with 141 feet at the center. Main Street (Alsop) highway bridge, the first of four bridges at Hendricks Point, has a vertical-lift span

with clearances of 40 feet down and 135 feet up; the second, Acosta highway bridge, 0.3 mile upstream from the Main Street bridge, has a vertical-lift span with clearances of 56 feet down and 164 feet up; the third, the Florida East Coast Railway Co. bridge adjacent to the Acosta bridge, has a bascule span with a clearance of 5 feet; the fourth, the Fuller Warren highway toll bridge, has a bascule span with a clearance of 44 feet at the center. (See **117.1 through 117.59 and 117.325**, chapter 2, for drawbridge regulations.) The bridgetenders of the bridges at Hendricks Point monitor VHF-FM channel 16 and work on channel 17; call signs as follows: Main Street (Alsop) WHV-528, Acosta WHV-529, and Fuller Warren WHV-927. The bridgetender of the FEC bridge monitors VHF-FM channel 16 and works on channel 13; call sign, KXR-936.

Overhead power cables with a clearance of 175 feet cross the river about 9 miles above the entrance at Blount Island.

Routes.–Along the coast from Charleston to Jacksonville, the course between the outer lighted whistle buoys is from 10 to 15 miles offshore. Vessels making for St. Johns River entrance should guard against an inshore set which may amount to a knot or more due to the currents into the inlets. In thick weather, vessels approaching from the northeastward should be mindful of the fact that deep holes may be encountered which may lead them to believe that they are farther offshore than they actually are. Approaching from the southward, vessels clear Hetzel Shoal before shaping a course for St. Johns River entrance. A set of 0.5 to 0.8 knot in a northerly direction parallel with the coast may be expected in this area due to the prevailing current, except with northerly or northeasterly winds. Southbound light-draft vessels can avoid the northerly set due to the prevailing current by following the coast at a distance of from 3 to 5 miles to abeam Ponce de Leon Inlet Light, and then shaping the course to pass outside of Hetzel Shoal Lighted Whistle Buoy 8.

Tides and currents.–The mean range of tide is 4.9 feet at St. Johns River entrance and about 1.2 feet at the railroad bridge at Jacksonville. From Jacksonville to Palatka the mean range of tide is about 1 foot. At low-water stages, tidal action is felt to Lake George. (See the Tide Tables for daily predictions at Mayport and several places on St. Johns River.)

The tidal currents are strong in St. Johns River as far as Jacksonville. The currents at the entrance between the jetties require special attention. The Bar Pilots report that 1 hour after the beginning of a blow from any direction from north through east to south, a very strong current sets with the wind across the end of the jetties, and the condition is usually dangerous; when such winds reach gale force, the positions of the buoys should not be relied upon as they may drag from station.

The velocity of the current between the jetties is 1.9 knots on the flood and 2.3 knots on the ebb; at Mayport, 2.2 knots on the flood and 3.1 knots on the ebb; at Mile Point, 2.7 miles above the mouth, about 2.8 knots. At downtown Jacksonville (Commodore Point), the velocity of current is about 1.0 knot; however, in 1967 a naval vessel reported being forced against the Acosta highway bridge by flood currents estimated to exceed 5 knots. Caution should be exercised in this area. The flood is increased by northeasterly and easterly winds and the ebb by southwesterly and westerly winds. (See the Tidal Current Tables for daily predictions of the tidal current in St. Johns River entrance and for a number of places on St. Johns River.)

The tidal currents above Jacksonville average less than a knot. The winds have considerable effect on the water level and velocity of the currents. Strong northerly and northeasterly winds raise the water level about 2 feet at Jacksonville, about 1 foot at Palatka, and about 1.5 feet at the mouth of Dunns Creek. Strong southerly and southwesterly winds lower the water level about 1 to 1.5 feet, increase the ebb, and decrease or may interrupt the flood. The currents in Deep Creek are weak, being due primarily to the winds and tide. There is a moderate drainage current in the Oklawaha River. The wind has no appreciable effect on the water level at the head of Dunns Creek and in Lake Crescent.

The river water may be fresh at Jacksonville at low water with westerly winds, while with northeasterly winds the water may be brackish to Palatka.

Freshets.–The flood stages in the river usually occur during the fall and are about 1 foot above ordinary low-water level at Jacksonville, 2 feet at Palatka, 3 feet at Lake George, 5 feet at Sanford, and 6.5 feet at Lake Harney.

Weather.–Jacksonville is near the northern boundary of the trade winds in summer. Winds off the water produce a maritime influence that tempers the heat of summer and cold of winter. Winter storms and severe cold waves often remain north of the area. Occasionally a "nor-easter" will skirt the Florida coast bringing 15- to 30-knots winds, low stratus clouds and drizzle. These are most likely in late summer and fall. This area lies within the hurricane belt although hurricane force winds are rare, since most storms either remain offshore or have tracked inland and weakened.

On the average the Jacksonville area is threatened (tropical cyclone within 180 miles) once or twice each year. While this may occur in any month it is most likely from June through October, with a peak in September and October. Most storms have crossed over some portion of the Florida peninsula and weakened. The Port of Jacksonville and Mayport Basin are not considered hurricane havens since surrounding low topography does not provide an adequate windbreak. The Port of Jacksonville, which is less susceptible to storm surges than Mayport, can be used as a haven from tropical storms if there is certainty that winds will not intensify to above 60 knots. While the entrance to the St. Johns River is exposed, farther upstream, between Blount Island and downtown Jacksonville, some sheltering from south and southeast winds is provided by higher elevations, including some river bluffs. Special care should be taken with storms approaching from the southeast. Hurricane Dora (September 1964) for example, was one of the worst storms to affect this area. At Mayport, winds reached 65 knots with gusts to 80 knots while the airport recorded 71-knot sustained winds. Unusually high tides were produced by onshore winds that exceeded 50 knots for some 12 hours. Water levels reached 5 to 7 feet above mean sea level on the coast and along the St. Johns River.

Storm tides are more frequent than destructive winds and, along the coast, are the major threat to shipping and residents. Storm surges vary significantly over short distances. Maximum heights occur along the beaches and the entrance jetties at Mayport, then decrease rapidly up the St. Johns River. In October 1944, an overland hurricane combined with an offshore nor'easter to generate tides that reached 12.3 feet above mean sea level at Jacksonville Beach and 7.3 feet above mean sea level on **McCoy Creek** (30°19'23"N., 81°40'03"W.) at Stockton Street in Jacksonville. For more details see the **Hurricane**

Havens Handbook for the North Atlantic Ocean as discussed in chapter 3.

In general, prevailing winds are northeasterly in fall and winter and southwesterly in spring and summer, although afternoon sea breezes often bring winds off the water in these latter seasons. Windspeeds are often highest from September through April when they exceed 17 knots about 3 to 8 percent of the time. Local climatic variations are most noticeable in the heat of summer. Along the beach, on 20 to 30 days annually, temperatures reach the 90's (°F) compared to 70 to 80 days near the city. Fog is mainly a wintertime phenomena, rolling in with any easterly wind but often remaining across the entrance when it has cleared elsewhere. In calm weather, smog from fertilizer and paper plants often obscures the channel above Dame Point. Radiation type fog, which may occur near the city, usually burns off by noon. On the average, there are 25 to 35 days annually, when visibilities drop below 0.5 mile; November through February are the most likely months. Summertime showers and thunderstorms are responsible for much of the precipitation in the area. Thunderstorms are most likely during June, July, and August, when they occur on about 10 to 16 days per month.

The National Weather Service station is at Jacksonville International Airport, about 6.5 miles north-northwestward of the entrance to Trout River, and **barometers** can be compared there or checked by telephone. (See Page T-6 for **Jacksonville climatological table.**)

Pilotage.–Pilotage is compulsory for all foreign vessels and for U.S. vessels under register. Pilotage is optional for U.S. coastwise vessels which have on board a pilot licensed by the Federal Government. St. Johns Bar Pilots and a dispatcher are on duty 24 hours daily at the pilot station, which is on the east side of the river about 3 miles above the mouth near the ferry terminal at Mayport (30°23.7′N., 81°25.8′W.). The pilot boats are 50 feet long, have black hulls with white superstructures, and have the word PILOT in white letters on the side. The pilot office monitors VHF-FM channels 18A, 16, and 14; vessels establish contact on channel 16 and shift to working frequency channel 14. Vessels should report their estimated time of arrival and their draft to the pilot station by radio at least 2 hours and again 1 hour before arriving at the sea buoy. The pilot boarding area is between the sea buoy and the outermost entrance-channel buoys; a boarding ladder should be rigged 10 feet above the water. Pilots may be obtained by telephone (904-246-6716) through the Jacksonville Marine Operator or through ships' agents.

Towage.–Tugs up to 3,500 hp, and docking pilots are available 24 hours a day at Jacksonville. Tugs use VHF-FM channels 7A, 10, 13, 16, and 18A. Docking pilots use VHF-FM channels 7A, 13, and 16.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) Vessels are usually boarded at their berths. There are public and private hospitals in and about Jacksonville. Deratization and fumigation services are available.

Jacksonville is a **customs port of entry.**

Coast Guard.–A **marine safety office** is in Jacksonville. (See appendix for address.) Mayport Coast Guard Base is on the east side of the river about 2.7 miles above the mouth at the southerly end of the waterfront at Mayport.

Harbor regulations.–There is no harbormaster for the city of Jacksonville. The Jacksonville Port Authority, a State agency and corporation, operates the Talleyrand Docks and Terminals and the Blount Island Terminal; the berthing of vessels and other aspects of the direct operation of these terminals is controlled by the Director of Marine Division. The operating staff of the port authority is directed by a managing director; the offices are at the Port Central Office Building, 2701 Talleyrand Avenue, near Talleyrand Docks and Terminals.

Portions of Blount Island Terminal are within a **safety zone** and a **security zone.** (See **165.1 through 165.33, 165.728, and 165.729**, chapter 2, for limits and regulations.

Wharves.–Of the 27 principal piers and wharves described for the port, 6 are operated by the Jacksonville Port Authority and the others are privately owned and operated. Most of the terminals have excellent highway connections. Three switching railroads connect the terminals and the three major railroads serving Jacksonville. General cargo at the port is usually handled by port cranes, and equipment is available for all lifts. Crawler and truck cranes with lifting capacities to 100 tons are available.

With one exception, only the deep-draft piers and wharves are described. For a complete description of the port facilities, refer to Port Series No. 15, published and sold by the U.S. Army Corps of Engineers. (See appendix for address.) The alongside depths given for each facility are reported depths. (For the latest such depth information, contact the Jacksonville Port Authority or the private operator.)

Blount Island Terminal Wharf: on main St. Johns River channel near the southwest tip of Blount Island, 10 miles above St. Johns entrance; 4,700-foot bulkhead wharf; 38 feet alongside; deck height, 9 feet; cranes to 45 tons; handles containerized, conventional, and roll-on roll-off general cargo, automobiles, steel products, kraft paper, and lineboard rolls; operated by Jacksonville Port Authority.

Celotex Corp. Dock: west side of Blount Island Channel (old river channel), 0.35 mile northward of the southwest tip of Blount Island; offshore wharf with 20-foot face, 536-foot berth with dolphins; 32 feet alongside; deck height, 10 feet; adjustable receiving hopper on wharf connected by conveyor to open storage area, delivery rate about 1,100 tons per hour; handles gypsum rock.

North Side Generating Station Wharf: northwestern side of Blount Island Channel, 1.15 miles northeastward of Kaiser Gypsum Co. Wharf and 0.2 mile southwestward of the Blount Island highway bridge; offshore wharf with 60-foot face, 700 feet with mooring dolphins; 20 feet alongside; deck height, 13½ feet; fuel oil for plant consumption; operated by Jacksonville Electric Authority.

Amerada Hess Corp., Jacksonville Terminal Wharf; north side of St. Johns River at mouth of Broward River, 0.3 mile east-northeastward of Drummond Point; offshore wharf with 300-foot face, 800 feet with mooring dolphins; 38 feet alongside; deck height, 12 feet; handles petroleum products, Bunker C, and occasional loading of harbor bunkering barges.

Drummond Point Terminal: extending from Drummon Point; offshore wharf with 143-foot face, 1,000-foot berth with dolphins; 38 feet alongside; deck height, 12 feet; hose-handling derrick; handles petroleum products and loading harbor bunkering-barges; operated by Gulf Oil Refining and Marketing Co. and American Oil Co.

U.S. Gypsum Co. Pier: just south of Trout River entrance on west side of St. Johns River at 30°23′01.5″N., 81°37′55.0″W.: pier 616 feet long and 42 feet wide,

berthing only along south side, usable space 455 feet with dolphins; 28 feet alongside; deck height, 6 feet; self-unloading vessels discharge into a hopper served by a conveyor system, which extends full length of pier to an open storage area ashore, delivery rate 1,000 tons per hour; handles gypsum rock.

Eastern Seaboard Petroleum Co., Tanker Unloading Wharf; 0.34 mile southward of U.S. Gypsum Co. Pier, west side of river; offshore wharf with 80-foot face, 1,000 feet with mooring dolphins; 38 feet alongside; deck height, 12 feet; handles petroleum products; operated by Philips Petroleum Co. and Eastern Seaboard Petroleum Co., Inc.

Shell Oil Co., Plant Wharf: west side of St. Johns River, 0.32 mile south of Eastern Seaboard Petroleum Co., Tanker Unloading Wharf; offshore wharf with 87-foot face, 610 feet with mooring dolphins; 38 feet alongside; deck height, 8 feet; hose-handling booms; handles petroleum products.

Jacksonville Bulk Terminal Dock: on south side of entrance to Long Branch Creek, 0.2 mile southwest of Shell Oil Co. Plant Wharf; offshore wharf consisting of a line of dolphins connected by catwalks, 800-foot berth; 38 to 40 feet alongside; deck height, 10 feet; 2 loading towers, each with a loading rate of 3,000 long tons per hour; towers are served by conveyor from phosphate storage silos, total capacity 30,000 tons; handles phosphate rock, phosphoric acid, and phosphatic products.

Alton Box Board Co. Fuel Dock: 30°22′03″N., 81°37′31″W.; offshore wharf with mooring dolphins in line with face, 51-foot face, 250-foot berth with dolphins; 24 feet alongside; deck height, 10 feet; hose-handling derrick; pipeline connects wharf and storage tanks; handles fuel oil for plant consumption.

J. Dillon Kennedy Generating Station Wharf: 30°21′53″N., 81°37′22″W.; offshore wharf with 101-foot face 220-foot berth with two dolphins; 36 feet alongside; deck height, 10 feet; handles fuel oil for plant consumption; operated by Jacksonville Electric Authority.

Belcher Oil Co. Terminal Wharf: west side of river, 0.29 mile southeastward of J. Dillon Kennedy Generating Station Wharf; offshore wharf with 140-foot face, 550-foot berth with dolphins; 32 feet alongside; deck height, 13 feet; hose-handling derrick; handles petroleum products, asphalt, and fueling towboats.

Chevron Tanker Dock: west side of river, 0.16 mile south of Belcher Oil Co. Terminal Wharf; 50-foot face, 280-foot berth with dolphins; 31 feet alongside; deck height, 12 feet; hose-handling derricks; handles petroleum products; operated by Chevron USA, Inc.

Jacksonville Port Authority, 8th Street Terminal: west side of river at 30°20′42″N., 81°37′20″W.; 700-foot bulkhead wharf; 36 feet alongside; deck height, 9 feet; handles automobiles; operated by Joyserv Co. Ltd.

Sea-Land Service Terminal: immediately northward of 8th Street Terminal wharf; 1,200-foot bulkhead wharf; 36 feet alongside; deck height, 9 feet; one 30-ton and one 27½-ton traveling container cranes; handles containerized cargo.

Jacksonville Port Authority, Talleyrand Docks and Terminals, Berths 1, 2, 3, 4, and 5: bulkhead wharf providing continuous berthing space immediately northward of the Sea-Land Service Terminal wharf; deck heights, 9 feet except Berth 5, 7 feet; Municipal Docks Railway connects terminal with all trunkline carriers serving the port; 500,000 square feet of transit shed and warehouse space, and 130 acres of paved open storage; cranes to 100 tons.

Berths 1-4: immediately northward of Sea-Land Terminal wharf; 2,300 feet long; 36 feet alongside; handles containerized and conventional general cargo, automobiles, molasses, bagged coffee beans, caustic soda, lumber, chemicals, and lignin sulfonate; various operators.

Berth 5: north of Berth 4; 600 feet long; 36 feet alongside; handles petroleum products and automobiles.

Trailer Marine Transport, McGiffen Dock: west side of river 0.7 mile north of the first bridge; 440-foot face on the north end and a 1,120-foot west face; 15 feet alongside; deck heights, 9 feet; forklift trucks; receipt of asphalt; handles general cargo, paper, steel products, automobiles, creosote, and asphalt.

Trailer Marine Transport Barge Dock: west side of river immediately south of TMT McGiffen Dock and 1,000 yards northward of the first bridge across the river; 490-foot face; 20 feet alongside; deck height, 9 feet; cranes to 350 tons; roll-on/roll-off ramp; handles containerized roll-on/roll-off general cargo, automobiles, and heavy lift items.

Commodore's Point Terminal Wharf: west side of the river at Commodore Point; 700-foot face; 28 feet alongside; deck height, 5½ feet; handles conventional general cargo, petroleum products, chemicals bulk cement, bananas, and fertilizer; various operators.

South Side Generating Station Wharf: south side of river at 30°19′01″N., 81°38′50″W.; offshore wharf with 100-foot face, 428-foot berth with dolphins; 30 feet alongside; deck height, 12 feet; two hose-handling derricks; handles fuel oil for plant consumption; operated by Jacksonville Electric Authority.

Jacksonville Shipyards berths: A number of piers and wharves are owned and operated for lay berths by the three divisions of Jacksonville Shipyards. The main yard is on the north side of the river about 0.45 mile eastward of the Main Street vertical-lift bridge (first bridge at Hendricks Point), and the St. Johns Yard is on the north side of the river about 0.75 mile eastward of Main Street bridge. There are 7 principal piers and wharves with 12 berths with depths ranging from 18 to 55 feet. (See "Repairs" for additional information on the shipyard.)

Supplies of all kinds in any quantity can be obtained, and all types of marine services are available in Jacksonville. Freshwater is piped to the terminals. Fuel oil and diesel oil are available at the oil terminal wharves and by tank barge; most vessels bunker by barge while alongside.

Repairs.-The large shipyard at Jacksonville is on the north side of the river about midway between Commodore Point and the Main Street bridge (easterly bridge at Hendricks Point). The yard can perform all types of repair work on the largest ships able to come up the river. The largest floating drydock with a 33,000-ton lifting capacity is 827 feet long and has a clear width of 144 feet and a depth of 33 feet over the keel blocks. There are two other floating drydocks of 30,000-ton and 18,000-ton lifting capacities, numerous mobile cranes of up to 150-ton capacity, berths for a large number of ships, shafts machined up to 48 inches by 50 feet, and all the other facilities normally available at a large shipyard. A smaller shipyard on the river at the junction with Sisters Creek (Intracoastal Waterway) has a 4,000-ton marine railway. A yard 3 miles above the mouth of the St. Johns River has a 200-ton and a 500-ton marine railway that can handle vessels up to 100 feet in length with complete shipyard facilities available. The other yards on Pablo Creek (Intracoastal Waterway south of St. Johns River) have up to 2,800-ton capacity floating drydocks and marine ways which can handle vessels to 500 feet. Three smaller

drydocks are also at the yard. The yards on the Intracoastal Waterway are discussed further in chapter 12.

In addition to the shipyards, Jacksonville has all types of specialized marine manufacturing, sales, and repair firms which handle such items as electronic equipment, electric motors and other components, ventilation and air conditioning systems, shafts and propellers, etc.

Small-craft facilities.–Excellent facilities are available in Jacksonville. The municipal marina is on the south side of the river between the Main Street and Acosta bridges. A dockmaster assigns slips and enforces regulations for the marina; copies of the regulations may be obtained from his office. Public toilets are in the dockmaster's house. Adequate mooring lines and fenders should be used, as currents become quite strong in the slips. A large illuminated fountain is in the city park back of the marina. There are a number of other modern well-equipped marinas and boatyards in Jacksonville; the major facilities are on the Ortega and Trout Rivers. Supplies, services, and repairs are available for all types of yachts. (See the small-craft facilities tabulation on chart 11491 for services and supplies available.) Other small-craft facilities on St. Johns River above Jacksonville are in Goodbys Creek, Doctors Inlet, and Julington Creek.

Communications.–The port is served by three railroads, Seaboard System Railroad, Florida East Coast Railway Co., and Southern Railway Co. The Jacksonville Port Authority operates its own switching railroad, which serves the Talleyrand Docks and Terminals. Excellent highways reach the city, and there is a toll expressway system providing rapid transportation within the city; the primary highways leading from Jacksonville are Interstate Highways 10 and 95, and U.S. Routes 1, 17, and 90. Jacksonville International Airport, operated by the Jacksonville Port Authority about 10 miles northward of the heart of the city, is served by six airlines. Both passenger and air freight service is available. There are also three general-aviation airports in the city. Numerous steamship lines connect with most of the principal foreign and domestic ports. Barge service is available for the Intracoastal Waterway, coastwise, and up the St. Johns River as far as Sanford.

Chart 11490.–Mayport Basin is on the south side of the St. Johns River just inside the entrance jetties and westward of **St. Johns Point.** A deep channel leads along the inshore end of the south jetty to the basin. It is marked by a **255° lighted range,** lights, and lighted and unlighted buoys. Due to the relatively short distance between the lights of the range, sensitivity is poor. Mariners are advised to use the range with caution. Dangerous cross currents are reported to exist in the entrance to Mayport Basin; mariners are advised to enter at slack water or at a recommended speed of 13 knots. The waters of the turning basin are within a **prohibited area** of the U.S. Naval Station Reservation; commercial and pleasure vessels are prohibited from entering except in cases of extreme emergency. (See **334.500,** chapter 2, for limits and regulations.)

Mayport is a town on the south bank of St. Johns River, 3 miles inside the entrance jetties. It has a ferry connection with the town of **Fort George Island** across the river. The wharves at Mayport are private and are used by fishing vessels. A Coast Guard base is at the southerly end of the waterfront. There is a marina and a yacht basin with reported depths of about 10 feet. Gasoline, diesel fuel, water, ice, restrooms, charter boat hire, showers, electricity, and bottled gas are available. Restaurants are nearby.

Chart 11491.–The Intracoastal Waterway crosses the St. Johns River 5.3 miles from the entrance through Sisters Creek on the north and Pablo Creek on the south.

A shipbuilding and drydock company is on the north side of the river and on the east side of Sisters Creek. The firm builds steel-hulled tugs and fishing vessels and does all kinds of repair work on commercial and Government vessels; work on pleasure craft, except very large yachts, is not done here. There is a 4,000-ton marine railway, several mobile cranes, complete shop facilities, and berths for vessels of up to 585 feet. The marine railway is on the St. Johns side of the yard, while the construction work is done on the Sisters Creek side. This firm has built a vessel 220 feet long.

Blount Island, low and sandy with fringing marshes, is on the north side of the St. Johns River about 9 miles above the entrance. The Jacksonville Port Authority terminal near the southwestern tip of the island has been described under "Wharves" for the Port of Jacksonville.

Blount Island Channel, a cutoff bend of the St. Johns River, extends from the main river channel around the northern side of Blount Island and rejoins the main channel at the southwestern tip of the island. The channel is practically divided near its midpoint by three low fixed bridges. From east to west these bridges are: a highway bridge with a clearance of 8 feet; a railroad bridge immediately southwestward of the first highway bridge with a 19-foot horizontal clearance and an 8-foot vertical clearance; and a highway bridge about 0.1 mile southwestward of the first two bridges with a 18-foot horizontal clearance and a 5-foot vertical clearance. Overhead power cables, with clearances of 175 feet, are on both sides of the southwesternmost highway bridge. The Federal project depth for the channel is 30 feet, but the controlling depth is usually considerably less than project depth. (See Notice to Mariners and chart tabulation for the latest controlling depths.) Two deep-draft private wharves on the marked western leg of Blount Island Channel are described under Jacksonville "Wharves".

In June 1984, a fixed highway bridge with a design clearance of 152 feet was under construction just above Blount Island at Dames Point.

Broward River, on the north side and 13 miles from the entrance to St. Johns River, has depths of 1 to 3 feet to Cedar Heights. The Heckscher Drive (State Route 105) highway bridge at the mouth has a 40-foot bascule span with a clearance of 13 feet. Overhead power cables at the bridge have a least clearance of 34 feet. (See **117.1 through 117.49,** chapter 2, for drawbridge regulations.)

The offshore wharf and shore facilities of a U.S. Navy Fuel Depot are 1.2 miles southwestward of **Drummond Point** on the northwest side of the St. Johns River, just below the mouth of the Trout River. The wharf has a 351-foot face, 660 feet of berthing space with dolphins, 38 feet alongside, and a deck height of 11 feet. Pipelines extend from the wharf to storage tanks onshore. The fuel depot is in a **restricted area.** (See **334.510**, chapter 2, for limits and regulations.)

Trout River, north of downtown Jacksonville, has depths of 7 feet to the mouth of Ribault River and 3 feet to the highway bridge 4.5 miles above the mouth. The entrance is marked by daybeacons. A small repair yard is on the east side of a small cove on the south side of the river about 0.4 mile above the entrance. The yard has berths, electricity, water, two 6-ton lifts, and a marine railway that can handle craft up to 85 feet long or 200 tons; hull and engine repairs can be made. Depths of 8 feet are reported in the approach and alongside. The Main

Street (U.S. Route 17) highway bridge 0.9 mile above the entrance has a fixed span with a clearance of 29 feet. The highway bridge, adjacent to the westward, except for the channel span, remains as a fishing pier. The overhead power cable at the bridge has a clearance of 35 feet. The Seaboard System Railroad (SCL) bridge just upstream has a swing span with a channel width of 46 feet and a clearance of 2 feet. (See **117.1 through 117.59 and 117.337**, chapter 2, for drawbridge regulations.) The overhead power cable, 0.5 mile above the bridge, has a clearance of 45 feet. A marina on the south side, just east of the Main Street bridge, has berths, electricity, gasoline, diesel fuel, water, a launching ramp, and storage; outboard engines can be repaired. The U.S. Route 95 Expressway toll highway bridge, 2 miles above the mouth, has a fixed span with a clearance of 29 feet at the center.

State Route 115 highway bridge, 4.5 miles above the mouth, has a 40-foot fixed span with a clearance of 18 feet. The overhead power cable just westward of the bridge has a clearance of 45 feet.

Groups of piles, sunken wrecks, and barges are near the shores of Trout River. There are numerous private piers and landings on the river. The Jacksonville City Zoo is on the north side of the river between the first two bridges.

Charts 11492, 11495.–St. Johns River south of Jacksonville bridges. Many pleasure craft ply the river south of Jacksonville, going as far as Sanford. Commercial traffic is light and consists of barges hauling petroleum products for oil company distributors and fuel oil for power plants; the oil barges are loaded at Jacksonville and towed to Palatka and Sanford.

The route from Jacksonville to Sanford, a distance of 123 miles, is well marked by lights and daybeacons, and is comparatively easy to navigate with the aid of the charts. However, if a local pilot is desired, fishermen from Jacksonville, Palatka, Welaka, or Sanford will serve. The upper reaches of the river are partly obstructed by hyacinths at certain times of the year, and floating obstructions are a continual menace to navigation. A program for eradication of obnoxious aquatic plant growth, consisting mostly of spraying, is carried on jointly by the Corps of Engineers and the Florida Game and Fresh Water Fish Commission. The unimproved creeks tributary to the St. Johns River may be obstructed by logs and hyacinths.

Fish traps, pilings, and remains of old wharves are generally found close inshore or on the bars in midstream. Fish traps are usually constructed of small poles and are frequently destroyed and rebuilt. In some cases, they extend several feet above high water and can be avoided in daylight hours. In some places they have been broken off below the water and are a serious menace to small craft.

Channels.–A Federal project provides for a channel 13 feet deep from Jacksonville for 48 miles to Palatka, thence 12 feet deep for 75 miles to Sanford, and thence 5 feet deep for about 18 miles to Lake Harney. This project, however, has not been maintained in recent years because of the light commercial traffic. (See the charts for controlling depths.)

Bridges.–General drawbridge regulations and opening signals for bridges over the St. Johns River and tributaries are given in **117.1 through 117.49**, chapter 2. Special drawbridge regulations for certain bridges that supplement the general regulations are referenced with the area description of the waterway.

Chart 11492.–A 038°56′-218°56′ measured nautical mile is near the northwest shore of the St. Johns River between **Winter Point** and the Ortega River. The target at each end of the course has two pile structures 8 feet apart and perpendicular to the course with a steel rod at the top of each pile. The piles are connected by an observer's platform.

Ortega River is about 2 miles south of Fuller Warren Bridge (30°18.9′N., 81°40.3′W.) on the west side of the St. Johns River. It is the major yachting center in the Jacksonville area. The mouth of the river is marked by a light. In May 1983, the reported controlling depth was 6 across the bar at the entrance, thence 7 feet to the railroad bridge, thence 5½ feet for a distance of 1.4 miles above the second highway bridge.

In August 1985, shoaling to 2 feet was reported in the vicinity of Ortega River Light 3.

The Grand Avenue (State Route 211) highway bridge, at the entrance to Ortega River connecting **Ortega and St. Johns Park** has a bascule span with a clearance of 9 feet. The Roosevelt Boulevard (U.S. Route 17) highway bridge, 0.7 mile upstream, has dual fixed spans each with a clearance of 45 feet. The northern 180-foot section of the former highway bascule bridge immediately westward remains as a fishing pier. An overhead power cable with a clearance of 65 feet is at the fishing pier. The Seaboard System Railroad (SCL) bridge immediately westward of the fishing pier has a 40-foot bascule span with a clearance of 2 feet. The Timquana Road highway bridge crossing the river 1.9 miles above the railroad bridge has a fixed span with a clearance of 20 feet.

A modern well-equipped marina and boatyard are on the northwest side of the Ortega River about 0.4 mile above the first bridge. The marina has 286 covered and open slips for boats to 80 feet in length, with reported depths of 7 feet in May 1983. Gasoline and oil, diesel fuel, ice, water, electricity, and showers are available, and a shopping center, and restaurants are nearby. The boatyard, open weekdays only, makes complete repairs on hulls, engines (gasoline and diesel), electronic equipment, and propellers; there are a 30-ton mobile hoist, a 60-ton marine railway, a 5-ton monorail, and a mast-stepping boom.

Another marina on the northwest bank of the Ortega River just northeastward of the twin highway bridges has berths for 75 boats to 52 feet in length, with reported depths of 10 feet in May 1983. A 25-ton mobile lift and a 3½-ton forklift are available for complete repairs. Gasoline and oil, diesel fuel, water, ice, electricity, and other supplies and services are available. On the southwest side of this bridge is the yard of a yacht-building corporation. About 0.2 mile above the twin bridges, on the northwest side, there is another excellent marina for yachts. There are 50 transient berths with reported depths of 7 feet. Gasoline and oil, diesel fuel, water, ice, electricity, and marine supplies are available. Complete repairs can be made; there are two 30-ton hoists. A shopping center and a cafeteria are within three blocks of the marina.

Cedar River, a tributary of the Ortega, enters from the northward about 1.5 miles above the mouth. In May 1983, the reported controlling depth was 6 feet from the entrance to the highway bridge 1.4 miles above the entrance. The Blanding Boulevard highway bridge, 0.6 mile above the mouth, has twin fixed spans with a horizontal clearance of 30 feet and a vertical clearance of 16 feet. An overhead power cable 100 yards above the bridge has a clearance of 43 feet. The San Juan Avenue

highway bridge, 1.4 miles above the mouth, has a 39-foot fixed span with a clearance of 11 feet at the center.

On the west side of St. Johns River, 4 miles southward of Fuller Warren Bridge at the entrance to **Pirates Cove,** is the private Florida Yacht Club. **Special anchorages** are off the entrance to Pirates Cove. (See **110.1 and 110.73,** chapter 2, for limits and regulations.)

Goodbys Creek, on the east side of the St. Johns River about 7 miles southward of Fuller Warren Bridge, has reported depths of about 2 feet to just above the twin bridges of State Route 13, about 0.3 mile above the entrance; the twin 32-foot spans have a clearance of 11 feet. The entrance is marked by a light, and pilings border the channel. Local knowledge is advised. Two small marinas are on the north side of the creek, on either side of the bridges; gasoline and oil, berths, water, ice, and some marine supplies are available. The lower marina has a 15-ton hoist; hull, engine, and electronic repairs can be made. In May 1983, with local knowledge, 6 feet was available to the lower marina.

Jacksonville Naval Air Station extends along the west side of the St. Johns River about 0.7 mile northwestward of and 2.5 miles south-southwestward of **Piney Point.** A large pier is close south of Piney Point. In April 1982, the dredged channel leading to the pier had a controlling depth of 14 feet to the outer end of the pier except for shoaling to 13 feet along the northeast edge of the basin, thence 16 feet north and 11 feet south of the pier. Another dredged channel leads to a small basin at the station about 2.4 miles southward of Piney Point. In 1978, the controlling depth was 9 feet in the channel and 6 feet in the basin except for shoaling to 3 feet at the west end.

The twin fixed spans of Highway 295 bridge, with clearances of 65 feet cross the St. Johns River just below the Naval Air Station, 2.5 miles southward of Piney Point.

In August 1985, a sunken wreck was reported near the Highway 295 bridge in about 30°11′21″N., 81°39′33″W.

Orange Park, 10 miles south of Fuller Warren Bridge on the west bank of the St. Johns River, is a winter resort.

In September 1986, a 10-foot shoal spot was reported about 1.1 miles southeast of Orange Park in about 30°09′14″N., 81°41′11″W.

Doctors Inlet, 10.5 miles southward of Fuller Warren Bridge, is the entrance to **Doctors Lake** from the St. Johns River. In May 1983, the inlet had a reported controlling depth of 12 feet, thence general depths of 7 to 12 feet to the head of the lake. Because of extensive shoals on both sides of the inlet, midchannel courses must be steered from abeam of Light 10 until through the inlet. The lake is an excellent fishing ground for sportsmen and a haven for small boats in stormy weather. U.S. Route 17 fixed highway bridge with a clearance of 37 feet crosses the mouth of Doctors Inlet.

There is a well-equipped marina on the south side of Doctors Inlet immediately west of the highway bridge. There are 35 covered slips for boats of up to about 40 feet and 7 open 24-foot slips; depths to the berths are reported to be about 5 feet. Gasoline pumps are on a bulkhead about 300 feet long; sailboats too large for the open slips may moor here. Ice, water, electricity, and some marine supplies are available.

In May 1983, many pilings, visible at low tide, but submerged at high tide, were reported in Doctors Lake: several along the northern lakeshore between Orange Point and Macks Point, others off Cane Point, Dixton Siding, and Catfish Point. An old target area and submerged pilings are reported in Mill Cove.

Swimming Pen Creek, with two small arms at its head, is entered through an unmarked channel at the south end of Doctors Lake. A 23-foot fixed span highway bridge with a clearance of 6 feet crosses the creek about 0.4 mile above the entrance. With local knowledge depths of about 4 feet can be carried to the bridge, thence about 1 to 2 feet to the head of east and west arms. Piles, some submerged, are in the creek; exercise extreme caution. A small fish camp is on the east side of the bridge; gasoline, water, and ice are available.

Julington Creek, 13 miles south of Fuller Warren Bridge on the east bank, had a reported controlling depth of 5 feet in May 1983, to State Route 13 highway bridge about a mile inside the entrance, thence 4½ feet for another 1.3 miles. The highway bridge has a 44-foot fixed span with a clearance of 15 feet. An overhead power cable with a clearance of 40 feet crosses the creek at the bridge on the east side.

A fish camp, on the north bank of the creek just westward of the bridge, has berths, electricity, gasoline, water, ice, launching ramp, and limited marine supplies. A marina is on the north side of the creek just eastward of the bridge. There are 50 covered and open berths with fresh water and electricity. Gasoline and oil, ice, showers, and a restaurant are available. A 12-ton mobile lift is available, and all types of repairs can be made. The southern city limit of Jacksonville follows the north side of Julington Creek.

Black Creek, 18 miles southward of Fuller Warren Bridge at Jacksonville, is navigable for vessels of about 8-foot draft for about 15 miles to the town of **Middleburg.** In May 1983, the reported controlling depth was 7 feet to the Seaboard System Railroad bridge. The creek is used by small craft as a refuge during hurricanes. The trees along the bank form an excellent windbreak. Just inside the entrance are U.S. Route 17 twin fixed highway bridges with clearances of 30 feet. About 2.2 miles above the highway bridge an overhead power cable has a clearance of 47 feet. The Seaboard System Railroad (SCL) bridge, 5 miles above the mouth, has a 44-foot fixed span with a clearance of 20 feet. Above the Seaboard System Railroad bridge up Black Creek to Middleburg are numerous bridge and cable crossings. The minimum vertical clearances are: 20 feet in Black Creek to the junction with North Fork and South Fork; 16 feet in North Fork; and 13 feet in South Fork. The bridges minimum horizontal clearances are: 40 feet in Black Creek to North Fork and South Fork; 30 feet in North Fork; and 40 feet in South Fork.

Green Cove Springs, a town on the west bank of the St. Johns River about 20 miles south of Jacksonville's Fuller Warren Bridge, has a number of private piers and a public concrete T-pier owned by the city. A hotel and restaurant are three blocks up the street leading from the foot of the municipal pier. A **customs station** is at Green Cove Springs.

The many long piers and the extensive group of buildings and other facilities just southeastward of Green Cove Springs were formerly part of a U.S. Naval Station, but are now included in a privately owned industrial park; the northwesternmost pier is used by a small shipyard which builds steel barges, and the other piers are used for the dismantling of vessels by a scrap-metal company. A large orange and white checkered tank in the industrial park is prominent from the river. A boatyard that repairs company-owned tugs and barges is southwest of the long piers on the west side of the entrance to **Red Bay Creek.** The yard has a 1,000-ton synchrolift drydock and transfer

system. Emergency hull, engine, and electronic repairs can be made.

Sections of a former bridge 2 miles southeastward of Green Cove Springs extend out into the river 333 yards from the south shore and 500 yards from the north shore; the rest of the bridge was removed. State Route 16 highway bridge, 0.5 mile upstream, crosses the river from **Red Bay Point** to **Smith Point;** it has a fixed span with a clearance of 45 feet. There are submerged obstructions in the river from **Magnolia Point,** 4 miles below the bridge, to Smith Point. The areas are outlined on the chart and should be avoided.

Trout Creek and **Sixmile Creek** have a common entrance 24 miles south of Fuller Warren Bridge. These creeks are navigable for about 3 or 4 miles upstream. In May 1983, the reported controlling depth was 4½ feet to Hardwood on Trout Creek, and a depth of 4 feet could be carried with local knowledge for about 2.2 miles on Sixmile Creek. State Route 13 highway bridge, 0.5 mile above the entrance of Trout Creek, has a 38-foot fixed span with a clearance of 14 feet. Gasoline, water, ice, minor repairs, limited marine supplies, and launching ramps are available at small fish camps in **Palmo Cove,** at the head of the common entrance, in Trout Creek, just above the bridge, and in **Florence Creek,** about 1 mile northwestward of Palmo Cove. State Route 13 highway bridge, 1 mile above the entrance to Sixmile Creek, has a 40-foot fixed span with a clearance of 12 feet. An overhead power cable with a clearance of 40 feet crosses the creek just below the bridge.

East Tocoi, 32 miles south of Fuller Warren Bridge, is a small fish camp on the east side of the river. Gasoline, ice, and water are available.

Chart 11492.–Ninemile Point, south of Jacksonville, is a sharp point at a wide bend of the river. An overhead power cable across the outside bend about 1.5 miles east of the point has a clearance of 38 feet.

Rice Creek, 44 miles south of Jacksonville, is used occasionally by fuel barges going to the paper plant, about 2.3 miles above the mouth, near the head of its southerly branch. Paper from the plant is shipped by rail and barge. The creek is entered through a dredged channel which leads westward from St. Johns River to near the head of the southerly branch. In May 1985, the midchannel controlling depth was 10 feet from St. Johns River to near the head of the southerly branch. The channel is marked by a **273°16′** lighted approach range, lights, and daybeacons. The Seaboard System Railroad (SCL) bridge, 0.6 mile above the mouth, has a swing span with a channel width of 40 feet and a clearance of 2 feet. U.S. Route 17 highway bridge, 0.8 mile above the mouth, has twin fixed spans with a clearance of 45 feet. The overhead power cables at the bridge and 1.1 miles westward have clearances of 60 feet and 59 feet, respectively.

Putnam County Barge Port, about 0.6 mile southward of the entrance to Rice Creek, has a 410-foot marginal wharf with 8 feet reported alongside. Water, electricity, railroad connections, and warehouse space are available. Traffic is mostly in paper products. Transient pleasure craft may moor alongside the wharf at their own risk.

An overhead power cable, with a clearance of 91 feet over the main channel and 60 feet elsewhere, crosses St. Johns River about 1.6 miles southward of the channel into Rice Creek.

Palatka is an important upriver town on the St. Johns River 48 miles south of Jacksonville. There are several sawmills; wood chips are shipped from them by rail to the papermill on Rice Creek. The marina here has good facilities for yachts. There are over 30 berths with water and electricity at finger piers in front of a large building about 0.3 mile southwestward of U.S. Route 17 highway bridge. Gasoline and diesel fuel are pumped; ice, marine hardware, accessories, and other supplies are available at the marina; and groceries, laundry facilities, and overnight accommodations are available nearby. A 40-ton marine railway is available for hull, engine, and propeller repairs. The city pier, just northeastward of the marina, has berths, electricity, and water. Only overnight berthing is permitted. U.S. Route 17 fixed highway bridge across St. Johns River at Palatka has a clearance of 65 feet.

Wilson Cove, 0.7 mile south of Palatka, is very shallow and fouled by hulks, piling, and concrete-ballast blocks.

An overhead power cable with a clearance of 159 feet crosses the St. Johns River 2.5 miles above the highway bridge.

In January 1984, an overhead power cable with a design clearance of 100 feet was under construction about 3.5 miles above the highway bridge at Palatka.

Along the southern shore of the St. Johns River, about 4.5 miles above Palatka between **San Mateo** and **Edgewater,** submerged piling of old piers are a menace to inshore navigation. Keep at least 150 yards off this shore. A submerged pile is on the northwest side of the river opposite Edgewater, in about 29°36′00″N., 81°36′30″W.

A 25-ton mobile lift is available at San Mateo for do-it-yourself repairs.

Dunns Creek, 6.5 miles above Palatka, is the approach to Crescent Lake, and is used by pleasure and fishing boats. In May 1983, the reported controlling depth for 7.5 miles to the lake was 3 feet. Northeast storms raise the height of water in the creek. Some of the bends in the creek are sharp.

From St. Johns River the creek should be entered from a point northeast of its mouth, passing about 50 yards off the fish traps on the east side of the entrance. The eastern entrance of **Polly Creek** is just to the west of the mouth of Dunns Creek, and care should be taken not to confuse the two.

Murphy Creek crosses Dunns Creek 0.5 mile inside the entrance. The easterly section of the creek is obstructed by a row of piling in Dunns Creek.

U.S. Route 17 highway bridge crossing Dunns Creek, 0.8 mile above the mouth, has a swing span with a clearance of 11 feet. (See **117.1 through 117.59 and 117.283,** chapter 2, for drawbridge regulations.) The span is hand operated and moves slowly. Pass through either opening, though the southwest side has a deeper channel. Overhead power and television cables at the bridge have a clearance of 55 feet. Boats may land on either bank at the bridge.

Crescent Lake is about 11 miles long and has a maximum width of about 2 miles. The general depths in June 1975 were between 8 and 13 feet, gradually shoaling toward shore. There are no periodic tides in the lake; the range of tide in Dunns Creek becomes zero near its end. Sudden squalls in the lake cause a chop dangerous to small boats. In the center of the lake, the bottom is soft mud. Near the shore, the bottom changes to hard sand. Large patches of hyacinth drift about the lake with the changing wind. The lake appears to be free of sunken logs, but when navigating near the shore a close watch should be maintained for broken-off piling and sunken logs. On the west side of the lake, about 1 mile above Crescent City, is a motel and fishing resort where berths with electricity,

water, ice, gasoline, and limited marine supplies are available.

Crescent City is on the west side of the lake about 6.5 miles from the north end. There are a municipal pier and a number of private piers, some of which are in ruins. The municipal pier had 10 feet reported alongside in May 1983.

In May 1983, it was reported that a draft of 2 feet could be taken into and for a distance of 5 miles up **Haw Creek** at the head of Crescent Lake. Above this point navigation is obstructed by trees and logs. About 3 miles above the mouth is the hulk of a gunboat sunk during the Civil War.

Dead Lake is about one mile long and 0.5 mile wide at the head of Crescent Lake and, in 1963, had a general depth of 8 feet in the center. St. Johns Park and the ruins of a dock are on the northeast shore. Considerable hyacinths are found at times in the lake.

Chart 11495.–There are many fishing camps, resorts, and small marinas along the St. Johns River as far as Lake George; most have gasoline pumps, and some have moorage and other facilities. A recreation map showing the various facilities may be obtained from the Putnam County Chamber of Commerce, Box 550, Palatka, Fla. 32077.

At **Buffalo Bluff,** 9.8 miles above Palatka, the St. Johns River is crossed by the Seaboard System Railroad (SCL) bridge which has a bascule span with a clearance of 7 feet. There are three boatyards at **Stokes Landing,** 1.6 miles southward of the railroad bridge at Buffalo Bluff. The southernmost has a 40-ton marine railway and complete yard facilities for hull, engine and electrical repairs. The other two boatyards are used for shipbuilding and maintenance of company-owned tugs and barges.

The entrance to the **Cross Florida Barge Canal** is on the west side of the St. Johns River 2.4 miles southward of the railroad bridge at Buffalo Bluff. The canal, with an indefinite completion date, will be primarily for commercial barge traffic, but will also be open to pleasure and fishing boats. It will extend from the St. Johns River for 93 miles to the Gulf of Mexico at a point about 77 miles northward of Tampa Bay, in the vicinity of Yankeetown. The canal has a Federal project depth of 12 feet and width of 150 feet, and will have five navigation locks.

In December 1968, the **Henry Holland Buckman Lock** and **Rodman Dam** were completed, and the lock was open for use; it is the easternmost lock and is about 1.5 miles westward of the canal entrance from the St. Johns River. The lock is 84 feet wide and 600 feet long, has a depth of 14 feet over the gate sills, and a lockage time of 15 to 20 minutes; it is operated from 0800 to 1130 and 1200 to 1600 daily until the entire barge canal is completed. Traffic lights are in operation at both ends of the lock. (See **207.160**, chapter 2, for regulations.) Rodman Dam, across the Oklawaha River about 8 miles above its junction with the St. Johns River, blocks navigation of the Oklawaha River above the dam, as there is no lock; the upper Oklawaha River is reached through the eastern entrance of the barge canal from the St. Johns River, through Henry Holland Buckman Lock, thence through Lake Ocklawaha, the pool formed by Rodman Dam.

In May 1983, the canal had been completed from the St. Johns River to the lock and for about 4.7 miles westward of the lock, where it enters Lake Ocklawaha. This completed section of the canal is unmarked; it is crossed about 1.6 miles westward of Henry Holland Buckman Lock by State Route 19 fixed highway bridge with a clearance of 68 feet; an overhead cable east of the bridge has a clearance of 85 feet. In traversing Lake Ocklawaha to the upper Oklawaha River, prior to completion of the dredged barge canal, it is advisable to follow the course of the Oklawaha River bed through the lake, which is marked by aids to navigation installed by the Corps of Engineers; the markers, on iron pipes, are red on the right side of the river and green on the left side when going down the lake (away from Henry Holland Buckman Lock). Caution should be exercised since numerous floating obstructions may be encountered in the lake. The lake extends about 13 miles to the site of the **Eureka Lock and Dam,** construction of which has been suspended, but which has a navigation bypass; boats of less than 3-foot draft can continue up the Oklawaha River from Eureka Lock and Dam to the junction with **Silver Springs Run,** a distance of about 17 miles; navigation of the river from Silver Springs Run to **Moss Bluff Lock and Dam,** about 12 miles, and from Moss Bluff Lock to **Lake Griffin,** about 8 miles, may not be feasible at times due to low water. Vessel operators should verify water levels with the Moss Bluff lockmaster (telephone 288-4171). Navigation regulations for the Moss Bluff Lock and Dam are given in **207.169**, chapter 2.

Information on the pool level above Moss Bluff Dam is given in **207.170**, chapter 2. State Route 316 fixed highway bridge across the barge canal and Oklawaha River about 1 mile above the Eureka Dam has a clearance of 65 feet at the canal. The minimum clearances of the several highway swing bridges across the Oklawaha River above Eureka Dam are 8 feet vertical and 34 feet horizontal. (See **117.1 through 117.59 and 117.319**, chapter 2, for drawbridge regulations.)

In 1986, the Federal government ceased further construction on the Cross Florida Barge Canal. The completed east and west sections are Federally-owned projects used for public recreation. The Federally-owned middle incompleted section is a state-operated recreation and wildlife area, called Cross Florida National Conservation Area. For current and complete information on navigation of the Cross Florida Barge Canal and the Oklawaha River, contact the Resident Manager, Palatka, Fla., (telephone 328-2737), or the Corps of Engineers, 400 West Bay Street, Jacksonville (telephone 791-2539).

At the settlement of **Saratoga,** on the east side of the St. Johns River 2.3 miles southward of the Cross Florida Barge Canal entrance, there is a small private wharf with clock faces on the cupola of the shelter roof.

A marine resort is on the east side of the river 0.9 mile southeastward of the charted cupola at Saratoga. There is a long landing and float here for moorage of about 100 boats, with reported depths of 8 feet. Gasoline and oil, diesel fuel, water, electricity, ice, and limited marine supplies are available.

Welaka is a town on the east side of the St. Johns River, 18 miles above Palatka and 66 miles south of Jacksonville. There are several fishing camp landings, with depths of 5 to 7 feet alongside, where gasoline, water, ice, and some marine supplies can be obtained. A marine railway can haul out boats up to 35 feet for general repairs. Provisions are available.

Oklawaha River has its source in the system of large lakes in the central part of the peninsula of Florida and flows in a general northerly direction, then eastward, emptying into the St. Johns River 19 miles south of Palatka. Do not confuse the entrance of **Bear Creek** to the southward with the mouth of the river. The river is navigable for about 8 miles above the mouth to Rodman Dam; this is the head of navigation, as the dam has no

lock. The upper Oklawaha River and Rodman pool are reached from the St. Johns River through the Cross Florida Barge Canal. (See the preceding description of that waterway.)

The depths and the speed of the downstream current in Oklawaha River below Rodman Dam are uncertain and will vary with the amount of water discharged from the dam's spillway. In May 1983, it was reported that a depth of 4 feet could be taken to the dam. The river is extremely winding and is obstructed by shoals; snags and hyacinths may be encountered. State Route 19 fixed bridge crosses the river about 2.5 miles above the mouth with a clearance of 34 feet at low water stage.

A ferry consisting of a tug and barge crosses St. Johns River 4.2 miles south of Welaka just below Mt. Royal. An overhead power cable with a clearance of 65 feet crosses the river at this point. Gasoline can be obtained at several fishing camps along the river between **Fort Gates,** about 5.3 miles south of Welaka, and Georgetown.

Georgetown is a small town on the east bank of St. Johns River at the north end of Lake George, 8 miles south of Welaka. A ferry consisting of a tug and barge crosses the river between the town and **Drayton Island.** A marine railway that can handle craft up to 35 feet for hull and engine repairs is about 0.1 mile southeastward of the ferry landing. Fish camps at Georgetown have gasoline, water, ice, and limited marine supplies.

Lake George, the first of the larger lakes on St. Johns River 75 miles south of Jacksonville, is about 10 miles long and 5.5 miles wide. The bottom is fairly uniform with depths of 8 to 12 feet in the center, shoaling rather abruptly near the shores. The improved channel, marked by a **347°** lighted range at the north end and a **167°** lighted range at the south end, lights, and daybeacons, cuts through the middle of the lake. In strong northerly and southerly winds the water becomes very rough. Small patches of hyacinth drift about the lake with the changing winds. Numerous old piling are found near the lake shore in 2 to 8 feet of water. The creeks emptying into the lake are shoal. A **naval bombing area** is in the eastern part of the lake. (See **334.520**, chapter 2, for limits and regulations.)

In May 1982, guide piles at the south end of Lake George between Lights 15 and 17 were reported in disrepair and extending into the channel.

Astor is a small village 4.5 miles south of **Zinder Point** at the south end of Lake George. State Route 40 highway bridge, across the St. Johns River has a bascule span with a clearance of 20 feet; in the open position the draw overhangs the west side of the channel above a height of 72 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, WXY 904. The nearby overhead power cable has a clearance of 50 feet. In November 1984, the cable was reported to have sagged below its authorized clearance.

There are good overnight accommodations here, on both sides of the river just south of the bridge. There are restaurants and motels with landings, and gasoline is pumped from several fuel piers. There are reported depths of 7 to 13 feet at the piers.

Chart 11495.–The main channel of St. Johns River flows through the northwest portion of **Lake Dexter,** 92 miles south of Jacksonville. This very shallow lake is 3.7 miles long and about 0.9 mile in its widest part. In May 1983, it was reported that a draft of 3 feet could be carried eastward through Lake Dexter, **Tick Island Creek, Lake Woodruff, Spring Garden Creek,** and the northern portion of **Spring Garden Lake** to **De Leon Springs.** The channel and aids to navigation are privately maintained. De Leon Springs is a privately owned tourist attraction and is one of the larger freshwater springs in Florida.

On the St. Johns River 14.6 miles south of **Dexter Point,** at **Crows Bluff,** the river is crossed by State Route 44 highway bridge which has a bascule span with a clearance of 15 feet at the center. An overhead power cable with a clearance of 83 feet crosses the river 0.3 mile north of the bridge. A marina is on the east side of the river 0.2 mile north of the bridge; berths with electricity, water, ice, gasoline, launching ramp, hull and engine repairs, and a 20-ton mobile lift are available. On the east side of the river just north of the bridge, is a small park with boat basin, small piers, and launching ramp. In June 1975, general depths of about 7 feet were reported in the basin. Water can be obtained at the park. Just south of the bridge, gasoline is available at a landing which had a reported depth of 4½ feet alongside in May 1983.

Several fishing resorts are between the bridge at Crows Bluff and Lake Beresford; berths, electricity, gasoline, diesel fuel, water, ice, some marine supplies, and launching ramps are available, and hull and engine repairs can be made.

Lake Beresford is a small lake, 2.2 miles long north and south and 0.5 mile wide, on the east side of the St. Johns River, 107 miles south of Jacksonville. A yacht club, fish camp, and boatyard are on the west side of the lake, and two fish camps are on the east side. Gasoline, water, and ice are available at the fish camps. The boatyard has a 32-foot marine railway, 4-ton marine lift, 32 berths with reported depths of 5 to 7 feet alongside, wet and covered storage, marine supplies, water, and electricity; hull and engine repairs can be made. **Beresford** is a small town and landing near the north end of the lake. In May 1983, the reported controlling depth was 3 feet to and alongside the dock of a fish camp at the town.

Manatees.–A motorboat prohibited zone for the protection of manatees is in **Blue Springs Run,** and regulated speed zones are at its junction with St. Johns River, about 2 miles above Lake Beresford. (See Manatees, chapter 3.)

Wekiva River, 115 miles south of Jacksonville, had a reported controlling depth of 3 feet in May 1983 for a distance of about 3 miles above the mouth; above this point the river is little used and is obstructed by trees, logs, and hyacinth. The entrance is difficult to distinguish.

The improved channel of St. Johns River enters **Lake Monroe** 120 miles south of Jacksonville. Near the west end of the lake the river is crossed by three bridges. The Seaboard System Railroad (SCL) bascule span and the U.S. Route 17 highway swing span have a minimum clearance of 7 feet. The overhead power cables below and above these bridges have a minimum clearance of 49 feet. On the north side of the river just east of the highway bridge is the small dredged basin of a State Park with reported depths of about 5 feet in March 1980. Berths and launching ramps are available. The Interstate Route 4 fixed bridge, nearest the lake, has a clearance of 45 feet.

Enterprise is a town on the north shore of Lake Monroe. A channel, marked by daybeacons, leads to the wharf of a powerplant west of the town. In 1984, the centerline controlling depth was 7½ feet.

Sanford, 123 miles south of Jacksonville, is an important city and railroad center on the south side of Lake Monroe in the heart of the celery district. Commercial barge traffic consists of petroleum products from Jacksonville; there are three oil company receiving piers westward of the yacht harbor. The modern well-equipped yacht harbor has two fueling stations which pump gasoline and

diesel fuel, and ice, water, electricity, and other supplies and services are available. A large motel is adjacent to the harbor. A mobile hoist can haul out boats up to 50 feet or 20 tons for complete repairs. Depths are reported to be 6 feet. Another small-craft facility available in the Sanford area is at a boatworks just off the St. Johns River about 3 miles eastward of the city; the facility is on the south bank of **Indian Mound Slough,** just northwestward of the highway bridge at 28°48′06″N., 81°12′49″W. Freshwater, gasoline, diesel fuel, ice, and electricity are available here. Boats 75 feet long can use the docks and moorings. The marine railway is capable of hauling out boats 55 feet long. Hull and engine repairs can be made. A wharf 200 feet long provides covered storage for over 50 boats up to 60 feet in length. A depth of about 8 feet can be taken to the railway.

St. Johns River above Sanford.–The route from Lake Monroe to Lake Harney, a distance of 15 miles, is marked by numerous markers which have not been maintained since 1940. Navigation is not difficult except during periods of high water when the banks are flooded, at which time a local pilot should be taken.

State Route 415 highway bridge crossing the St. Johns River, 3 miles east of Sanford, has a fixed span with a clearance of 25 feet. An overhead power cable at the bridge has a clearance of 69 feet.

At the entrance to **Lake Jesup,** 6 miles east of Sanford, State Route 46 highway bridge crosses the channel entering the lake. It has a 47-foot fixed span with a clearance of 14 feet. A section of the old bridge just downstream extends 45 feet from the west shore and is used as a fishing pier. Lake Jesup is about 8.5 miles long with a greatest width of 2.2 miles. It is very shallow at the entrance and little used. General depths in the lake are 6 to 8 feet.

St. Johns River flows from **Lake Harney,** 140 miles south of Jacksonville. The lake is about 3.6 miles long with a greatest width of 2.2 miles. It is uniformly 6 to 7 feet deep except along the shores where it shoals. Boats do not generally go above the lake.

Above Lake Harney the St. Johns River continues generally southward through Lake Poinsett, Winder, Washington, Sawgrass, and Hellen Blazes, then into St. Johns Marshes.

10. ST. JOHNS RIVER TO MIAMI

This chapter describes the Florida coast southward from the St. Johns River (30°24'N., 81°24'W.) to Miami (25°46'N., 80°08'W.), and includes the deepwater ports at Port Canaveral, Fort Pierce, Port of Palm Beach, Port Everglades, and Miami. Information for offshore navigation is given first, followed by a detailed description of the coast, inlets, and seaports. The Intracoastal Waterway for this section of the coast is described in chapter 12.

COLREGS Demarcation Lines.–The lines established for this part of the coast are described in **80.723 through 80.730**, chapter 2.

Weather.–The most dangerous navigational weather hazards along this coast are tropical cyclones. While they can develop in any month, they are most likely from June through October. Mid-August through October is the peak season. There is about a 75 percent chance that at least one tropical cyclone will affect these waters each year; a 65 percent chance exists that it will be a hurricane. The frequency of landfalling tropical cyclones increases dramatically, south of Daytona Beach. On the average, Miami will experience hurricane force winds once in seven years, compared to once in 30 years at Daytona Beach and once in 50 years at Jacksonville. During the Fort Lauderdale hurricane of 1947, sustained winds reached 105 knots and gusted to 135 knots at Hillsboro Lighthouse, while Miami recorded 106-knot winds with 130-knot gusts in the October hurricane of 1950. Storm surges in severe hurricanes can reach 15 feet or more above mean sea level. In deep water, waves of 30 to 40 feet are possible. Early and late in the hurricane season, storms are often likely to approach the area from the western Caribbean either on a northerly or northeasterly heading. Midseason storms may either be recurving toward the north through northeast or moving west-northwestward.

In general weather along this coast poses few problems for mariners. Gales are usually encountered less than 1 percent of the time with maximum winds reaching 35 to 50 knots from September through March. The easterly trade winds are common throughout much of the year with average speeds of 10 to 15 knots. Only infrequently will a severe cold front or winter storm affect these waters. These cold fronts bring large temperature drops and strong, gusty winds. Northwesterly and northerly winds are usually the strongest. Maximum waves of 18 to 25 feet can be expected in deep waters from September through February while waves of more than 6 feet occur 8 to 15 percent of the time from about October through March. Thunderstorms are most likely from May through October and may be associated with easterly waves or tropical cyclones. Tornadoes and waterspouts have been reported in all months; they are not usually as violent as the tornadoes of the mid-West.

Chart 11480.–The coast from St. Johns River to Cape Canaveral trends south-southeastward for 125 miles. Three inlets, St. Augustine, Matanzas, and Ponce de Leon indent the coast. From St. Johns River to Ponce de Leon Inlet the coast is bold in appearance, with an almost continuous range of sand dunes backed by woods. The section southward of Ponce de Leon Inlet for 25 miles is formed by a very narrow strip of lowland lying between the sea, and Indian River North, and Mosquito Lagoon. From seaward this coast shows a lowline of sand dunes partially covered by grass and scrub trees with distant woods showing over them. The only natural object distinctive in appearance is Turtle Mound, a green hillock about 10 miles south of Ponce de Leon Inlet. When seen from northward and eastward, it is quite conspicuous but is less marked when viewed from other directions. The woods in the vicinity of Cape Canaveral are farther back from the beach and are less distinct when seen from seaward. Many landmarks are available along this stretch of the coast that may be used by southbound vessels proceeding close inshore to avoid the Gulf Stream.

The depths from St. Johns River to Cape Canaveral are irregular. Depths of 5 to 7 fathoms are 1 mile offshore, while a depth of 3 fathoms is within 0.4 mile of the shore except off the entrances to St. Johns River, St. Augustine Inlet, Ponce de Leon Inlet, and from about 7 miles north of False Cape to Cape Canaveral.

A **179°-359° measured nautical mile** is just southward of the entrance to St. Johns River; the markers are located northward and southward of St. Johns Light. A submerged instrument platform that extends about 6 feet off the bottom is 5.8 miles south of St. Johns river in about 30°18.1"N., 81°23.0'W. Shoal spots with depths of 33 to 38 feet over them are from 4 to 6 miles offshore and from 12 to 16 miles north-northeastward of St. Augustine Light. These shoals are about 8 miles long in a southeasterly direction and about 2.5 miles wide. A swash channel with depths of 40 to 50 feet is inside these shoals and about 2 miles from the beach.

Off Ponce de Leon Inlet 10 fathoms will be found within 2 miles of the beach. A wreck with 35 feet over it and shoals with a least depth of 35 feet are 5 to 7 miles north-northeastward of Ponce de Leon Inlet, and privately marked and unmarked fish havens extend 11 miles offshore northeastward and 13 miles offshore southeastward of the inlet. A dangerous sunken wreck is about 1.7 miles east-southeast of the inlet. Going southward the 10-fathom curve gradually works offshore to a distance of 10 miles off False Cape. From about 7 miles north of False Cape to Cape Canaveral there are dangerous shoals.

Chart 11460.–From Cape Canaveral to Fort Pierce Inlet, the coast trends generally south-southeastward for 62 miles and is broken only by Sebastian Inlet. The inlet is a narrow dredged channel, not distinguishable from any distance offshore except by the highway bridge across the inlet and by the sand spoil bank on the north side which is bare and a little higher than other sand dunes in the vicinity. This section of the coast is formed almost entirely by a low, narrow strip of sand, covered with vegetation, which lies at a distance of 1 to 2 miles from the mainland, from which it is separated by the shallow waters of Banana and Indian Rivers, a part of the Intracoastal Waterway. From seaward the coast shows a line of sand dunes partly covered with grass and scrub palmetto. At several places buildings show prominently from seaward. In the background the heavy woods on the mainland may be seen. Shoals extend 10 miles offshore with a least depth of 23 feet about 2.5 miles north-northwestward of Bethel Shoal Lighted Whistle Buoy 10, which is about 47 miles south-southeastward of Cape Canaveral Light.

A **coral habitat area of particular concern (HAPC)** is

centered about 22 miles, 055° from the entrance to Fort Pierce Inlet. (See **50 CFR 638**, chapter 2, for limits and regulations.)

From Fort Pierce Inlet to Lake Worth Inlet, the coast trends generally south-southeastward for 43 miles and is broken by St. Lucie and Jupiter Inlets. This section of the coast is formed by a low, narrow strip of sand, covered with vegetation, and separated from the mainland by the shallow waters of Indian River and by the Intracoastal Waterway connection between the Indian River and Lake Worth. From seaward the coast shows a line of sand dunes partly covered with grass and scrub palmetto. In the background the heavy woods on the mainland may be seen. Buildings show prominently from seaward.

From Lake Worth Inlet the general trend of the coast is south for 60 miles to the Miami Harbor entrance. The coastline is broken by Port Everglades, several unimportant inlets, Bakers Haulover Inlet, and the entrance to Miami Harbor. It is formed almost entirely by a low sand beach covered with grass and scrub palmetto, back of which it is wooded. Conspicuous from seaward are the buildings and piers at Palm Beach, Hillsboro Inlet Light, and the large buildings and tanks along the beach from Palm Beach southward, especially at Fort Lauderdale, Hollywood, Miami Beach, and Miami.

This section of the coast is also fairly bold, and the 20-fathom curve runs parallel to the beach at a distance of about 2 miles until in the vicinity of the Miami Harbor entrance where the curve of the shore becomes south-southwestward and the 20-fathom curve is about 4 miles offshore. Between Port Everglades and the Miami Harbor entrance shoaling is rapid, depths of 6 to 8 fathoms being found in places 1.5 miles from the beach.

Chart 11488.–The coast between St. Johns River and St. Augustine Inlet is straight with the 5-fathom curve about 0.5 mile offshore except at the entrances. Offshore shoals along this route have been described previously.

The first 10 miles south of St. Johns River are marked by the water tanks and multistoried buildings at most of the beach resorts. The buildings, amusement park, and pier at **Jacksonville Beach**, and the spherical elevated water tank at **Ponte Verda Beach**, about 6.5 miles and 9 miles southward of the river entrance, respectively, are very prominent. Otherwise the coast is unmarked except for St. Johns Light and St. Augustine Light.

Charts 11488, 11485.–St. Augustine Inlet is 30 miles south of the St. Johns River entrance. **St. Augustine,** the oldest city in the United States and a popular winter resort with several fine hotels, is 2 miles inside the entrance.

Prominent features.–St. Augustine Light (29°53.1'N., 81°17.3'W.), 161 feet above the water, is shown from a conical tower with a black and white spirally banded shaft on the north end of **Anastasia Island,** 1.5 miles south of the entrance to St. Augustine Inlet.

Other prominent features are an elevated water tank about 200 yards southeast of the light, the towers of the Vilano Beach (State Route A1A) lift bridge on the Tolomato River, a radio tower 1.3 miles southward of the light, the lighted cross and the radio tower in the northern part of the city, and a cupola on the south end of a large building in the city. **Castillo de San Marcos** may be seen after entering the inlet.

Channels.–The entrance channel to St. Augustine Inlet is subject to frequent change in depth and direction due to current and storm action; it is protected by a partial groin on the north side and by a jetty on the south side. Dangerous and shifting shoals extend 1 mile seaward. A lighted whistle buoy marks the approach, and buoys mark the channel. These aids are not charted since they are moved frequently with changing conditions to mark the best water. In February 1986, the entrance channel had a controlling depth of 16 feet. Mariners are advised to seek local knowledge prior to entering.

Anchorages.–There is good anchorage in the Matanzas River at St. Augustine both below and above the bridge. This anchorage, however, is not used as a harbor refuge because during strong northeasterly and northwesterly winds the sea makes the bar impassable even for small vessels. A more protected anchorage in depths of 20 feet, hard sand bottom, is reported in **Salt Run,** close south-southeastward of St. Augustine Inlet. About 8 feet can be taken to this anchorage. The mariner should favor the eastern shore for the best water and lee. Private buoys mark the channel into Salt Run.

Routes.–The shore should be given a berth of at least 2 miles when approaching St. Augustine Inlet in order to stay outside of the outer sea buoy. No strangers should attempt to enter without a pilot as the channel shifts frequently.

Tides.–The mean range of tide is 4.5 feet, and high water occurs about 20 minutes later than at Mayport.

Weather.–While this area lies within the northern portion of the trades, local effects often determine the winds. In general there is a northerly component in winter and a southerly one in summer. The onshore trades are often reinforced by the local sea breeze, which results in strongest winds blowing during the afternoon. From May through September, winds of 17 knots or more occur about 1 to 5 percent of the time compared to 5 to 10 percent for the remainder of the year. These winter winds are also more variable due to occasional frontal passages and low pressure systems. Nighttime winds are usually the lightest. While damaging tropical cyclones are infrequent, less severe storms can still dump 8 to 10 inches of rain in this area. One of the worst storms to hit this area was hurricane Dora in 1964. Winds at St. Augustine were estimated at about 110 knots while a 12-foot tide swept over Anastasia Island.

The moderating influence of the ocean on maximum summer temperatures and minimum winter temperatures is pronounced along the coast but diminishes a few miles inland. Temperatures reach 90°F or higher at the beach on only a little more than one-half as many days as in the city. The rainy season runs from mid-June through mid-October when about one-half of the 52-inch annual average is recorded. During the summer, rain usually falls as afternoon and early evening thundershowers, which also help cool things off.

Pilots.–All vessels including yachts not having local knowledge of the channel are advised to take a local pilot both entering and leaving the inlet. Pilots are available by prior arrangement with the dockmaster at the city yacht pier. At least 24 hours advance notice of time of arrival is requested.

Harbor regulations.–A dockmaster controls moorage at the city yacht pier. The city has a **harbormaster,** who can be contacted through the dockmaster or by telephone (904-829-3966).

Small-craft facilities.–A number of small private landings are on the east side of the city, north and south of the bridge. The city yacht pier is about 100 yards south of Route A1A highway bascule bridge which crosses the Matanzas River opposite the center of the city. The facilities are excellent, though the space is limited. There

are four berths for transient boats to 60 feet. In May 1983, the dockmaster reported depths in these slips to be 7 to 14 feet. Gasoline, diesel fuel, water, and electricity are available. The dockmaster's office is at the head of the pier.

A privately marked channel with a reported controlling depth of 7 feet leads to a marina on the west side of Salt Run. Berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available.

Marine railways to 90 feet and complete repair facilities are available at several boatyards and marinas in San Sebastian River.

The Intracoastal Waterway enters the St. Augustine Inlet from the north through Tolomato River and continues southward through Matanzas River. Clearance of the Bridge of Lions (Route A1A) crossing the Matanzas River at St. Augustine is given in chapter 12.

San Sebastian River flows past the west side of the city of St. Augustine and empties into the Matanzas River 1.4 miles south of the Route A1A highway bridge. In May 1983, the controlling depth in the channel, marked by daybeacons, was reported to be 10 feet to Kings Street Bridge. In stormy southeasterly weather small boats may find a good haven in the river. The overhead power cable crossing the river about 300 yards south of the Kings Street Bridge has a clearance of 66 feet.

An extensive shrimp industry is conducted along the wharves in the upper part of the river, being supplied by seagoing shrimp boats during the shrimp season. Several small shipyards and shrimp boatbuilding yards are along the river. Shrimp boats up to 150 feet long can be handled for general repairs. Supplies and fuel may be obtained at the wharves.

Chart 11486.–From St. Augustine Inlet to Ponce de Leon Inlet the coast continues straight, broken only by Matanzas Inlet. The 5-fathom curve is within 0.5 mile of the shore except off St. Augustine Inlet and Matanzas Inlet. Numerous marked and unmarked fish havens are as much as 18 miles offshore.

An **oceanic spring** is 8.2 miles southeastward of St. Augustine Light and 2.4 miles east of **Crescent Beach.** The location of the spring can be easily detected by the appearance of the water; noticeable swirls, similar to those in a swiftly running stream, can be seen at a distance of about a mile. At times, especially in rough weather, there is a marked disturbance of the water and yellowish color trails off to the northeastward. In choppy weather, a slick is the most noticeable feature. In fact, it has all the appearances of a shoal or reef.

A closer view shows a slick swirl with a slight overfall, the center of the swirl moving about 100 feet, first to the eastward and then to the westward, and a noticeable streak of current to the northeastward. The swirls and overfalls vary rapidly in intensity, as though large bubbles or intermittent volumes of water were being emitted. A boat will be thrown out of the swirl so that it is difficult to hold it in position.

A strong odor, quite similar to the smell of water from the various sulfur springs of Florida, is noticeable, and under favorable circumstances can easily be detected 2 miles away.

Matanzas Inlet (see chart 11485) is 11 miles southward of St. Augustine Light. It affords an outlet for Matanzas River, which extends northward to St. Augustine and southward, following the coast for a distance of 8 or 10 miles to **Graham Swamp.** The inlet is obstructed by a shifting bar, and breakers extend across the entire entrance in normal weather. However, in May 1983, it was reported that with local knowledge about 3 feet could be carried through the entrance. The Intracoastal Waterway passes through a land cut of the Matanzas River just inside the entrance.

State Route A1A highway bridge across the inlet has a 41-foot fixed span with a clearance of 10 feet. An overhead power cable crossing on the west side of the bridge has a clearance of 32 feet. **Fort Matanzas National Monument** is about 1 mile northwestward of the inlet.

At **Marineland,** 13.6 miles southward of St. Augustine Light, is a conspicuous building housing an oceanarium.

Flagler Beach is 26.5 miles southward of St. Augustine Light. The water tank, microwave tower, and ocean pier are good landmarks. The T-shaped pier extending offshore is 650 feet long and 20 feet wide.

Daytona Beach is a popular winter resort about 42 miles southward of St. Augustine Light. The buildings, water tanks, and radio towers are visible from seaward. The large recreation pier on the oceanfront is a prominent landmark for passing vessels.

See Daytona Beach, chapter 12.

Chart 11484.–From Ponce de Leon Inlet to False Cape the coast is straight. The 5-fathom curve is about 0.5 mile offshore for a distance of 24 miles. Beyond this distance dangerous shoals will be found up to 15 miles offshore.

Ponce de Leon Inlet (see chart 11485) is 53 miles southward of St. Augustine Light and 41 miles northwestward of Cape Canaveral Light. It is used by fishing parties, and shrimp and commercial fishermen bound for New Smyrna Beach or Daytona Beach, and others entering for an anchorage.

Ponce de Leon Inlet Light (29°04.8′N., 80°55.7′W.), 159 feet above the water, is shown from a red brick conical tower on the north side of the inlet.

The inlet, protected at the entrance by jetties, is entered through a channel that leads over a bar and through the jetties. The outer end of the north jetty is marked by a light, and the inner end of the jetty is awash. In June-July 1986, severe shoaling across the entire channel was reported to exist. Mariners are advised that due to constant shifting of the channel, passage through the inlet is not recommended; buoys marking the channel may not be marking the best water. Safe navigation is also hampered by numerous recreational fishing vessels that anchor inside the north jetty. Local knowledge and extreme caution is advised. To prevent silting, a weir is at the inshore end of the north jetty and an impoundment basin is close southward. The current through the inlet is strong. It is reported that the average ebb is 3 knots, however, this can increase to 5 or 6 knots with southeasterly winds. The mean range of tide is 2.3 feet, and high water occurs about the same time as at Mayport.

Inside the inlet, three channels lead to the Intracoastal Waterway; northward through Halifax River, westward through **Rockhouse Creek,** and southeastward through Indian River North. The channels through Halifax River and Indian River North are marked by buoys. In June-July 1986, the controlling depth was 1½ feet in Halifax River; the mid-channel controlling depth in Rockhouse Creek was 7 feet. In June-July 1986, the controlling depth in Indian River North was less than 1 foot.

Ponce de Leon Inlet Coast Guard Station is on the south side of the entrance to Ponce de Leon Inlet. Supply and repair facilities inside the inlet are described in chapter 12.

The Intracoastal Waterway is just inside the entrance to

Ponce de Leon Inlet, passing through Halifax River from the north and Indian River North from the south.

Chart 11484.–About 10 miles southward of Ponce de Leon Inlet is **Turtle Mound,** a prominent hill 50 feet high. It is under the protection of the Florida State Historical Society. The original Indian name was **Mount of Surruque.** It was charted on Florida maps in 1564. Spanish galleons stopped here for repairs, wood, and water.

Eldora is a fishing camp 11.5 miles southward of Ponce de Leon Inlet.

False Cape, about 7.5 miles northward of Cape Canaveral Light, is the name given to a small part of the coast which it resembles when seen from seaward.

The **John F. Kennedy Space Center** and the **Cape Canaveral Air Force Station** occupy most of **Canaveral Peninsula** and **Merritt Island,** the large land areas between the ocean and the Indian River, from Mosquito Lagoon on the north to Port Canaveral on the south. The huge Vehicle Assembly Building at the center, said to be one of the world's largest buildings, is visible far from shore. When closer in, other buildings and the mobile service towers at the cape are also conspicuous from all directions.

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 25-mile radius of Cape Canaveral, Florida, since it is known that missile debris, some of which may contain unexploded ordnance, exists in the area.

Air Force ordnance disposal personnel occasionally detonate explosives on the beaches in the vicinity of the cape.

Cape Canaveral, where the coast makes a sharp bend westward, is low and sandy. The shore in the vicinity of the cape is constantly moving eastward. **Cape Canaveral Light** (28°27.6'N., 80°32.6'W.), 137 feet above the water, is shown from a white and black horizontally banded conical tower 1 mile inshore from the cape. A radiobeacon is at the light.

A **Security Zone** has been established to include certain land and water areas at Port Canaveral-Cape Canaveral and adjacent areas at John F. Kennedy Space Center and Cape Canaveral Air Force Station. (See **165.1 through 165.7, 165.30, 165.33, 165.701, and 165.705,** chapter 2, for limits and regulations.) During certain operations the Security Zone may be temporarily expanded. (See Local Notice to Mariners.)

Broken ground and shoals extend 13 miles north and northeastward from Cape Canaveral. The outer shoals consisting of **Hetzel Shoal, Ohio Shoal,** and **The Bull** have a least depth of 11 feet. The inner shoals consisting of **Chester Shoal** and **Southeast Shoal** have depths of 2 to 18 feet. A lighted whistle buoy is 2.5 miles northeastward of Hetzel Shoal, and a lighted bell buoy is off the southeastern end of Southeast Shoal. In a heavy sea the shoals are marked by breakers, but with a smooth sea there is nothing to indicate them except their relative positions to Cape Canaveral Light and the lighted buoys. Only small light-draft vessels in calm seas should pass inside the outer shoals.

Several wrecks are eastward of Cape Canaveral within 13 miles of the shore. They have been cleared by a wire drag to a least depth of 43 feet. An unmarked sunken wreck is north of Ohio Shoal in about 28°39.7'N., 80°23.3'W.

The effect of the Gulf Stream may be expected well in on the shoals, and this should be kept in mind in approaching the cape from southward, as a vessel will generally overrun her log. In approaching the cape, stay in at least 15 fathoms from southward and at least 13 fathoms from northward, to avoid the shoals. Vessels are advised to use great care when navigating in the vicinity of the shoals off Cape Canaveral.

A **danger zone** for a missile testing area extends 3 miles offshore from False Cape to the entrance of Port Canaveral southwestward of Cape Canaveral. (See **334.590,** chapter 2, for limits and regulations.) **Canaveral Bight,** on the south side of the cape, is in the danger zone.

Chart 11478.–Port Canaveral (Canaveral Harbor) is 4 miles southwest of Cape Canaveral Light and 150 miles south of the entrance to the St. Johns River. The city of **Cape Canaveral** is just southward of the port. The principal commodities handled in the harbor are petroleum products, cement, asphalt, salt, general cargo, citrus products, and newsprint. The shrimp and scallop fishing fleet operates in and out of the harbor in season. **Port Canaveral Coast Guard Station** is at the northeast corner of West Basin.

COLREGS Demarcation Lines.–The lines established for Port Canaveral are described in **80.727,** chapter 2.

Channels.–A U.S. Navy project for Port Canaveral provides for an entrance channel 44 feet deep to East Basin, thence 41 feet in East Basin. A Federal project provides for a channel 36 feet deep from East Basin to Middle Basin, thence 35 feet deep in Middle Basin. The channel is maintained at or near project depths. (See Notice to Mariners and latest edition of chart for controlling depths.) The entrance to the harbor is protected by jetties. The approach channel is marked by a **310°** lighted range and lighted buoys; the entrance channel between the jetties is marked by a **270°** lighted range, a light, and lighted and unlighted buoys. The entrance to East Basin is marked by a **325°30'** lighted range. Canaveral Barge Canal leads westward to Banana River and the Intracoastal Waterway from the westerly end of Middle Basin. (See also chart 11484 and chapter 12.)

Caution.–The National Marine Fisheries Service has advised that the sea turtles which inhabit the Port Canaveral area are considered to be a threatened and endangered species. In order to protect these turtles, it is requested that excursions from the centerline of the Port Canaveral approach and entrance channels be held to a minimum. It is further requested that ships entering and leaving Port Canaveral have, consistent with operational requirements and safe navigation, minimum drafts.

Small craft should stay clear of large vessels entering, leaving, or maneuvering in the harbor.

Dangers.–The Navy pier on the east side of the turning basin, Middle Basin, is within a **restricted area,** and East Basin on the north side of the channel, about 0.6 mile eastward of the turning basin, is within a **danger zone.** (See **334.530 and 334.600,** chapter 2, respectively, for limits and regulations.)

Weather.–Tropical cyclones are a threat from about June through October. There are roughly four peak periods within this season. A slight maximum occurs in early June while more defined peaks occur in early August, early September and mid-October. The probability of at least one occurrence of gales from a tropical cyclone in 1 year is about 36 percent while the chance of two occurrences drops to 6 percent.

Windspeeds of 17 knots or more are most likely from October through April when they occur 3 to 7 percent of the time at the Cape and 10 to 17 percent of the time at nearby Patrick Air Force Base. Thunderstorms are ob-

served on about 70 days annually with a peak of 10 to 15 days per month from June through September. These are most likely during the late afternoon or early evening. Visibilities are generally good, outside of showers. However in December, January and February, they do drop below 0.5 mile on about 2 to 4 days per month; they usually improve by midmorning. Temperatures only reach 90°F or more on about 16 to 18 days annually but climb into the 80°'s (°F) range on a little less than 200 days each year. Freezing temperatures are recorded just once or twice per year, on the average.

Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. coastwise vessels who have on board a pilot licensed by the Federal Government. Pilotage is required for all vessels over 500 gross tons docking or undocking, unless specifically exempted by the Port Manager. Pilotage is optional for U.S. and foreign naval vessels; however, use of a pilot is encouraged for at least one inbound and one outbound passage. The pilot boarding station is about 1 mile southeast of Canaveral Harbor Approach Channel Lighted Whistle Buoy 3 (28°22.5'N., 80°31.8'W.). The Canaveral Pilots Association has two pilot boats, PILOT 2 and PILOT 3, 35 and 37 feet long, respectively; each has a black hull and white house with the name on the side. The pilot boats show the International Code flag "H" by day. Vessels to be boarded should maintain a speed of about 5 knots and provide a pilot ladder 2 to 3 feet above the water on the lee side. The pilot station monitors VHF-FM channel 12; the pilot boats monitor channels 12, 13, and 16 and use channel 12 as working frequency. Arrangements for pilots can be made through ships' agents, by telephone (305-783-4645), or through the Canaveral Port Authority (telephone 305-783-7831). An advance notice of 24 hours is requested.

Towage.–Two tugs, 2,250 hp and 1,600 hp, are available at the port, and both are equipped with VHF-FM channels 12, 13, and 16. Most ships use tugs for docking and undocking.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Port Canaveral is a **customs port of entry.**

Harbor regulations.–The Canaveral Port Authority has jurisdiction and control over Port Canaveral, including all facilities owned and operated by the port. The Port Manager enforces port regulations and the Director of Operations assigns berths. Priority is normally given to inbound and outbound movements of naval vessels. A 6-knot **speed limit** is enforced west of the entrance jetties. A copy of the port tariff is available at the Port Authority building, about 0.2 mile south of the main Port Authority Wharf.

Radio transmissions are not allowed during missile launchings.

Wharves.–Port Canaveral has eight deep-draft wharves owned by Canaveral Port Authority. All the facilities have freshwater connections and access to highways. Cargo is usually handled by ship's tackle; mobile cranes to 70 tons are available. Depths alongside are reported. (For latest information on depths, contact the operators.) For a complete description of port facilities, refer to Port Series No. 16, published by the U.S. Army Corps of Engineers. (See appendix for address.)

Facilities on the south side of Inner Reach:

Cruise Terminal Berths 2 and 3 (28°24'30"N., 80°36'00"W.): Berth 2, 550 feet of berthing space; 37 feet alongside; roll-on/roll-off ramp at west end, 24 feet alongside; Berth 3, 600 feet of berthing space contiguous to Berth 2; 28 to 37 feet alongside; operated by Canaveral Port Authority.

Marginal Wharf: 0.3 mile west of Tanker Berth No. 3; 1,060-foot face; 35 feet alongside; deck height, 10 feet; 108,000 square feet covered storage; 26 acres open storage; 2½ million cubic feet cold storage; receipt and shipment of general cargo; bunkering vessels; operated by Canaveral Port Authority.

Tanker Berth No. 1: about 0.4 mile west of the Cruise Terminal; 45-foot offshore wharf, 700 feet of berthing space with dolphins; 35 feet alongside; deck height, 10 feet; storage silos for 32,000 tons of cement; storage tanks with 945,000-barrel capacity; receipt of petroleum products, asphalt, and cement; bunkering vessels; operated by Belcher Oil Co. and Continental Cement Co., Inc.

Tanker Berth No. 2: about 0.5 mile west of the Cruise Terminal; 43-foot offshore wharf, 600 feet of berthing space with dolphins; 35 feet alongside; deck height, 10 feet; pipelines extend to storage tanks with 250,000-barrel capacity; receipt and shipment of petroleum products; operated by Belcher Oil Co.

Facilities on the north side of Inner Reach:

North Wharf No. 2 (28°24'39"N., 80°36'57"W.): 400-foot face; 35 feet alongside; deck height, 10 feet; one traveling gantry ship unloader with unloading rate of 400 tons per hour; silos with 42,000-ton capacity; receipt of cement; operated by Rinker Materials Corp.

North Wharf No. 1: 300 yards east of North Wharf No. 2; 400-foot face; 35 feet alongside; deck height, 10 feet; 20,000 square feet covered storage; receipt and shipment of general cargo; mooring cruise vessels; operated by Canaveral Port Authority and Scandinavian World Cruises.

North Wharf No. 3: west side of Middle Basin; 400-foot face; 35 feet alongside; deck height, 10 feet; crawler cranes to 165 tons; open storage for 500,000 tons of scrap metal; shipment of scrap metal and general cargo; mooring cruise vessels; operated by Canaveral Port Authority.

Supplies.–Fresh water is piped to the berths. Vessels can be bunkered by barge or at berth.

Communications.–Good State highways connect to U.S. Route 1 and Interstate Route 95 on the mainland.

Chart 11476.–From southward of the shoals at Cape Canaveral to Bethel Shoal, a distance of about 43 miles, the shore is straight. The 5-fathom curve is from 0.3 to 1 mile offshore along this section of the coast.

A large water tank is prominent about 4.5 miles southward of **Cocoa Beach,** and 13 miles southward of Cape Canaveral Light. **Indian Harbor Beach** is marked by a water tank. **Indialantic** is marked by prominent water tanks.

Sebastian Inlet (see chart 11472) is 36.5 miles southward of Cape Canaveral Light. In May 1983, there was a reported controlling depth of 5 feet from the Intracoastal Waterway through the dredged channel of the inside bar, thence 8 feet to the eastern entrance. In May 1983, it was reported that 12 feet can be taken across the bar in smooth seas. The western entrance is marked by private daybeacons and a light. The entrance is protected by a north jetty, marked by a private light, extending 600 feet from shore and a south jetty extending 500 feet from shore. A steel bulkhead leads in a west-northwest direction for about 1,500 yards from the south side of the inlet into

Indian River. The inlet is used by local fishermen and party boats.

Sebastian Inlet is dangerous and particularly hazardous to small boats not designed for the open seas. Persons using this inlet should be experienced boatmen and have local knowledge. It is reported that shoaling exists just north of the south jetty and for about 200 yards to the east of the south jetty. Shoaling also exists in the general area south of the small spoil island between the bridge and the Intracoastal Waterway. Shoals are gradually building up and shifting. Minimum depth in the inlet varies; the bottom is rocky in spots.

It is further reported that the velocity of the tidal currents reaches 10 knots, and turbulence exists between the bridge and the end of the jetties. Anchoring east of the bridge is extremely hazardous, particularly by the stern. Except during flat calms, breaking and confused seas exist off the mouth of the inlet and inside the inlet as far as the bridge. Conditions worsen with increasing seas or winds and on an ebb tide. Small boats departing the inlet on a flood or slack tide can find it impossible to return on an ebb tide. While the inlet conditions are generally worse during the winter months, hazardous conditions develop rapidly in the summer in squalls and on ebb tides.

Additional information on local existing conditions can be obtained by contacting the Fort Pierce Coast Guard Station (telephone: 305-464-6100) and asking for the Coast Guard Auxiliary telephone number. A fixed highway bridge, State Route A1A, crossing the inlet has a clearance of 37 feet.

The photograph of this inlet shown on the accompanying page is compliments of Dillon-Reynolds Aerial Photography, Inc.

Thomas Shoal, with a least depth of 26 feet over it, is 7 miles eastward of Sebastian Inlet. **Bethel Shoal,** with depths of 29 to 30 feet over it, is 17 miles southeastward of the inlet and 11 miles offshore. A lighted whistle buoy is northeast of the shoal area. A 23-foot shoal spot is about 2.5 miles north-northwestward of the buoy.

Chart 11474.–From Bethel Shoal to Jupiter Inlet, a distance of about 50 miles, shoal areas and wrecks are over 10 miles offshore.

The twin towers at **Riomar,** 12 miles northward of Fort Pierce Inlet, and the water tanks south of Riomar, are prominent.

Indian River Shoal, with depths of 10 to 30 feet over it, is about 8 miles northward of Fort Pierce Inlet and extends for about 3 miles offshore.

Chart 11475.–Fort Pierce Inlet is 62 miles southward of Cape Canaveral Light and 33 miles northward of Jupiter Inlet Light. Care must be exercised in entering due to the strong currents. In southeasterly weather with an ebb tidal current the entrance is rough.

The photograph of this inlet shown on the accompanying page is compliments of Dillon-Reynolds Aerial Photography, Inc.

Fort Pierce, on the west shore of the Indian River inside Fort Pierce Inlet, is the St. Lucie County Seat. The receipts into the harbor are aragonite (limestone), fuel oil, and produce from the Bahama Islands and the Dominican Republic; sand is received and shipped.

Several fishing vessels operate in and out of the harbor. It is the distributing point for supplies to the surrounding country. The Intracoastal Waterway passes through the Indian River east of the city. (See chapter 12.)

Fort Pierce Coast Guard Station is on the south side of Fort Pierce entrance channel, on the west side of the cove immediately westward of **Faber Point.**

Storm warning signals are displayed. (See chart.)

Prominent features.–A 12-story condominium, 1 mile northward of the entrance, a tank 1 mile southward of the entrance, and tanks on the north and south sides of Fort Pierce are prominent. These features are shown on chart 11474.

Also prominent are several high-rise condominiums immediately south of the entrance, a 210-foot meteorological tower 7.2 miles south of the entrance, and the buildings of two nuclear powerplants about 7.6 and 9 miles southward of the entrance. The meteorological tower is marked by a fixed red light about halfway up and a flashing red light on top.

COLREGS Demarcation Lines.–The lines established for Fort Pierce Inlet are described in **80.727**, chapter 2.

Channels.–A Federal project provides for an entrance channel 27 feet deep, and an inner channel and turning basin 25 feet deep. Depths in the channel may vary considerably between dredging operations. (See Notice to Mariners and latest edition of chart for controlling depths.) Two rubblestone jetties with revetment extensions protect the entrance. The channel is marked with lighted ranges, and lighted and unlighted buoys.

Dangers.–There are a number of shoals and wrecks in the approaches to the harbor; some of them are marked. A fish haven, about 1.7 miles long, from 0.8 mile to 1.2 miles offshore, and marked at the north and south ends by private buoys, is about 2 miles northward of the entrance. In May 1983, it was reported that a shoal was building to the southward from the north side of the entrance channel just inside the jetty. Caution is advised.

Tides.–The mean range of tide is 2.6 feet at the jetties and 1.2 feet in Indian River off the Municipal yacht basin.

Currents.–The tidal currents in the inlet have a velocity of about 3 knots. (For predictions see the Tidal Current Tables.) It has been reported that a strong current, about 8 to 12 knots, runs through the cut parallel with the channel, but, at the turn in the channel, extreme caution should be used as the current sets across the channel, flood to the south and ebb to the north. Across Indian River the currents run parallel with the channel, which parallels the causeway fill. At the western end of this fill, cross currents are sometimes encountered, especially where the channel crosses the Intracoastal Waterway. Currents in this section are influenced by the winds.

Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. coastwise vessels which have on board a pilot licensed by the Federal Government. The pilot will board at the sea buoy. The 40-foot pilot boat has a black hull, white superstructure, red deck, and the word PILOT painted on the sides; it is equipped with VHF-FM channels 6, 12, 16 and 22A. Advance notice of at least 24 hours should be given, as there is no pilot station. The pilot's home telephone number is 305-461-5502.

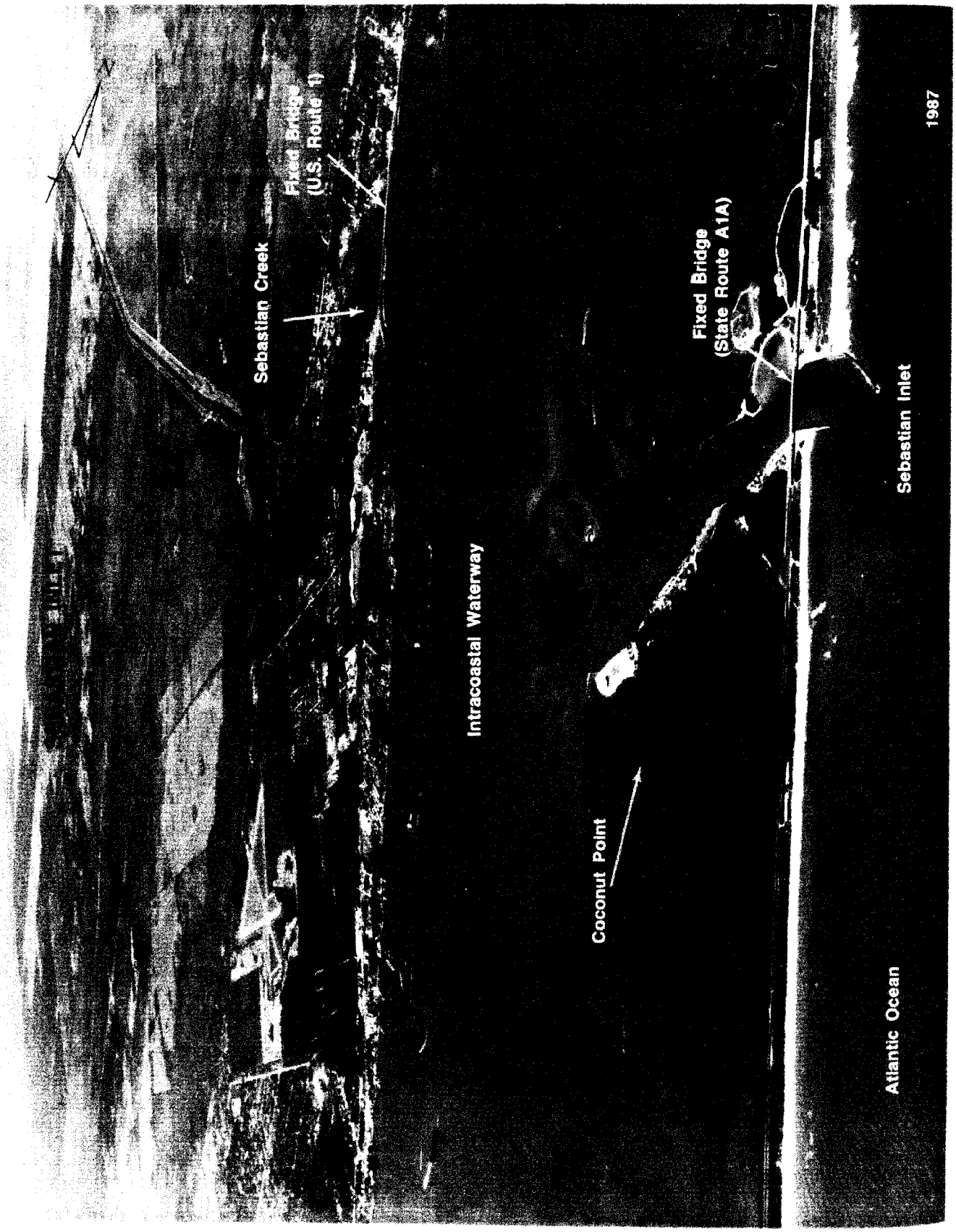
Towage.–Two tugs, 1,200 hp and 400 hp, are available 24 hours. Both are equipped with VHF-FM channels 6, 12, 16, and 22A.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Fort Pierce is a **customs station.**

Harbor regulations.–The pilot is the harbormaster at


N
Sebastian Creek
Fixed Bridge
(U.S. Route 1)
Intracoastal Waterway
Coconut Point
Fixed Bridge
(State Route A1A)
Sebastian Inlet
Atlantic Ocean
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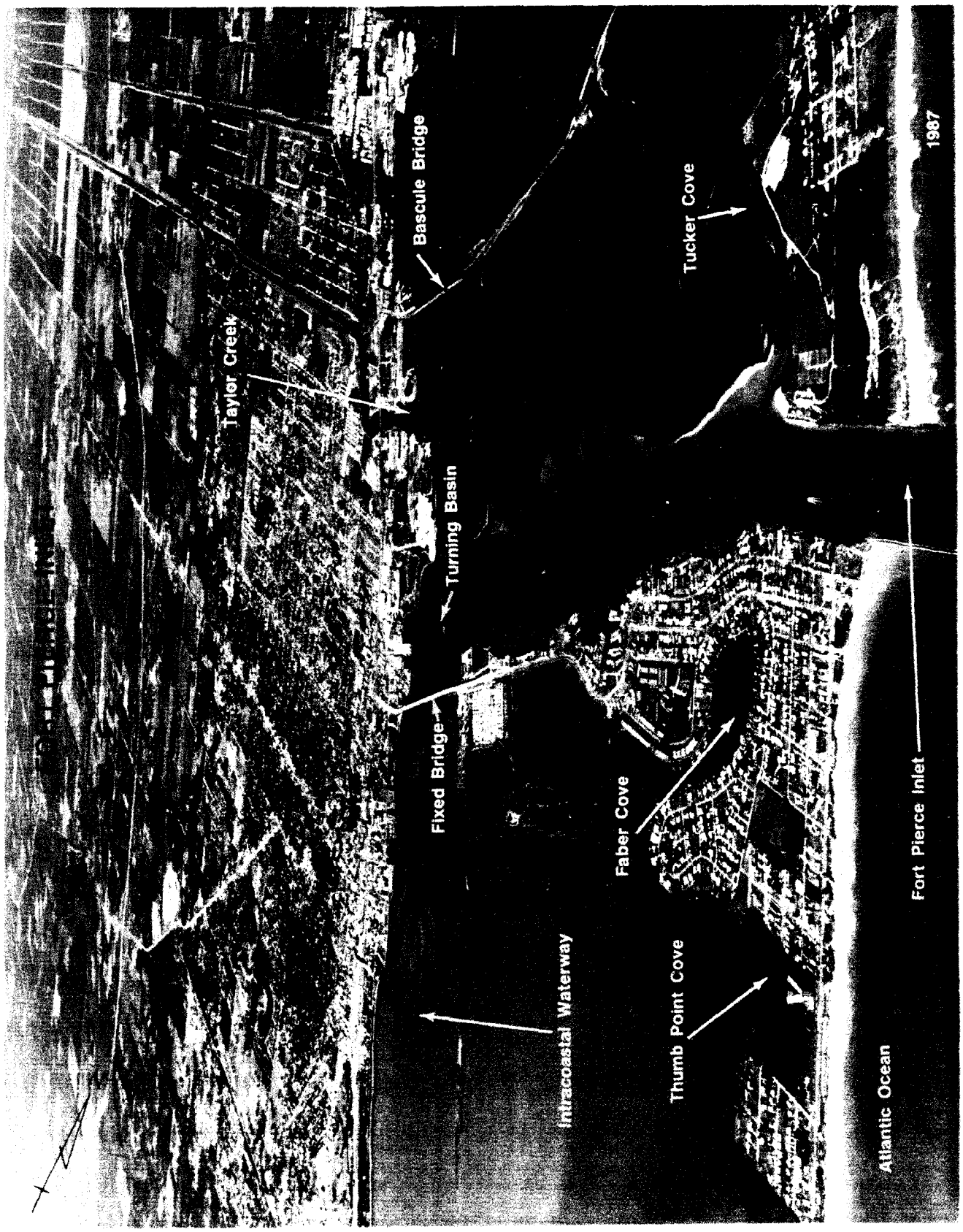

Taylor Creek
Bascule Bridge
Tucker Cove
1967
Turning Basin
Fixed Bridge
Faber Cove
Fort Pierce Inlet
Intracoastal Waterway
Thumb Point Cove
Atlantic Ocean

Fort Pierce. Due to tricky currents in the turning basin, running of lines is compulsory for all vessels. The pilot boat will render this service. All vessels moving from one wharf to another shall have the harbormaster aboard. The pilot boat will assist in this movement.

Manatees.–A regulated speed zone for the protection of manatees is at Fort Pierce in the vicinity of the municipal yacht basin. (See Manatees, chapter 3.)

Wharves.–The active facilities at Fort Pierce are privately owned; there are two piers and a dolphin berth, though cargo is handled only at the northern pier and at the breasting dolphins. The northern pier (27°27.5'N., 80°19.4' W.) is owned by the Indian River Refrigeration Terminal Co. and is 425 feet long on the north side, 320 feet long on the south side, and 178 feet wide; vessels moor on both sides of the pier, and at the face if their length is less than the pier's width. Depths of 26 feet were reported alongside the pier in May 1983. The bulk aragonite-receiving berth of the Ocean Industries Co. is at four breasting dolphins in the dredged area north of the basin (27°27.8'N., 80°19.3'W.); depths of 16 to 18 feet were reported at this berth in May 1983. The southern pier (27°27.4'N., 80°19.4'W.) and the heads of the slips on each side of the private pier are owned by the city of Fort Pierce; small vessels sometimes moor there.

Supplies.–Gasoline, diesel fuel, bunker C, water, and some marine supplies are available at Fort Pierce.

Repairs.–There are no repair facilities for large vessels at Fort Pierce; seagoing ships may be drydocked at Port Everglades and Jacksonville.

Communications.–Fort Pierce is served by the Florida East Coast Railway, by U.S. Route 1, and by several State highways. The airport is 3 miles northwest of the town.

Small-craft facilities.–The municipal yacht basin, just south of **Moore Creek,** has an approach channel from the Intracoastal Waterway which is immediately south of the bridge and parallel to it, thence southward along the waterfront to the basin; the channel is marked by privately maintained daybeacons. Extreme caution should be exercised as strong crosscurrents exist. The overhead power cable crossing this channel has a clearance of 85 feet. In May 1983, the reported controlling depth was 7 feet to the basin except for shoaling to an unknown extent on the south side of the channel in the vicinity of Daybeacon 3, and thence 7 feet in the basin. Berths, gasoline, diesel fuel, ice, water, and electricity are available. The yacht basin is controlled by a **dockmaster.** A marina on the west side of the Indian River just north of the Causeway Island bridge has open berths for about 20 boats with reported depths of 5 feet. Electricity, water, ice, and most yacht services are available. A 30-ton mobile lift here can haul out boats up to 60 feet for all types of repairs. The facilities of a yacht club are on the south side of the Fort Pierce entrance channel, immediately westward of Faber Point. There are about 80 open berths with reported depths of 6 feet. Gasoline, diesel fuel, fresh water, ice, and electricity are available. A dredged channel marked by daybeacons leads from the Intracoastal Waterway to **Taylor Creek.** In May 1983, the controlling depth was reported to be 8 feet almost to the railroad bridge. A marina on the south side of Taylor Creek has berths, gasoline, and diesel fuel. A 5-ton lift is available for hull, engine, and electronic repairs.

In September 1986, a sunken wreck was reported about 0.1 mile north of the entrance to Taylor Creek in about 27°28'07"N., 80°19'25"W.

Chart 11474.–For a distance of 13 miles southward of Fort Pierce Inlet, broken ground with 18 to 28 feet over it extends from 2.5 to 6 miles offshore.

Capron Shoal has a least depth of 18 feet over it about 3.6 miles southeastward of Fort Pierce Inlet. A buoy is 300 yards northeastward of the 18-foot spot.

Pierce Shoal, with 21 to 30 feet over it, lies about 2 miles offshore, and 6 to 8.5 miles southeastward of Fort Pierce Inlet.

St. Lucie Shoal, with 15 to 30 feet over it, lies from 3 to 6 miles offshore, and 22 to 26 miles northward of Jupiter Inlet Light. It is the principal danger in this area. The northern end of the shoal is marked by a lighted whistle buoy and an unlighted buoy is southeast of a 15-foot spot at the southern end.

Several wrecks are eastward of the broken ground within 10 miles of the shore. The unmarked **dangerous wreck** (27°20.2'N., 80°04.5'W.) about 3.7 miles eastward of St. Lucie Shoal is covered 24 feet.

The boiler section of a small wreck is 1.9 miles north of St. Lucie Inlet, about 200 yards offshore. This wreck has a least depth of 3 feet and is dangerous to small craft operating close inshore.

Gilbert Shoal, with 17 to 30 feet over it, is 1 to 1.5 miles offshore about 3 miles north of St. Lucie Inlet.

Charts 11474, 11472, 11428.–St. Lucie Inlet, forming the mouth of the St. Lucie River and the south end of the Indian River, lies 20 miles south of Fort Pierce Inlet and 13.5 miles north of Jupiter Inlet Light. The entrance to the inlet is protected by jetties and a detached breakwater. The inner part of the north jetty is in ruins. A rock ledge across the inlet extends south for over 1 mile from the east end of the north jetty ruins. Extensive sandbars are on the north side of the inlet channel from the north jetty to the Intracoastal Waterway. Spoil banks are reported to exist south of the inlet channel from South Point to the channel entrance. It is further reported that shoaling builds up across the channel from both the north and south sides. Depths in the channel vary.

St. Lucie Inlet is dangerous and particularly hazardous to small boats not designed to the open seas. Persons using the inlet should be experienced boatmen and have local knowledge.

It is reported that tidal currents reach a velocity of 7 knots. Currents continue to flow 2 hours after high and low tides. Entrance is easiest just on the flood side of slack water.

The approach is marked by a lighted whistle buoy. The entrance buoys are not charted, as they are frequently moved to mark the best water. It is reported that after heavy storms, buoys may be off station due to dragging or to shifting channels.

It is further reported that ground swells can make inlet passage impossible for all craft. Breakers occur throughout the entire channel as seas, ground swells, and winds increase, particularly on an ebb tide.

While the inlet conditions are generally reported to be worse during winter, hazardous conditions develop rapidly during summer squalls.

Additional information on local existing conditions can be obtained by calling the Fort Pierce Coast Guard Station (telephone: 305-464-6100) and asking for the Coast Guard Auxiliary telephone number.

St. Lucie River enters the sea through St. Lucie Inlet and connects with the Gulf coast via the Okeechobee Waterway. State Route A1A highway bridge crossing the river 3 miles above the junction with the Intracoastal Waterway has a bascule span with a clearance of 21 feet at

the center. (See **117.1 through 117.59 and 117.317**, chapter 2, for drawbridge regulations.) The Florida East Coast Railway bridge at Stuart has a bascule span with a clearance of 7 feet at center. The bridge is on automatic operation, normally left in an open position and closed upon the approach of trains. (See **117.317**, chapter 2, for details of operation.) The twin bridges of the Roosevelt (U.S. 1) Bridge, adjacent to the west, have bascule spans with a clearance of 14 feet at the center. The overhead power cable at the bridge has a clearance of 75 feet over the main channel. (See **117.1 through 117.59 and 117.317**, chapter 2, for drawbridge regulations.)

Cross currents at the entrance to St. Lucie River create a hazardous condition for vessels and barges making the short turn from the Intracoastal Waterway. Vessels should stay 100 yards southward of a line between Light 4 and Daybeacon 6 to avoid hitting the hard ledge on the north side of the channel.

St. Lucie River has several branches of some commercial importance. These, with the main river, form an important center for yachting and fishing in the winter. Traffic on the river is mostly in fish and timber.

Manatee Pocket is a protected body of water about 1 mile long and 0.2 mile wide. It had a reported controlling depth of 4½ feet in May 1983. The entrance is 0.6 mile west of the intersection of the St. Lucie River and the Intracoastal Waterway. The channel at the entrance is marked by daybeacons. Berthage, electricity, freshwater, ice, gasoline, diesel fuel, and limited supplies are available at any of several marinas. A 100-ton mobile lift is available for hull, engine, and electronic repairs at a repair yard at the southeast end of Manatee Pocket. Small boats can obtain protection from tropical storms in Manatee Pocket. The holding bottom is good. Yachts can anchor anywhere for overnight stops.

Port Salerno, a small town at head of Manatee Pocket, has a marl plant and is headquarters for a fishing fleet. Several boatyards with machine shops and several resorts with good facilities for yachts are available. (See the small-craft facilities tabulation on chart 11472 for services and supplies available.)

Pilots for St. Lucie Inlet can be obtained at Manatee Pocket.

At **Port Sewall,** 1.2 miles above the junction of St. Lucie River and the Intracoastal Waterway, there is a boatyard which has two marine railways; the largest can handle craft to 60 feet long. Hull and engine repairs can be made; a machine shop is on the premises.

Rio is a small real estate development on the north bank of St. Lucie River, 3.5 miles above **Sewall Point.** A privately dredged channel 1 mile west of Light 21 leads to a marina; the reported controlling depth in the channel was 7 feet in May 1983. There are about 58 berths; water, electricity, gasoline, diesel fuel, ice, and a lauching ramp are available. Another marina in the slip 0.2 mile westward has gasoline, diesel fuel, water, and a 30-ton lift; hull and gasoline-engine repairs can be obtained.

Stuart is a progressive city on the St. Lucie River, 5 miles above Sewall Point. It is the county seat of Martin County and is on the Florida East Coast Railway, U.S. Highway No.1, and the Okeechobee Waterway. The city has a hospital and is the distributing center to the surrounding area, which is noted for its winter vegetables, citrus and tropical fruits, poultry raising, ranching, and commercial fishing.

The municipal pier, on the east side of the river 200 yards south of the Roosevelt (U.S. 1) twin bridges, has berthage for two or three boats; in May 1983, there were reported depths of 9 feet at the end and 6 to 9 feet on the sides of the pier. An oil pier on the west side of the river 500 yards north of the twin bridges pumps gasoline and diesel fuel, and water and limited moorage are available.

There is a small protected basin in **Frazier Creek,** 0.3 mile south of the bridges. Gasoline, water, some marine supplies, and dockage for 18 boats to 30 feet are available at the marina. A 3-ton mobile lift is available for hull, engine, and electronic repairs. In May 1983, the reported controlling depth was 5 feet from the waterway to the highway bridge about 0.1 mile above the mouth. The bridge has a 33-foot fixed span with a clearance of 6 feet.

Pilots for St. Lucie Inlet and connecting waterways can be obtained through the Stuart Chamber of Commerce.

St. Lucie River divides into two forks west of Stuart. The **North Fork** extends several miles in a north-northwest direction. It is about 0.75 mile wide with an even bottom of 10 to 12 feet in depth. The South Fork is described as part of the Okeechobee Waterway, chapter 12.

Chart 11474.–From St. Lucie Inlet to Jupiter Inlet, a distance of 14 miles, several shoals and wrecks are within about 3 miles of the shore. The shoals and wrecks should be avoided by deep-draft vessels. The 20-fathom curve is a safe guide.

Jupiter Inlet Light (26°56.9′N., 80°04.9′W.), 146 feet above the water, is shown from a 105-foot red brick tower on the north side of the inlet, 94 miles south of Cape Canaveral Light. A radiobeacon is about 100 yards eastward of the light. The light is reported to be obscured by high-rise construction from 231° to 234° when within a range of 5.5 miles.

Charts 11474, 11472.–Jupiter Inlet, an opening in the beach just south of Jupiter Inlet Light, is 14 miles south of St. Lucie Inlet. It leads to Jupiter Sound on the north, Loxahatchee River on the west, and Lake Worth Creek on the south. A short stone jetty is on the north side of the entrance to the inlet, and a concrete and steel barricade is halfway across the entrance from the south side. Private daybeacons mark the entrance. In May 1983, the reported controlling depth was 4 feet over the bar to the Intracoastal Waterway. Small boats of the fishing fleet use the inlet. The Intracoastal Waterway is 0.5 mile inside the entrance to the inlet. (See chapter 12.)

Jupiter Inlet is dangerous and particularly hazardous to small boats not designed for the open seas. Persons using this inlet should be experienced boatmen and have local knowledge. It is reported that shallow sandbars exist from the lighthouse through the mouth of the inlet and that the sandbar at the junction of the Intracoastal Waterway and the entrance builds up continuously. A very shallow sandbar extends south and east from the north jetty across the entire inlet. The bar is very deceptive and usually lies 1 or 2 feet below the surface. The openings through the sandbar shift with rapidly changing weather conditions and can be very shallow.

It is further reported that tidal currents reach a velocity of 6 knots. Eddies and extreme turbulence accompany flood and ebb tides, particularly near the south jetty. Breaking and confused seas frequently exist over the sandbars off the mouth of the jetty. Conditions are worst with ebb tide and easterly winds. Near low water, long ground swells and wake from passing vessels can create dangerous waves in seemingly calm seas. Conditions are most hazardous during the winter months.

The mean range of tide at Jupiter Inlet is 2.5 feet.

Additional information on local existing conditions can be obtained by contacting the Lake Worth Inlet Coast Guard Station (telephone: 305-844-4470) and asking for the Coast Guard Auxiliary telephone number.

Chart 11466.-Between Jupiter Inlet and Lake Worth Inlet, a distance of about 10.5 miles, the coast is clear of shoals with the 10-fathom curve about 1 mile offshore.

Lake Worth Inlet is a dredged cut through the barrier beach 11 miles south of Jupiter Inlet Light and 31 miles north of Hillsboro Inlet Light. The entrance is protected by two jetties and the cut by revetments.

The photograph of this inlet shown on the accompanying page is compliments of Dillon-Reynolds Aerial Photography, Inc.

COLREGS Demarcation Lines.-The lines established for Lake Worth Inlet are described in **80.727**, chapter 2.

Port of Palm Beach is a deepwater port development 1.1 miles west of the entrance to Lake Worth Inlet. The port borders the communities of **Riviera Beach** on the north and **West Palm Beach** on the south. It is 259 miles south of Jacksonville and 68 miles north of Miami. The principal cargoes are bulk petroleum products, cement, and general cargo. There is extensive barge traffic. An extensive roll-on/roll-off operation is conducted in the Bahama Island trade. All of the wharves and warehouses are owned by the Port of Palm Beach District. **Lake Worth Inlet Coast Guard Station** is on the south side of **Peanut Island,** 0.8 mile inside the entrance. **Storm warning signals are displayed.** (See chart.)

Prominent features.-The dominant landmarks in the area are the charted twin 300-foot stacks at the powerplant adjacent to the port terminal; they are marked with horizontal bands of white and orange and by flashing red lights near their tops. Also prominent from offshore are the many multistoried buildings along the beaches north and south of the inlet. Of these, the 42-story condominium and the Breakers Hotel, 1 mile north and 3.5 miles south of the inlet, respectively, are the most prominent.

Channels.-A Federal project provides for a 35-foot entrance channel, thence a 33-foot inner channel to a turning basin of the same depth at the Port of Palm Beach. (See Notice to Mariners and latest edition of chart for controlling depths.) Markers include a **271°30'** lighted entrance range, lights, and lighted and unlighted buoys. The north (right outside) quarter of the entrance channel tends to shoal along the north jetty.

Anchorages.-Two offshore anchorage grounds are close north and south of the channel entrance. (See **110.1 and 110.185**, chapter 2, for limits and regulations.) There is no deepwater anchorage in the harbor. Anchorage for craft drawing up to 8 feet is available in the vicinity of **Palm Beach.**

Dangers.-A reef in the form of a ridge with scattered boulders extends for about 300 yards eastward of Peanut Island about 25 feet north of the improved channel. The reef, with a least depth of about 4 feet over it, is extremely dangerous. On the ebb, the current sets across the reef in a northeasterly direction. Two fish havens are 0.7 and 1.5 miles off the north side of the entrance and another is 1.5 miles off the south entrance.

Manatees.-A regulated speed zone for the protection of manatees is in the vicinity of the powerplant on the west side of the turning basin. (See Manatees, chapter 3.)

Tides and currents.-The mean range of tide is 2.8 feet at the inlet and 2.6 feet at the Port of Palm Beach. The currents in the inlet are strong and must be carefully guarded against. The current velocity is 2.4 knots on the flood and 3.6 knots on the ebb. Current predictions may be obtained from the Tidal Current Tables.

Weather.-With the Gulf Stream only about 2 miles offshore and prevailing winds off the Atlantic most of the year, the climate of this area is pleasant. Wind speeds of 17 knots or more can be expected about 7 to 10 percent of the time from October through April as a result of lows, cold fronts or intensification of the trade winds. While gales are rare they are most likely during the tropical cyclone season, which runs from June through October on the average. Hurricanes in this area have generated winds estimated at about 120 knots. Thunderstorms can generate strong, gusty winds along with heavy rain. They are most likely from June through September on about 10 to 16 days per month. Visibilities drop below 0.5 mile on 1 to 2 days per month, on the average, from November through April.

See page T-8 for **West Palm Beach** climatological table.

Pilotage is compulsory for foreign vessels and for U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. coastwise vessels which have a pilot aboard licensed by the Federal Government. Palm Beach Bar Pilots board vessels from a 26-foot double-ender about 1 mile east of Lake Worth Inlet Lighted Bell Buoy 2LW. Vessels should maintain a speed of 2 to 3 knots and provide a good lee with the pilot ladder rigged 2 feet above the water. Pilots monitor VHF-FM channel 16 and use channels 13 and 14 as working frequencies. Large vessels are taken in only at slack water and may be restricted to daylight hours under certain conditions. Arrangements for pilots are made through ships' agents, by telephone (305-845-2628), or through the Palm Beach marine operator on VHF-FM channel 28. An advance notice of arrival of 24 hours is requested.

Towage.-Three tugs to 1,000 hp are available and can be obtained through ships' agents or through the pilots.

Quarantine, customs, immigration, and agricultural quarantine.-(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

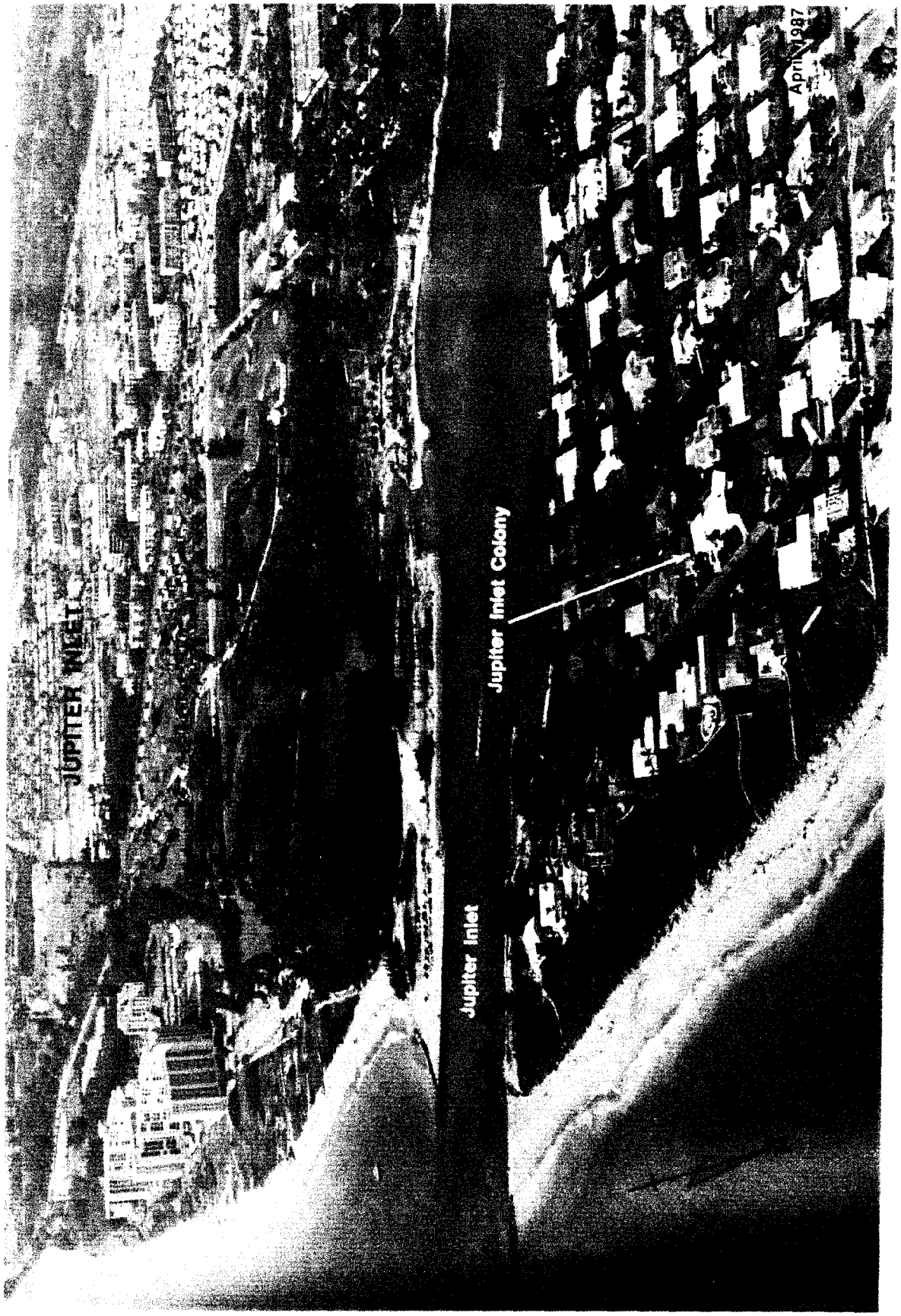
Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Palm Beach is a **customs port of entry.**

Coast Guard.-A **vessel documentation office** is in West Palm Beach. (See appendix for address.)

Harbor regulations.-Copies of the Port Tariff may be obtained at the offices of the Port of Palm Beach District at the Maritime Office Building in Riviera Beach. The Port Operations **Manager** assigns berths and enforces the harbor regulations. The Port of Palm Beach is a public corporation created by the State Legislature. Port regulations state it shall be unlawful for any vessel, boat, barge, or other watercraft of any kind to anchor in the channel or turning basin, except in cases of actual emergency.

Wharves.-The Port of Palm Beach has two slips and four marginal wharves, two north and one south of the slips, and one between the slips. A marginal container wharf is 0.2 mile north of the north slip. The port district owns most of the facilities and the port tenants operate most of them. There are about 50 acres of open storage and 150,000 square feet of warehouse space. The port operates its own belt line railroad which connects with the Florida East Coast Railway. Mobile cranes to 230 tons are available, with other equipment available as required. All berths have fresh water and electric shore power available. All berths have a deck height of 8½ feet except Berths 13 and 14, 8 feet, and Berths 20, 21, and 22, 5 feet. Slip 1 is the north slip, Slip 2 is the south slip.


JUPITER INLET
Jupiter Inlet
Jupiter Inlet Colony
April 1987

Jupiter Sound
Jupiter Inlet Colony
Jupiter Inlet
N
April 1987

LAKE WORTH INLET/PORT OF PALM BEACH
Peanut Island
Intracoastal Waterway
Lake Worth Inlet Coast Guard Station
Atlantic Ocean
Lake Worth Inlet
N
1987

Berth 1: marginal wharf immediately southward of Slip 2; 210 feet long; 25 feet alongside; pipelines extend to storage tanks with 40,000-ton capacity; receipt and shipment of general and refrigerated cargo; shipment of molasses; operated by Florida Molasses Exchange, Inc.

Berths 2, 3: south side Slip 2; 620 feet long; 35 feet alongside; traveling shiploader with loading rate of 600 tons of sugar per hour; pipelines extend to storage tanks with 2-million-barrel capacity; receipt and shipment of general cargo; receipt of fuel oil and shipment of sugar and molasses; various operators.

Berth 4: head of Slip 2; 220 feet long; 25 feet alongside; receipt and shipment of general cargo by small vessel and barge.

Berths 5, 6: north side Slip 2; 640 feet long; 35 feet alongside; pipelines extend to storage tanks with 55,000-ton capacity; receipt and shipment of general cargo; receipt of bulk cement and fuel oil; shipment of furfural; bunkering vessels; various operators.

Berth 7: marginal wharf between Slips 1 and 2; 215 feet long; 25 feet alongside; receipt and shipment of general cargo.

Berths 8, 9: south side Slip 1; 700 feet long; 25 feet alongside; pipelines for bunkering; receipt and shipment of general cargo; various operators.

Berths 10, 11, 12: three roll-on/roll-off ramps at the head of Slip 1; 210-foot face; 25 feet alongside; 2½ acres open storage; receipt and shipment of general, containerized, and roll-on/roll-off cargo; operated by Heavy Lift Service Inc., and Seaboard Marine.

Berths 13, 14: north side Slip 1; 700 feet long; 25 feet alongside; receipt and shipment of general and containerized cargo; operated by Heavy Lift Service, Inc.

Berths 15, 16, 17: marginal wharf immediately northward of Slip 1; 610 feet long; 25 feet alongside; receipt and shipment of general and containerized cargo; mooring cruise vessels; operated by the Crown Cruise Line.

Berths 18, 19: S side of slip immediately north of Berth 17; 300 feet long; 25 feet alongside; receipt and shipment of general and containerized cargo and vehicles; operated by Tropical Shipping Co., Ltd.

Berths 20, 21, 22: west of Berth 19; three roll-on/roll-off ramps; each 67 feet long; 25 feet alongside; receipt and shipment of roll-on/roll-off cargo; operated by Tropical Shipping Co., Ltd.

Berth 23: across slip north of Berth 19; 80 feet long; 25 feet alongside; receipt and shipment of containerized cargo and vehicles; operated by Tropical Shipping Co., Ltd.

Berths 24, 25: 0.2 mile north of Slip 1; 450 feet long; 25 feet alongside; receipt and shipment of containerized cargo and vehicles; operated by Tropical Shipping Co., Ltd.

Supplies.–Freshwater is piped to the berths. Diesel oil is piped to Berths 2, 3, 5, and 6, and diesel fuel and gasoline can be delivered by tank truck. Provisions and some marine supplies are available.

Repairs.–Only minor repair work can be obtained for large ships. The nearest drydocks are at Jacksonville and Port Everglades.

Communications.–The Port of Palm Beach Railroad connects with Florida East Coast Railway. There are highway connections to U.S. Route 1, Interstate Route 95, and Florida's Turnpike. The **Palm Beach International Airport** is 5.5 miles southwestward of the port area.

The Intracoastal Waterway passes through Lake Worth just eastward of Port of Palm Beach. Facilities in the area for yachts and small craft are given in chapter 12.

Chart 11466.–From Lake Worth Inlet the general trend of the coastline is south for 41 miles to Port Everglades. It is broken by several inlets of little importance. The coast is formed almost entirely by a low sand beach, with more or less conspicuous dunes partly covered by grass and scrub palmetto, and woods in the background. Numerous towns, tanks, radio towers, and scattered buildings are visible from seaward. Conspicious from offshore are the buildings and pier at Palm Beach, Hillsboro Inlet Light, and the large buildings and tanks at Fort Lauderdale.

The coast between Lake Worth Inlet and Port Everglades is fairly bold. The 20-fathom curve runs parallel to the beach and for a greater part of the distance is less than 2 miles from it. Several wrecks and obstructions are within 0.5 mile of the shore.

Palm Beach, a resort on the narrow island between Lake Worth and the sea, is connected to West Palm Beach by highway bridges. The ocean pier here is used only for amusement purposes. Several other towns and cities are along the shores of Lake Worth.

Boynton Inlet (see chart 11467), at the south end of Lake Worth, is a small dredged cut through the outside beach, about 100 feet wide. The entrance to the inlet is protected by jetties. In May 1983, the reported controlling depth over the bar and to the Intracoastal Waterway was 5 feet. The inlet is crossed by Route A1A highway bridge which has a fixed span with a clearance of 18 feet. Boynton Inlet is dangerous and particularly hazardous to small boats not designed for open seas. Persons using this inlet should be experienced boatmen and have local knowledge. The channel is unmarked.

It is reported that shoaling exists, commencing about 100 yards south of the end of the north jetty and extending to the south. Submerged rocks extend 15 feet east of the end of the south jetty.

Tidal currents through the inlet reach a reported velocity of 8 knots, and with an easterly wind it is impassible because of breakers at the entrance. There is a strong undertow when the tide is ebbing. Eddies and extreme turbulence accompany flood and ebb tides.

It is further reported that except during a flat calm, breaking and confused seas exist in the channel from the bridge to the mouth of the inlet. Conditions worsen as seas and winds increase, particularly when the current is running. Conditions are more hazardous during winter.

A dangerous wreck is about 1.8 miles south-southeast of the inlet.

Additional information on local existing conditions can be obtained by contacting the Lake Worth Inlet Coast Guard Station (telephone: 305-844-5030), and asking for the telephone number of the Coast Guard Auxiliary.

Boca Raton Inlet (see chart 11467) is a narrow dredged cut through the beach 5 miles northward of Hillsboro Inlet Light. It is used mostly by party fishermen. The hotel at **Boca Raton** is a prominent landmark. The mouth of the inlet is protected by short jetties marked by private lights. In May 1983, it was reported that the controlling depth was usually about 4 feet, but after strong winds lesser depths may be encountered. The bar channel shifts with the winds.

Boca Raton Inlet is dangerous and particularly hazardous to all boats not designed for open seas. Persons using this inlet should be experienced boatmen and should be extremely knowledgeable of the area. The channel is unmarked.

It is reported that shoaling exists 30 yards outside of the inlet and also inside the inlet. Depth at low tide varies from 1 to 3 feet. A sandbar protrudes out of water inside

BOYNTON INLET
Lake Worth
N
Fixed Highway Bridge
(Route A1A)
North Jetty
Boynton Inlet
Atlantic Ocean
1987

the inlet on the north side. A sandbar extends underwater to within 30 feet of the south jetty. Shoaling and sandbars are continually shifting.

In February 1980, it was reported that the outer 80 feet of the north jetty was being removed. It was further reported that increased shoaling may be expected and that the inlet may occasionally be closed by severe weather.

Tidal currents through the narrow channel reach a reported velocity of 7 knots.

It is further reported that except during a flat calm, breaking and confused seas exist at the mouth of the inlet. Conditions worsen as seas and winds increase, particularly during ebb tide. Breaking seas at the mouth of the inlet will extend 200 feet inside inlet mouth. Conditions are more hazardous during winter. Strong easterly winds are often encountered when attempting to navigate the inlet. These are particularly strong in November through May. In May through September heavy thunder storms often occur during early morning and afternoon.

Additional information on local existing conditions can be obtained by calling **Fort Lauderdale Coast Guard Station** (telephone: 305-927-1611) and asking for the telephone number of the Coast Guard Auxiliary.

Highway A1A bridge crossing the inlet has a 45-foot bascule span with a clearance of 23 feet at the center. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.)

Hillsboro Inlet Light (26°15.6'N., 80°04.9'W.), 136 feet above the water, is shown from an octagonal pyramidal skeleton tower with central stair cylinder, lower third of structure white, upper two-thirds black, on the beach on the north side of the inlet. A radiobeacon is at the light.

Hillsboro Inlet (see chart 11467), 31 miles southward of Lake Worth Inlet, connects with Hillsboro River and the Intracoastal Waterway. It has considerable importance as a base for party fishermen who run out into the Gulf Stream. In March 1985, the reported controlling depth was 7 feet in the privately maintained channel. The entrance channel is marked by private lights, a daybeacon, and a lighted entrance buoy, and protected by jetties that are partially awash at low tide. Rocky reefs are reported to extend northward and southward of the respective entrance lights; the southern reef is reported to dry at its southern end at low tide. The current in the entrance is reported to set northward across the channel on the flood, and southward on the ebb. In January 1987, shoaling to a depth of 3 feet was reported at the entrance channel between Lights 1 and 2.

The photograph of this inlet shown on the accompanying page is compliments of Dillon-Reynolds Aerial Photography, Inc.

Route A1A highway bridge crossing the inlet has a bascule span with a clearance of 13 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13. (See **117.1 through 117.59 and 117.289**, chapter 2, for drawbridge regulations.) On the flood tide the current past the bridge is reported to be as much as 5 to 6 knots. An overhead power cable at the bridge has a clearance of 64 feet. Yacht landings are on the south shore on either side of the bridge. A depth of 5 feet is at the landings. Berthage, electricity, gasoline, diesel fuel, water, ice, some marine supplies, a mobile 10-ton lift, and hull, engine, and electronic repairs are available.

Southward of Hillsboro Inlet shoaling is rapid; depths of 6 to 8 fathoms have been found 1.5 miles offshore. A wreck 3.2 miles south of Hillsboro Inlet Light and 0.4 mile offshore has a depth of about 10 feet over it. Two small rock islets on each side of a stranded vessel were formed by the jettisoning of a cargo of cement about 5 miles south of Hillsboro Inlet Light and 0.4 mile offshore. They were blasted away during World War II, but until the depth over them has been determined, the area should be avoided by light-draft vessels.

Fish havens extend 1 to 2.4 miles offshore between Hillsboro Inlet and Port Everglades.

A submerged groin is 1 mile north of the entrance of Port Everglades and 0.4 mile offshore.

Chart 11470.–Port Everglades is a deepwater port on the east coast of Florida, 301 miles south of Jacksonville and 948 miles from New York. Many of the world's large passenger vessels call at this major cruise port. Although principally a consumer port, considerable foreign commerce passes through. The principal commodities handled include petroleum products, automobiles, bulk cement, steel products, scrap iron, lumber, newsprint, glass, and a variety of general cargo. Two unmarked jetties protect the harbor entrance which is virtually landlocked.

The photograph of this port shown on the accompanying page is compliments of Dillon-Reynolds Aerial Photography, Inc.

Prominent features.–The most prominent objects seen when approaching the port are four stacks painted with red and white bands about 1.2 miles southwest of the harbor entrance. These stacks are marked by red aircraft lights at night. There are numerous tall hotel buildings on the north side of the entrance close westward of the north jetties. **Port Everglades Approach Light** (26°05.7'N., 80°06.4'W.), 349 feet above the water, is shown from the roof of a building; the light is obscured from 030° to 180°. The numerous hotels and several tanks along the beach, and tanks, and radio and television towers in Fort Lauderdale are other conspicuous objects.

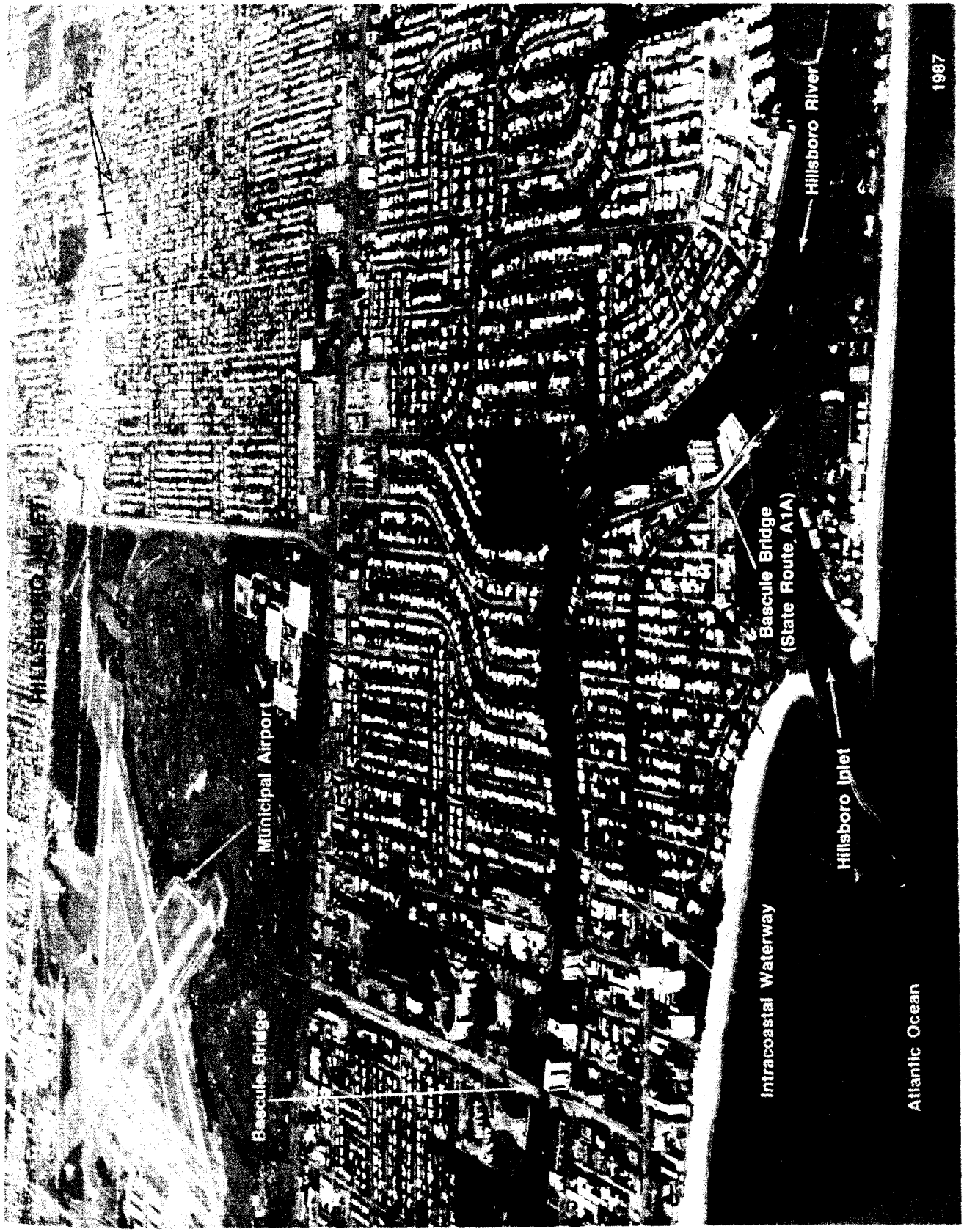
Because of the low shoreline good radar targets are limited in the approach to Port Everglades. It is reported, however, that the south jetty presents a good target. Additionally, the entrance buoys are difficult to identify by radar because of the heavy small-craft traffic in the entrance.

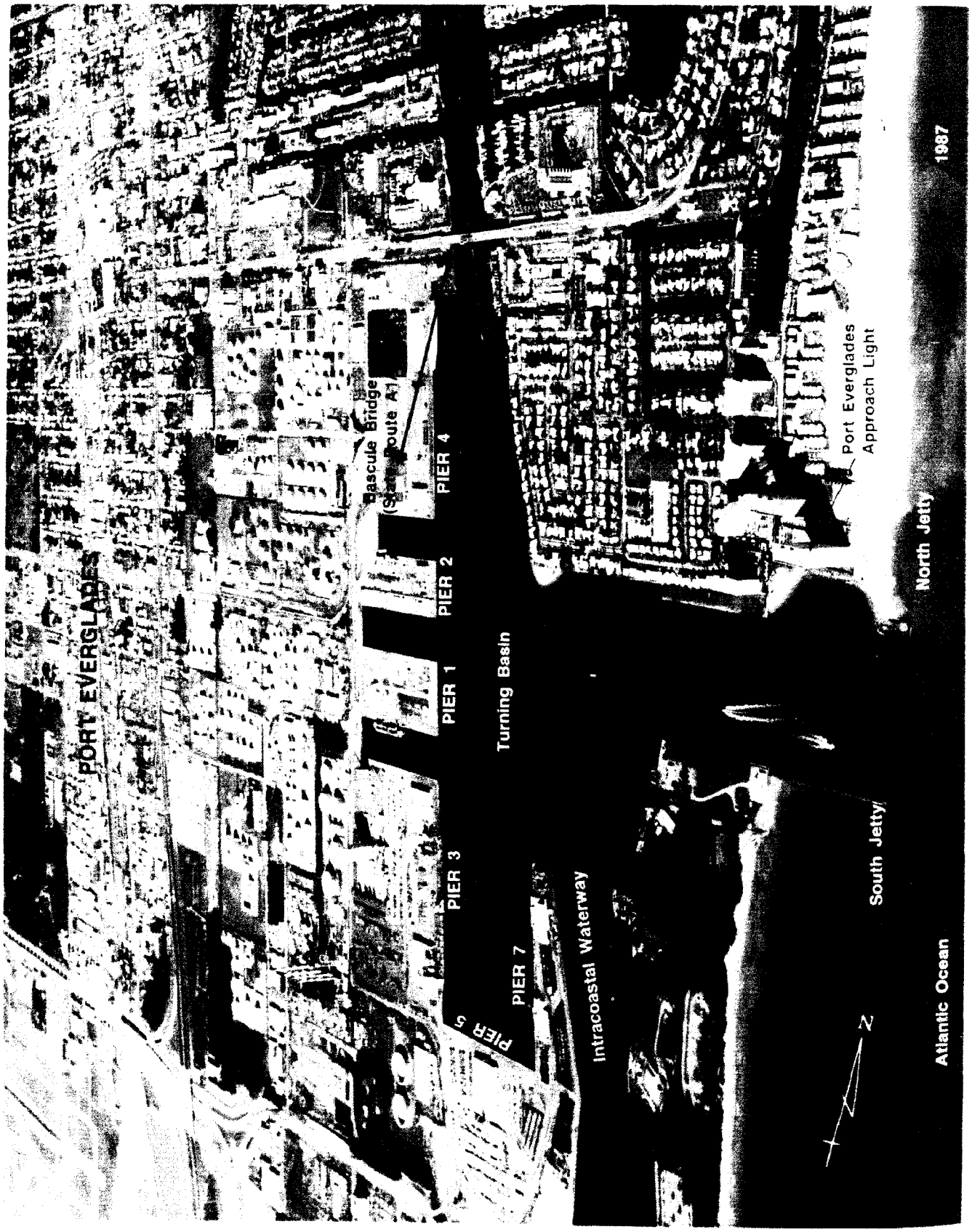
COLREGS Demarcation Lines.–The lines established for Port Everglades are described in 80.727, chapter 2.

Channels.–A Federal project provides for a 500-foot-wide entrance channel 45 feet deep converging at the jetties to a 450-foot-wide channel 42 feet deep leading to a turning basin 42 feet deep at the main port facilities with north and south extensions 31 feet deep, and a 400-foot-wide channel 36 feet deep leading southeastward for about 1,500 feet from the turning basin. (See Notice to Mariners and latest edition of chart for controlling depths.)

A lighted whistle buoy marks the entrance, and channel markers include lighted buoys, lights, and a **269°30'** lighted entrance range.

Dangers.–Two submerged breakwaters, extending almost 0.7 mile offshore on either side of the entrance, are unmarked. A large spoil area north of the entrance channel has very little water on it and at times appears above the water as an island; it was reported to be building up to the northwestward in April 1983. The shoal area westward of the spoil area is marked by daybeacons. A **Naval restricted area** extends about 2.5 miles offshore and about 4 miles southward of the south edge of the entrance channel. (See **334.580**, chapter 2, for limits and regulations.) Large vessels entering the port on weekends and holidays are advised to exercise extreme caution because of very heavy small-craft traffic. The ruins of a


HILLSBORO INLET
Municipal Airport
Bascule Bridge
Bascule Bridge
(State Route A1A)
Hillsboro River
Hillsboro Inlet
Intracoastal Waterway
Atlantic Ocean
1987


PORT EVERGLADES
Bascule Bridge
(State Route A1)
PIER 4
PIER 2
PIER 1
Turning Basin
PIER 3
PIER 7
PIER 5
Intracoastal Waterway
Port Everglades
Approach Light
North Jetty
South Jetty
Atlantic Ocean
N
1987

former jetty, covered 3 feet, extend south from the inner end of the north jetty.

A large fish haven extends from 1.5 to 5.7 miles north of the entrance channel and from 1 to 2.2 miles offshore. A fish haven, marked by private buoys, is about 1 mile north of the entrance channel and about 1.5 miles offshore.

Anchorage.–The recommended anchorage is northeast of Port Everglades Lighted Buoy 2, between the inner and outer reefs. Deep-draft vessels should await the pilot or contact the Port Everglades harbormaster's office on VHF-FM channel 14 or 16 for information and assistance before anchoring. Anchoring south of the entrance channel by vessels with a draft in excess of 12 feet is prohibited. (See **334.580**, chapter 2.)

Tides and currents.–The mean range of tide is 2.6 feet at the entrance. The tidal currents in the entrance average about 0.7 knot. In April 1983, it was reported that the flood currents attain a velocity of 3 knots and the ebb currents 4 knots. Current swirls of varying characteristics are often encountered in the turning basin and make handling of ships difficult. Prevailing winds from the southeast and east coupled with a rising tide are the most hazardous. Caution should be exercised to avoid striking the piers or the rocky sides of the turning basin.

The entrance channel normally has a northerly current of up to 2 knots, but it has been reported to be as much as 5 knots.

Weather.–Tropical cyclones threaten (move within 180 miles of) Port Everglades once or twice each year on the average. About 50 percent of these are hurricanes. While the season runs from June through November, about 83 percent of all threats have occurred in August, September, and October. However the port has also been affected, outside of the normal season, in December, February and May. Tropical cyclones have approached the port from all octants although they are rare from the northwest through northeast. While the port is most vulnerable to winds off the open ocean, the relatively flat terrain provides little resistence to strong land winds; however, nearby manmade structures afford some protection. Due to the narrow channel opening and two jetty systems the port is well protected from ocean waves except for those approaching from the east. However, energy from even these waves is lost by shoaling and diffraction inside the harbor. Wind waves inside are limited by lack of fetch. Storm tides have exceeded 12 feet at Fort Lauderdale in the past. The lack of significant elevations on barrier land strips, subjects the entire Intracoastal Waterway in this area, including Port Everglades, to severe flooding from hurricanes. These factors plus the absence of sheltered berths or anchorages makes evasion at sea the best course of action for all seaworthy, deep-draft vessels when a hurricane threatens the port. Thousands of shallow draft boats are moored in the extensive canal system just north of Port Everglades. If feasible, they should be removed and transported inland to higher elevations. Because of the many boats, it might not be possible to move along the Intracoastal Waterway, to seek protection up a canal or river, unless departure is quite early. If a boat must be moored, it should be ballasted to be low in the water, to escape wind effects, and be well secured with allowance for increased water heights. More detailed information may be found in the **Hurricane Havens Handbook for the North Atlantic Ocean** as mentioned in chapter 3.

Aside from the tropical cyclone threat the climate is conducive to marine activities. Gales are rare. They may occur with strong cold fronts or in severe thunderstorms. Winds of 17 knots or more are most likely from September through April when they blow about 2 to 5 percent of the time. Precipitation occurs on about 94 days annually and is most likely in summer. Thunderstorms occur on 10 to 15 days per month from June through October, a period which records more than 60 percent of the annual rainfall total. These brief, heavy showers usually help cool things off in the late afternoon or early evening. Temperatures climb to 90°F or more on an average of 56 days each year and an extreme of 100°F has been recorded. The extreme minimum in winter is 28°F. Visibilities are generally good and drop below 0.5 mile on an average of just 8 days each year; November through March is the most likely period.

Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. coastwise vessels which have on board a pilot licensed by the Federal Government. The pilots board in the vicinity of the sea buoy, day or night. The three pilot boats, one 40 feet long and two 36 feet long, are painted gray with white superstructure and have PILOT in black letters on the hull. They fly International Code flag "H". The pilot office monitors VHF-FM channel 16 and the pilot boats monitor VHF-FM channels 13, 14, and 16, and use channels 14, 18A, and 77 as working frequencies. Vessels to be boarded should maintain a speed of 5 knots and provide a pilot ladder 3 feet above the water on the lee side. Arrangements for Port Everglades Pilots can be made through ships' agents, by telephone (305-522-4491 or 522-4497), through the Port Everglades Harbormaster (telephone: 305-523-1812), or on VHF-FM channel 16. At least 24 hours advance notice of arrival is requested, with confirmation given 1 hour in advance of arrival by radiotelephone.

Towage.–Three tugs to 4,290 hp are available for docking and undocking. Arrangements for tugs should be made through the harbormaster's office.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) There are five general hospitals and several smaller private hospitals in the area.

Port Everglades is a **customs port of entry.**

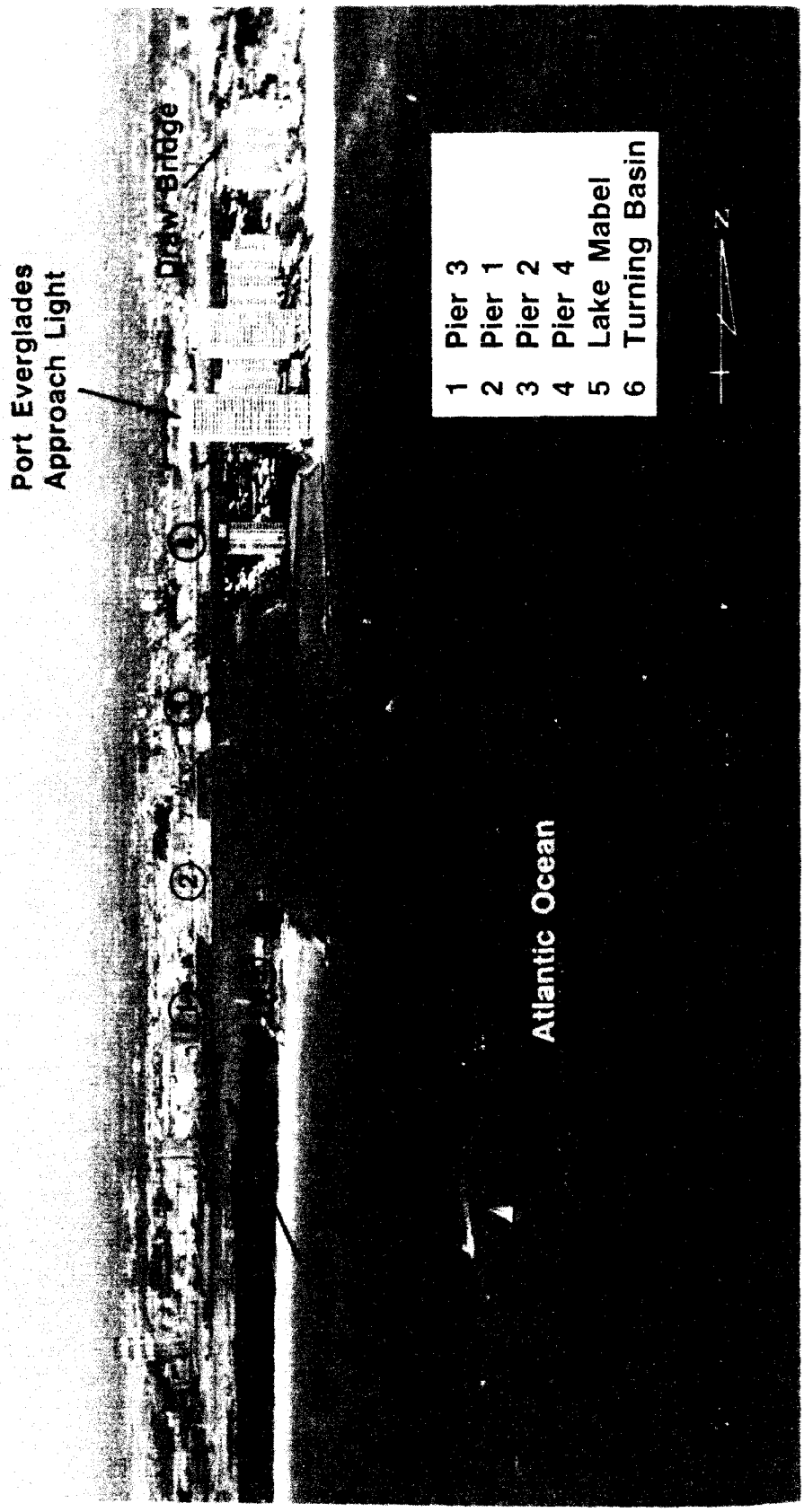
Coast Guard.–Fort Lauderdale Coast Guard Station is on the east side of the Intracoastal Waterway southeast of the turning basin.

Harbor regulations are established by the Port Everglades Authority. The administration, operation, and maintenance of the port are under the direction and supervision of the port director. The **harbormaster** assigns berths and enforces the regulations ashore. The Marine Division, Fort Lauderdale Police, enforces the regulations afloat. A copy of the port tariff is available at the port office which is in the Port Administration Building close westward of Pier 5. The harbormaster's office in the Port Administration Building can be contacted 24 hours a day by telephone (305-523-1812) or on VHF-FM channels 14 and 16.

Manatees.–Regulated speed zones for the protection of manatees are in Port Everglades. (See Manatees, chapter 3.)

Wharves.–Port Everglades has numerous deepwater berths adjacent to the main entrance channel. All the berths are owned and operated by the Port Everglades Authority. The port has over 100 acres of open storage, over 390,000 square feet of covered storage, and over 2

PORT EVERGLADES



million cubic feet of cold storage space. Privately owned facilities provide over 9½ million barrels of storage space for petroleum products. All berths in Port Everglades have freshwater and some have electric shore power connections. Berths 1 through 25 have pipeline connections available for handling petroleum products, asphalt, and other bulk liquids and for bunkering vessels while alongside. Heavy lift cranes up to 300 tons, two 30-ton container cranes, and modern cargo handling equipment are available at the port. All berths have access to the highways, and some have rail connections. The alongside depths given for each facility described are reported depths. (For information on the latest depths, contact the Port Everglades Authority.) Only the major facilities are described. For a complete description of the port facilities, refer to Port Series No. 16, published and sold by the U.S. Army Corps of Engineers. (See appendix for address.)

Pier 6: (26°05′58″N., 80°07′12″W.); 298 feet of berthing space and 102-foot-wide roll-on/roll-off ramp; 33 feet alongside; deck height, 8 feet, 5 feet at ramp; receipt and shipment of roll-on/roll-off cargo.

Berths 1, 2, and 3: east side of Pier 4: 1,600 feet long; 31 to 37 feet alongside; deck height, 8 feet; 98,000 square feet covered storage; 24 acres open storage; receipt and shipment of general and roll-on/roll-off cargo, receipt petroleum products; mooring cruise vessels.

Berth 4: south side of Pier 4; 900 feet long; 42 feet alongside; deck height, 8 feet; 27,000 square feet covered storage; 8 acres open storage; receipt and shipment of general cargo and petroleum products, receipt of lumber and shipment of scrap metal.

Berth 4A: head of Slip 2; 290 feet long; 42 feet alongside; deck height, 5 feet; receipt and shipment of roll-on/roll-off cargo.

Berth 5: north side Pier 2: 900 feet long; 42 feet alongside; deck height, 7 feet; 16,000 square feet covered storage; 2½ acres open storage; receipt and shipment of general cargo and petroleum products, receipt of lumber and asphalt.

Berth 6: face of Pier 2; 378 feet long; 42 feet alongside; deck height, 7 feet; receipt and shipment of general cargo and petroleum products.

Berths 7 and 8: south side of Pier 2; 1,200 feet long; 37 feet alongside; deck height, 7 feet; receipt and shipment of general cargo and petroleum products.

Berths 9 and 10: north side of Pier 1; 1,200 feet long; 37 feet alongside; deck height, 7 feet; 9 acres open storage; receipt and shipment of general cargo and petroleum products, receipt of lumber.

Berth 11: face of Pier 1; 500 feet long; 42 feet alongside; deck height, 7 feet; receipt and shipment of petroleum products, receipt of lumber, steel products, and liquefied petroleum gas; pipelines to storage tanks.

Berths 12 and 13: south side of Pier 1; 1,226 feet long; 37 feet alongside; deck height, 7 feet; receipt and shipment of petroleum products, receipt of lumber and steel products.

Berths 14 and 15: north side of Pier 3; 1,226 feet long; 37 feet alongside; deck height, 8 feet; 3 acres open storage; pipelines extend to silos with 30,000-ton capacity; receipt and shipment of general and containerized cargo, petroleum products, vehicles, lumber, and cement.

Berths 16, 17, and 18: east side of Pier 3; 1,648 feet long; 37 feet alongside; deck height, 8 feet; 167,000 square feet covered storage; 25 acres open storage; two 30-ton container cranes; pipelines extend to cement silos with 42,000-ton capacity; receipt and shipment of general, containerized, and roll-on/roll-off cargo and cement.

Berths 19 and 20: Pier 5; 1,300 feet long; 34 to 37 feet alongside; deck height, 8 feet; 50,000 square feet covered storage; 15 acres open storage; receipt and shipment of containerized and roll-on/roll-off cargo.

Berths 21 and 22: west side of Pier 7; 1,325 feet long; 36 feet alongside; deck height, 8 feet; receipt of petroleum products, mooring cruise vessels.

Berth 23: north side of Pier 7; 252 feet of berthing space; 38 feet alongside; deck height, 8 feet; receipt of petroleum products.

Berths 24 and 25: east side of Pier 7; 1,368 feet long; 38 feet alongside; deck height, 8 feet; receipt of petroleum products, mooring cruise vessels.

Berths 26 and 27: east side of Pier 9; 1,336 feet long; 38 feet alongside; deck height, 8 feet; 12 acres open storage; receipt and shipment of general cargo, receipt of lumber and dry bulk commodities, shipment of scrap metal.

Supplies of all kinds in any quantity can be obtained, and all types of marine supplies are available in Port Everglades. Water is piped to all berths. Fuel oil and diesel oil are available by pipelines to Berths 4 through 15. Arrangements can be made for special blended fuels.

Repairs.–There are no major repair facilities for large vessels in Port Everglades. The nearest major repair facility is in Jacksonville.

Several machine, electrical, electronic, and marine engine repair firms located off the waterfront can make above-waterline repairs to small craft.

Communications.–The Florida East Coast Railway and the Seaboard System Railroad serve the port through a beltline owned by the port but leased and operated by Seaboard System Railroad. Truck and barge lines serve the port and local and interstate bus service is available. Many domestic and overseas airlines serve the port through the **Fort Lauderdale-Hollywood International Airport,** 1 mile southwest of the port.

Small-craft facilities.–Yachting and small-craft facilities are centered at Fort Lauderdale close northward of the port and are described with the Intracoastal Waterway in chapter 12.

Port Laudania, just south of Port Everglades, is used by small ships handling general cargo and heavy equipment. The 3.1-mile route from Port Everglades entrance to the port is through the main channel, thence southward for 1.8 miles in the Intracoastal Waterway and westward for 0.9 mile in the Dania Cut-Off Canal to a 540 by 310-foot turning basin on the north side. In April 1983, the reported controlling depth from the Intracoastal Waterway to the turning basin was 5 feet. An overhead power cable across the Dania Cut-Off Canal has a clearance of 130 feet. Facilities include 1,440 feet of wharfage with 14 feet reported alongside, five ramps for roll-on/roll-off loading, 9 acres of open storage, over 15,000 square feet of enclosed warehouse storage, water, fuel and lubricants by truck. Truck service is available, and railroad sidings are nearby. Small-craft facilities in the area are described in chapter 12.

Chart 11466.–Between Port Everglades and the Miami Harbor entrance, 20 miles to the southward, the general trend of the coastline is south, and it is formed almost entirely by a low sand beach. The large buildings and tanks in Hollywood, Miami Beach, and Miami are particularly conspicuous from seaward.

This section of the coast is also fairly bold, and the 20-fathom curve runs parallel to the beach at a distance of about 2 miles until in the Miami Harbor entrance where the curve of the shore becomes south-southwestward and

the 20-fathom curve lies about 4 miles offshore. Inside this curve shoaling is rapid, and northward of the Miami Harbor entrance 6 to 8 fathoms are found in places 1.5 miles from the beach.

Hollywood is a popular resort 5 miles south of Port Everglades and about 1 mile west of the Intracoastal Waterway. The Florida Bible College, a very prominent structure, is on the ocean beach east of the city.

Charts 11466, 11467.-Bakers Haulover Inlet has been dredged through the barrier beach at the north end of Biscayne Bay, 11.6 miles south of Port Everglades, to provide circulation of water in the bay. In June 1986, the channel had a centerline controlling depth of 7½ feet over the bar to the highway bridge, and thence 5½ feet (7½ feet at midchannel) northward to the Intracoastal Waterway. Route A1A highway bridge over the inlet has a fixed span with a clearance of 32 feet; an overhead power cable just east of the bridge has a clearance of 53 feet. Current velocities of about 2.9 knots on the flood and 2.5 knots on the ebb have been recorded in the inlet. (For predictions see the Tidal Current Tables.)

Many charter-boat fishermen use the inlet in good weather. A 700-foot fishing pier about 0.2 mile north of the inlet is reported to be illuminated by floodlights. The outer end of the pier is in ruins. Several prominent hotels are south of the inlet. The Intracoastal Waterway is 0.4 mile inside the entrance.

An unmarked fish haven is about 5.5 miles northeast of the entrance channel and about 2.1 miles offshore.

Chart 11468.-Miami Harbor is a deepwater port on the east coast of Florida under the jurisdiction of the Metropolitan Dade County Seaport Department. It is 324 miles south of Jacksonville, 971 miles from New York, and 151 miles from Key West. It is principally a consumer port, but considerable foreign commerce passes through, and it is of great importance as a cruise port. The principal commodities handled are petroleum products, bananas, steel products, meat, newsprint, foreign cars and other vehicles, alcoholic beverages, and general cargo. Two unmarked jetties protect the harbor entrance, known as **Government Cut**, which was dredged to form a deepwater entry to the port.

The photograph of this waterway shown on the accompanying page is compliments of Dillon-Reynolds Aerial Photography, Inc.

Miami, the State's most populated city, covers most of the west shore of Biscayne Bay north of Key Biscayne and is 5 miles from the Gulf Stream, a fact which accounts for its year-round healthful climate. It is an internationally famous winter resort and a popular yachting center, particularly in winter. A large number of small boats that fish and cruise along the Florida Keys operate out of the port.

Miami Beach occupies the barrier beach that separates the ocean from the upper part of Biscayne Bay and is also an important yachting center. A number of causeways, with bridges over the channels, form good highway connections with Miami and the mainland communities. The city is principally residential, except for some shops and amusement places. The numerous large hotels take up most of the beach and along Biscayne Bay. Marinas, yacht basins, and numerous small private landings are on the west side of the city along the canals and other waterways off Biscayne Bay. A fishing pier extends out into the sea about 0.3 mile north of the jetties. **Miami Beach Coast Guard Base** and a commercial terminal are northward of the main ship channel near the east end of the MacArthur Causeway. Miami Beach City Yacht Harbor is on Meloy Channel at the southwestern end of Miami Beach.

Prominent features (see also chart 11466).-The numerous tall buildings and hotels in Miami and along the oceanfront at Miami Beach are visible for miles in all directions. A very prominent landmark in Miami Beach is the tall green and black building of a saving and loan company at about 25°47′26″N., 80°07′56″W., on which the red obstruction lights and an illuminated time and temperature sign, flashing from 7 a.m. to midnight, can be seen over 16 miles offshore. A tank on south Miami Beach close northward of the entrance is prominent. A tall stack and water tank on Virginia Key, Cape Florida Light, the aviation light at **Miami International Airport**, a number of radio and television towers, and numerous other tanks and towers are also prominent.

Radar targets in the approaches to Miami Harbor are poor, except for the land and jetty configurations. Heavy small-craft traffic in the vicinity of the sea and entrance buoys may make visual or radar identification of these buoys difficult. In making a night approach, the many lights on Miami Beach may make identification of navigational aids difficult.

COLREGS Demarcation Lines.-The lines established for Miami are described in **80.730**, chapter 2.

Channels.-A Federal project provides for a 38-foot channel from the sea to the inshore ends of the entrance jetties, thence 36 feet to a turning basin with the same depth north of the northwest corner of Dodge Island; and for a 36-foot turning basin between the main channel and the north side of Fisher Island. The channel and turning basins are maintained at or near project depths. (See Notice to Mariners and latest edition of chart for controlling depths.) In June-July 1982, the area between the main channel and Dodge Island had depths of 29 to 36 feet. Mariners are advised that abrupt shoaling may be encountered along the northerly and southerly edges of the dredged channel.

A fishing pier, marked by a light at each end, is on the south side of the inshore end of the north jetty. The lights are reported to be difficult to distinguish.

The area in Miami Harbor from the northwest corner of Lummus Island to the turning basin north of the northwest corner of Dodge Island is used intermittently as a seaplane operating area.

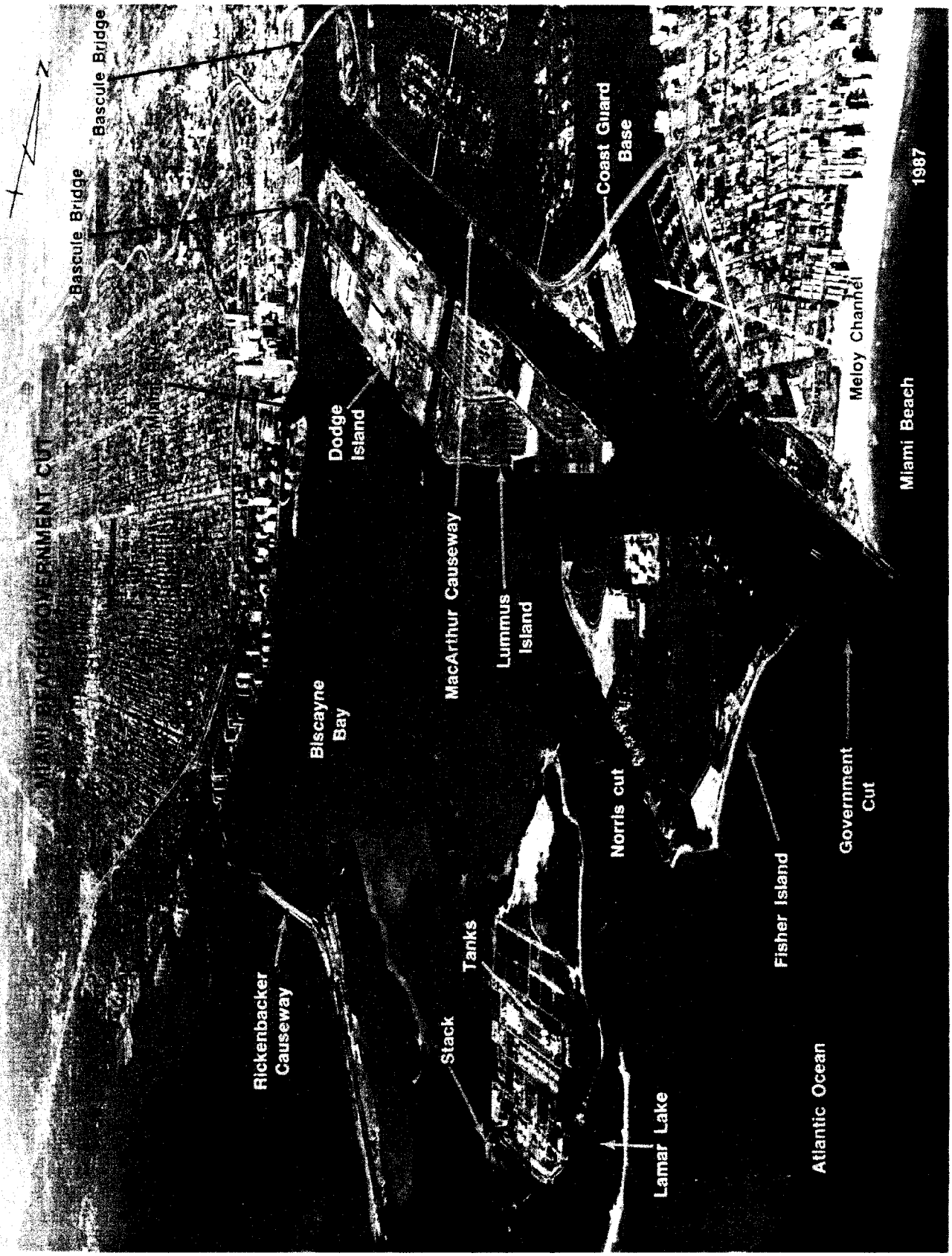
A shoal marginal area about 100 feet wide extends between the northern edge of the channel and the MacArthur Causeway along almost its entire length.

In April 1983, extensive fill operations were being conducted on the south side of the channel in the vicinity of Lummus Island; caution is advised.

A lighted whistle buoy marks the entrance; the buoy is equipped with a racon. Channel markers include lighted and unlighted buoys, lights, and lighted ranges. A radiobeacon is on the inshore end of the south jetty.

A **115°30′-295°30′ measured nautical mile** is on the north side of the main channel along the MacArthur Causeway. The 9½-foot-high range markers are white piles with orange and white circular bands.

Meloy Channel branches from the main channel at the inner end of the land cut and extends northwestward along the southwest shore of Miami Beach to MacArthur Causeway. In April 1983, the reported controlling depth was 8 feet. A marina, protected by a breakwater marked by lights, is on the northeast side of the channel. In October 1984, the marina had reported depths of 10 feet alongside. Gasoline, diesel fuel, electricity, water, ice, and


N
Bascule Bridge
Bascule Bridge
MIAMI BEACH/GOVERNMENT CUT
Dodge Island
Coast Guard Base
1987
Meloy Channel
Miami Beach
MacArthur Causeway
Lummus Island
Biscayne Bay
Norris cut
Government Cut
Fisher Island
Rickenbacker Causeway
Tanks
Stack
Lamar Lake
Atlantic Ocean

sewage pump-out are available; minor engine and electronic repairs can be made.

Fishermans Channel leads westward from the turning basin at Fisher Island for about 1.2 miles to the southeast corner of Dodge Island, thence northwestward along the south side of Dodge Island for about 0.8 mile, thence southwestward to the junction with the Intracoastal Waterway. The channel is marked by lights and a daybeacon. In 1981-1982, the controlling depth was 24 feet to a point at the southwest corner of Dodge Island 1.7 miles above the turning basin in about 25°46′17″N., 80°10′23″W., except for shoaling along the edges; and thence in 1983, a reported depth of 15 feet could be carried to the junction with the Intracoastal Waterway. In April 1983, extensive dredging and filling operations were being conducted in the vicinity of Dodge and Lummus Islands and Fishermans Channel; caution is advised.

In April 1983, the former channel between Dodge and Lummus Islands was being filled.

Other channels in Biscayne Bay are discussed with the Intracoastal Waterway in chapter 12.

Anchorages.–A general anchorage is north of the sea buoy. (See **110.188**, chapter 2, for limits and regulations.) There is no anchorage for deep-draft vessels in the harbor. Yachts and small craft usually moor at marinas or yacht basins in Biscayne Bay or on Miami River, but when these are crowded in winter, they must anchor in the bay. Good anchorage for yachts and small craft is found along the west side of Miami Beach from MacArthur Causeway northward to Bakers Haulover Inlet and southward along the Miami waterfront from the marina at Bay Front Park to Dinner Key Marina. The harbormaster or dockmaster usually assigns berths. Vessels unable to pass quarantine usually anchor outside the harbor.

Dangers.–Shoals extend about a mile offshore northward of the entrance, and vessels approaching from the northward should keep at least 1.5 miles offshore until within 4 miles of the entrance and then haul out for the sea buoy. A fish haven with 17 feet over it is about 3.5 miles NE of Miami Harbor entrance in about 25°48′34″N., 80°05′26″W. The outer reefs, for about 10 miles south of the entrance, are unmarked except for the northerly red sector in Fowey Rocks Light, and vessels approaching from that direction should stay outside this sector until well up before closing the sea buoy.

Tides.–The mean range of tide is 2.5 feet at the harbor entrance and 2 feet in the bay. Daily predictions for Miami Harbor are given in the Tide Tables.

Currents.–Strong tidal currents run in the entrance between the jetties; the current velocity being about 2 to 4 knots. A northerly wind causes a considerable southerly set across the ends of the jetties. Vessels are advised to favor the southerly side of the entrance channel during southerly winds, as a pronounced northerly set may be experienced.

The Biscayne Bay Pilots report variances between predicted and actual currents. Cross-channel current variations in Government Cut are particularly difficult to negotiate. Caution should be exercised when entering Government Cut from the sea during flood tide with northeasterly winds; a strong turning torque occurs when the bow is just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tide. Horizontal current gradients which may make maneuvering difficult occur in the turning basin north of Fisher Island.

Daily predictions for Miami Harbor entrance are given in the Tidal Current Tables.

Weather.–Tropical cyclones are most likely to affect this area during August, September, and October although they can occur in any month. One or two tropical cyclones will threaten Miami in an average year but hurricane force winds are expected about once every 7 years. Miami lies in the heart of the U.S. hurricane belt, in an area where tropical cyclones are often recurving, slowing and intensifying. During the 1950 hurricane, Miami's winds reached 106 knots with gusts to 130 knots. The bigger, 1926 storm pushed winds to 107 knots before the anemometer failed. It also generated a storm surge of 10.9 feet above mean sea level in Biscayne Bay.

A subtropical marine climate features a long, warm summer with abundant rainfall followed by a mild, dry winter. Winds blow mainly from the east through southeast. This is often a combination of trades reinforced by an afternoon sea breeze. At night winds may be more variable, lighter and sometimes blow off the land. From fall through spring, fronts, and sometimes lows, add to the variability but also cause a strengthening of winds. Windspeeds during these seasons climb to 17 knots or more, 2 to 5 percent of the time. Along the coast, winds are often stronger than inland. The marine influence is also reflected in the precipitation and temperatures. Miami Beach records about 46 inches annually compared to nearly 60 inches at the airport. They also observe an average of 14 days annually when the temperature climbs to 90°F or more compared to 31 days at the airport. Visibilities drop to ¼ mile or less on about 7 days each year.

See page T-9 for **Miami** climatological table.

Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade. Pilotage is optional for coastwise vessels which have on board a pilot licensed by the Federal Government. The pilots' office is on the north side of the entrance close northward of the jetty. Pilots board seaward of the sea buoy, day or night. The pilot boat will come out to meet any vessel making the signal for pilot, code flag **G**. The 36-foot pilot boats are painted black with buff superstructure and the word PILOT in white letters on the side. They fly the International Code flag "H". Vessels establish contact on VHF-FM channel 16, then shift to working frequency channel 12. Arrangements should be made in advance by radiotelegraph, by telephone (305-672-7643) through the Miami Marine Operator, or through the ship's agent.

Towage.–There are large tugs of up to 3,000 hp available in the port. **Salvage,** wrecking, and diving equipment is available.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) There are more than 10 public and private hospitals in Miami and 3 at Miami Beach. Many others are in the surrounding area.

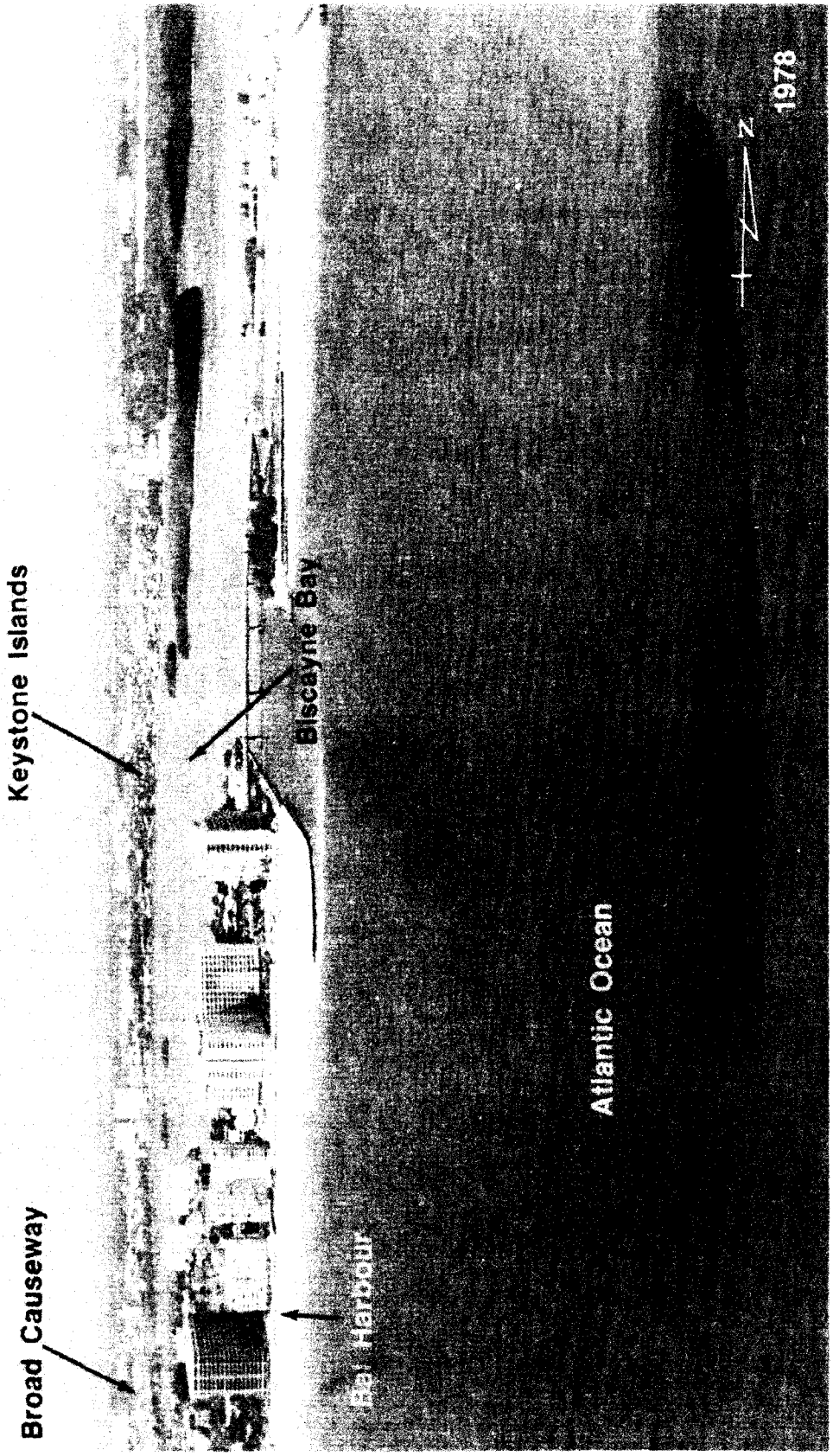
A U.S. Quarantine station is at Miami. (See appendix for address.)

Miami is a **customs port of entry.**

Coast Guard.–The **district office** and a **Marine Safety Office** are in downtown Miami. (See appendix for addresses.) Miami Beach Coast Guard Base is on Causeway Island, 1.2 miles inside the outer end of the entrance north jetty.

Harbor regulations are established by the Metropolitan Dade County Seaport Department. The Seaport Director assigns berths and enforces the regulations. It is unlawful

BAKERS HAULOVER INLET



for any vessel or other craft to proceed at a speed which will endanger other vessels or structures. Official signs are posted indicating limiting speeds through critical portions of the harbor or waterways.

Wharves.–The Port of Miami has over 30 deepwater berths adjacent to the Miami Harbor Channel; these include the berths at the Port of Miami on Dodge Island and Lummus Island, and the privately owned facilities on the north side of Fisher Island and just west of Causeway Island.

The facilities at the Port of Miami on Dodge Island and Lummus Island are owned and operated by the Seaport Department of Metropolitan Dade County. The facilities on Dodge Island have freshwater, electric shore power, and telephone connections. In April 1983, the facilities on Lummus Island had limited freshwater connections only. The facilities on Dodge Island have highway connections and are served by a beltline railway which connects with the Florida East Coast Railway and the Seaboard System Railroad. The facilities on Lummus Island are connected to Dodge Island by a highway causeway, and the facilities on Dodge Island are connected to Miami by a highway-railway causeway with a bascule bridge over the Intracoastal Waterway. Fisher Island can be reached only by water transportation.

General cargo at the port is usually handled by ship's tackle; forklifts to 35 tons are available. Cranes to 300 tons may be obtained from crane rental services in Miami. Two 40-ton gantry cranes are on Lummus Island.

The depths alongside each facility are reported depths. (Contact the Seaport Department, Metropolitan Dade County, or private operator for latest depths.) Only the major facilities are described. For a complete description of the port facilities, refer to Port Series No. 16, published and sold by the U.S. Army Corps of Engineers. (See appendix for address.)

Port of Miami (Dodge Island) (25°46.5'N., 80°10.2'W.)

Northwest corner of Dodge Island: Berth 6, 500 feet long; 108-foot roll-on/roll-off platform; 31 feet alongside; Berth 7, 420 feet long; 94-foot roll-on/roll-off platform; 25 feet alongside; deck heights, 7½ feet; used for passenger service and roll-on/roll-off cargo.

North side of Dodge Island, Bays 1-54: 6,690 feet long; 36 feet alongside; deck height, 8 feet; western 2,600 feet used for passenger service, remaining 4,080 feet used for general cargo; 94 acres of open storage and 372,000 square feet of covered storage.

East side of Dodge Island, north of causeway, Bays 55-62: 905 feet of berthing space; 112-foot by 43-foot roll-on/roll-off platform; 25 feet alongside; deck height, 8 feet; 75,000 square feet covered storage; 12 acres open storage; general, containerized, and roll-on/roll-off cargo.

East side of Dodge Island, south of causeway, Bays 64-70: 800 feet of berthing space; 121-foot by 43-foot roll-on/roll-off platform; 25 feet alongside; deck height, 8 feet; 50,000 square feet covered storage; 20 acres open storage; general, containerized; and roll-on/roll-off cargo.

South side of Dodge Island, Bays 71-76: 790 feet of berthing space with dolphins; 25 feet alongside; deck height, 8 feet; 114-foot by 60-foot roll-on/roll-off platform; general, containerized, and roll-on/roll-off cargo.

South side of Dodge Island, about 500 yards westward of southeast corner of the island: Ship basin and complex of National Ocean Service Southeast Support Facility; 25 feet alongside; berthing of research vessels.

South side of Dodge Island immediately northwest of ship basin, Bays 85-97; 1,356 feet of berthing space; 25 feet alongside; deck height, 7 feet; 122-foot by 78-foot roll-on/roll-off platform; 102,000 square feet covered storage; 50 acres open storage; general, containerized, and roll-on/roll-off cargo.

Port of Miami (Lummus Island) (25°46.2'N., 80°09.4'W.)

Container Wharf: southeast side of Lummus Island; 840 feet of berthing space; 36 feet alongside; deck height, 12 feet; two 40-ton gantry cranes; 200 acres open storage; containerized cargo.

Fisher Island (25°45.8'N., 80°08.5'W.)

Belcher Oil Company Wharf: north side of Fisher Island; face 800 feet long west of slip; 34 feet alongside; east and west sides of slip 490 feet; 15 to 20 feet alongside; deck height, 6 feet; storage tanks for 667,000 barrels; receipt and shipment of petroleum products, bunkering vessels; owned and operated by Belcher Oil Co.

Terminal west of Causeway Island (25°46.2'N., 80°08.8'W.)

Albury and Company Terminal: west of Causeway Island; south side facing main channel 950 feet of berthing space; 27 to 32 feet alongside; east side 700 feet of berthing space; 22 to 35 feet alongside; berthing at this wharf is only on an ebb tide; deck height, 7 to 9 feet; containerized and roll-on/roll-off cargo; 43,000 square feet of covered storage; 2 acres open storage; owned by Causeway Terminal and operated by Trailer Marine Transport Corp.

Supplies of all kinds in any quantity can be obtained, and all types of marine services are available in Miami. Freshwater is piped to most berths. Fuel oil and diesel oil are available at the oil terminals and by tank barge or truck; most vessels bunker by barge while alongside.

Repairs.–There are no major repair facilities for large vessels in Miami. The nearest major repair facilities are at Jacksonville and Tampa. A shipyard in Port Everglades has a syncrolift capable of lifting out vessels of 4,200 tons, 370 feet long, and 82 feet wide. The largest drydock at the yard is 250 feet long, 86 feet wide, and has a capacity of 3,200 tons.

Marine repair firms along the Miami River offer a wide range of services, including construction, repair, and conversions to small coastal and inter-island vessels. The largest marine railway is capable of hauling out vessels up to 1,000 tons; the largest vertical boat lift is capable of hauling out vessels up to 500 tons and 130 feet. The largest shaft machined in the port is 36 feet by 90 inches. Cranes up to 200 tons are available.

Several machine, electrical, electronic, and marine engine firms located off the waterfront can make above-the-waterline repairs to vessels berthed at the port.

Communications.–Miami is the main line terminus for the Florida East Coast Railway and the Seaboard System Railroad. Both lines have freight service farther south to Homestead and Florida City. The city beltline railroad connects them with the port. Considerable ocean shipping calls at the port, and a large number of cruise ships operate from the port the year round.

Local and interstate bus and truck lines operate over the excellent highways and freeways to and in the city and numerous domestic and overseas airlines serve the port through the Miami International Airport west of Miami.

Chart 11467.–**Miami River** trends westward then northwestward through the heart of the city of Miami for about 2.8 miles to the confluence of **South Fork Miami River** and **North Fork Miami River.** North Fork leads northwest for another 0.6 mile to the junction with **Miami Canal** and then continues west as a narrow stream to its source just west of the NW. 27th Avenue bridge. Miami Canal leads northwest for 0.5 mile to its junction with **Tamiami Canal**

and then continues northwestward to Lake Okeechobee. Miami River and Miami Canal are navigable for about 5 miles to a dam below the NW. 36th Street highway bridge. Miami Canal is reported to be navigable for small boats for about 10 miles above the dam. A crane at the dam will lift small boats over. Tamiami Canal leads westward from Miami Canal to **Sweetwater** in the Everglades. A dam is about 1.2 miles above its junction with Miami Canal.

In October 1986, the centerline controlling depths were 14 feet from the Intracoastal Waterway through the channel north of Claughton Island to the mouth of Miami River, thence 14 feet to the NW 27th Avenue bridge, thence 9 feet in Miami Canal to the dam. In 1984, the South Fork had depths of 10 feet at the entrance to 4 feet at a fixed bridge about 0.3 mile above the mouth. In February 1982, shoaling to an unknown extent was reported on the north side of Miami River about 0.3 mile above the mouth.

The Coast Guard reports that ships may encounter current anomalies at the mouth of Miami River which have caused occasional groundings. Currents in the river are strong on the ebb and cause swirls at the bends.

The minimum clearance of the 10 drawbridges crossing Miami River and Miami Canal from the mouth to the head of navigation at the dam about 5 miles above the mouth is 6 feet. (See **117.1 through 117.59, 117.305, and 117.307**, chapter 2, for drawbridge regulations.) The drawbridges over Miami River from NW. 5th Street through NW. 22nd Avenue may at times be closed to marine traffic because of special events being held at the Orange Bowl. Advance notice of such closures will be published in the Local Notice to Mariners. The bridgetender monitors VHF-FM channels 13 and 16.

Miami Avenue bascule bridge with a clearance of 21 feet crosses the river about 0.3 mile above the mouth. A fixed railroad bridge with a clearance of 75 feet crosses the river 0.4 mile above the mouth. The triple fixed spans of Interstate Route 95 bridge cross the river 0.7 mile above the mouth; the vertical clearance is 75 feet. Another fixed highway bridge, 2.1 miles above the mouth, has a clearance of 75 feet.

A highway bascule bridge with a reported 35-foot span and a clearance of 6 feet crosses the Tamiami Canal just above its junction with Miami River. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.)

The river and canals are important parts of the Miami waterfront, for both commerical and pleasure craft. There are commercial wharves, yacht basins, marine repair plants, and oil-terminal wharves on the banks of Miami River and Miami Canal to just above the Seaboard System Railroad bridge about 0.2 mile below the dam. The principal wharves can accommodate any vessel able to enter the river.

Charts 11468, 11467.–Small-craft facilities are distributed along the east and west shores of Biscayne Bay from above Baker Haulover Inlet to Dinner Key, on Miami River, and on Tamiami and Miami Canals. Marine railways, lifts, and launching ramps are available. Gasoline, diesel fuel, freshwater, ice, berthing with electricity, marine hardware, provisions, and telephone services are available about the harbor. Hull, engine, and electronic repairs can be made. There are many large hotels, motels, tourist homes, and restaurants. (For details on facilities, channel depths, bridges, etc., between Bakers Haulover Inlet and Miami Harbor Channel, see chapter 12.)

During the winter tourist season, when berthing space is at a premium, many craft have to anchor in the bay off the facilities. There are dockmasters at most of them to advise and assist in finding a secure berth. Many of the large hotels at Miami Beach have their own docks.

The **City of Miami Miamarina** is at the northeast corner of **Bay Front Park,** which extends from the Dodge Island Causeway southward to Miami River and fronts on the beautiful Biscayne Boulevard. The marina caters to private, commercial and sightseeing vessels. The facility has over 200 slips accommodating craft to 150 feet. Water, electricity, laundromat, and telephones are available. U.S. Customs and U.S. Department of Agriculture officials are on call at the dockmaster's office; they also handle immigration and U.S. Public Health Service matters. In April 1983, depths of 10 feet were reported in the approach with 9 feet in the basin. The **dockmaster's** office, at the marina, is manned 24 hours a day. **Storm warning signals are displayed.** (See chart.)

11. MIAMI TO KEY WEST

This chapter describes the Florida Keys and the various passages that lead through it from the Straits of Florida and Hawk Channel to Florida Bay and the Gulf of Mexico. Also discussed are Key West Harbor and the small-craft basins at Key West, Boot Key Harbor, Safe Harbor, and several other small-craft harbors along the Florida Keys.

Strangers using Hawk Channel and the various passages through the Florida Keys can obtain the services of fishing boat captains and other qualified charter-boat captains at Miami or Key West who will act as **pilots** or **guides.**

Storm warning display locations are listed on the NOS charts and shown on the Marine Weather Services Charts published by the National Weather Service.

COLREGS Demarcation Lines.–The lines established for this part of the coast are described in **80.735 and 80.740,** chapter 2.

Weather.–Tropical cyclones are the greatest weather hazard to navigation in this area. While they can form in any month they are most likely during August, September and October. Some of the greatest hurricanes on record have moved through this area. Often considered the most devastating, was the Labor Day Hurricane that struck the Florida Keys in 1935. Winds were calculated to be 175 to 215 knots. Near Lower Matecumbe Key (Craig) a pressure of 892.3mb was measured; the lowest ever in a North Atlantic hurricane. Storm tides were estimated to have exceeded 18 feet above mean sea level. Donna (1960) and Betsy (1965) were other severe hurricanes that wreaked havoc in the Keys. For more detail see Key West.

This area lies close to the northern boundary of the trade winds in winter but in the heart of this system in summer. Therefore easterlies and northeasterlies are persistent throughout the year. They are occasionally interrupted by winter cold fronts, easterly waves and tropical cyclones. Local effects also come into play near the Keys. The trades usually blow at 10 to 20 knots but can strengthen at times. While gales are infrequent, winds of 22 knots or more blow about 7 to 12 percent of the time from October through March. In the Straits of Florida, October and November trade winds are persistent and intense, averaging around 15 knots. From fall through spring, waves of 10 feet or more are reported 1 to 3 percent of the time.

The nearness of the Gulf Stream and the tempering effects of the Gulf of Mexico produce a tropical maritime climate in which average winter temperatures are only 12° to 15°F cooler than summer averages. Cold fronts are usually modified even if they reach the Keys. Just south of Miami there are about 10 to 12 days on the average when minimums drop below 40°F; some extreme minimums are 36°F at Tavernier and 42°F at Marathon. June through October is generally considered the rainy season and most of this falls as showers and thunderstorms. Particularly heavy amounts fall in conjunction with easterly waves or more organized tropical cyclones. In winter, cold fronts may bring rain. Visibilities are usually good but may be reduced briefly in showers.

Chart 11460.–The **Florida Keys** consist of a remarkable chain of low islands, beginning with Virginia Key and extending in a circular sweep to Loggerhead Key, a distance of about 192 miles. For some 100 miles of that distance they skirt the southeast coast of the Florida Peninsula, from which they are separated by shallow bodies of water known as Biscayne Bay, Card Sound, Barnes Sound, Blackwater Sound, and Florida Bay. Biscayne Bay has depths of 9 to 10 feet for most of its length, and the other bodies of water are shallow, containing small keys and shoals, and of no commercial importance except as a cruising ground for small boats. Westward of Florida Bay the Florida Keys separate the **Straits of Florida** from the Gulf of Mexico.

The keys are mostly of coral formation, low, and generally covered with dense mangrove growth, though some are wooded with pine, and on a few are groves of coconut trees. Most of the keys that are connected by U.S. Highway 1 to Key West are inhabited. Key West is the most important of the keys.

The openings under the viaduct and bridges are indicated on the charts. Drawbridges are over Channel Five, Jewfish Creek, and Moser Channel. Overhead power cables run parallel to U.S. Highway 1 from Tavernier to Big Coppitt Key. All clearances are greater than those of the adjacent fixed bridges. Cables are submerged at the movable spans of drawbridges. Small craft with local knowledge use these channels to go from the Straits of Florida to Florida Bay and the Gulf of Mexico. Strangers should not attempt passage without a pilot or guide.

The tidal currents are strong through the openings between the keys. Wind effects may at times be expected to modify the velocities shown in the tidal current tables.

The Florida Keys are skirted on the side next to the straits throughout their extent by the **Florida Reefs,** a chain of dangerous reefs and shoals lying at an average distance of about 5 miles from the line of keys. The reefs are hazardous because they are not marked by breakers in smooth weather and only a few show above the water. On the outer edge of and between the reefs the water shoals abruptly.

In the seaward approach to the reefs, warning of their proximity usually will be given by the difference in color of the water, from deep blue to light green, or by the **Bank Blink,** described in chapter 3. Too much reliance in these warnings, however, may lead to trouble. In clear weather the lights and daybeacons make navigation along the reefs easy, but in thick weather soundings should be relied upon for safety. Fifty-fathom soundings indicate a distance of 2 to 3 miles from the reefs, and great caution should be used in approaching them closer. Fog is not frequent in this locality.

The water always becomes milky following windy weather. The usual color of the water on the reefs is bluish green, and the shoal patches show dark, shading through brown to yellow as they approach the surface. The shoal sand patches show as a bright green. At depths of 10 to 15 feet grass patches on the bottom look quite similar to rocks. When piloting in this area chose a time so that the Sun will be astern, conning the vessel from aloft or from an elevated position forward, for then the line of demarcation between deep water and edges of the shoal will be indicated with surprising clarity.

Prominent features.–The outer part of the Florida Reefs is marked by lights from Miami to Key West. Several lights marking the Hawk Channel are also visible from

seaward. In addition, several lighted radio towers and microwave towers along the keys and the aerolights at Marathon Airstrip, on Boca Chica Key and at the Key West International Airport are prominent.

Dangers.–Vessels proceeding through the channels inside the Florida Reefs should exercise extreme caution because of the numerous rocks, shoals, wrecks, and pile structures which exist. The chart should be examined carefully to determine the position of these dangerous obstructions so they may be avoided.

Hawk Channel is the navigable passage inside Florida Reefs and outside the keys from Cape Florida to Key West, a distance of about 127 miles. It varies in depth from 9 to 34 feet, and is 0.25 mile wide at its narrowest part. Light-draft vessels, bound southward and westward, may use this channel with great advantage, avoiding entirely the adverse current of the Gulf Stream and finding comparatively smooth water in all winds, except when passing the large openings between the reefs in southerly winds. These openings are principally between Alligator Reef Light and American Shoal Light. Power-driven vessels or sailing vessels with a following wind may run the courses through this channel without difficulty. Sailing vessels drawing more than 7 feet are advised not to try to beat through without a pilot or guide.

Reports indicate that the current in Hawk Channel usually sets fair with the channel, except alongside the open area between Hawk Channel and Biscayne Bay where a fairly strong cross current exists, particularly on an ebb tide. Possible cross currents should be guarded against, especially in the vicinity of the openings between the keys.

Local fishing-boat and charter-boat captains who will act as pilots or guides are generally available at Miami or Key West. The channel is marked with lights, lighted buoys, daybeacons, and buoys. However, strangers should not attempt passage at night without local knowledge. Vessels may anchor at night where the bottom is soft. Known anchorages are discussed in a later section. The holding ground is poor where the bottom is hard. Tows and other small vessels use the channel.

The **Intracoastal Waterway** between Miami and Key West is described in chapter 12. This waterway on the western and northern side of the keys passes southward through Biscayne Bay, Card, Barnes, and Blackwater Sounds and connecting waterways in Florida Bay to Moser Channel. From there it is necessary to pass either through Moser Channel and proceed to Key West via Hawk Channel, a distance of 40 miles, or to remain on the northern side of the keys and proceed to Key West via Big Spanish Channel and the Gulf of Mexico, a distance of 54 miles. The waterway route is through smooth waters, except in Hawk Channel and the Gulf of Mexico.

Florida Bay, northward of the Florida Keys and southward of the mainland of Florida, is a triangular body of water extending in a general east-and-west direction from Barnes Sound to Cape Sable. The depths are shallow and irregular, and the bottom is mostly coral with a thin covering of silt in the eastern part. From April to October the waters of the bay are clear and the shoals plainly discernible, but during the winter the water is frequently milky and the shoals indistinguishable.

In the eastern part of the bay are numerous ridges and reefs which show bare or nearly bare. Numerous small wooded keys dot the area. Only small craft can navigate this part of the bay which is frequented by small motor yachts, crab and lobster fishermen, and other fishing craft. The western part of the bay is comparatively clear, with depths ranging from 7 to 13 feet. Many charted shoal areas with lesser depths are scattered throughout this part of the bay; the chart is the best guide. The bottom is covered with basket sponges and small coral heads.

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.

Great White Heron National Wildlife Refuge and **National Key Deer Refuge** extend through the northern part of the keys from near Vaca Key to Key West.

Charts 11466, 11465, 11451.–Norris Cut is a shallow inlet just south of the Main Channel to Miami Harbor between Fisher Island and **Virginia Key.** A prominent stack and tanks are near the center of Virginia Key.

Key Biscayne is connected to the mainland by a bridge-causeway which crosses Bear Cut, Virginia Key, and Biscayne Bay. The highway bridge over Bear Cut has a 38-foot fixed span with a clearance of 13 feet. A shoal, reported bare at mean high water, extends about 0.6 mile in a north-south direction about 0.2 mile off the eastern shore of Key Biscayne.

Cape Florida Light (25°39.9′N., 80°09.4′W.), 95 feet above the water, is shown from a brown conical tower on **Cape Florida,** the southern point of Key Biscayne. Many tall apartment hotels on the easterly side of Key Biscayne are also prominent.

Biscayne Channel leads through the shoals south of Cape Florida into Biscayne Bay. It is partially dredged, but the channel has shoaled. In April 1983, the reported controlling depth was 5 feet. The channel is marked by lights and daybeacons. Craft whose draft is close to the limiting depth of the channel should exercise extreme caution in navigating it. Several channels leading through the shoals between Biscayne Channel and Key Biscayne are used by local boats.

Four prominent, 150-foot-high radio towers are on the south side of the outer end of Biscayne Channel about 0.9 mile southward of Cape Florida.

Cape Florida Anchorage, with depths of 12 to 20 feet, is about 300 yards westward of the south end of Cape Florida with the lighthouse tower bearing northward of 069°. This is a poor anchorage with southerly winds.

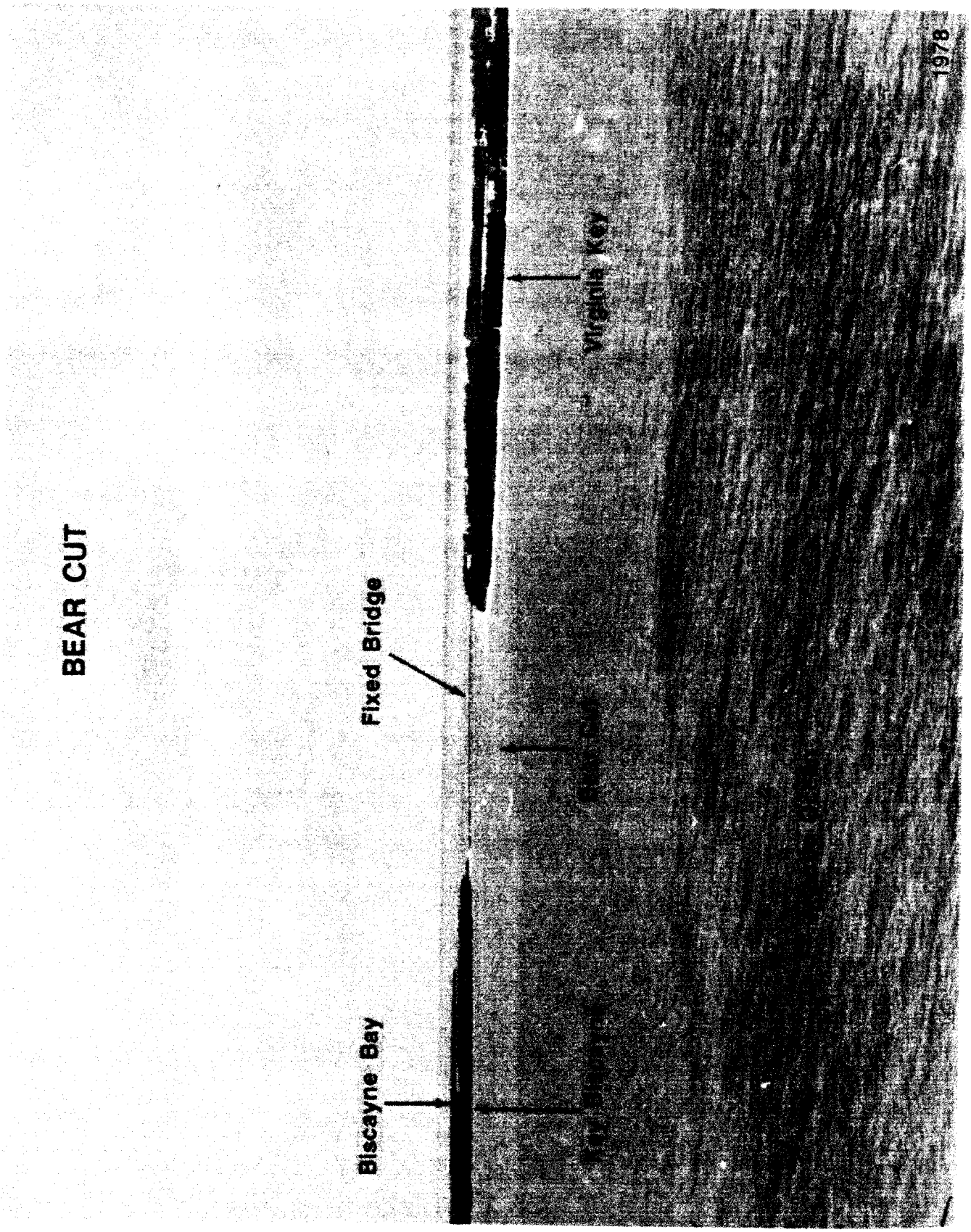
Miami South Channel is a dredged cut leading from Biscayne Bay, westward of Virginia Key, to the Miami waterfront. One branch of it leads into the Miami River, and the other leads directly to the basin off **Bay Front Park.** The Intracoastal Waterway southward to Key West passes through Miami South Channel. Clearance of the Rickenbacker Causeway bridge is given in chapter 12.

Fowey Rocks Light (25°35.4′N., 80°05.8′W.), 110 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation enclosing a white dwelling and stair cylinder.

Fowey Rocks Anchorage, 1.3 miles westward of Fowey Rocks Light and unprotected from southerly winds, can be used by vessels drawing 14 feet or less.

Charts 11462, 11465, 11463, 11451.–Bowles Bank Anchorage, 6.5 miles south-southwestward of Fowey Rocks Light (25°35.4′N., 80°05.8′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.**

Legare Anchorage, 7 miles southward of Fowey Rocks


BEAR CUT
Biscayne Bay
Fixed Bridge
Virginia Key
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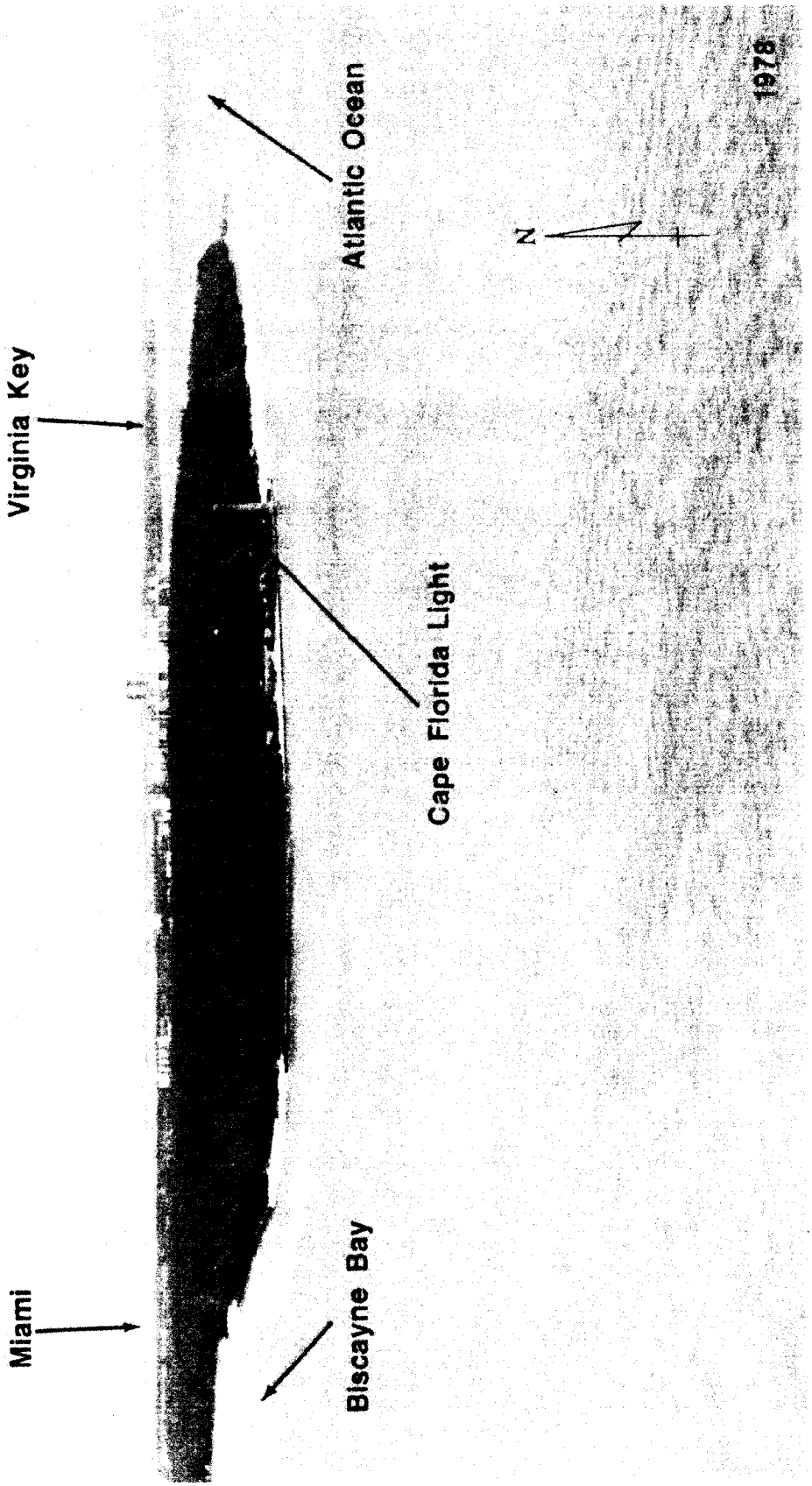


KEY BISCAYNE

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.

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.

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 buoys mark the channel. There was a reported depth of 6 feet through the entrance channel in April 1983.

There is also a secure anchorage between **Adams Key, Meigs Key,** and **Elliott Key.** In April 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.

Pacific Reef, 13.4 miles southward of Fowey Rocks Light, is marked by **Pacific Reef Light** (25°22.3'N., 80°08.5'W.), 45 feet above the water and shown from a white, square, pyramidal skeleton tower on a pile foundation. 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 April 1983.

In July 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.

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 April 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.

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.

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.

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.

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.

Carysfort Reef Light (25°13.3'N., 80°12.7'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.

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.

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.

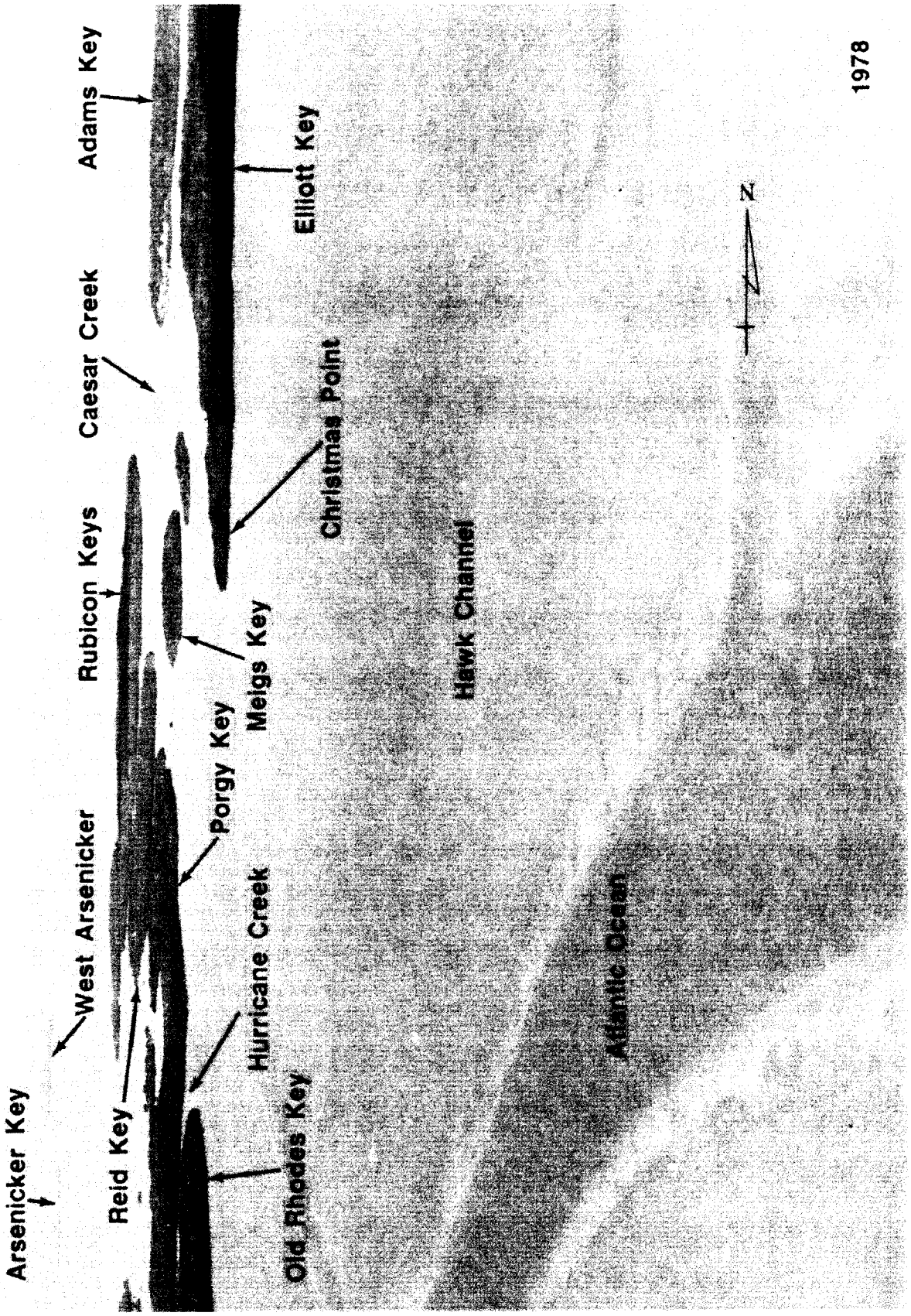
Biscayne National Park extends south from Cape Florida for about 19.5 miles to Angelfish Creek and comprises Biscayne Bay and the offshore reef areas northeast and east of Elliott Key. Regulations are available from the park ranger station at Elliott Key Harbor or from the park headquarters on the west 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.

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.

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 the coral reefs. Sanctuary regulations are contained in **15 CFR 929.** Copies of the regulations and research permit applications are available from the Chief, Sanctuary Programs Division (N/ORM2), Office of Ocean and Coastal Resources Management, National Oceanic and Atmospheric Administration, 3300 Whitehaven Street, NW., Washington, D.C. 20235.

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.

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 August 1986, the centerline controlling depth was 5½ feet, and in April 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


CAESAR CREEK
Arsenicker Key
West Arsenicker
Reid Key
Rubicon Keys
Caesar Creek
Adams Key
Porgy Key
Hurricane Creek
Old Rhodes Key
Meigs Key
Christmas Point
Elliott Key
Hawk Channel
Atlantic Ocean
N
1978

bends are sharp. The entrance is difficult and narrow, and fills with southerly winds.

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 August 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 public marina is at the southwest corner of Largo Sound and a State park marina is on the west side. Berths, electricity, gasoline, diesel fuel, water, and ice are available.

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.

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, and a mobile lift are available; hull, engine and electrical repairs can be made.

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.

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. 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.

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.–Alligator Reef Light (24°51.1′N., 80°37.1′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 a stair cylinder.

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 April 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.

Channel Five, 8.4 miles westward of Alligator Reef Light, is a natural channel that had a reported controlling depth of 7 feet in March 1978. At times a strong current sets through the channel. The highway viaduct across the channel has a 46-foot bascule span with a clearance of 8 feet at the center. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.) In 1982, the bridge was being maintained in the open position. An overhead telephone cable with a clearance of 8 feet (submerged at main channel) crosses Channel Five just northeastward of the viaduct. An overhead power cable of unknown clearance crosses the channel northeastward of the viaduct. In 1981, a fixed highway bridge with a design clearance of 65 feet was under construction just south of the viaduct. Upon completion of the construction, the channel will be realined westward through the opening of the new bridge. The existing channel will be used until that time. The approach span of the new bridge has a clearance of 58 feet over the existing channel. Extreme caution is advised in the area. Vessels drawing up to 3 feet can follow the marked route leading westward and northwestward in Florida Bay to Cape Sable and Flamingo.

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.

A dredged channel leads from the bay to the entrance to **Buttonwood (Flamingo) Canal.** The reported controlling depth was 4½ feet in April 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.

Storm warning signals are displayed. (See chart.)

Tennessee Reef Light (24°44.7′N., 80°46.9′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.

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.

In June 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.

Turtle Shoal Anchorage, 20 miles southwestward of Alligator Reef Light and 1 mile westward of **East Turtle Shoal Light 45** (24°43.5′N., 80°56.0′W.), has 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.

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 April 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.

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

Key Colony Beach, about 3 miles southwestward of Valhalla, is a protected harbor westward of **Fat Deer Key.** In 1975, the reported controlling depth was 8 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.

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 April 1983, the reported controlling depth was 5 feet to Boot Key Harbor. A sunken wreck is about 300 yards southeastward of West Sister Rock.

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.

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 April 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 has a bascule span with a clearance of 24 feet at the center. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) An overhead power cable on the west side of the bridge has a clearance of 65 feet.

A group of four radio towers on the southwestern end of Boot Key and three radio towers about 1.1 miles east-northeastward 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.

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

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.

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.

Marathon Coast Guard Station is on the bay side at Marathon.

Charts 11442, 11449, 11445.–Sombrero Key Light (24°37.6′N., 81°06.6′W.), 142 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation, enclosing a square dwelling and stair cylinder.

Moser Channel is northwestward of Sombrero Key Light and 95 miles southwestward of Miami. It affords a passage for vessels of 7 to 8 feet in draft between the Florida Keys from the Straits of Florida to Florida Bay. The swing span of Seven Mile Bridge across Moser Channel has been removed; however, the bridge piers remain. The fixed highway bridge close south of the former swing span has a clearance of 65 feet.

The tidal current at the bridge has a velocity of about 1.4 to 1.8 knots. Wind effects modify the current velocity considerably at times; easterly winds tend to increase the northward flow and westerly winds the southward flow. Overfalls that may swamp a small boat are said to occur near the bridge at times of large tides. (For predictions, see the Tidal Current Tables.)

Route.–A route with a reported controlling depth of 8 feet, in July 1975, from the Straits of Florida via the Moser Channel to the Gulf of Mexico is as follows: From a point 0.5 mile 336° from the center of the bridge, pass 200 yards west of the light on Red Bay Bank, thence 0.4 mile east of the light on Bullard Bank, thence to a position 3 miles west of Northwest Cape of Cape Sable (chart 11431), thence to destination.

Bahia Honda Channel (Bahia Honda), 10 miles northwestward of Sombrero Key and between Bahia Honda Key on the east and **Spanish Harbor Keys** on the west, is the deepest channel between the Straits of Florida and Florida Bay. In April 1983, the reported controlling depth was 8 feet from Hawk Channel to Little Pine Key. The passage is crossed by three fixed highway bridges. The southernmost has a clearance of 20 feet over the channel and unlimited vertical clearances at an opening at each end; the twin bridges to northward have a clearance of 23 feet over the channel. The direction of the current should be carefully watched when turning northwestward after passing under the bridges in order to avoid being grounded on the banks on either side of the channel. These banks are usually visible. Currents through the passage average 2 knots or more at strength. (For predictions at the southernmost bridge, see the Tidal Current Tables.) From Bahia Honda Channel, vessels may proceed via Big Spanish Channel to the Gulf of Mexico as described in chapter 12.

A marina with two boat basins is at the Bahia Honda State Park, on the bayside and near the western end of **Bahia Honda Key.** In August 1981, depths of 4 feet were reported in the unmarked entrance channel, with 7 to 15 feet in the basins. Berths with electricity, gasoline, water, ice, and a launching ramp are available.

A marina on the northwest side of **Ohio Key,** northeast of Bahia Honda Key, provides berths, gasoline, diesel fuel, water, electricity, ice, limited marine supplies, and a launching ramp; a forklift can handle craft to 23 feet. In August 1981, the reported controlling depth was 6 feet in the privately marked entrance channel with 5 to 6 feet reported alongside the berths.

Newfound Harbor Keys Anchorage, 16 miles westward of Sombrero Key Light, is in depths of 19 to 22 feet in the channel northeastward of the light at the west end of the keys. **Newfound Harbor Channel** to the northward is clearly defined by the appearance of the water, and is marked by a light and daybeacons. A strong current sets fair with the channel. In April 1983, the reported controlling depth was 4 feet to the western of two bridges at the head, 3.4 miles above the entrance. Clearances at the bridges are 15 feet under the westerly span and 9 feet under the easterly span.

A marina is on the west side of **Big Pine Key** about 0.25

mile south of the easterly span. Gasoline, diesel fuel, water, ice, marine supplies, a 2½-ton forklift, and minor hull and engine repairs are available. In August 1981, a depth of 3 feet was reported available to the marina.

A marina on the east side of **Little Torch Key,** just south of the westerly span, provides berths with electricity, gasoline, diesel fuel, water, ice, and limited marine supplies; a 2-ton lift is available for some motor repairs. In August 1981, depths of 4 feet were reported in the approach with 10 feet alongside the berths.

In April 1983, a 3-foot spot was reported between the entrances to Newfound Harbor and Niles Channels, about 0.45 mile west of Newfound Harbor Channel Entrance Light 2 in about 24°37′09″N., 81°24′55″W.

Niles Channel, 18 miles westward of Sombrero Key Light, is the best channel from the Straits of Florida to the Gulf of Mexico between Bahia Honda Channel and Key West. The reported controlling depth, in April 1983, was 4 feet from Hawk Channel through Niles Channel and **Cudjoe Channel** to the Gulf. The south entrance to Niles Channel is marked by daybeacons, and the narrowest parts of the two channels are marked by private stakes. The fixed highway bridge crossing Niles Channel has a clearance of 40 feet. The approach spans of the former highway bridge immediately southward are used as fishing piers; the piers extend 10 feet into either side of the navigation channel and are marked on the channelward ends by lights. Caution should be exercised to avoid pilings on the north side of the bridge. A rocky shoal extends northward from about 350 yards from the bridge. A daybeacon marks the shoal at the north and south ends.

Looe Key National Marine Sanctuary has been established to protect and preserve the coral reef ecosystem and other natural resources of the waters surrounding Looe Key, about 6 miles south-southeast of Summerland Key. Regulations governing the use of the sanctuary are contained in **15 CFR 937**. Any person in possession of a valid permit may conduct in the sanctuary the specific activity designated in the permit, including any activity specifically prohibited by the regulations, if such activity is (1) research related to the resources of the sanctuary, (2) to further the educational value of the sanctuary, or (3) for salvage or recovery operations.

Permit applications and requests for copies of the regulations shall be addressed to the Chief, Sanctuary Programs Division (N/ORM2), Office of Ocean and Coastal Resources Management, National Oceanic and Atmospheric Administration, 3300 Whitehaven Street, NW., Washington, D.C. 20235.

Kemp Channel , about 2 miles westward of Niles Channel, is between Summerland Key to the east and Cudjoe Key to the west. This channel is highly used by local boaters. In May 1986, a reported controlling depth of 3 feet was in the entrance, and 5 feet was in the channel. The channel is marked by daybeacons to the highway bridge. Strangers should seek local knowledge before transiting this area.

U.S. Route 1 highway bridge crossing Kemp Channel, about 2.7 miles above the entrance, has a fixed span with a clearance of 8 feet.

A small marina is near a conspicious 100-foot flagpole at the south end of Cudjoe Key. Gasoline, limited marine supplies and provisions are available; the marina is limited to shallow draft boats. Gasoline, provisions, and marine supplies are available at a small general store and service station nearby.

Bow Channel, about 4 miles westward of Niles Channel and northward of American Shoal Light, leads northward between **Sugarloaf Key** and **Cudjoe Key.** The channel is marked by daybeacons from Hawk Channel for about 1.6 miles. Two fixed bridges across the channel, one highway and one pedestrian, have least clearances of 8 feet vertical and 24 feet horizontal. Currents are strong and set fair with the channel, north with the flood and south with the ebb. The channel is not recommended for a draft of over 2 feet without a pilot. The reported controlling depths, in April 1983, were 4 feet from Hawk Channel to the highway bridge, thence 3 feet to the Gulf of Mexico via Johnston Key Channel. Cudjoe Bay, eastward of the channel, offers fair holding ground for fishing boats.

A small marina at the southwest end of the bridge has berths, gasoline, water, ice, marine supplies, and a launching ramp. A marina on the southwestern side of Cudjoe Key about 0.5 mile south of the eastern end of the bridge is reached through a canal. Berths, electricity, gasoline, diesel fuel, water, ice, limited marine supplies, and a launching ramp are available.

American Shoal Light (24°31.5′N., 81°31.2′W.), 109 feet above the water, is shown from a brown, octagonal pyramidal skeleton tower on pile foundation, enclosing a brown dwelling and white stair cylinder.

West Washerwoman Anchorage, 4.3 miles northwestward of American Shoal Light, has depths of 23 feet, soft bottom. Another anchorage in a depth of 24 feet, soft bottom, is 5 miles westward of **Ninefoot Shoal Light** (24°34.1′ N., 81°33.1′W.).

Saddlebunch Harbor, 10.5 miles eastward of Key West, is a good hurricane anchorage for small craft. The northwest end of the harbor is obstructed by a line of submerged pilings. The harbor is marked by private daybeacons.

Geiger Key, about 1 mile west of Saddlebunch Harbor, has a marina on the east side about 1 mile south of U.S. Route 1 highway bridge. Berths, gasoline, water, ice, limited marine supplies, and a launching ramp are available.

Stock Island Channel, entered about 12.4 miles west-southwestward of American Shoal Light, leads from the Straits of Florida to a point in Hawk Channel just southward of Boca Chica Channel and the entrance to Safe Harbor. The entrance is marked by a light and the channel by a daybeacon.

Boca Chica Key, 5 miles eastward of Key West, is the site of the Key West U.S. Naval Air Station. A **naval restricted area** extends about 150 yards from the shoreline along a portion of the northeast side of the Naval Air Station. (See **334.610**, chapter 2, for limits and regulations.) **Boca Chica Channel,** with a reported controlling depth of 8 feet in April 1983, from Hawk Channel to the naval air station basin on the west side of the key, is marked by a light at the entrance, thence by lights and daybeacons. An overhead power cable has a clearance of 60 feet across the channel. The basin provides a good hurricane anchorage for small vessels in emergencies only.

A **restricted area** is off the southwest end of Boca Chica Key. (See **334.610**, chapter 2, for limits and regulations.)

Two auxilliary channels marked by private daybeacons lead off Boca Chica Channel. Channel A leads northwest just north of Boca Chica Channel Daybeacon 5. A large boatyard has an entrance on the west side of the channel between Daybeacon 5A and an overhead cable. Transient berths, hull and engine repairs, water, ice diesel fuel, and an open end travel lift which can haul sail and motor vessels to 75 feet and 60 tons are available.

A marina is north of the overhead cable which has an

authorized clearance of 25 feet at this point. Water, ice, gasoline, and hull and engine repairs are available.

In June 1986, the reported controlling depth was 6 feet to Daybeacon 5A and then 5 feet to the marina.

Channel B leads northwest from opposite Boca Chica Channel Light 8 toward the Route U.S. 1 bridge. In June 1986, the reported controlling depth was 4 feet.

A marina in the northwest corner by highway U.S. 1 has transient berths, hull and engine repairs, and gasoline. The following conditions were reported in June 1986. Boats proceeding to the marina will find deeper water and avoid obstructions, after passing Daybeacons 6B and 7B, nearer the highway to a point near a boat ramp at the highway, then angling southwest to a spit and following the spit to the marina entrance. Small boats heading north of the highway via the Boca Chica Channel usually pass through at the western end of the bridge where the clearance is less and the water is deeper. Boats passing under the high rise center of the bridge will find shallower water immediately north of the bridge.

Safe Harbor, 4 miles eastward of Key West, is a medium-draft harbor on the south side of Stock Island, under the jurisdiction of the Monroe County Port Authority. Conspicuous objects include the stack and tanks at a powerplant and desalination plant on the east side, and a large red dry-storage building at a marina on the southeast end of Stock Island.

The harbor is entered from Hawk Channel through a privately dredged channel. A light marks the approach, and lights and a daybeacon mark the channel. In April 1983, the reported controlling depth was 13 feet in the entrance channel with greater depths inside the harbor.

The piers, with dolphins, on the east side of the harbor near the entrance, are used by barges to unload petroleum products for the power and desalination plants. Depths of 18 feet are reported alongside the piers.

The piers on the east and west sides of the harbor are used by cold storage and seafood packing plants; numerous shrimp boats tie up alongside the finger piers.

A boatyard on the west side at the head of the harbor has a mobile hoist that can handle craft to 60 tons. Diesel fuel, water, ice, and marine supplies are available. In April 1982, a depth of 30 feet was reported alongside the piers at the yard; 300 feet of berthing space was available. A marina on the east side at the head of the harbor has transient berths, electricity, diesel fuel, water, ice, and marine supplies; hull, engine, and radio repairs are available. In June 1986, the depth alongside the facility was reported to be 18 feet.

A privately dredged spur channel east of Safe Harbor leads to a large marina on the southeast end of Stock Island. In April 1982, a reported controlling depth of 18 feet was available to the facility. The channel is marked by private daybeacons. Berths, gasoline, diesel fuel, water, ice, electricity, a launching ramp, storage, and complete marine supplies are available. A forklift can haul out craft to 25 feet for hull and engine repairs. A lift can haul vessels to 50 tons, 50 feet long, and 20 feet wide. The dockmaster can be contacted on VHF-FM channel 16.

Cow Key Channel, between Stock Island and Key West, is narrow and marked by private daybeacons. A shoal that bares is about 0.2 mile south-southwest of the southwest point of Cow Key. In April 1983, the reported controlling depths were 3 feet in the channel to a point about 0.6 mile above the entrance, thence 2 feet to the highway bridges about 0.9 mile above the entrance. In April 1983, it was reported that the channel was subject to frequent change. Mariners are advised to seek local knowledge before entering the channel. Two fixed highway bridges and two pipeline bridges with a least clearance of 16 feet horizontal and 8 feet vertical cross the channel between the keys. In 1984, a replacement span for the northern bridge was under construction. The channel north of the bridges is unmarked and difficult to follow. Prominent on Stock Island are three radio antennas and a deteriorating drive-in movie screen. Scuba tanks can be filled at a diving facility on the east side of the channel at the bridges. An adjacent marina has berths, water, ice, limited supplies, and a launching ramp. Another marina is on Stock Island about 0.5 mile north of the bridges; berths, gasoline, storage, and marine supplies are available. A forklift can haul out boats to 25 feet for engine repairs. In April 1982, a reported controlling depth of 4 feet was available to the facility. Boats can avoid the restricted passage of Cow Key Channel by using Garrison Bight Channel to the north end of Fleming Key, thence sailing easterly north of Sigsbee Park to a dredged channel east of Sigsbee Park, and then following the dredged channel to the marina. In June 1986, the reported controlling depth was 4 feet for approximately 150 yards just east of Sigsbee Park and west of the beginning of the dredged channel. Elsewhere, the controlling depth was 8 feet or greater.

Charts 11441, 11447.–Key West Harbor is 134 miles and 151 miles southwestward of Miami Harbor via the inside and coastwise routes, respectively. The harbor proper lies in front of the city of Key West, protected on the eastern side by the island and on the other sides by reefs, sand flats, and by **Wisteria Island** and **Tank Island** . The harbor is entered through breaks in the reef by several principal channels with depths of 13 to 34 feet, and by several minor channels.

Key West, on the island of the same name near the western end of the Florida Keys, is a winter resort. Commercial fishing is one of the leading industries, but commerce is mostly in crude and refined oils. Cruise ships frequently call here, and the harbor is a safe haven for any vessel.

Prominent features.–Easy to identify when standing along the keys is a 300-foot-high radio tower about 0.3 mile east-southeastward of Fort Taylor, the hotel 0.3 mile south of Key West Bight, the cupola close south of the hotel, and a 110-foot-high abandoned lighthouse, 0.5 mile east-northeastward of Fort Taylor. Numerous tanks, lookout towers, and masts are prominent, but difficult to identify. The stacks of the city's electric plant on the east side of Key West Bight are prominent from the south. Also conspicuous are two white radar domes on Boca Chica Key, and the white dome of the National Weather Service station and the aerobeacon at Key West International Airport. From southward, several apartment complexes, condominia, and hotels on the south shore extending from just west of Key West International Airport to the abandoned lighthouse are prominent.

Sand Key Light (24°27.2′N., 81°52.7′W.), 109 feet above the water, is shown from a brown square pyramidal skeleton tower, enclosing a stair cylinder and square dwelling on pile foundation, on **Sand Key.**

Channels.–Main Ship Channel is the only deep-draft approach to Key West. Federal project depth is 34 feet from the Straits of Florida to a turning basin off the Naval Air Station Truman Annex Mole and inside the annex basin, thence 30 feet to an upper turning basin off Key West Bight, and thence 12 feet to and including a turning basin in the bight. (See Notice to Mariners and latest editions of the charts for controlling depths.) The channel

from the entrance to the upper turning basin is marked by lighted ranges and other aids to navigation.

Northwest Channel is a medium-draft passage between Key West Harbor and the Gulf of Mexico. In August 1985, a reported centerline controlling depth of 13 feet could be carried through the channel with local knowledge. Vessels drawing up to 13 feet can pass directly across the reefs from the Gulf to the Straits of Florida by way of Northwest Channel and Main Ship Channel. The Gulf end of the channel is shifting westward.

The jetties on either side of the Gulf entrance to Northwest Channel are 0.3 to 0.5 mile from the centerline of the channel, and only the outer part of the east jetty shows above low water. The northwest end of the jetty is marked by a light. The channel is marked by a **166°** lighted range, daybeacons, and lighted and unlighted buoys. The pilings and skeletal structure of a former lighthouse are about 0.3 mile southwestward of the south end of the west jetty.

Smith Shoal (see chart 11439), about 4.5 miles northward of the northern entrance to Northwest Channel, is covered 11 feet and marked on its northeast end by **Smith Shoal Light** (24°43.2'N., 81°55.0'W.). The light marks also the northern approach to the channel and is shown 47 feet above the water from a small black house on a white, hexagonal, pyramidal skeleton tower on piles. A relatively flat-topped coral head, covered by a least depth of 11 feet, is about 3.3 miles west-southwestward of the light.

Southwest Channel, a convenient approach to Key West from southwestward, has been swept to a depth of 23 feet and is marked by buoys. In 1961, this depth was confirmed for midchannel. A general course following the aids leads to the outer anchorage and Main Ship Channel. Strangers should not attempt passage at night.

West Channel, a passage leading westward from Key West between the keys and outer reefs, is deep but unmarked. It is used by shrimp boats and small craft bound toward the Dry Tortugas. Local knowledge is advised.

Calda Channel leads northward from Man of War Harbor to the open waters of the Gulf. The channel is narrow and crooked, but is well marked by daybeacons and a light at the northerly end. In April 1983, the controlling depth was reported to be 3 feet, except for shoaling close to the aids marking the channel. The channel should be used only with local knowledge and during good visibility.

Garrison Bight Channel, a well marked dredged channel, leads from Man of War Harbor around the north end of Fleming Key, thence south for about 1.8 miles, thence east to Trumbo Point, thence into a turning basin just inside the entrance of Garrison Bight. In August 1985, the centerline controlling depth was 7 feet in the channel and 4 to 8 feet in the turning basin. An overhead power cable crosses the entrance and the northerly part of the bight; clearances are 50 feet at the entrance and 34 feet elsewhere. Mariners are advised to use caution when approaching the overhead power cable because high voltage arcing is reported to occur between the powerline and sailboat masts. A privately dredged channel leads from the turning basin to a basin in the southwesterly part of the bight. In April 1983, the privately dredged channel had a reported controlling depth of 5 feet. In April 1983, the channel was reported to be shifting; local knowledge is advised. A causeway bridge, with a 44-foot span and a clearance of 19 feet, crosses the southwesterly part of the bight.

In May 1984, an obstruction covered 4 feet was reported close south of Garrison Bight Channel Light 3 in about 24°35'19.7"N., 81°48'17.2"W.

Garrison Bight can also be reached via an unmarked channel, locally known as Fleming Key Cut, which leads from Man of War Harbor eastward between Fleming Key and the north shore of Key West to the junction with Garrison Bight Channel at Trumbo Point. A depth of about 6 feet can be carried to the junction. Fleming Key Cut is reported to have very strong tidal currents and is not recommended for low-powered vessels. The channel is crossed by a 42-foot fixed span highway bridge with a clearance of 18 feet which connects Fleming Key with Key West. Garrison Bight has excellent small-craft facilities; these are described later in the chapter.

The Intracoastal Waterway from Miami to Key West connects with Garrison Bight Channel off the north end of Fleming Key. Local knowledge is reported advisable to enter this entrance to the Intracoastal Waterway because of the numerous piles and shoals north of Garrison Bight Channel.

Anchorages.–The best anchorage for medium draft vessels less than 200 feet long is north of the city in **Man of War Harbor** where depths are 14 to 26 feet. Mariners should exercise caution to avoid the visible and submerged wrecks in the harbor. The anchorage is protected against heavy seas by **Frankfort Bank** and **Pearl Bank** on the west and **Fleming Key** on the east. Small craft usually anchor east of **Wisteria Island,** to the west of the main ship channel, or at the Key West Yacht Club in **Garrison Bight** on the north side of the city. Anchoring in the vicinity of Key West Bight Channel Light 2, between Key West Bight Channel and the shoreline, is not recommended because of poor holding ground, strong currents, and obstruction of the dock approaches.

Vessels can anchor west of the city in depths of 20 to 26 feet, taking care, however, to avoid the reefs which rise abruptly in some places along the edges of the channels. The outer anchorages, southwest of **Fort Taylor** and 1 mile south-southeast of Eastern Triangle Light, are somewhat exposed, but have depths of 22 to 36 feet and are safe for vessels with good ground tackle. The anchorage area at Key West is one of the best for large vessels south of Chesapeake Bay.

Dangers.–**Naval restricted areas** are off the south, west, and north sides of Key West. Another **restricted area** extends about 150 yards from the shoreline around Fleming Key. (See **334.610**, chapter 2, for limits and regulations.)

A **naval explosives anchorage** is about 2.5 miles southwestward of Key West. (See **110.189a**, chapter 2, for limits and regulations.)

A **naval operating danger area** is in the Straits of Florida and Gulf of Mexico westward of Key West; see **334.620**, chapter 2, for limits and regulations.

Caution.–Craft approaching Key West, Boca Chica, and Safe Harbor from the eastward through Hawk Channel should be mindful that submerged rocks and reefs extend up to 0.6 mile off the keys and give little or no indication of their presence under certain conditions.

Fishermen operating from the Florida Keys, particularly Key West, routinely use stakes to mark otherwise unmarked channels that they use as short cuts or for safe passage in rough weather. These stakes are not removed when the channels change or fall into disuse. Visitors to the keys should use these channel markers with caution.

The area west of the Main Ship Channel is part of the **Key West National Wildlife Refuge.**

Tides.–The mean range of tide is 1.3 feet at Key West.

Daily predictions for Key West are given in the Tide Tables.

Currents.–A westerly current, counter to the prevailing easterly set of the Gulf Stream, at times exceeding 1 knot, has been reported in the vicinity of Key West Entrance Lighted Whistle Buoy. In the southerly approaches to Key West within the 10-fathom curve just inside the entrance to the main channel, the tidal currents are weak and set northward on the flood and southward on the ebb at 0.4 knot. In the main channels west of Fort Taylor, the flood (northerly) and ebb (southerly) currents are 1.0 knot and 1.7 knots, respectively. North of Key West, in the upper turning basin, the tidal currents set northeastward on the flood at 0.8 knot and southwestward on the ebb at 1.1 knots. In Northwest Channel about 2.5 and 5.5 miles, respectively, from Key West, the currents are about 1.2 knots and 0.6 knot. Daily predictions for Key West are given in the Tidal Current Tables, however, both the time and velocity of the tidal current are influenced by the winds. In April 1982, it was reported that the current in the channel between Fleming Key and Key West reaches 6 knots during both flood and ebb, with currents of up to 9 knots having been observed north of Pier D-3 at the west end of the channel.

Weather.–Key West has a notably mild, tropical maritime climate where winters are mild and summers pleasant thanks to the Gulf Stream and the prevailing easterly trade winds. The differences in maximum and minimum temperatures are about 10°F on the average. There is no record of frost, ice, sleet, or snow at Key West and on 44 days annually, on the average, the temperature reaches 90°F or more. It has never reached 100°F. From December through April, sunshine is abundant and less than 25 percent of the average annual rainfall is recorded, usually as brief showers in advance of cold fronts. From June through October numerous showers and thunderstorms provide more than 50 percent of the precipitation recorded each year. Heaviest amounts are often associated with easterly waves or the more organized tropical cyclones.

If a tropical cyclone is considered a threat when it moves within 180 miles of Key West, then an average of 1 to 2 tropical cyclones threaten this port each year. While tropical cyclones can develop in any month they are most likely in this region from June through November. Even within that period there are fluctuations. Since 1886 only one tropical cyclone has produced significant effects during July. The threat resumes in August, as storms originating east of the Antilles tend to enter the Gulf of Mexico via Cuba or the Florida Straits, instead of recurving northward near the Bahamas. This threat continues into the peak of the season; by October the principal threat is, as it was in June, from storms originating in the western Caribbean that move northward across Cuba. Statistically, hurricane force winds can be expected at Key West about once every 15 years and a frequency of 50-knot winds once every 5 years on the average.

Tropical cyclone waves affecting these waters are produced by swell, which advances ahead of the storm, and sea, which is determined by wind direction, which in turn is dependent upon the path of the storm. The deep-water berths outside of North Mole, piers A and B, and Municipal Wharf (Mallory Wharf) are all badly exposed to swells from the southwest. The berths at Naval Air Station Truman Annex are well protected from wave action. The piers off the turning basin north of Key West Bight are affected by waves generated in Man of War Harbor by northerly winds. These conditions can occur in cold winter outbreaks as well as hurricanes. The anchorages in this harbor are protected from sea and swell by the shallow reef north of the turning basin. Key West Bight is sheltered by Stone Mole, and Garrison Bight is also protected from wave action from all quarters. At Safe Harbor, Stock Island, sea and swell from the southern quadrant will cause heavy surf at the harbor entrance; during southerly winds a seiche of 2 to 3 feet inside the harbor is possible.

Storm tides are worst, usually, when an intense hurricane approaches Key West from the Caribbean, passing close to the west. On three occasions since 1900 the streets of the Old Town (greater than 10 feet MSL) have been flooded by such storms. The height of the expected surge will appear in the hurricane warnings. However, there is a large variability in surge heights along the Florida Keys due to their physical characteristics. Tidal currents are considerably magnified by the wind and surge generated by a tropical cyclone. This is particularly evident along the deep western shores where effective storm surge drainage has the advantage of reducing tide heights at main berthing facilities.

For masters of deep-draft vessels, shortages of tug power and lack of protected anchorages and piers at Key West, makes an early assessment of a tropical cyclone threat essential. This is best accomplished by using the forecasts in conjuntion with climatology. This detailed climatology, as well as the foregoing text and a study of evasion tactics, can be found in the **Hurricane Havens Handbook for the North Atlantic Ocean** (further details in chapter 3.) Under the present port circumstances, evasion at sea is the recommended course of action for all seaworthy, deep-draft vessels capable of making 15 knots or more when the port is under threat from a hurricane or an intense tropical storm (50-63 knots).

The National Weather Service maintains an office at the Key West International Airport. **Barometers** can be compared and weather information obtained by telephone. (See appendix for address, and page T-10 for **Key West climatological table.**)

Pilotage is compulsory for all foreign and U.S. vessels under register in the foreign trade drawing more than 7 feet (including tugs, barges, and tows) bound for Key West, Safe Harbor, Stock Island, Boca Chica Channel or the Gulf of Mexico through Key West channels. Pilotage is optional for U.S. coastwise mechanically-propelled vessels that have on board a pilot properly licensed by the Federal Government. Vessels are boarded day or night at Key West Entrance Lighted Whistle Buoy (24°27.7'N., 81°48.1'W.) or Northwest Channel Entrance Lighted Bell Buoy 1 (24°38.8'N., 81°54.0'W.). Pilots board from a 42-foot white hull boat with the word PILOT displayed on the sides of the pilot house. Day and night signals are displayed. Vessels being boarded should maintain a dead slow speed and provide a good lee with the pilot ladder to the water. Pilot boats monitor VHF-FM channel 16 when underway and use channel 14 as the working frequency. Arrangements for Key West Bar Pilots are made through ships' agents, by telephone (305-296-5512), or through the Key West marine operator on VHF-FM channel 26 or 84. A minimum 24-hour notice of time of arrival is requested, because there is only one pilot at Key West.

Towage.–Tugs to 1,000 hp are available. General equipment is available for heavy salvage work.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations

of the U.S. Public Health Service. (See Public Health Service, chapter 1.) The quarantine anchorage is in Man of War Harbor if size and draft of vessel permit; larger vessels anchor in the outer harbor.

Public and private hospitals are at Key West.

Key West is a **customs port of entry.**

Coast Guard.–Key West Coast Guard Station is at Pier D-2 on the northwest side of Key West.

Harbor regulations.–The Key West Port and Transit Authority has direct supervision of the port, of anchoring and mooring all vessels, and collection of port dues. The port office can be contacted by telephone (305-292- 8161; 305-294-3721; or 305-294-2511 (after hours)). A 5 mph **speed limit** is enforced in Garrison Bight and in all constricted channel areas.

In the Main Ship Channel, not more than one vessel shall be in the reach of the channel between Lighted Buoys 23 and 25. Vessels in this reach shall have the right-of-way over vessels departing the Truman Annex Basin.

The reach of the channel from Lighted Buoys 14 and 15 to the north end of the Truman Annex Mole shall be kept clear except for vessels able to proceed to their berths without delay. Vessels shall not lie to in this reach of the channel. If a vessel is unable to proceed because of harbor congestion, she shall pull aside to the westward and lie to in safe water. No passing is permitted in this reach of the channel.

Vessels shall not overtake or pass in the following areas: between Buoys 2 and 3; in the passage from Western Triangle and Eastern Triangle to Buoys 7 and 8; and in the passage from Buoy 9 to Buoys 14 and 15.

It is permissible to pass in Cut A Range reach between Buoys 7 and 12 after making proper signals, but extreme caution is mandatory when passing in the narrow reaches of the channel.

Vessels which will be delayed in berthing shall notify vessels astern of that fact in order that they may proceed.

Nothing in the above shall relieve masters or commanding officers of their responsibilities for observing the Navigation Rules and the practice of good seamanship.

A 5 knot **speed limit** is enforced in the channel outside the Truman Annex Basin between points 200 yards on either side of the basin entrance.

Wharves.–Municipal Wharf, also known as **Mallory Wharf** (24°33′35″N., 81°48′28″W.), is 870 feet long and has a deck height of about 7 feet. The northerly half is privately owned by a condominium development. The southerly half is operated by the Key West Port and Transit Authority as a cruise ship terminal. Two mooring dolphins off the wharf face provide a total of 464 feet of berthing space with reported depths of 26 feet alongside. Smaller vessels can berth along the wharf face in the 200 feet between the dolphins. Depths of 18 to 23 feet are reported alongside. Potable water is available with advance arrangements. Large vessels must depart the berth 45 minutes before sunset, except in emergency or by special arrangement with the Key West Port and Transit Authority.

Commercial fish wharves are in Key West Bight and Safe Harbor. Charter boats and yachts use Garrison Bight, Key West Bight, and Stock Island.

There are deepwater berths available at Key West for emergency dockage. Contact the Key West Bar Pilots or the Key West Port and Transit Authority for further information.

Supplies.–Gasoline, diesel fuel, ice, water, provisions, and marine supplies can be obtained in Key West.

Repairs.–A shipyard that specializes in repairs to wooden vessels is in Safe Harbor on the south side of Stock Island. A 150-ton mobile hoist is available. There is a small repair yard at Key West on the west side of Garrison Bight. Lifts to 30 tons, and hull, engine, electrical, and electronic repair facilities are available. Above-the-waterline repairs can also be made to larger vessels. In April 1983, shoaling to an unknown extent was reported at the entrance to the yard.

Small-craft facilities.–Berths, electricity, water, ice, and some marine supplies are available at Key West. Gasoline and diesel fuel are available in Garrison Bight and Key West Bight. A pumpout facility is at a marina in the southwestern part of Key West Bight. Hull, engine, electrical, and electronic repairs can be made. Small craft berths are available at several marinas in Key West Bight, in Garrison Bight at the Municipal Marina or at Key West Yacht Club, which are at the southwest and eastern ends of the bight, respectively. A causeway across the southwestern part of Garrison Bight has a small-craft opening. The highway bridge over the opening has a 44-foot fixed span with a clearance of 19 feet at the center. An overhead power cable crossing the northern part of Garrison Bight and the entrance has a clearance of 50 feet over the entrance and 34 feet elsewhere. Anchorage in 2 to 6 feet is available at the Key West Yacht Club. Anchoring or mooring elsewhere in Garrison Bight, except in an emergency or as a shelter during bad weather, is not permitted. Public small-boat ramps are in Garrison Bight, at the foot of Simonton Street, and at the south end of Bertha Street.

Communications.–There are no rail connections at Key West. Movement of freight in and out of the port is by vessel or truck. The Overseas Highway (U.S. Route 1) connects the city with Miami and points north, and there is air service to Miami. Bus service is available to mainland points.

Information about the Florida Reefs west of Key West and the Gulf of Mexico is contained in United States Coast Pilot 5, Atlantic Coast–Gulf of Mexico, Puerto Rico, and Virgin Islands.

12. INTRACOASTAL WATERWAY

The part of the **Intracoastal Waterway** described here is the toll-free **"canal"** which affords continuous protected passage behind the Atlantic Coast and the Florida Keys for more than 1,243 statute miles between Norfolk, Va., and Key West, Fla. **Route 1,** the basic route, follows Albemarle and Chesapeake Canal to Albemarle Sound; **Route 2,** the alternate route, is through Great Dismal Swamp Canal to the sound.

Also described in this chapter is the Okeechobee Waterway, which junctions with the Intracoastal Waterway in St. Lucie Inlet.

The Intracoastal Waterway is used by commercial light-draft vessels and tows unable to navigate long stretches in the open ocean, and by pleasure craft. Small-boat and recreation facilities are found along the waterway. Supervision of the waterway's construction, maintenance, and operation is divided among five U.S. Army Engineer Districts (Norfolk, Wilmington, Charleston, Savannah, and Jacksonville) whose district-office addresses are listed in the appendix.

Mileage.–The Intracoastal Waterway (I.W.) mileage is zeroed in 36°50.9'N., 76°17.9'W., off the foot of West Main Street, Norfolk, Va., and progresses southward to I.W. Mile 1243.8 at Key West, Fla., in 24°33.7'N., 81°48.5'W.

Distances along the Intracoastal Waterway are in statute miles to facilitate reference to the small-craft charts; all other distances are nautical miles. Mileage conversion tables are on page T-23.

Channels.–The Federal project for the Intracoastal Waterway via Albemarle and Chesapeake Canal provides for a least depth of 12 feet from Norfolk, Va., (I.W. Mile 0.0) to Fort Pierce, Fla., (I.W. Mile 965.6), thence 10 feet to Miami, Fla., (I.W. Mile 1089.0), and thence 7 feet to Key West, Fla., (I.W. Mile 1243.8). The Miami to Key West section of the waterway has been completed only as far as Cross Bank (I.W. Mile 1152.5); the remainder has been deferred for restudy. Although no work has been performed on this section of the waterway, a channel, marked in accordance with I.W. markings, leads from Cross Bank to Key West along the northwesterly side of the Florida Keys. The channel has a controlling depth of about 5 feet and is exposed to winds from the northwest. (See Local Notice to Mariners and latest editions of charts for controlling depths of the Intracoastal Waterway.)

The alternate route of the Intracoastal Waterway through the Great Dismal Swamp Canal and the Okeechobee Waterway is described later in this chapter.

Bridges.–The minimum overhead clearance of fixed bridges over the Intracoastal Waterway is 56 feet at the Julia Tuttle Causeway at Miami, **Mile 1087.1.**

General drawbridge regulations and opening signals for bridges over the Intracoastal Waterway are given in **117.1 through 117.49,** chapter 2. Special drawbridge regulations for certain bridges that supplement the general regulations are referenced with the area description of the waterway.

As a public service and to assist in the management and safety of the Intracoastal Waterway, VHF-FM channels 13 and 16 are monitored at some of the bridges.

Overhead cables.–The minimum clearance of overhead cables crossing the Intracoastal Waterway is 68 feet in Snows Cut, **Mile 295.8.** An overhead cable car at **Mile 356.4** has a least clearance of 67 feet under the low point of travel of the cabin.

Caution.–When running with a fair tide or in windy weather, exercise caution when approaching and passing bridges and sharp turns. Many of the overhead cables over the waterway carry high voltage, and a margin of safety should be allowed when weather is unfavorable.

Locks.–Great Bridge Lock (mile 11.5) is the only lock on the Intracoastal Waterway between Norfolk and Key West via Albemarle and Chesapeake Canal. It is 600 feet long (530 usable), 75 feet wide (72 feet usable), 16 feet over the sills, and has a lift of 2.7 feet. (See **207.160,** chapter 2, for regulations governing use, administration, and navigation of locks and floodgates.)

Locks on the Great Dismal Swamp Canal and the Okeechobee Waterway are described later in this chapter.

Cable ferries.–Cable ferries are guided by cables fastened to shore and sometimes propelled by a cable rig attached to the shore. Generally, the cables are suspended during crossings and dropped to the bottom when the ferries dock. Where specific operating procedures are known they are mentioned in the text. Since operating procedures vary, mariners are advised to exercise extreme caution and seek local knowledge. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

Aids to navigation.–Intracoastal Waterway aids have characteristic yellow markings which distinguish them from aids to navigation marking other waters. (See U.S. Coast Guard Light Lists or Chart 1 (Nautical Chart Symbols and Abbreviations) for illustrations of special markings.)

Lights and daybeacons should not be passed close aboard because those marking dredged channels are usually placed back from the bottom edge of the channel and others may have rip-rap mounds around them to protect the structures.

Charts.–Navigation of the Intracoastal Waterway can be made easier by use of the special small-craft series which the National Ocean Service publishes.

Tides.–Under ordinary conditions the mean range of tide in the waterway is from nontidal to about 7 feet. In many sections, the tide depends on the force and direction of the wind. Severe hurricanes have raised the water surface 10 feet or more above low water, in some localities.

Cross currents.–Where two streams cross, the current will have a greater velocity in the deeper channel. This is noticeable along the Intracoastal Waterway where it follows a dredged canal cutting across a winding stream. Cross currents will also be noticed where either an inlet from the ocean or a drainage canal enters the waterway.

Weather.–The Intracoastal Waterway affords protection from the winds and waves of the offshore Atlantic. Land creates friction that reduces windspeeds by as much as 30 percent of those over the open sea. Wave heights are reduced by shallow depths and limited fetch. When severe weather does strike, shelter is usually close by, either up a protected river or at a nearby port. However, navigation becomes more critical in many restricted reaches along this route, so that weather, as well as tides and currents, is important. The waterway is covered by a network of National Weather Service VHF-FM radio stations that provide continuously updated forecasts and warnings.

Also Coastal Warning Display signals are located at various places along the Intracoastal Waterway and connecting channels. The Marine Weather Services Charts published by the National Weather Service show the locations of both the radio stations and warning displays, while display locations are also listed on the NOS charts.

Small-craft facilities.–There are many small-craft facilities along the Intracoastal Waterway. For isolated places and small cities, this chapter describes the more important of these facilities; for large recreational areas, where individual facilities are too numerous to mention, the information given is more general. Additional information may be obtained from the series of small-craft charts published for the many places, and from various local small-craft guides.

COLREGS Demarcation Lines.–The lines established for Chesapeake Bay and the rivers, sounds, and inlets of the coasts of Virginia, North and South Carolina, Georgia and Florida are described in **80.510 through 80.735 and 80.740**, chapter 2.

Chart 12206.–Norfolk, on the east bank of the Elizabeth River in Norfolk Harbor 26 miles inside the entrance to Chesapeake Bay, is one of the major ports of the United States. Supply and repair facilities are available at the marinas and yacht basins in Norfolk Harbor. A detailed description of the port is contained in **United States Coast Pilot 3, Atlantic Coast, Sandy Hook to Cape Henry.**

From the City Wharf at the foot of West Main Street in Norfolk, **Mile 0.0,** the Intracoastal Waterway follows the Southern Branch of Elizabeth River to its junction with Deep Creek where the waterway divides into two routes. The mean range of tide in Southern Branch and Deep Creek is about 2.5 to 3 feet. **Naval restricted areas** are on both sides of the river. (See 334.290, chapter 2, for limits and regulations.)

The **speed limit** is 6 knots from Eastern Branch to the Norfolk and Portsmouth Belt Line Railroad bridge, **Mile 2.6.** (See **162.55,** chapter 2.) This bridge has a lift span with a clearance of 6 feet down and 142 feet up. VHF-FM channels 16 and 13 are monitored at the bridge. At **Mile 2.8,** Jordan (State Route 337) highway bridge has a lift span with a clearance of 15 feet down and 145 feet up. VHF-FM channels 16 and 13 are monitored at the bridge. The Norfolk and Western Railway bridge at **Mile 3.6** has a lift span with a clearance of 10 feet down and 135 feet up. U.S. Routes 460 and 13 highway bridge and the Norfolk and Western Railway bridge at **Mile 5.8** have bascule spans with clearances of 11 feet and 7 feet, respectively; large vessels must exercise caution when making the turns to these bridges because of the current. VHF-FM channels 16 and 13 are monitored at these bridges. An overhead power cable at **Mile 6.5** has a clearance of 152 feet, and two overhead cables at **Mile 6.9** have clearances of 161 feet. Interstate Highway Route 64 bascule bridge at **Mile 7.1** has a clearance of 65 feet. (See **117.1 through 117.59 and 117.997 (a) through (c)**, chapter 2, for drawbridge regulations.)

The **Albemarle and Chesapeake Canal,** about 10 miles long, connects Southern Branch of Elizabeth River with North Landing River.

Route 1.–Via the Albemarle and Chesapeake Canal to North River.–From **Mile 7.6** at the entrance to Deep Creek, the basic route continues through Southern Branch, the Albemarle and Chesapeake Canal, North Landing River, Currituck Sound, Coinjock Bay, and North Carolina Cut to North River. The route is well marked and easily followed in daylight; strangers are advised against running at night.

At **Mile 8.1,** the Norfolk and Portsmouth Belt Line Railroad bridge across Southern Branch has a hand-operated swing span with a clearance of 7 feet; span usually kept in the open position. Virginia Highway 104 bridge at **Mile 8.8** has a bascule span with a clearance of 12 feet. At entrance of **Sykes Creek, Mile 9.3,** there is a small-craft basin which had reported depths of 5 feet in the approach and alongside the berths in July 1983. Berths with electricity, water, gasoline, diesel fuel, ice, and some marine supplies are available. A marine railway in the basin can handle craft up to 35 feet for hull and engine repairs. In December 1978, submerged piles were reported in the entrance to Sykes Creek, in about 36°44′02″N., 76°17′08″W.

Great Bridge Lock, Mile 11.5, at the Southern Branch end of the Albemarle and Chesapeake Canal, is a tidal guard-lock 600 feet long, 72 feet wide, 16 feet over the sills, and a lift of 2.7 feet. Maximum length of tow allowed in the lock is 530 feet. Vessels and tows wider than 45 feet will not be permitted to pass through the lock without prior permission of the lockmaster. Tie-up dolphins are available at Great Bridge for temporary mooring when passage through the lock is delayed. There is no periodic tide southward of the lock; the water level depends on the force and direction of the winds. All vessels passing through the lock are required to list their registry, tonnage, and passengers.

The lockmaster can be contacted 24 hours per day, 7 days per week on VHF-FM channel 16 or by telephone (804-547-3311) for lock information.

Great Bridge, a town on the Albemarle and Chesapeake Canal at **Mile 12.0,** has bus connections with Norfolk. State Route 168 highway bridge across the canal at the town has a swing span with a clearance of 6 feet. VHF-FM channels 16 and 13 are monitored at the bridge. (See **117.1 through 117.59 and 117.997 (d)**, chapter 2, for drawbridge regulations.) Tie-up dolphins are available on both sides of the bridge for temporary mooring when bridge openings are delayed.

A privately owned marina basin is on the south side of the canal a short distance eastward of Great Bridge. In July 1983, depths of 10 feet were reported in the approach and 8 feet alongside the piers in the basin. Berthage with electricity, water, gasoline, diesel fuel, and some marine supplies are available. A marine railway that can handle craft up to 120 feet and a 40-ton fixed lift are in the basin; hull, engine, and electronic repairs can be made.

From Great Bridge, the Albemarle and Chesapeake Canal continues eastward almost in a straight line for a distance of about 7 miles. The State Route 168 Bypass fixed highway bridge with a clearance of 65 feet crosses the canal at **Mile 13.0.** The Norfolk Southern Railway bridge at **Mile 13.9** has a bascule span with a clearance of 7 feet. Virginia Highway 604 bridge at **Mile 15.2** has a swing span with a clearance of 4 feet. An overhead power cable with a clearance of 91 feet is at **Mile 16.4.**

North Landing, Mile 20.2, is a small town at the junction of Albemarle and Chesapeake Canal and North Landing River. State Route 165 highway bridge over North Landing River at North Landing has a swing span with a clearance of 6 feet. VHF-FM channels 16 and 13 are monitored at the bridge.

A small-craft facility at North Landing has gasoline, water, and a launching ramp.

North Landing River is narrow and crooked for a distance of about 9 miles below the Albemarle and

Chesapeake Canal. The worst bends have been bypassed by dredging through the marshy points; the remaining bends are usually easy. The old channels through the cut-off bends have numerous wrecks, partially visible at mean low water, and some submerged wrecks which are dangerous to navigation. At **West Landing, Mile 22.8,** there is a gasoline dock, open only in summer. At **Pungo Ferry, Mile 28.3,** State Route 726 highway bridge across the river has a swing span with a clearance of 7 feet.

A small-craft facility is in the basin on the east side of the river just northward of the highway bridge. In July 1983, depths of 7 feet were reported in the approach and alongside the berths. Berthage with electricity, gasoline, diesel fuel, water, ice, and some marine supplies are available.

From **Mile 30.2,** the route is through a dredged cut in the open waters of North Landing River and **Currituck Sound,** thence into **Coinjock Bay** and through North Carolina Cut to the head of North River. **Munden** is a town on the east side of North Landing River at **Mile 32.0;** the wharf is in ruins. **Currituck** is a town on the west side of the mouth of North Landing River opposite **Mile 41.5.** A toll-free passenger-auto ferry, operated by the State Highway Commission, runs from Currituck to Knotts Island, N.C.

Coinjock, Mile 49.9, is a town on the Norfolk-Hatteras Highway, midway along the **North Carolina Cut.** U.S. Route 158 fixed highway bridge across the cut has a clearance of 65 feet. VHF-FM channels 16 and 13 are monitored at the bridge. An overhead power cable on the north side of the bridge has a clearance of 85 feet. Berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies can be obtained at the small-craft facilities northward of the bridge. A 70-ton marine railway which can handle craft to 60 feet, and a 10-ton mobile lift are available at the facilities on the west bank of the cut northward of the bridge; hull, engine, and electronic repairs can be made. A launching ramp is at the facility on the east side of the cut northward of the bridge.

Coinjock Coast Guard Station is on the east side of the waterway at **Mile 49.6,** about 0.4 mile northeast of the bridge.

A canal 22 feet wide branches northeastward from North Carolina Cut about 1.1 miles northward of the Coinjock Bridge, and connects with Currituck Sound through **Parker Creek.** In July 1983, depths of about 2 feet were reported in the canal. Tree stumps in the canal limit its use to outboards only; caution is advised. The fixed bridge 0.1 mile above the canal has a reported clearance of 6 feet.

North River is about 14 miles long from North Carolina Cut to the entrance from Albemarle Sound and has a general depth of about 9 feet outside the dredged cut of the Intracoastal Waterway. The channel is marked by lights and daybeacons.

Route 2.–Via Great Dismal Swamp Canal to Albemarle Sound.–This alternate route from the entrance to **Deep Creek, Mile 7.6,** leads westward from the Southern Branch to Great Dismal Swamp Canal, thence through Pasquotank River to Albemarle Sound.

Vessels that proceed with care and follow the chart can navigate this route without difficulty. Extra caution is required in Deep Creek, Turners Cut, and the numerous sharp bends in the upper reaches of the Pasquotank River. Winds sometimes cause a variation of 1 to 2 feet in water level. Overhead power cables with a least clearance of 91 feet cross Deep Creek at **Mile 8.0.**

Great Dismal Swamp Canal, a 19-mile-long nontidal summit-level section, is controlled by a lock at each end. "NO WAKE" signs have been posted in the canal. Vessels shall proceed at a speed to cause minimum wake.

Channels.–Federal project depths are 10 feet in Deep Creek, 9 feet in Great Dismal Swamp Canal, and 10 feet in Pasquotank River. Great Dismal Swamp Canal is being maintained to a depth of only 6 feet because of reduced usage by vessels requiring a 9-foot channel. (See Local Notices to Mariners and latest editions of charts for controlling depths.)

Locks.–There are two locks on the alternate route, one at the upper end and the other at the lower end of the Great Dismal Swamp Canal. **Deep Creek Lock** (Mile 10.6) and **South Mills Lock** (Mile 33.2) have the same dimensions; 300 feet long, 52 feet wide, 12 feet over sills, and lift of 12 feet. Vessels and tows wider than 35 feet will not be permitted to pass through the locks without prior permission of the lockmaster. Regulations governing use, administration, and navigation of locks and floodgates are given in **207.160,** chapter 2.

At times, due to low water, navigation may be restricted or the canal closed. During restricted operations at Deep Creek Lock, boats up to 20 feet can be moved from one level to the other by a marine railway. Deep Creek Lock and South Mills Lock are operated at 0830, 1100, 1330, and 1530 daily. The bridges adjacent to the locks will be opened as necessary in coordination with the locks. The lock operators can be contacted on VHF-FM channel 13. Vessels may tie up in the canal overnight, at the Government facilities at Deep Creek, South Mills, and the Feeder Ditch to Lake Drummond.

At Deep Creek Lock, **Mile 10.6,** vessels are required to list their registry, tonnage, and passengers. A dock about 100 feet long is at the lock. The town of **Deep Creek** is at **Mile 11.1,** and U.S. Route 17 highway bridge across the canal here has a bascule span with a clearance of 4 feet. Just south of the bridge is a bulkhead with 4 to 8 feet alongside where gasoline and some supplies may be obtained; there is a small-boat launching ramp.

An overhead power cable with a clearance of 111 feet is at **Mile 12.1.**

At **Mile 21.5,** a 30-foot-wide feeder ditch runs in a straight line westward from the Great Dismal Swamp Canal for about 3 miles to **Lake Drummond;** the ditch has a controlling depth of 4 to 5 feet, and the lake has depths of 3 to 5 feet. Lake Drummond is about 2.2 miles in diameter and the water level is about 6 feet higher than the canal. Flow of water from the lake is regulated by a series of gates or wickets in the feeder ditch at the Corps of Engineers reservation 0.5 mile from the lake. Boats up to 18 feet are moved overland past the gates by a small railway. All persons entering or leaving Lake Drummond through the feeder ditch are required at the gates to register their name, address, and purpose of visit. Visitors are warned of the dangers of being lost in the swamps and the menace of poisonous snakes, and are cautioned to take precautions to prevent forest fires. After winter and spring runoffs of water from Lake Drummond, there is a tendency for shoals to build up at the intersection of the Great Dismal Swamp Canal and the feeder ditch.

In 1980, a fixed highway bridge with a design clearance of 65 feet was under construction at **Mile 31.5.**

Diesel fuel by tank truck and gasoline are available on the east side of the canal at **Mile 31.5.** Supplies are available at **South Mills, Mile 32.4.**

U.S. Highway 17 bridge across the canal at **Mile 32.6** has a bascule span with a clearance of 4 feet. The **South Mills Lock** of the Great Dismal Swamp Canal is at **Mile**

33.2. Tieup dolphins are available for temporary mooring when passage through the lock is delayed.

Turners Cut is a canal which extends in nearly a straight line from the south end of Great Dismal Swamp Canal to the Pasquotank River **Mile 37.0.**

Pasquotank River has a length of 12 miles from the south end of Turners Cut to Elizabeth City, and thence 15 miles to Wade Point Light at the entrance from Albemarle Sound. The narrow upper part of the river has been improved by dredging, where necessary, to attain the project depth of the waterway. From Elizabeth City to the mouth, the river varies in width from 0.5 to 3 miles, has general depths of 8 to 12 feet, and is well marked by lights.

The Norfolk Southern Railway bridge across Pasquotank River at **Mile 47.7** has a hand-operated swing span with a channel width of 42 feet and a clearance of 3 feet. (See **117.1 through 117.59 and 117.833**, chapter 2, for drawbridge regulations.) The overhead power cables along the south side of the bridge have a least clearance of 85 feet.

Knobbs Creek is a nontidal freshwater stream on the north side of Elizabeth City and enters Pasquotank River at **Mile 50.2.**

A dredged channel leads from Pasquotank River to a turning basin about 0.9 mile above the entrance, thence to the Norfolk Southern Railway bridge at the head of navigation about 1 mile above the entrance. In 1959-June 1974, the controlling depths were 9 feet on the centerline to the basin, thence 5½ feet in the basin, thence 2½ feet on the centerline to the head of navigation. An overhead power cable with a clearance of 75 feet crosses the creek just above the mouth.

Elizabeth City, Mile 50.7, on the west bank of Pasquotank River, is one of the most important towns on the inland waters of North Carolina, and has rail, airline, and highway connections with Norfolk. Waterfront bulkheads have 20 to 27 feet alongside, and a vessel can usually find a berth. Anchorage can be had in depths of 7 to 12 feet on the north side of the channel just below the city. U.S. Route 158 highway bridges across the river at **Mile 50.7** have bascule spans with least clearances of 2 feet. The river water is practically fresh.

Weather.–Elizabeth City enjoys mild winters and warm summers. Weather is tempered somewhat by the Albemarle Sound. Maximum temperatures reach 90°F or more on about 33 days annually although 100°F or more is usually reached on only 1 day each year. Minimum temperatures drop below freezing on an average of 55 days annually. Winds blow most frequently from the southwest, except in the fall when northeasterlies prevail. Gales are rare and winds of 17 knots or more occur only 2 to 3 percent of the time from October through April. Visibilities are worst from September through January, when they drop below 0.5 mile on an average of 3 to 5 mornings per month; by noon this type of fog has generally lifted. Precipitation averages nearly 50 inches each year and is most frequent during the summer, particularly as brief heavy showers or thunderstorms. About 3 to 4 inches of snow falls each winter. Coastal Warning Display signals are shown.

Complete supply and repair facilities, restaurants, and hotel and motel accommodations are available at Elizabeth City. Small-craft facilities on both sides of the river southward of the bridge have about 3,600 feet of berthing space available. Gasoline, diesel fuel, water, ice, and marine supplies can be obtained.

A boatyard on the south side of the river about 0.4 mile south of the bridge has a 60-ton fixed lift, and a marine railway that can handle craft up to 130 feet. Another boatyard just to the northward has a marine railway that can handle craft to 65 feet. Both facilities provide berths, gasoline diesel fuel, water, ice, marine supplies, and can make hull, engine, and electronic repairs.

Elizabeth City has railroad freight connections with the Norfolk Southern railway and highway connections with U.S. Routes 17 and 158 and State Route 168.

Elizabeth City Coast Guard Air Station is on the southwest side of the river about 3 miles southeastward of U.S. Route 158 highway bridge at Elizabeth City.

Newbegun Creek enters Pasquotank River about 8.5 miles below Elizabeth City. **Weeksville,** the principal town on the creek, is 3 miles from the mouth. The controlling depth in 1963 was about 4 feet over the bar and in the main part of the creek. The creek is unmarked.

Route 2 continues down the Pasquotank River, passing northward of Pasquotank River Entrance Light, and then turns southward across Albemarle Sound to join with Route 1 at the light at the entrance to Alligator River.

Chart 11553.–From the vicinity of the light at the entrance to North River, Route 1 continues across Albemarle Sound for 12.7 miles to the light at the entrance to Alligator River, where alternate Route 2, via the Great Dismal Swamp Canal rejoins the basic route. The passage across the sound to Alligator River is marked by lights. In heavy weather the passage is uncomfortable and even dangerous for open boats. The rise and fall of the water level in Albemarle Sound depends on the wind.

Alligator River extends in a southerly direction for about 20 miles, then turns west and narrows. The channel of the Intracoastal Waterway has been dredged the entire length of the wider part of the river and for about 4 miles through its western reach to the land cut connecting with Pungo River. The channel is well marked by lights and daybeacons. U.S. Route 64 highway swing bridge with a clearance of 14 feet crosses the waterway at **Mile 84.2** opposite **East Lake** on the eastern shore. It is reported that this bridge will not open if the wind speed is over 34 knots. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, KU-9448. A small-craft facility at **Mile 84.1,** just north of the bridge on the west bank, has berths, gasoline, diesel fuel, and some marine supplies. In July 1976, shoaling to bare was reported in the approach.

Alligator River and Little Alligator River are discussed in more detail in chapter 4.

The route of the waterway passes from Alligator River to the **Alligator River-Pungo River Canal** at **Mile 105.0,** a land cut extending about 21 miles in a southwesterly direction. At **Mile 113.7,** State Route 94 highway bridge over the canal has a swing span with a clearance of 7 feet. The channel is through the south draw. (See **117.1 through 117.59 and 117.821**, chapter 2, for drawbridge regulations.) VHF-FM channels 16 and 13 are monitored at the bridge. An overhead power cable just west of the bridge has a clearance of 100 feet. **Fairfield Canal,** just east of the bridge, is a privately owned land drainage canal which makes off in a southerly direction from the main channel; it is not navigable.

Caution.–Mariners are advised to exercise extreme caution when navigating the Alligator River-Pungo River Canal. Controlling depths, published in the Local Notice to Mariners, are generally for less than the 90-foot project width. Continuous bank erosion is caused by passing boats and tows. Both sides of the canal are foul with debris,

snags, and submerged stumps. Navigation near midchannel is recommended unless otherwise specified in Local Notice to Mariners.

At **Mile 125.9**, Wilkerson (U.S. Route 264) fixed highway bridge over the Alligator River-Pungo River Canal has a clearance of 65 feet. An overhead power cable near the bridge has a clearance of 100 feet. The south abutment of the former swing bridge, close west of the fixed bridge, is used as a wharf by the U.S. Army Corps of Engineers. The canal enters **Wilkerson Creek** at the bridge. Gasoline is available on the north side of the canal at the bridge. The route is then through the dredged cut in the creek to **Pungo River,** southwestward and westward to abeam of Belhaven, then southward in Pungo River to Pamlico River.

Belhaven, 1.5 miles westward of **Mile 135.8,** is on the northeastern side of the entrance to **Pantego Creek.** The harbor is protected by breakwaters at the creek entrance and is an excellent shelter for small craft. There are marinas and repair facilities in the harbor. (See the small-craft facilities tabulation on chart 11553 for services and supplies available.) The town and the channel into the harbor from Pamlico River are discussed in chapter 4.

From abeam of the light off **Grassy Point** at **Mile 142.3** in the lower part of Pungo River, the route leads for 4.4 miles until 0.7 mile past the light off **Wades Point** on the west side at the mouth of Pungo River; thence across Pamlico River for 3.2 miles to the light at the entrance to Goose Creek.

Wright Creek, on the west side of Pungo River at Mile 143.0, and Pamlico River, the approach to the important town of Washington are discussed in chapter 4.

The route of the Intracoastal Waterway follows the dredged channel through **Goose Creek** and its tributary, **Upper Spring Creek,** to the land cut which connects with **Gale Creek** and Bay River.

The Hobucken (State Routes 33 and 304) highway bridge, crossing the land cut at **Mile 157.2,** has a swing span with a clearance of 6 feet. (See **117.1 through 117.59 and 117.821**, chapter 2, for drawbridge regulations.) VHF-FM channels 16 and 13 are monitored at the bridge. An overhead power cable on the south side of the bridge has a clearance of 85 feet. There are several small-craft facilities on both sides of the land cut in the vicinity of the bridge; gasoline, diesel fuel, water, ice, and berthage with electricity are available. Engine repairs can be made at one of the facilities. Depths of 5 to 10 feet are reported alongside the berths in July 1983. **Hobucken Coast Guard Station** is on the west side of the land cut just north of the bridge.

The town of **Hobucken,** about 1 mile east of the bridge, has a landing on **Jones Bay,** which is discussed in chapter 4.

From Gale Creek, the route of the Intracoastal Waterway is down **Bay River** to Neuse River Junction Light (35°08.7'N., 76°30.1'W.) off **Maw Point Shoal** at **Mile 167.1,** then up the Neuse River. Bay River is the approach to Bayboro and other small towns; Neuse River is the approach to the important city of New Bern. Both rivers are discussed in chapter 4.

Westward of Mile **171.5** is the entrance to **Broad Creek.** The channel is marked by a light and daybeacons. On the north bank, 2.4 miles above the mouth, is a small-craft facility at **Whortonsville.** Berths, gasoline, diesel fuel, and water are available.

Chart 11541.-Whittaker Creek, northwestward of the waterway at **Mile 180.8,** is marked by lights and daybeacons. In 1977, the privately dredged entrance channel had a reported controlling depth of 6 feet. Several small-craft facilities are in the creek. (See the small-craft facilities tabulation on chart 11541 for services and supplies available.)

The town of **Oriental** is west of **Mile 181.3** on the north side of Neuse River opposite **Garbacon Shoal.** Fuel, supplies, and repair facilities are available here. The town and its waterfront are discussed in chapter 4.

The Intracoastal Waterway leaves Neuse River about 15 miles above the mouth and follows a dredged channel through Adams Creek to **Adams Creek Canal,** a land cut about 5 miles long which connects with the head of **Core Creek.** State Route 101 highway bridge over Adams Creek Canal at **Mile 195.8** has a swing span with a clearance of 16 feet; navigation is through the east draw. (See **117.1 through 117.59 and 117.821**, chapter 2, for drawbridge regulations.) VHF-FM channels 16 and 13 are monitored at the bridge. Overhead power cables on both sides of the bridge have a least clearance of 85 feet. On the east side of the waterway close southward of the bridge, a boatyard in a small basin specializes in new construction and repair of steel boats, but will handle any craft in an emergency. A 200-ton mobile lift is available.

From Core Creek, the route of the Intracoastal Waterway is through **Newport River** to Morehead City. At **Mile 202.2, Gallants Channel** branches off from the through route of the waterway and leads to Beaufort, which is described in chapter 5.

Calico Creek extends westward from **Mile 203.6** through a dredged channel which leads to a basin and marina about 0.6 mile from the waterway. In July 1983, the reported controlling depths were 7 feet in the channel and 5 feet in the basin. The channel is marked by a buoy and daybeacons. Berthage with electricity, gasoline, diesel fuel, and water can be obtained, and hull, engine, and electronic repairs can be made. A barge repair facility is on the northwest side of the basin; this facility is described in chapter 5.

At **Mile 203.8,** the adjacent Beaufort and Morehead railroad bridge and U.S. Route 70 highway bridge cross the channel. The highway bridge has a fixed span with a clearance of 65 feet, and the railroad bascule span has a clearance of 4 feet. An overhead power cable between the two bridges has a clearance of 88 feet, and an overhead power cable southward of the highway bridge has a clearance of 25 feet except at the channel where it is submerged. Caution is advised when running with a fair current or approaching the bridges in windy weather. (See the Tidal Current Tables for predictions.)

Caution.-Just southward of these bridges the route of the waterway passes through the deepwater turning basin at Morehead City. Small-craft operators are cautioned that large oceangoing vessels may be engaged in docking or undocking maneuvers in the basin. The turns off the North Carolina State Ports Authority are blind for craft traveling in either direction on the waterway.

Morehead City, Mile 204.3, and its deepwater port are discussed in length in chapter 5. At **Mile 204.7,** a dredged channel leads northward from the waterway thence westward along the south side of the city and rejoins the waterway at **Mile 206.0.** A turning basin is about midlength of the channel. In 1976, the midchannel controlling depths were 9 feet from the east entrance to the turning basin, thence 7 feet in the basin, and thence 6 feet to the west entrance. The channel is marked by daybeacons. There are several small-craft facilities in Moorehead City and vicinity. (See the small-craft facilities tabulation on

chart 11541 for services and supplies available.) Hotel and motel accommodations are available in the city.

From Morehead City the waterway follows a dredged channel through **Bogue Sound.** The Atlantic Beach-Morehead City (State Route 1182) fixed highway bridge over Bogue Sound at **Mile 206.7** has a clearance of 65 feet. Caution is advised when running with a fair tide or approaching the bridge in windy weather. (See the Tidal Current Tables for predictions.) A power cable about 100 yards west of the bridge has a clearance of 49 feet (91 feet at main channel).

The summer resorts, **Money Island Beach, Mile 205.7,** and **Atlantic Beach, Mile 207.0,** are at the south end of the bridge, 2 and 3 miles, respectively, west of Fort Macon. The buildings at the beaches are conspicuous. Boats reach the beaches through two dredged channels that branch off from the Intracoastal Waterway at **Mile 205.5. Money Island Channel** leads southwest to the beach, and **Causeway Channel** leads west to the causeway, thence south along the east side of the causeway to the beach. The channels are marked by lights and daybeacons. In May 1981, the controlling depths were 1½ feet in Causeway Channel and 3½ feet (4½ feet at midchannel) in Money Island Channel. In May 1987, shoaling to 3 feet was reported to exist between Money Island Channel Junction Light and Daybeacon 1A. There are several piers at the beaches where berthage with electricity, gasoline, diesel fuel, and water may be obtained and small-boat launching ramps are available. Caution should be exercised in approaching these channels from the Intracoastal Waterway because of the shoal area off the entrance.

At **Mile 209.2,** a dredged channel with a depth of 4½ feet in March 1977, leads northward from the waterway into **Peletier Creek** The channel is marked by daybeacons. Several small-craft facilities in the creek can provide berthage with electricity, gasoline, diesel fuel, water, ice, and marine supplies. Three marine railways can handle craft to 125 tons or 70 feet for hull, engine, and electronic repairs.

In **Spooner Creek, Mile 210.5,** on the north side of Bogue Sound 3.8 miles west of Atlantic Beach highway bridge, there is a marina with 6½ feet of water reported alongside the piers. Berthage with electricity, gasoline, diesel fuel, water, and ice are available. In July 1983, 6½ feet was reported in the marked entrance channel. A 60-ton mobile lift is available for hull, engine, electronic, and electrical repairs.

A fixed highway bridge with a clearance of 65 feet crosses the waterway at **Mile 226.0.**

At **Bogue Inlet,** the waterway passes around the head of the marshes to **Swansboro, Mile 228.9.** A water tank in town is prominent. A side channel with a controlling depth of about 12 feet branches off from the Intracoastal Waterway at **Mile 228.9** near Light "46C" and extends along the waterfront of Swansboro and to a turning basin near the highway bridge. There are small-craft facilities along the waterfront and close to Swansboro. (See the small-craft facilities tabulation on chart 11541 for services and supplies available.)

From Swansboro, the route of the waterway follows cuts through the marshes to New River. At **Mile 231.4, Cow Channel,** marked by daybeacons, leads southeastward from the waterway to Hammocks Beach State Park on Bear Island where picnicking and primitive camping are permitted. Small craft may dock at the two ferry slips located at the park. **Prohibited and danger areas** are along the waterway from **Mile 235.1 to mile 240.7.** (See **334.440 (e) and (f),** chapter 2, for limits and regulations.) A highway bridge at **Mile 240.7,** has a swing span with a clearance of 12 feet; the northwest draw only is used. An overhead power cable on the north side of the bridge has a clearance of 74 feet.

At **Mile 244.5,** a channel marked by daybeacons leads to a turning basin at the Marine Corps facility at the head of **Mile Hammock Bay.** The reported controlling depth was 10 feet in July 1983. At **New River Inlet** the waterway passes around the head of the marshes in New River to the land cuts southward. **New River** is the approach to the town of Jacksonville, described in chapter 5. Except at slack water, dangerous cross currents will be encountered in crossing the inlet.

At **Swan Point, Mile 247.0,** just south of New River Inlet, are two marinas with berthage, electricity, gasoline, diesel fuel, water, ice, launching ramp, and some marine supplies. An 8-ton lift that can handle boats to 27 feet is available for hull and engine repairs.

The route continues through **Alligator Bay** and **Stump Sound.** At **Mile 252.3,** a fixed highway bridge with a clearance of 65 feet crosses the waterway. An overhead power cable with a clearance of 85 feet is close southwestward of the bridge. State Routes 50-210 highway bridge at **Mile 260.7** has a swing span with a clearance of 12 feet. (See **117.1 through 117.59 and 117.821,** chapter 2, for regulations.) The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KU-6044. The overhead power cable at the bridge has a clearance of 81 feet.

A bulkhead, used for berthing and with reported depths of 5 feet alongside in July 1983, extends from just north of to just south of the highway bridge at **Mile 260.7.** Gasoline, diesel fuel, water, electricity, and some marine supplies may be obtained; a small-boat launching ramp is available.

From Stump Sound the Intracoastal Waterway leads through **Topsail Sound** and **Middle Sound.** At **Mile 263.7,** a channel leads southeastward from the waterway thence southwestward along the barrier beach in Topsail Sound. The channel and the facilities along the barrier beach are described in chapter 5.

An overhead power cable with a clearance of 85 feet crosses the waterway at **Mile 278.0.** A highway swing bridge with a clearance of 20 feet crosses the waterway at **Mile 278.1.** The bridgetender can be contacted on VHF-FM channels 13 and 16.

Pages Creek, on the north side of the waterway at **Mile 279.0,** has a yacht basin with an L -shaped pier about 250 feet long that has a depth of about 4 feet alongside. Berthage with electricity, gasoline, water, ice, a launching ramp, and some marine supplies are available. A 2-ton lift here can handle craft to 25 feet for hull and engine repairs. At **Mile 279.8,** on the north side of the waterway, there is a yacht basin where berthage, gasoline, diesel fuel, ice, and marine supplies are available. A 50-ton marine railway here can handle craft up to 65 feet for hull, engine, and electrical repairs.

U.S. Route 74-76 highway bridge over the waterway at **Wrightsville, Mile 283.1,** has a bascule span with a clearance of 20 feet at the center. (See **117.1 through 117.59 and 117.821,** chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, KU-6043. Overhead power and TV cables at the bridge have a least clearance of 72 feet.

There are several small-craft facilities southward of the bridge at Wrightsville. These facilities have berthage with electricity, gasoline, diesel fuel, water, ice, launching

ramps, and marine supplies, and can make hull, engine, and electronic repairs. Two marine railways, the larger of which can handle craft up to 60 feet and 50 tons, and fixed and portable lifts are also available.

At **Mile 284.0,** a privately dredged channel leads westward from the waterway to a basin in **Bradley Creek.** In July 1983, depths of 6 feet were reported in the channel and in the basin. A small-craft facility with piers is on the south side of the basin. Berthage with electricity, gasoline, diesel fuel, water, ice, some marine supplies, and a 40-ton mobile hoist are available. Hull, engine, and electronic repairs can be made. **Wrightsville Beach** on the outer coast, and **Masonboro Inlet** are discussed in chapter 5.

From Wrightsville the waterway continues south through **Masonboro Sound** and **Myrtle Grove Sound.**

Chart 11534.-The Intracoastal Waterway continues down Myrtle Grove Sound to Snows Cut. The shallow channel from the waterway to Carolina Beach at the south end of Myrtle Grove Sound is discussed in chapter 5.

At **Mile 293.8,** a marina on the west side of Myrtle Grove Sound opposite Caroline Beach Inlet has berths, gasoline, diesel fuel, ice, water, and marine supplies. A 25-ton mobile lift that can handle boats to 50 feet is available for hull, engine, and electronic repairs. In July,1983, depths of 5 feet were reported alongside the berths.

Snows Cut connects Myrtle Grove Sound with Cape Fear River. U.S. Route 421 highway bridge over Snows Cut at Mile **295.7** has a fixed span with a clearance of 65 feet. Overhead power cables 0.1 mile west of the bridge have a clearance of 68 feet. The ebb current is 1.0 knots, and the flood current is 1.2 knots. (For predictions, see the Tidal Current Tables.)

From the western end of Snows Cut, the Intracoastal Waterway leads south-southwestward through a dredged channel to a junction with the main channel of Cape Fear River and thence southward to **Southport** where fuel, supplies, and repair facilities are available. It has been reported that at night some mariners have missed the turn at the junction in Cape Fear River due to the bright lights on the piers at the Sunny Point Army Terminal and the lighted aids marking the channel leading alongside the terminal; caution is advised.

Another dredged channel, known as **Wilmington Short Cut** and marked by lights and daybeacons, leads northward from the western end of Snows Cut for about 1.7 miles where it connects with the main channel in Cape Fear River to the city of Wilmington, about 11.5 miles above Snows Cut. In April 1981, the controlling depth in Wilmington Short Cut was 5½ feet for a width of 100 feet. Wilmington and Southport are discussed in chapter 5.

At Southport, **Mile 308.9,** the route of the Intracoastal Waterway leaves Cape Fear River and proceeds westward through land cuts to Lockwoods Folly River. It has been reported that some mariners have attempted to enter the land cut by passing southward of the light at the entrance thereby going aground.

At **Mile 309.3,** a marina in a basin on the north side of the waterway provides berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, a launching ramp, and a 30-ton lift. Hull, engine, and electronic repairs are available. In July 1983, depths of 5 feet were reported alongside the berths.

At **Mile 311.8,** a fixed highway bridge with a clearance of 65 feet crosses the waterway. An overhead power cable on the east side of the bridge has a clearance of 90 feet.

At **Mile 313.8,** on the south side of the waterway opposite Beaverdam Creek, there is a yacht basin with a 200-foot pier with reported depths of 6 feet alongside. Berthage with electricity, gasoline, diesel fuel, water, ice, a launching ramp, and some marine supplies are available, and hull and engine repairs can be made.

At **Mile 316.6,** an overhead power cable with a clearance of 100 feet crosses the waterway.

In **Lockwoods Folly River,** the waterway passes around the head of marshes just inside Lockwoods Folly Inlet. A small-craft facility off the waterway and about 0.4 mile southward of **Mile 320.0** has a launching ramp, berths with electricity, gasoline, diesel fuel, water, ice, and some marine supplies. A 3-ton fixed lift is also available, and hull and engine repairs repairs can be made. In February 1986, depths of less than 1 foot were reported in the approaches between Lockwoods Folly River Daybeacons 1 and 4; then in June 1983, depths of 5 feet were reported alongside the berths.

Both sides of the waterway from **Mile 322.7** to **Mile 323.2** are lined with fishhouses and charter boat docks.

State Route 130 highway bridge over the waterway at **Holden Beach, Mile 323.6,** has a fixed span with a clearance of 65 feet. An overhead power cable on the west side of the bridge has a clearance of 90 feet.

An overhead power cable with a clearance of 85 feet crosses the waterway at **Mile 327.3.**

The waterway passes around the head of the marshes inside **Shallotte Inlet** and proceeds westward by way of cuts through the marshes and sloughs. **Shallotte River, Mile 329.5,** causes strong currents in the waterway.

A boatyard at **Bowen Point,** locally known as **Shallotte Point, Mile 329.6,** has a marine railway that can handle craft up to 85 feet; hull, engine, and electronic repairs can be made. Berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available at the boatyard and at other small-craft facilities nearby and in Shallotte River. The facilities in Shallotte River are discussed in chapter 6.

An overhead power cable with a clearance of 85 feet crosses the waterway at **Mile 331.0.**

At **Mile 333.7,** State Route 904 highway bridge crosses the waterway. It has a fixed span with a clearance of 65 feet. An overhead power cable close eastward of the the bridge has a clearance of 85 feet. At **Mile 337.9,** a pontoon bridge crosses the waterway. The bridge is operated by cables that are suspended above or just below the water when the bridge is being opened or closed. The cables are dropped to the bottom when the bridge is in a fully opened or fully closed position. Warning signs with red letters on a white background are on the ends of the fenders on each side of the bridge. Extreme caution should be exercised in the area of the bridge. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, KU-6040. An overhead power cable just east of the bridge has a clearance of 85 feet. A small-craft facility with gasoline and a launching ramp is on the north side of the waterway at **Mile 339.6.**

The **North Carolina-South Carolina State Line** crosses at **Mile 340.8** just before the waterway enters Little River.

The waterway joins **Little River** at **Mile 341.8. Calabash Creek** extends northeastward from Little River just north of the waterway cutoff. In August 1983, a depth of 1 foot could be carried with local knowledge to the town of **Calabash,** N.C., 0.6 mile above the entrance. The channel is marked by lights and daybeacons. A small-craft facility at the town has berthage with electricity, water, ice, and a launching ramp.

The town of **Little River**, S.C., at **Mile 344.3**, has considerable pier space along its waterfront. Berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available; engine repairs can be made. The mean range of tide at Little River is about 5 feet.

A yacht basin is off the south side of the waterway at **Mile 347.0**; depths of 6 feet and 10 feet were reported in the approach and alongside the berths, respectively, in June 1983. Berths with electricity, gasoline, diesel fuel, water, ice, a launching ramp, and marine supplies are available. A 40-ton mobile hoist and a marine railway that can handle craft up to 65 feet are also available; hull, engine, and electronic repairs can be made.

In June 1983, numerous rock ledges were reported abutting the deep portion of the waterway from **Mile 347.0** to **Mile 365.5.** Extreme caution is advised when transiting the area.

A fixed highway bridge, with a clearance of 65 feet at the center, crosses the waterway at **Mile 347.2.** U.S. Route 17 highway bridge over the waterway at **Mile 347.3** has a swing span with a clearance of 7 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, KT-5433. Overhead power and telephone cables, crossing the waterway from immediately westward to 1 mile westward of the swing bridge, have a least clearance of 69 feet.

From Little River, the waterway follows a long land cut southwestward to Socastee Creek and Waccamaw River.

An overhead cable car crosses the waterway at **Mile 356.4.** The low point of travel of the cabin is not less than 67 feet. An overhead power cable with a clearance of 85 feet is 0.1 mile northeast of the cable car.

An overhead power cable with a clearance of 85 feet crosses the waterway at **Mile 358.9.**

At **Mile 365.4**, the Seaboard Coast Line Railroad bridge has a bascule span with a clearance of 16 feet. Close westward, U.S. Route 501 highway bridge to Myrtle Beach has a fixed span with a clearance of 65 feet. Overhead cables at the bridges and for about 0.25 mile southwestward have a minimum clearance of 80 feet.

A yacht basin at **Mile 368.1** has berthage with electricity, gasoline, diesel fuel, water, ice, a launching ramp, and some marine supplies. A 35-ton mobile lift is also available; hull and engine repairs can be made. Depths of 9 feet and 10 feet are reported in the approach and alongside the berths, respectively.

An overhead power cable with a clearance of 85 feet crosses the waterway at **Mile 370.5.**

State Route 544 highway bridge over the waterway at **Socastee, Mile 371.0,** has a swing span with a clearance of 11 feet; navigation is through the southeast draw. (See **117.1 through 117.59 and 117.911**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, KT-5438, preceded by bridge name. Overhead power cables in the vicinity of the bridge have a minimum clearance of 85 feet.

The route of the waterway enters **Waccamaw River** at **Enterprise Landing, Mile 375.2,** and follows the river to Winyah Bay. The direction of flow of the current in the waterway changes at Enterprise Landing. The mean range of tide at the landing is about 2 feet.

Bucksport, on the west side of Waccamaw River at **Mile 377.5,** has a yacht basin where berths with electricity, gasoline, diesel fuel, ice, marine supplies, and a launching ramp are available. A marine railway in the basin can handle craft up to 30 feet; hull and engine repairs can be made. Depths of 9 feet were reported alongside the berths in June 1983.

A yacht basin at **Wachesaw Landing, Mile 383.4,** about 6 miles south of Bucksport, has berthage with electricity, gasoline, diesel fuel, water, and ice. A marine railway in the basin can handle craft up to 65 feet; hull, engine, and electronic repairs can be made. Depths of 10 feet are reported alongside the berths.

U.S. Route 17 highway bridge over the Waccamaw River at **Mile 402.1,** has a fixed span with a clearance of 65 feet for a width of 90 feet. About 0.1 mile northeastward of the bridge, the ruins of a former swing bridge provide a navigable opening about 600 feet wide; the opening is marked by lights.

Georgetown, Mile 403.0, at the head of Winyah Bay and just inside the mouth of **Sampit River,** is about a mile northwestward of the waterway. Supplies, hotel accommodations, and repair facilities are available at Georgetown. The mean range of tide is 3.3 feet. The town is discussed at greater length in chapter 6.

Georgetown Coast Guard Station (houseboat) is at a marina on the west side. of Winyah Bay at **Mile 405.8.**

The Intracoastal Waterway leaves Winyah Bay by way of **Western Channel** at **Mile 407.3,** and proceeds southward through the **Estherville-Minim Creek Canal** at **Mile 410.6.** A ferry crosses the canal at **Mile 411.5.**

An overhead power cable over the canal at **Mile 413.6** has a clearance of 97 feet. Southwest of the canal, the waterway crosses **North Santee River** and **South Santee River** and proceeds by way of cuts through the marshes to the vicinity of **Casino Creek (Mile 425.5).**

Chart 11518.–Cape Romain National Wildlife Refuge comprises the coastal area southeast of the waterway from Casino Creek to **Price Creek (Mile 446.8).**

From the vicinity of Casino Creek the waterway continues through the marshes and a land cut to the mouth of **Jeremy Creek (Mile 430.0). McClellanville** is on the side channel through Jeremy Creek, 0.6 mile northward of the waterway. Boats lie alongside the piers on the east side of the McClellanville channel. In September 1985, the midchannel controlling depth was 12 feet in the channel, and in May 1975, there was 8 feet alongside the piers. The mean range of tide at McClellanville is 5.1 feet. Gasoline, diesel fuel, water, and provisions are available.

From McClellanville the waterway follows land cuts and sloughs through the marshes back of **Bulls Bay;** thence through shoal **Sewee Bay** and along **Price Creek;** through the marshes and along **Capers Creek;** behind **Dewees Island** and across **Dewees Creek** to the land cuts behind **Isle of Palms** and Sullivans Island. A ferry crosses the waterway at **Moores Landing** at **Mile 445.4.**

On **Hamlin Creek** opposite **Mile 460.5,** east of **Breach Inlet,** there is a marina where berthage, electricity, gasoline, and water are available. The several outlets to the ocean along this stretch are described in chapter 6.

Ben Sawyer Memorial (State Route 703) highway bridge to **Sullivans Island** over the waterway at **Mile 462.2** has a swing span with a clearance of 31 feet. (See **117.1 through 117.59 and 117.911**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, KT-5438. The overhead power cable at the bridge has a clearance of 89 feet.

The route of the waterway enters the lower east side of **Charleston Harbor** between Sullivans Island and the town of **Mount Pleasant,** which is about 1 mile north of the

waterway and is reached through a well-marked channel that branches off from the waterway at **Mile 464.2.**

Complete supply and repair facilities are available at **Charleston, Mile 469.0.** The city is described at length in chapter 6. The mean range of tide at Charleston is 5.2 feet.

The route of the waterway leaves Charleston Harbor at **Mile 469.3** by way of **Wappoo Creek.** State Route 171 highway bridge over Wappoo Creek at **Mile 470.8** has a bascule span with a clearance of 33 feet at the center. (See **117.1 through 117.59 and 117.911**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KT-5438. Extreme caution is advised when running through the bridge with a current. In June 1983, mooring dolphins were reported to be on both sides of the bridge. An overhead power cable with a clearance of 100 feet is close westward of the bridge. Cross currents from the old creek are encountered on the ebb in the west approach, and are noticeable on the flood in the east approach due to the bends in the channel. Vessels should proceed slowly and with caution to avoid washing away of the banks east of the bridge.

From Wappoo Creek, the route of the waterway is through **Elliott Cut** and **Stono River** to Wadmalaw River. Strong currents have been reported on the ebb and flood in Elliott Cut. At **Mile 472.0** is an overhead power cable with a clearance of 100 feet. An overhead power cable at Mile **475.6** has a clearance of 91 feet over the main channel. A marina is on the south side of the waterway at **Mile 476.4.** The marina has facilities for hull, engine, electronic, and electrical repairs, water and shore power connections, a 30-ton lift, gasoline and diesel fuel, and a marine railway that can handle craft up to 1,000 tons or 200 feet long. The mean range of the tide at the junction of Stono River and Elliott Cut is 5.2 feet.

The John F. Limehouse Highway Bridge over Stono River at **Mile 479.3** has a swing span with a clearance of 12 feet. (See **117.1 through 117.59 and 117.911**, chapter 2, for drawbridge regulations.) The bridgetender can be contacted on VHF-FM channels 13 and 16. The overhead power cable at the bridge has a clearance of 92 feet. Caution is advised when running through the bridge with a current. A slight cross current is noticeable on the flood and ebb at both approaches.

At **Mile 480.1, Rantowles Creek** enters from the north (see chart 11521). The Seaboard System Railroad (SCL) bridge 0.6 mile above the mouth has a 41-foot lift span which is not required to be opened; clearance in the down position is 4 feet. (See **117.1 through 117.59 and 117.935**, chapter 2, for drawbridge regulations.) About 1.3 miles above the mouth U.S. Route 17 highway bridge has twin 37-foot fixed spans with clearances of 9 feet. **Wallace Creek** enters Rantowles Creek from the west 0.1 mile above the railroad bridge. State Route 162 highway bridge, 0.7 mile above the mouth of Wallace Creek, has twin 38-foot fixed spans with clearances of 9 feet. Overhead cables between the mouth and the bridge have a minimum clearance of 8 feet.

The route of the waterway enters **Wadmalaw River** at **Mile 486.7.** The town of **Yonges Island** is at **Mile 490.2.** A boatyard at the town has marine railways that can handle craft up to 150 feet long and 350 tons, and mobile cranes up to 40 tons. The maximum draft at the railways is 12 feet.

From Wadmalaw River, the route of the waterway follows **Dawho River, North Creek,** and **Watts Cut** to South Edisto River. State Route 174 highway bridge over Dawho River at **Mile 501.3** has a swing span with a clearance of 8 feet. An overhead power cable just west of the bridge has a clearance of 100 feet. Extreme caution is advised when running through the bridge with a current. Cross currents from Dawho River are encountered on the ebb in the west approach and are noticeable on the flood in the east approach.

Careful steering is required in the Dawho River between **White Point** and the entrance to the cutoff. The channel is well marked, but strong currents are experienced. Strong currents are also found at the crossings of the cutoff with the river. The mean range of tide in Dawho River is 6.3 feet.

The waterway follows **South Edisto River** from Watts Cut to **Fenwick Cut,** thence along the **Ashepoo River** for a short distance to **Ashepoo-Coosaw Cutoff,** thence along the **Coosaw River** to Brickyard Creek.

The entrance to **Brickyard Creek** near Brickyard Point, **Mile 529.1,** is between marshy shores, but the marsh on the south side is narrow and terminates just inside the creek in a red eroded bank leading up to somewhat higher ground; this bank is visible for some distance along the Coosaw River. The mean range of tide at the entrance to Brickyard Creek is 7.3 feet.

On the west side of Brickyard Creek at **Mile 531.8,** and about 4 miles north of the swing bridge at Beaufort, there is a Marine Corps Air Station fuel pier. In February 1981, depths of 16 feet were reported alongside.

Albergottie Creek, Mile 532.4, about 3.4 miles north of the swing bridge at Beaufort, runs in a westerly direction from the junction with Beaufort River and Brickyard Creek. In June 1983, the creek had a reported controlling depth of 3½ feet to the Marine Corps Air Station pier on the north side 0.7 mile above the mouth, thence 5 feet to a point 2 miles above the mouth. The Marine Corps pier had depths of 8 to 10 feet reported alongside in June 1983.

The waterway continues along Brickyard Creek and into **Beaufort River.** On the west side of the waterway at **Mile 536.0** is the town of **Beaufort,** where fuel, supplies, and hotel accommodations are available. The town is described at length in chapter 7.

The Ladies Island (U.S. Route 21) highway bridge over Beaufort River at Beaufort has a swing span with a clearance of 30 feet. (See **117.1 through 117.59 and 117.911**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, KT-5439. Extreme caution is advised when running through the bridge with a current; cross currents are encountered in the approach on flood and ebb.

A fixed highway bridge with a clearance of 65 feet crosses the waterway at **Mile 539.7.**

The waterway follows Beaufort River past **Port Royal,** at **Mile 541.5,** and into **Port Royal Sound,** which is described at length in chapter 7.

Chart 11507.–After crossing Port Royal Sound, the route of the waterway enters **Skull Creek** at **Mile 553.3** and follows it to **Calibogue Sound,** thence down the sound to the mouth of Cooper River. **Seabrook Landing,** on the south side of Skull Creek, is at **Mile 553.6.** At **Mile 554.8** on the east side of Skull Creek, there is a small-craft facility where berths with electricity, marine supplies, a lift, and hull and engine repairs are available.

At **Hilton Head Harbor, Mile 557.0,** on the south side of Skull Creek, there is a small-craft facility where berths with electricity, gasoline, diesel fuel, water, and ice are available. A county pier, with reported depths of 8 feet alongside in June 1983, is at Hilton Head Harbor.

At **Mile 557.6,** the twin fixed spans of the U.S. Route 278 highway bridge have a clearance of 65 feet. During the flood tide, vessels will encounter a strong cross current on the north side of the bridge, and should exercise caution when approaching the bridge from the northward. Dense fog is frequently encountered in this vicinity. An overhead power cable near the bridge has a clearance of 91 feet.

Small-craft facilities on Broad Creek and at Harbour Town on Hilton Head Island, eastward of the waterway at about **Mile 564.3,** are discussed in chapter 7.

The route follows **Cooper River** to Ramshorn Creek at **Mile 568.6**. A small-craft facility is at Mile 568 just south of Daybeacon 36; gasoline and diesel fuel are available. An overhead power cable with a clearance of 55 feet crosses Cooper River 1.8 miles northward of its junction with Ramshorn Creek. At **Mile 569.2** an overhead power cable crossing **Ramshorn Creek** has a clearance of 86 feet. An overhead power cable, about 0.4 mile W of Ramshorn Creek across an unnamed creek between Page Island and Pine Island, has a reported clearance of 20 feet. The tides meet in Ramshorn Creek. Between the creek and Walls Cut the route follows **New River.** Care is required as cross currents may be encountered in New River.

The mean range of tide in **Walls Cut, Mile 572.4,** is 7.1 feet. The route is through the cut and along **Wright River** for a short distance, thence through **Fields Cut** and into Savannah River at **Mile 575.6.** The Savannah River ebbs through the cut, and strong cross currents may be experienced at the ends of it; these currents cause a shoal to build up and encroach from westward at the east end of the cut. (For predictions, see the Tidal Current Tables.)

Savannah River is the approach to the important city of **Savannah,** about 8 miles upstream from the Intracoastal Waterway crossing. Savannah has complete supply and repair facilities, and is described at length in chapter 7. The only small-craft facilities at Savannah are at the Municipal Dock; water and electricity are available. The nearest facilities where other services may be obtained are at Thunderbolt and Isle of Hope.

Daily predictions for Savannah River are published in the Tidal Current Tables.

The Intracoastal Waterway leaves the Savannah River at **Mile 576.2** and enters **Elba Island Cut,** which leads into **St. Augustine Creek.** In July 1982, rocks awash were reported on the south side of the junction of Elba Cut and Savannah River in about 32°04′16″N., 80°58′15″W. At the junction of St. Augustine Creek and **Wilmington River, Mile 578.3,** a cutoff channel extends northeastward from the waterway to Savannah River South Channel, thence along the southern side of Elba Island to a junction with Savannah River; the cutoff channel is marked by daybeacons and buoys, and in June 1983, the reported controlling depth was 5 feet. A fixed highway bridge with a clearance of 35 feet crosses the cutoff channel from Elba Island. An overhead power cable with a clearance of 60 feet is immediately south of the bridge.

State Route 26 highway bridge crossing Wilmington River at **Mile 579.9** has a bascule span with a clearance of 21 feet. (See **117.1 through 117.59 and 117.353,** chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channels 13 and 16. No crosscurrents are experienced during either flood or ebb; the currents follow the direction of the channel. An overhead power cable close southward of the bridge has a clearance of 85 feet.

State of Georgia Memorial Bridge (U.S. Route 80) highway bridge over Wilmington River at **Mile 582.8** has a fixed span with a clearance of 65 feet.

No cross currents are experienced during either flood or ebb; the currents follow the direction of the channel. Ebb currents flow southward and are very strong. Mooring dolphins for tying-up or breaking-up tows are on both sides of the bridge. When proceeding against the current, a tow may be taken through without breaking up. When proceeding with the current, a tow should be secured to the dolphin and await a favorable current or be broken up and taken through singly.

Thunderbolt, Mile 582.8, is a small town and pleasure resort on the west bank of Wilmington River. There are several marinas and boatyards on both banks of the river where berthage with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. Fixed lifts to 75 tons, and several marine railways are also available; the largest railway can handle craft to 75 feet. Hull, engine, and electronic repairs can be made. Bus transportation is available to Savannah.

At **Mile 585.5,** the route leaves the Wilmington River and enters **Skidaway River.**

Turner Creek, about 0.6 mile eastward of the Wilmington River-Skidaway River junction, is described in chapter 8.

Isle of Hope, Mile 590.0, is a pleasure resort on the north side of Skidaway River with several small wharves and a boatyard. The boatyard has berthage with electricity, gasoline, diesel fuel, water, ice, marine supplies, and a marine railway that can handle craft up to 50 feet; hull, engine, and electronic repairs can be made.

A **small-craft anchorage** is in Skidaway River off Isle of Hope. (See **110.179,** chapter 2, for limits and regulations.)

Skidaway Narrows, between Skidaway River and Burnside River, is easily navigated by small craft, and by larger vessels when speed is reduced sufficiently to accommodate the sharp turns. The velocity of current in the narrows is about 1 knot. Predictions are given in the Tidal Current Tables. A double-bascule highway bridge with a clearance of 22 feet crosses Skidaway Narrows at **Mile 592.8.** The bridgetender monitors VHF-FM channel 16 and works on channel 13; voice call Skidaway Bridge.

No crosscurrents are experienced during either flood or ebb; the currents follow the direction of the channel.

An overhead power cable immediately southwestward of the bridge has a clearance of 85 feet.

Vernon View, Mile 596.3, on the north shore of Burnside River, has several small privately owned piers where gasoline may be obtained in an emergency. In June 1983, there were depths of 1 to 7 feet reported at the piers.

At **Mile 596.9,** the Intracoastal Waterway enters **Vernon River,** proceeding thence to **Hell Gate, Mile 601.4,** and **Ogeechee River.** The ebb currents setting out of the Ogeechee River are particularly strong.

The waterway enters **Florida Passage** at **Mile 605.8** and joins **Bear River** at **Mile 608.5.** The current is swift in the lower part of Bear River.

St. Catherines Sound, Mile 618.0, becomes quite rough in moderately bad weather, especially with strong east and northeast winds. Strong cross currents may be encountered during freshets in **Medway River.** The course across St. Catherines Sound is marked by lights and should be followed closely. Failure to do so has resulted in many rescue calls by the Coast Guard.

The waterway leaves St. Catherines Sound through **North Newport River** and at **Mile 623.8** joins **Johnson Creek.** An alternate route leaving the waterway at **Mile 618.0** proceeds through **Walburg Creek** and joins the main

route at **Mile 623.1.** This alternate route is not marked and is seldom used. Good anchorage can be found in Walburg Creek.

The Intracoastal Waterway leaves Johnson Creek and enters **South Newport River** at **Mile 629.0,** and follows the river to Sapelo Sound at **Mile 632.0. Sapelo Sound** is somewhat rough when there are strong east or northeast winds. The sound is described in chapter 8.

The route leaves Sapelo Sound through **Sapelo River** and enters **Front River** at **Mile 639.0.** In June 1983, the reported controlling depth was 8 feet for 5 miles up the Sapelo River to a land cut, thence 2 feet through a land cut to just above the landing at **Pine Harbor** (chart 11510).

Continuing down Front River, the waterway passes through **Creighton Narrows** and joins **Old Teakettle Creek** at **Mile 643.4. Shellbluff Creek** flows into Old Teakettle Creek at **Mile 644.1.** In emergency, gasoline may be obtained at **Valona,** 0.7 mile up **Shellbluff Creek** (chart 11510).

At **Mile 648.3,** the route enters **Doboy Sound,** described in chapter 8. The waterway leaves Doboy Sound via **North River** at **Mile 650.0** and at **Mile 651.8** the route passes **Darien River.**

Little Mud River connects the waterway with **Altamaha Sound** at **Mile 655.5.** East of the waterway, **Wolf Island, Egg Island,** and **Little Egg Island** make up **Wolf Island National Wildlife Refuge.** The **Altamaha River** enters Altamaha Sound from westward.

The Intracoastal Waterway enters **Buttermilk Sound** at **Mile 660.0** and continues down **Mackay River.**

Two alternate routes branch off the waterway on the Mackay River. The first, at **Mile 665.8,** proceeds down the **Frederica River** past the ruins of **Fort Frederica (Oglethorpe Barracks** , now a National Monument, and rejoins the waterway at **Mile 674.2.** The reported controlling depth was 7 feet in June 1983. This first alternate route is not marked.

The second alternate route leaves Mackay River at **Mile 670.7** and enters **Back River,** proceeding down through **Plantation Creek** to Brunswick River (see chart 11489). This route bypasses St. Simon Sound and is a more sheltered route in easterly weather. In August 1987, the midchannel controlling depths were 6 feet in Back River and 1½ feet in Plantation Creek. Although the second alternate route is the shorter to Brunswick, mariners are advised to use Plantation Creek only on the higher stages of the tide. The mean range of tide is about 7 feet. The bridges over Back River are described in chapter 8.

At **Mile 670.7, Troup Creek** empties into the west side of Mackay River. A small-craft facility is on the west side of the creek about 1.1 miles above the mouth. Berthage with electricity, gasoline, water, ice, marine supplies, and a 2-ton fixed lift are available; engine and electrical repairs can be made. A Coast Guard vessel is stationed on the west side of the creek, about 1 mile above the mouth.

At **Mile 674.2,** Frederica River alternate route rejoins the main route in Mackay River and the main route proceeds into St. Simons Sound. At Mile 674.5, a highway bridge with a 33-foot fixed span with a clearance of 8 feet crosses Mackay River to Lanier Island. In 1983, a replacement fixed highway bridge with a design clearance of 65 feet was under construction immediately north of the existing bridge.

Chart 11489.–From Mackay River, the waterway continues through **St. Simons Sound** and **Brunswick River** to Jekyll Creek. About 3.4 miles up Brunswick River from **Mile 679.4** is the city of **Brunswick,** at which hotel accommodations, fuel, supplies, and repair facilities are available. The city is described at length in chapter 8.

The Intracoastal Waterway follows **Jekyll Creek** southward from Brunswick River to Jekyll Sound. The entrance is marked by a lighted range and protected by a jetty on its west side, the outer end of which is marked by a light. Jekyll Island Range Front Light is about 25 yards to the westward of this light. The jetty covers at high tide, but is marked by daybeacons. To enter, be guided by the range, lights, a buoy, and daybeacons.

A marina at **Mile 683.6** has a pier 300 feet long with reported depths of 5 feet alongside, and a 2-ton small-boat hoist that can launch or pick up boats. Gasoline, diesel fuel, water, ice, and electricity are available.

At **Mile 684.3,** State Route 50 highway bridge crossing the waterway has a lift span with clearances of 9 feet down and 85 feet up. No crosscurrents are experienced during either flood or ebb; the currents follow the direction of the channel. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, WHD-794. From Jekyll Creek the waterway enters **Jekyll Sound** at **Mile 685.7** and continues across St. Andrew Sound.

St. Andrew Sound, which has the most hazardous exposure along the waterway south of Port Royal Sound, is very rough during periods of strong north, northeast, or east winds. A protected route bypassing St. Andrew Sound leaves the waterway at **Mile 686.0.** This alternate route passes through **Little Satilla River, Umbrella Cut, Umbrella Creek, Dover Cut, Dover Creek, Satilla River, Floyd Creek,** and rejoins the waterway in Cumberland River at **Mile 695.8.** In August 1987, the midchannel controlling depths were 7 feet in Umbrella Cut, 4 feet in Umbrella Creek, 7 feet in Dover Creek, and 5 feet in Floyd Creek. In 1981, a wreck was reported at the junction of Dover Creek and Satilla River in about 30°59′00″N., 81°29′24″W. Caution is advised.

Little Cumberland Island and **Cumberland Island** extend along the east side of the waterway from **Mile 690.0** to **Mile 714.0.** The islands have been designated a National Seashore Park, although some parts are still privately owned. Persons wishing to visit the islands must make arrangements with the National Park Service at St. Marys.

An anchorage, reportedly used by visitors to the National Seashore Park, in depths of about 25 feet, mud bottom, is off the abandoned settlement of **Dungeness,** on the west side of Cumberland Island about 0.8 mile northeastward of **Mile 710.8.** The anchorage is open to southwesterly winds, and the current is reported to attain a velocity of 2 knots.

From St. Andrew Sound the waterway enters **Cumberland River,** passing by **Cumberland Wharf, Mile 694.6,** and **Cabin Bluff, Mile 700.2.** The Cumberland River becomes **Cumberland Dividings** and joins with **Cumberland Sound** at **Mile 704.0.**

At **Mile 707.8,** the waterway passes east of the Naval submarine support base in Kings Bay.

A **regulated navigation area** has been established in Cumberland Sound in the vicinity of Kings Bay. (See **165.1 through 165.13 and 165.730**, chapter 2, for limits and regulations.)

The waterway continues down Cumberland Sound past the St. Marys River and into **Amelia River** to **Fernandina Beach, Mile 717.0,** where hotel accommodations, fuel, supplies, and repair facilities are available. Fernandina Beach is described at length in chapter 8.

At **Mile 719.8,** the waterway enters **Kingsley Creek.**

Two bridges cross the waterway at **Mile 720.7.** The first, the Seaboard System Railroad (SCL) bridge, has a swing span with a clearance of 5 feet; an island is alined with the center fenders of this bridge. The second, State Route A1A highway bridge, is a twin fixed bridge with a clearance of 65 feet. Overhead power cables on the south side of the bridge have a least clearance of 80 feet. The mean range of tide at the bridge is 6 feet. Flood and ebb currents are normal to the bridge openings and are relatively high; velocities up to 2.5 knots on the flood and 3 knots on the ebb may be expected, especially with favoring winds. Caution is advised. (For predictions, see the Tidal Current Tables.)

At **Mile 722.8,** the waterway enters **South Amelia River** and for a distance of about 4.5 miles the channel is narrow and winds through shoals and marsh islets. Although the channel is well marked by daybeacons and lights, it is the most difficult part of this section of the route. At low water, the extensive mudflats and oyster beds on each side of the channel are well defined. **Amelia City** is at **Mile 724.3.** The piers are privately owned, and there are no facilities except a restaurant. The southernmost pier, owned by the restaurant, is in poor condition, but boats may tie up to it at their own risk. The waterway enters **Nassau Sound** at **Mile 729.0.** The sound is described in chapter 8.

At **Mile 729.5,** the Intracoastal Waterway leaves Nassau Sound through a cut about 0.9 mile long and then enters **Sawpit Creek.** The waterway continues along Sawpit Creek and Gunnison Cut to the junction of Sisters Creek with Fort George River at **Mile 735.0.**

Fort George River is marked by daybeacons and trends southward from the waterway to Fort George Inlet, described in chapter 8.

The **Kingsley Plantation,** a prominent historical building and State park, is on the south side of Fort George River about 0.7 mile southeastward of its junction with the Intracoastal Waterway. Good anchorage in 15 feet is reported available just southeastward of Daybeacon 5. The current is reported to be 3 knots.

The waterway continues down **Sisters Creek.** (For current predictions in the creek see the Tidal Current Tables.)

At **Mile 739.0,** a small creek leads west from Sisters Creek. A marina and boatyard on the south side of the creek mouth has berths with gasoline, diesel fuel, water, ice, electricity, and a launching ramp. A 65-foot marine railway and a 40-ton lift are available for hull and engine repairs.

At **Mile 739.2,** near the junction of Sisters Creek and St. Johns River, State Route 105 highway bridge crossing the waterway has a bascule span with a clearance of 24 feet at the center. An overhead power cable about 50 feet west of the bridge has a clearance of 80 feet. Caution is advised at the bridge, because cross currents are encountered during both flood and ebb.

The facilities of a drydock and shipbuilding company are on the east bank of the creek, south of the bridge, and on the St. Johns River just eastward of the creek mouth. The firm builds steel-hulled tugs and fishing vessels and does all types of underwater and topside work on commercial and Government vessels; work on pleasure craft, except for very large yachts, is not done here. There is a 4,000-ton marine railway which handles vessels up to 220 feet, several mobile cranes, complete shop facilities, and berths for vessels of up to about 585 feet. The marine railway is on the St. Johns River side of the yard, while the construction work is done on the Sisters Creek side.

The **St. Johns River, Mile 739.5,** is the approach to the important city of **Jacksonville,** 16 miles west of the junction with the Intracoastal Waterway, where complete supply and repair facilities are available. It is described in chapter 9.

The Intracoastal Waterway continues south across St. Johns River and into **Pablo Creek.** An overhead power cable with a clearance of 89 feet crosses the waterway at Mile **741.8.** At **Mile 744.7** the Atlantic Boulevard (State Route 10) highway bridge has a fixed span with a clearance of 65 feet over the waterway. The mean range of tide at the bridge is 2.9 feet. There are strong tidal currents in the immediate vicinity of the bridge. On the flood the current in the channel flows southward and at right angles to the bridge at a velocity of 3.4 knots at strength. On the ebb the current flows northward and sets about 15° to the right of the axis of the channel at a velocity of 5.2 knots at strength. The currents at a distance of 100 yards either side of the bridge are much weaker with practically no turbulence and give no warning of the strong current at the bridge. Current predictions are given in the Tidal Current Tables. An overhead power cable 25 feet north of the bridge has a clearance of 80 feet.

A landing at a fish camp is on the east side of the waterway just northward of the Atlantic Boulevard (State Route 10) highway bridge. Berthage with electricity, gasoline, diesel fuel, water, ice, and a launching ramp are available.

A shipyard is in the basin dredged into the west side of the waterway just north of the bridge. The yard mostly builds large steel-hulled vessels, but does some repair work on the larger commercial boats, such as tugs and fishing vessels. Floating drydocks up to 2,800 tons, several mobile cranes, and complete machine, welding, and other shop facilities are available at the yard.

Another shipyard is in the basin on the west side of the waterway just southward of the bridge. The dredged entrance cut leaves the waterway about 200 yards south of the bridge; in May 1983, there was a reported controlling depth of 10 feet in the cut and 12 feet in the basin. Repairs are made to commercial vessels and pleasure craft, and steel tugs. A 100-ton vertical boat lift and a 140-ton mobile lift are available at the yard. An overhead power cable at **Mile 745.8** has a clearance of 90 feet.

McCormick (U.S. Route 90) highway bridge across the waterway at **Mile 747.5** has a bascule span with a clearance of 37 feet at the center. (See **117.1 through 117.59 and 117.261,** chapter 2, for drawbridge regulations.) An overhead power cable 35 feet north of the bridge has a clearance of 80 feet.

Two excellent yacht basins are on the east side of the waterway just north and south of the bridge. A restaurant is about 300 yards from the basins, and a shopping center is within a mile. The north yacht basin has open and covered berthing space for 150 boats of up to 125 feet, with water and electricity at each berth. Depths are reported to be 10 feet. The south yacht basin has about 30 covered slips for boats up to 100 feet, and 24 open berths. Depths are reported to be 10 feet. The face of the fuel pier, about 300 feet long, is on the Intracoastal Waterway and parallel to the channel; diesel fuel and gasoline are pumped. Water, electricity, ice, and some marine supplies are available. There are a 50-ton fixed hoist and a marine railway that can handle vessels up to 60 feet for all types of repairs.

At **Mile 749.5,** a fixed highway bridge with a clearance of 65 feet crosses the creek. In 1988, a fixed bridge with a

design clearance of 65 feet was under construction immediately northward of the existing bridge.

Numerous snags and old piling, many covered at high water, are on both sides of the waterway for a distance of about 5.7 miles from the vicinity of **Oak Landing, Mile 749.8,** to **Palm Valley Landing, Mile 755.5.** Particular care should be taken in this section to stay in the center of the channel.

At **Mile 750.1,** the waterway leaves Pablo Creek and enters a long cut.

The Palm Valley/State Route 210 highway bridge crossing the waterway at **Mile 758.8** has a bascule span with a clearance of 9 feet at the center. The mean range of tide at the bridge is 2 feet. A landing at a fish camp is on the east side of the waterway just north of the bridge. Limited berths, gasoline, water, ice, and a launching ramp are available.

The route continues through the long cut to **Tolomato River** at **Mile 760.9.**

Chart 11485.–Guana River enters Tolomato River on the east side opposite **Mile 770.5.** A privately marked channel in Guana River leads up to a dam at **South Ponte Vedra Beach** (chart 11489). The reported centerline controlling depth was 4 feet in May 1983.

At **Mile 773.5,** a fish camp has a marine railway that can handle craft up to 60 feet for hull repairs. Emergency gasoline engine repairs can be made, and gasoline and water are available.

At **Mile 775.6,** a channel marked by private daybeacons and a **250°** lighted range leads west to a well-protected marina. Berths, gasoline, diesel fuel, water, ice, marine supplies, and electricity are available. A 37-ton lift is available for hull, engine, and electronic repairs; welding and canvas fabrication is also available.

The **Vilano Beach** (State Route A1A) highway bridge crossing the Tolomato River at **Mile 775.8** has a lift span with clearances of 5 feet down and 83 feet up. (See **117.1 through 117.59 and 117.261,** chapter 2, for drawbridge regulations.) The mean range of tide at the bridge is 4.2 feet. Tidal currents run at angles to the bridge and caution is imperative. Flood currents up to 1 knot and ebb currents up to 1.5 knots may be expected during normal weather. An overhead power cable 70 yards south of the bridge has a clearance of 100 feet.

The waterway continues on beyond St. Augustine Inlet and enters **Matanzas River;** the river separates **Anastasia Island** from the mainland. At **Mile 777.9,** State Route A1A highway bridge, known as the **Bridge of Lions,** and which connects Anastasia Island with St. Augustine, has a bascule span with a clearance of 25 feet at the center. (See **117.1 through 117.59 and 117.261,** chapter 2, for drawbridge regulations.) The range of tide at the bridge is 4.2 feet. Caution is advised because the tidal currents, particularly ebb, run at right angles to the bridge. It is advisable to drift large tows through this opening with favorable currents. Normal flood currents of 1 knot and ebb currents of 1.5 knots may be expected.

St. Augustine Inlet and **St. Augustine** are described in chapter 10.

In the broader sections of the river above St. Augustine, the channel is very narrow and contorted, extending between shoals visible at low water.

San Sebastian River flows into Matanzas River at **Mile 780.0** and is described in chapter 10.

A fixed highway bridge at **Mile 780.4** has a clearance of 65 feet.

At **Mile 788.6, Crescent Beach** (State Route 206) highway bridge over Matanzas River has a bascule span with a clearance of 25 feet at the center. Gasoline may be obtained by shallow-draft boats at a fishing camp just south of the bridge on the east side of the waterway. Several fish camps are farther south of the bridge.

About a mile northward of Matanzas Inlet, near **Mile 792.3,** the waterway leaves Matanzas River and enters a land cut.

Caution.–It is reported that navigation in the Intracoastal Waterway opposite the breakthrough at Matanzas Inlet at about **Mile 794.0** is hazardous during flood and ebb tides. Signs reading "DANGER TURBULENT WATER" have been placed on the north and south of the inlet to warn mariners of this condition.

Matanzas River continues eastward and southward about 1.2 miles to Matanzas Inlet. Route A1A highway bridge crossing the inlet has a 41-foot fixed span with a clearance of 10 feet. The inlet is described in chapter 10. Route A1A highway bridge crossing Matanzas River about 0.8 mile southward of the inlet has a 31-foot fixed span with a clearance of 12 feet; the one crossing the river 1 mile farther south has a 29-foot fixed span with a clearance of 12 feet. The overhead power cables at these bridges have a minimum clearance of 32 feet.

About 2 miles southward of Matanzas Inlet near **Mile 796.0,** the Intracoastal Waterway re-enters Matanzas River. At **Mile 796.6** is the oceanarium at **Marineland** where many types of marine life are exhibited; an admission fee is charged. On the east side of the waterway a privately marked channel, with a reported controlling depth of 6½ feet in May 1983, leads to the Marineland marina and boat slip. Berths at the marina are just southward of the boat slip. Depths of 6½ feet are reported alongside. Gasoline, diesel fuel, and limited marine supplies are available.

A marina is in a basin protected by a breakwater on the east side of the waterway at **Mile 800.2.** Gasoline, water, ice, electricity, and a launching ramp are available. Depths of 4 feet are reported at the berths.

At **Mile 803.0,** a high level fixed highway bridge with a clearance of 65 feet crosses the waterway. An overhead power cable with a clearance of 85 feet crosses the waterway at **Mile 803.6.** State Route 100 highway bridge at **Flagler Beach, Mile 810.6,** has a bascule span with a clearance of 14 feet at the center. Overhead power and television cables 70 feet north of the bridge have a clearance of 85 feet.

The Highbridge Road bridge at **Mile 816.0** has a bascule span with a clearance of 15 feet at the center. An overhead power cable 25 feet north of the bridge has a clearance of 85 feet.

The waterway enters **Halifax River** at **Mile 818.4** and continues to **Ormond Beach.** A yacht basin at **Mile 821.8** has a 35-ton mobile hoist that can handle craft up to 55 feet; hull and engine repairs can be made. A machine shop and carpenter shop are on the premises. Berthage with electricity, gasoline, diesel fuel, water, ice, a launching ramp, and marine supplies are available. In May 1983, depths of 5 feet are reported in the approaches and alongside the berths. The Ormond Beach Bridge over the waterway at **Mile 824.9** has a fixed span with a clearance of 65 feet.

Daytona Beach, Mile 830.0, is a large resort city with stores, motels, hotels, and restaurants. The city has excellent yacht facilities, and marine supplies can be obtained.

Four bridges with bascule spans cross Halifax River at Daytona Beach. Seabreeze Boulevard Bridge at **Mile 829.1** has a clearance of 20 feet at the center. (See **117.1**

through 117.59 and 117.261, chapter 2, for drawbridge regulations.) Main Street Bridge at **Mile 829.7** has a clearance of 22 feet at the center. Broadway Bridge at **Mile 830.1** has a clearance of 20 feet at the center; an overhead cable on the south side of the bridge has a clearance of 98 feet over the main channel. The bascule bridge (Memorial Bridge) at **Mile 830.6** has a clearance of 21 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

Just south of the fourth bridge at **Mile 830.7**, a marked channel leads westward from the waterway to the City Dock on the north side of the Municipal Yacht Basin. In August 1986, the channel had a reported controlling depth of 5½ feet on the centerline. The fuel pier and the dockmaster's office are on the southern side of the channel opposite the east end of the City Dock. There are several berths on the east and south sides of the basin with reported depths of 6½ feet alongside. Gasoline, water, ice, and electricity are available; meals and lodging are nearby. At the Halifax River Yacht Club, which is on the west side of the basin, reciprocal courtesies are extended to visiting members of other yacht clubs. Berths with electricity, gasoline, diesel fuel, water, and ice are available. Depths of 5 feet are reported alongside.

At **Mile 831.0**, a privately dredged channel marked by private daybeacons leads west to a small-craft harbor. In May 1983, the reported controlling depths were 2 feet in the entrance channel and in the basin.

Weather.–The nearness to the ocean results in a climate tempered by winds off the water. Summer temperatures, which reach 90°F or more on an average of 54 days each year, are often cooled below 90°F by an early afternoon sea breeze. Frequent afternoon showers and thunderstorms (13-18 days per month) also help cool things off in addition to accounting for about 60 percent of the annual precipitation from June through mid-October. During winter, minimum temperatures drop below freezing on only about 5 days. Heavy fog is most likely during winter and early spring. These radiation fogs usually form at night and dissipate after sunrise. On rare occasions, a sea fog moves in and persists for 2 or 3 days.

While tropical cyclones are a threat mainly from June through October, hurricane force winds can be expected once in 30 years on the average. In fact, during the past 30 years maximum winds have only reached 50 knots. At this latitude, hurricanes usually either pass well offshore or have weakened from an overland trip.

(See page T-7 for **Daytona Beach climatological table.**)

The primary facilities for yachts, other than the Municipal Yacht Basin, are at two boat works. One is 0.3 mile south of Seabreeze Bridge at **Mile 829.4.** There are about 75 open and covered berths for boats up to 60 feet with depths of 8 feet reported alongside. Gasoline, diesel fuel, water, ice, electricity, and marine supplies are available; groceries, motels, and restaurants are nearby. A marine railway can handle craft up to 65 feet for all types of repairs. A fixed 20-ton hoist, a machine shop, and a carpenter shop are also available.

The entrance channel to the other marina and boat works leaves the Intracoastal Waterway 0.5 mile south of the entrance to the Municipal Yacht Basin at **Mile 831.2.** The marked channel, which had a reported controlling depth of 8 feet in May 1983, leads to an almost landlocked basin. There are about 150 open and covered berths with depths of 10 feet reported alongside. Gasoline, diesel fuel, water, ice, electricity, and marine supplies are available. A 400-ton lift, 200-ton marine railway, and a 30-ton mobile hoist are available for haul outs of vessels up to 110 feet for all types of repairs. The yard has carpenter, machine, and electrical repair shops.

State Route A1A bridge across the waterway at **Port Orange, Mile 835.5,** has a bascule span with a clearance of 20 feet at the center. The bridgetender monitors VHF-FM channels 13 and 16. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) In November 1988, a replacement high level bridge with a design clearance of 65 feet was under construction adjacent to the bascule bridge. A boatyard and a marina are on the east side of the waterway, north of the bridge. The boatyard 0.3 mile north of the bridge and the marina adjacent to the bridge have gasoline, diesel fuel, water, ice, electricity, and marine supplies. Mobile hoists to 30 tons that can handle craft to 50 feet are available at the boatyard; hull, engine, and electronic repairs can be made. Machine and carpenter shops are on the premises. Reported depths of 8 feet and 3 feet are alongside the boatyard and marina, respectively.

The waterway continues down the Halifax River to **Mile 840.0** where it enters **Ponce de Leon Cut.** Strong cross currents may be felt at times in this cut, due to the currents from **Spruce Creek** veering from one side to the other.

Inlet Harbor, 0.5 mile southeast of the waterway at **Mile 839.6,** is a small fishing port. In May 1983, the reported controlling depth from the waterway to the harbor was 8 feet, thence 5 feet or more to the community of Ponce Inlet. The channel is along the north shore and is not marked. The wharf at Inlet Harbor has depths of about 8 feet alongside. Berthage with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. A marine railway here can handle craft to 65 feet for hull, engine, and electronic repairs.

At the community of **Ponce Inlet,** about 1 mile below Inlet Harbor inside the north side of Ponce de Leon Inlet, there are several small-craft facilities where berthage with electricity, gasoline, diesel fuel, water, ice, and some marine supplies are available. A boatyard here has a marine railway that can handle craft to 60 feet for hull, engine, and electronic repairs.

Ponce de Leon Inlet is described in chapter 10.

The waterway leaves Ponce de Leon Cut and enters **Indian River North** at **Mile 843.5,** about a mile southward of Ponce de Leon Inlet, and follows the river southward for about 15.5 miles through the marshes to Mosquito Lagoon. In some places the river is narrow and crooked, requiring careful steering and close attention to the channel daybeacons.

Coronado Beach Highway Bridge at **Mile 845.0** has a bascule span with a clearance of 14 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulation.)

At **New Smyrna Beach, Mile 846.1,** are several small-craft facilities and the Municipal Yacht Basin. (See the small-craft facilities tabulation on chart 11485 for services and supplies available.)

The Harris Saxon Bridge at **Mile 846.5** has a double bascule span with a clearance of 24 feet. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) During flood (southerly flow) current from Sheephead Cut makes a cross current in a westerly direction north of the bridge. Boats with tows proceeding southward during a flood current are advised to allow for the cross current. An overhead power cable close northward of the bridge has a clearance of 85 feet.

The Intracoastal Waterway through Mosquito Lagoon

and Indian River is through open water making the route rough at times, particularly during strong winds.

At **Mile 868.5**, the waterway enters **Haulover Canal**, a cut through the 0.4 mile-wide strip of land separating Mosquito Lagoon from the Indian River. Jetties, which have brush-covered sand deposits piled along their outer sides, extend almost 0.4 mile from shore at each end of the cut, giving the canal a total length of about 1.2 miles.

Wind tides are quite pronounced at times producing strong currents in the canal. Southerly winds will build up the water level on the Indian River side of the canal and at the same time lower the water level on the Mosquito Lagoon side. Northerly winds will cause the reverse effect. At such times the normal water level varies as much as 2 feet, with currents through the channel up to 1.5 knots setting in the direction of the wind.

At **Mile 869.2**, a highway bridge crosses near the center of Haulover Canal; the bridge has a bascule span with a clearance of 27 feet at the center. Overhead power cables northeastward of the bridge have clearances of 85 feet. If a vessel must stop before passing through the bridge and a strong current is running, care should be taken to prevent setting against the rocky sides of the canal.

Manatees.–Regulated speed zones for the protection of manatees are in Haulover Canal and in Bairs Cove (28°44.0'N., 80°45.4'W.) on the southeast side of the canal. (See Manatees, chapter 3.)

At **Mile 869.8**, the waterway enters **Indian River**, which extends southward for about 119 miles from Haulover Canal to St. Lucie Inlet. In general, it is a broad lagoon quite shallow in places. The spoil banks alongside the channel have built up in recent years and now appear as small islets on which are mangrove and other trees.

The river is nontidal except in the vicinity of Fort Pierce and for a short distance above the St. Lucie Inlet where the depth may vary as much as 2 feet under the influence of strong northerly and southerly winds.

Merritt Island National Wildlife Refuge is on **Merritt Island** on the east side of the northern part of Indian River.

At **Mile 876.6**, a causeway and railroad bridge across the waterway has a bascule span with a clearance of 7 feet. The span is automatically operated; it is normally in the open position, but will close on the approach of trains. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

A well-protected yacht basin is at **Titusville, Mile 878.4**; the basin is connected to the waterway by a marked dredged channel which had a reported controlling depth of 7 feet in 1982. Marinas in the basin provide berths with electricity, gasoline, diesel fuel, water, ice, and a launching ramp. Hull, engine and electronic repairs are available; the marina at the south end of the basin has a 30-ton lift.

The principal industries at Titusville are fishing, tourism, and the growing of citrus fruits; the town is on a principal public highway approach to the John F. Kennedy Space Center at Cape Canaveral. State Route 402 highway bridge across the waterway here has a swing span with a clearance of 9 feet. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

Manatees.–A regulated speed zone for the protection of manatees is in Banana Creek at the north end of Merritt Island east of **Mile 880.5**. (See Manatees, chapter 3.)

NASA Parkway (State Route 405) crossing the waterway at **Mile 885.0** has a bascule span with a clearance of 27 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) An overhead power cable at **Mile 888.6** has a clearance of 85 feet over the main channel and 45 feet elsewhere between **Jones Point** and **Pine Island.**

Manatees.–Regulated speed zones for the protection of manatees are in the vicinity of powerplants at **Delespine, Mile 887.4**, and **Frontenac, Mile 889.1.** (See Manatees, chapter 3.)

An overhead power cable at **Mile 893.6** has a clearance of 85 feet over the main channel and 45 feet elsewhere, between **City Point** and Merritt Island.

Charts 11485, 11478, 11484.–Canaveral Barge Canal, Mile 893.8, connects the Intracoastal Waterway with Port Canaveral described in chapter 10. A Federal project provides for a 12-foot channel from the Intracoastal Waterway through land cuts in Merritt Island, thence across Banana River, thence through a barge lock, and thence to the deepwater turning basin at Port Canaveral. (See Notice to Mariners and latest editions of the charts for controlling depths.) The lock, about 1.5 miles westward of the turning basin, has a width of 90 feet and a length of 600 feet, and is in operation between the hours of 0600 and 2130 daily. (See **207.160**, chapter 2, for canal and lock regulations.) Vessels are required to tie up fore and aft to the south wall inside the lock, allowing sufficient slack in the lines to provide for a rise or fall of water of about 4 feet. Vessels are restricted from using the lock while a petroleum barge is in passage. Smoking is prohibited within the lock. The channel is well marked by aids to navigation. Limiting clearances are 25 feet at the center for the drawbridges and 65 feet for the overhead power cables. (See **117.1 through 117.59 and 117.273**, chapter 2, for drawbridge regulations.)

A fish camp and marina are on the south side of Canaveral Barge Canal, about 1.5 miles eastward of the Intracoastal Waterway close westward of State Route A1A highway bascule bridge. Berthage with electricity, gasoline, water, ice, and a launching ramp are available.

Two marinas and a boatyard are in the dredged basin on the south side of the barge canal opposite **West Basin**. Berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. A 40-ton mobile lift can haul out craft for hull, engine, electronic, electrical equipment, and propeller repairs. A 70-ton mobile lift at the boatyard is available for emergency repairs. Another marina on the south side of the barge canal about 0.9 mile eastward has gasoline, diesel fuel, water, ice, electricity, and marine supplies.

State Route 528 causeway and bridges crossing Indian River at **Mile 894.0** have twin fixed spans with clearances of 65 feet over the main channel, and twin 30-foot fixed spans over a relief channel at the west end of the causeway with clearances of 12 feet.

At **Cocoa, Mile 897.4**, a causeway and twin fixed bridges with clearances of 65 feet cross the waterway. An overhead power cable about 0.1 mile southward of the bridges has a clearance of 88 feet over the main channel.

Northward of and parallel with the causeway on the east side of Indian River, a privately marked and dredged channel, which had a reported controlling depth of 7 feet at midchannel in May 1983, leads to a yacht basin. A marina is at the southeast end of the basin, and another small-craft facility is on the north side. In May 1983, depths of 4 to 6 feet were reported alongside the piers at these facilities. A marine railway at the marina can handle craft up to 50 feet for hull, engine, and electronic repairs. Engine repairs can be made at the other facility. Berthage with electricity, gasoline, diesel fuel, water, ice, launching ramps, and marine supplies are available at both facilities.

On the west side of Indian River just north of the causeway, a privately marked channel leads to a marina. In May 1983, the reported controlling depth in the channel was 7 feet at midchannel. Berths with electricity, water, ice, and marine supplies are available. A 37-ton lift is available for hull, engine, and do-it-yourself repairs.

At **Mile 901.5,** a privately maintained channel marked by a private unlighted range, daybeacons, and a buoy, leads to a marina on Merritt Island. In May 1983, the reported controlling depth was 5 feet at midchannel from the waterway to the marina. A marine railway here can handle craft up to 45 feet for hull, engine, and electronic repairs. Berthage with electricity, gasoline, and water are available.

At **Mile 909.0,** the twin fixed spans of the Pineda Expressway have a clearance of 65 feet over the main channel of Indian River.

Charts 11485, 11472, 11484, 11476.–At **Mile 910.7** on the west side of Indian River, a privately marked channel leads to a small yacht basin which has berths for boats up to 50 50 feet; depths of 6 feet are reported alongside. Berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. Engine and electronic repairs can be made.

At **Mile 914.1** State Route 518 causeway drawbridge crosses Indian River. (See **117.1 through 117.59 and 117.261,** chapter 2, for drawbridge regulations.

Banana River has its southern entrance at Mile 914.2 opposite Melborne (formerly Au Gallie). The north side of the river mouth is marked by a large green statue of a dragon on the south tip of Merritt Island. The river is used by small boats as a harbor of refuge during hurricanes and storms. In 1976-1978, the controlling depth was 3 feet from the entrance of the river for about 16 miles to the junction with the Canaveral Barge Canal. Mariners are cautioned to carefully follow the marked channel, because there is severe shoaling along the edges in some places.

A marina on the south side of the entrance to Banana River has gasoline, diesel fuel, ice, water, electricity, marine supplies, and a 20-ton mobile hoist. Hull, engine, and electronic repairs can be made. In May 1983, reported depths of 5½ could be carried in the approach by favoring the north side; local knowledge is advised. The Eau Gallie Yacht Club, which has excellent facilities for yacht club members, is in the basin on the east side of the river just inside the entrance.

A highway bridge across the Banana River about 0.5 mile above the entrance has a swing span with a clearance of 7 feet. (See **117.1 through 117.59 and 117.263,** chapter 2, for drawbridge regulations.) A marina on the east side of the river immediately southward of the bridge has about 60 berths with reported depths of 5 feet alongside. Gasoline, diesel fuel, water, ice, electricity, marine supplies, and a 60-ton mobile hoist are available; hull and engine repairs can be made. A motel is adjacent to the marina.

Twin fixed highway bridges with clearances of 43 feet over the channel cross Banana River about 4.3 miles above the mouth.

An Air Force **prohibited area** is at the base on the east bank of the Banana River about 5.8 miles above the mouth. (See **334.560,** chapter 2, for limits and regulations.)

Newfound Harbor is at the southeastern end of Merritt Island, 10 miles above the entrance to Banana River. The harbor is shoal and about 4 miles long in a north-south direction. Several shoals and obstructions have been reported in Newfound Harbor. About 3.7 miles above the entrance, State Route 520 highway bridge has a 35-foot fixed span with a clearance of 7 feet.

Across the entrance to **Sykes Creek** at the north end of Newfound Harbor there is a highway bridge that has a 30-foot fixed span with a clearance of 15 feet. An overhead power cable close northwestward of the bridge has a clearance of 23 feet. About 0.1 mile above the bridge, the center and southern sections of a former bridge have been removed; the northern portion remains as a fishing pier. Twin 30-foot fixed span highway bridges with clearances of 15 feet cross the creek about 2.2 miles above the mouth.

A marina is on the west side of Banana River about 12 miles above the southern entrance, and 2.1 miles north of **Buck Point,** the eastern entrance point of Newfound Harbor. Berthage with electricity, water, a 30-ton mobile hoist, and a 50-foot marine railway are available; hull, engine, electronic, and rigging repairs can be made. Depths of 4½ feet are reported in the approach, and 8 feet alongside the berths.

Cocoa Beach causeway (State Route 520), crossing the Banana River, 3.5 miles north of Buck Point, has a fixed span with a clearance of 36 feet. An overhead power cable on the north side of the bridge has a clearance of 82 feet.

About 16 miles above the entrance and 6.4 miles north of Buck Point, the Banana River is crossed by U.S. Route A1A toll-road causeway and bridges. The twin fixed spans over the main river channel have a clearance of 36 feet; the 30-foot twin spans over the relief channel at the west end of the causeway have clearances of 14 feet.

About 0.2 mile northward of U.S. Route A1A causeway-bridges, the Canaveral Barge Canal crosses the river channel and leads east to Port Canaveral. **Saturn Barge Channel** extends northward from Canaveral Barge Canal to the head of Banana River and to two side channels leading eastward and westward to basins at missile test installations; a side channel, extending eastward from the Saturn Barge Channel, 5 miles northward of the Canaveral Barge Canal, leads to a basin on the cape. The basin is within a **restricted area.** (See **334.550,** chapter 2, for limits and regulations.) The channels are marked by lights, daybeacons, and buoys, and had a controlling depth of 12 feet in 1977-1978. In November 1983, shoaling to an unknown extent was reported on the south side of the west side channel in about 28°35′33″N., 80°36′58″W.; the shoal is marked by a daybeacon. An overhead power cable crosses Saturn Barge Channel about 0.6 mile northward of Canaveral Barge Canal with a clearance of 65 feet.

Manatees.–A regulated speed zone for the protection of manatees is in the channel and basin at the small-craft harbor on the west side of Banana River at **Audubon,** 1.5 miles north of Canaveral Barge Canal. The area on the east side of the river immediately south of the NASA Parkway is closed to motorized craft from April 1 through November 14 annually. (See Manatees, chapter 3.)

A **Security Zone** has been established to include certain land and water areas at Port Canaveral-Cape Canaveral and adjacent areas at John F. Kennedy Space Center, including portions of Indian River and Banana River. (See **165.1 through 165.7, 165.30, 165.33, and 165.701,** chapter 2, for limits and regulations.)

Banana River above the Canaveral Barge Canal and the adjacent land areas are within a Security Zone. Limits and regulations are given under the description of Cape Canaveral in chapter 10.

A **prohibited area** in upper Banana River, about 3 miles above the Canaveral Barge Canal, is adjacent to a missile-

test annex. (See **334.540**, chapter 2, for limits and regulations.)

The NASA Parkway (State Route 405) causeway and bridge crosses Banana River 6.5 miles above the Canaveral Barge Canal. The bridge has a bascule span over the navigation channel with a clearance of 24 feet at the center. (See **117.1 through 117.59 and 117.263**, chapter 2, for drawbridge regulations.) A NASA space center **restricted area** is on the east side of the river just north of the NASA Parkway causeway. (See **334.570**, chapter 2, for limits and regulations.) An overhead power cable with a clearance of 85 feet crosses the river about 3.0 miles north of the NASA Parkway causeway bridge.

Chart 11472.–The Intracoastal Waterway continues through Indian River southward for about 74 miles to St. Lucie Inlet.

The highway causeway (State Route 518) crossing the river at **Melbourne** at **Mile 914.4** has a fixed span across the Intracoastal Waterway with a clearance of 65 feet. About 200 yards south of the bridge, an overhead power cable crosses the waterway with a clearance of 90 feet at the main channel. An overhead cable on the south side of the relief bridge at the east end of the causeway has a clearance of 35 feet.

About 0.5 mile south of the causeway at **Mile 914.9**, a dredged, marked channel leads to a yacht basin inside the mouth of **Eau Gallie River** . In 1982, the controlling depths were 5 feet in the approach channel, thence 3½ feet for a midwidth of 50 feet in the inside channel to the basin, thence 3 to 7 feet in the basin. In 1983, it was reported that depths of about 5½ feet can be carried to the basin by favoring the north side of the channel; local knowledge is advised. General depths in the area where the river widens between the yacht basin and U.S. Highway 1 bridge crossing, are 3 feet. The basin and the area close E afford good shelter from storms. A city ordinance restricts speed to no wake in Eau Gallie River. Several marinas and a boatyard are in the basin. (See the small-craft facilities tabulation on chart 11472 for services and supplies available.)

About 0.5 mile above the mouth of Eau Gallie River, U.S. Route 1 highway bridge has a fixed span with a clearance of 12 feet. About 0.1 mile above the highway bridge, the Florida East Coast railroad bridge has a 44-foot fixed span with a clearance of 12 feet.

At **Mile 916.7**, a privately marked channel leads from the waterway to a marina on the west side of Indian River. Berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. A 3-ton forklift can haul out craft for hull, engine, and electronic repairs. In May 1983, the channel to the marina had a reported controlling depth of 7 feet.

At **Mile 918.2**, State Route 516 causeway at Melbourne has dual high-level fixed bridges with clearances of 65 feet across the Intracoastal Waterway. A swing bridge immediately south of the fixed bridge has a clearance of 6 feet. The west opening of the swing bridge is closed to navigation. In January 1983, a fixed highway bridge with a design clearance of 65 feet was under construction on the alinement of the swing bridge.

At **Mile 918.7**, about 0.5 mile south of the bridges, a marked channel leads westward from Indian River to a turning basin inside the mouth of **Crane Creek.** In 1982-February 1983, the controlling depth was 4 feet at midchannel in the entrance channel, thence 5½ feet in the turning basin. A marina on the north side of the creek has berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, and sewage pump-out.

About 0.2 mile above the mouth of Crane Creek, U.S. Route 1 highway bridge has a 36-foot fixed span and a clearance of 15 feet. About 175 yards westward of the highway bridge, the Florida East Coast railroad bridge has a 40-foot fixed span and a clearance of 14 feet. Overhead power cables close westward and 500 yards westward of the railroad bridge have clearances of 25 and 40 feet, respectively.

At **Mile 921.2**, an overhead power cable with a clearance of 95 feet, crosses the waterway at the main channel.

Turkey Creek is on the west side of Indian River at **Mile 921.3.** About 0.4 mile above the entrance, U.S. Route 1 highway bridge has a 33-foot fixed span with a clearance of 13 feet. About 300 yards above the highway bridge, the Florida East Coast railroad bridge has a fixed span with a clearance of 10 feet. Overhead power cables at the railroad bridge have a minimum clearance of 21 feet. A shoal, bare at low water, is in the middle of the entrance to Turkey Creek. In May 1983, a depth of 3 feet was reported in the natural channel to the eastward of the shoal area.

Manatees.–A regulated speed zone for the protection of manatees is in Turkey Creek. (See Manatees, chapter 3.)

Three marinas are on the south side of Turkey Creek between the two bridges. Berthage with electricity, gasoline, a launching ramp, water, marine supplies, and a 4-ton mobile lift are available for hull, engine, and electronic repairs. Depths of 3 feet are reported alongside the berths.

A yacht basin is on the west side of the Indian River at **Mile 934.1.** Berths for about 60 boats, gasoline, diesel fuel, ice, water, and electricity are available. The channel to the basin is privately marked and had reported depths of 6 feet in May 1983.

At **Mile 935.0**, a marina on the east side of the river has berthage with electricity, gasoline, water, ice, a launching ramp, and some marine supplies; engine repairs can be made. Depths of 6 feet are reported in the approaches and alongside the berths.

Saint Sebastian River,, Mile 935.4, is used by local fishing boats going to **Roseland,** 1.1 miles above the mouth. U.S. Route 1 highway bridge across the entrance to the creek has a 43-foot fixed span with a clearance of 13 feet; avoid the piles of the old bridge 0.3 mile upstream. About 1 mile above the highway bridge, the Florida East Coast railroad bridge has a 46-foot fixed span with a clearance of 12 feet. Two overhead power cables at the railroad bridge, one on the east side and the other on the west side, have clearances of 17 feet and 60 feet, respectively. About 300 yards above the railroad bridge an overhead power cable has a clearance of 23 feet.

A marina is on the north side of Saint Sebastian River, just westward of U.S. Route 1 highway bridge. Berths with electricity, gasoline, diesel fuel, water, ice, limited marine supplies, and a launching ramp are available.

Pelican Island National Wildlife Refuge is on the east side of the waterway between **Mile 936.3** and **Mile 942.8.**

Sebastian is a fishing town at **Mile 938.3.** There are two small marinas here which have gasoline, diesel fuel, ice, water, and limited berthing facilities. Reported depths of 5 feet can be taken to the marinas. A 5-ton forklift is available at the southerly marina. A **special anchorage** is off the town of Sebastian. (See **110.1, and 110.73a**, chapter 2, for limits and regulations.)

A fixed highway bridge across the waterway at **Mile 943.3** near **Wabasso** has clearance of 65 feet. The bridge

and causeway between the mainland and the island westward of the Intracoastal Waterway has a 46-foot center span with a clearance of 9 feet. An overhead power cable crossing Indian River on the north side of the Wabasso causeway, with a clearance of 40 feet from the mainland to the bridge, is submerged at the Intracoastal Waterway, thence a clearance of 50 feet to the eastern shore of the river.

The waterway is crooked and subject to strong currents in narrow places from about 1 mile north of the Wabasso Bridge to about 4 miles south of it. Caution must be observed at the bends where vision is limited.

At **Mile 946.3,** a privately marked channel, with a reported controlling depth of 6 feet in May 1983, leads off to the northwestward to a waterfront development at **Hobart Landing,** about a mile south of Wabasso. An overhead power cable with a clearance of 14 feet crosses the channel.

Vero Beach, Mile 951.9, is an active ocean resort and yachting center. State Route 60 highway bridge over the waterway here has a bascule span with a clearance of 22 feet at the center. A **special anchorage** is about 0.8 mile northeast of Vero Beach just inside a channel leading northeastward then northerly from the waterway to the mouth of **Bethel Creek**. (See **110.1 and 110.73b**, chapter 2, for limits and regulations.) (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

About 0.2 mile north of the bridge, a marked channel leads eastward from the waterway for about 0.4 mile to a turning basin off several small-craft facilities. In October 1984, the controlling depths were 7 feet in the channel and 8 feet in the basin. There are small-craft facilities on both sides of the waterway at Vero Beach. (See the small-craft facilities tabulation on chart 11472 for services and supplies available.) About 0.4 mile southward of the bridge, a channel leads east from the waterway to Riomar Bay Yacht Club. There are about 36 berths with reported depths of 8 feet. Gasoline, diesel fuel, ice, water, electricity, and complete clubhouse and recreation facilities are available.

From Vero Beach to the St. Lucie Inlet the Indian River is broad and quite shallow, but the Intracoastal Waterway route is well marked and easy to follow. Spoil banks parallel the channel at a distance of several hundred yards and are mostly covered with mangrove and a few Australian pines.

A fixed highway bridge with a clearance of 65 feet crosses the waterway at **Mile 953.2.**

Overhead power cables at **Mile 953.2** and **Mile 954.9** have clearances of 85 feet.

Manatees.–A regulated speed zone for the protection of manatees is in the vicinity of the powerplant at Vero Beach at **Mile 953.2.** (See Manatees, chapter 3.)

State Route A1A highway bridge north of Fort Pierce at **Mile 964.8** has a bascule span with a clearance of 26 feet at the center.

Fort Pierce, Mile 965.6, has supply and repair facilities. The town and Fort Pierce Inlet are described in chapter 10.

At **Mile 965.8,** State Route A1A fixed highway bridge crossing the waterway at Fort Pierce has a clearance of 65 feet. There is a strong crosscurrent at this bridge. Vessels proceeding north or south should approach the bridge with caution. At all times maintain sufficient headway to avoid being carried against the fender system. Slow-moving southbound vessels, intending to make the sharp turn westward immediately after passing through the bridge, should be especially cautious when both wind and current are from the south, to avoid being pushed against the bridge system. An overhead power cable south of the bridge has a clearance of 85 feet.

Manatees.–A regulated speed zone for the protection of manatees is in the vicinity of the powerplant at Fort Pierce at **Mile 966.1.** (See Manatees, chapter 3.)

An overhead power cable at **Mile 968.6** has a clearance of 85 feet.

Overhead power cables at **Mile 974.2** have clearances of 90 feet across the channel and 60 feet elsewhere.

Jensen Beach, Mile 981.4, is a winter resort on the west bank of the Indian River. State Route 707A highway bridge crossing the waterway here has a bascule span with a clearance of 24 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

At **Mile 982.8,** a privately dredged channel marked by private daybeacons leads westward from the waterway to a marina in a protected basin. In February 1985, the reported controlling depth was 4 feet from the waterway to the basin entrance; depths of 3 to 5 feet were reported alongside the piers. Berths with electricity, gasoline, water, and some marine supplies are available. A 4-ton mobile hoist and a marine railway that can handle craft to 50 feet are available; hull and engine repairs can be made.

At **Mile 983.5,** a dredged channel marked by private daybeacons leads from the Intracoastal Waterway to a marina in a small basin. The marina is part of a resort and has excellent facilities. There are about 20 berths for boats to 100 feet. In February 1985, the channel had a reported controlling depth of 8 feet, with 5 to 8 feet available at the berths in the basin. Gasoline, diesel fuel, water, ice, and electricity are available. Restaurants, motel, and complete recreational facilities are also available.

State Route A1A highway bridge across the waterway at **Mile 984.9** has a bascule span with a clearance of 28 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) At **Mile 985.0,** a channel marked by private daybeacons leads eastward from the waterway to a marina on the east side of Indian River near the foot of the bridge. Berthage with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available.

The junction of the Intracoastal Waterway and Okeechobee Waterway is at **St. Lucie Inlet, Mile 987.8.** St. Lucie Inlet and River, Port Salerno, Port Sewall, and Stuart are described in chapter 10.

Extreme caution is advised when crossing St. Lucie River. Cross currents will give a vessel an east or west set, depending on the direction and velocity of the current in the river. Vessels should be able to stay in the channel by using the ranges on each side of the intersection. To make a turn from the Intracoastal Waterway into St. Lucie River or vice versa, allowance must be made for the cross currents to prevent swinging too wide or too short.

Chart 11428.–Okeechobee Waterway.–From its junction with the Intracoastal Waterway in St. Lucie Inlet, Okeechobee Waterway follows St. Lucie River westward to South Fork, through South Fork and St. Lucie Canal, and enters Okeechobee Lake at Port Mayaca. It crosses the southern part of the lake and exits at Moore Haven into Caloosahatchee Canal and thence into Caloosahatchee River, San Carlos Bay, and the Gulf of Mexico. From San Carlos Bay, the Gulf section of the Intracoastal Waterway follows an inside route along the west coast of Florida to Anclote River, thence outside to Carrabelle Ship Channel in St. George Sound, and thence inside again through the

remainder of Florida, Alabama, Mississippi, Louisiana, and Texas to Brownsville. The Gulf section is described in **United States Coast Pilot 5, Atlantic Coast–Gulf of Mexico, Puerto Rico, and Virgin Islands.**

Mileage in the Okeechobee Waterway is measured westward from Mile 0.0 at the Intracoastal Waterway junction in St. Lucie Inlet. The total length of the Okeechobee Waterway is about 155 miles from the Atlantic Waterway to the Gulf of Mexico. Mileage signs (statute miles) have been erected at the five locks.

Distances along the Okeechobee Waterway are in statute miles to facilitate reference to the small-craft charts; all other distances are in nautical miles. Mileage conversion tables are on page T-23.

Channel.–The Federal project for the Okeechobee Waterway provides for a channel with a depth of 8 feet from the Intracoastal Waterway near Stuart via Okeechobee Lake Route 1 to Fort Myers; thence 10 feet to Punta Rassa; thence 12 feet to the Gulf of Mexico; a channel 6 feet deep in Taylor Creek from the town of Okeechobee to the lake, and a depth of 6 feet for Route 2 along the south shore of Lake Okeechobee from Port Mayaca westward to Clewiston. Controlling depths are published in local Notice to Mariners.

Sounding datums.–Depths charted in St. Lucie River from the Intracoastal Waterway to St. Lucie Lock are referred to mean low water. From St. Lucie Lock through St. Lucie Canal and Lake Okeechobee to Moore Haven Lock, depths are referred to a low water elevation which is 12.56 feet above mean sea level. From Moore Haven Lock through Caloosahatchee Canal to Ortona Lock, depths are referred to a low water elevation which is 10.06 feet above mean sea level. In the Caloosahatchee River, the chart datum is mean lower low water. Actual available depths are shown on gages displayed at each lock.

Hurricane gates are in the levee at Clewiston Industrial Canal, Miami Drainage Canal, Hillsboro Canal-North New River Drainage Canal, and West Palm Beach Beach Drainage Canal. The hurricane gate at Clewiston is equipped with a lock that allows passage of small craft into Clewiston Industrial Canal. Pumping stations are at the hurricane gates at Miami Drainage Canal, Hillsboro Canal-North New River Drainage Canal, and West Palm Beach Drainage Canal. The gates are opened or closed only for pumping, and are not opened for boats. Depths of 10 feet may be taken over the sills. All gates have a width of 50 feet. These canals are not navigable and have filled with hyacinths and other obstructions.

Tides.–The mean range of tide is 0.9 feet at the mouth of St. Lucie River. The diurnal range of tide is 1.2 feet at Fort Myers and 2.4 feet at Punta Rassa. At the eastern end of the waterway, tidal influence is perceptible to St. Lucie Lock (Mile 15.1) and at the western end, at low-water stage, is perceptible at Ortona Lock (Mile 93.5). Cross **currents** at the junction of St. Lucie River with the Intracoastal Waterway make the short turn at that point hazardous.

Weather.–This route across the peninsula encounters a variety of climatic conditions. In general, temperatures over the inland portions are slightly cooler in winter, particularly the lows, and warmer in summer. The west coast also exhibits some of these continental tendencies, due mainly to the prevalence of easterly winds. For example, temperatures climb to 90°F or above, on about 106 days annually at Fort Myers, compared to 131 days at La Belle and 92 days near Stuart. Freezing temperatures are infrequent on the coast and occur on an average of 1 to 2 days inland. Summertime temperatures are tempered by the sea breeze along the east coast and by frequent afternoon showers and thunderstorms everywhere. Thunderstorms develop on about 80 to 100 days annually, and are most likely from June through September. They are generated by heating, fronts and tropical cyclones. Thunderstorms can bring heavy rain, strong gusty winds and hail. In severe cases tornadoes or waterspouts may develop. While dangerous, these are usually smaller and less damaging than the tornadoes of the mid-West.

Coastal Warning Display signals are shown at various places along the Okeechobee Waterway and connecting channels. Display locations are shown on the Marine Weather Services Charts published by the National Weather Service and on NOS charts.

Bridges.–The minimum clearance under bridges across the Okeechobee Waterway is 49 feet at the lift bridge at **Mile 38.0.**

General drawbridge regulations and opening signals for bridges over the Okeechobee Waterway and Taylor Creek are given in **117.1 through 117.49**, chapter 2. **Special drawbridge regulations** for certain bridges that supplement the general regulations are referenced with the area description of the waterway and the creek.

The minimum clearance under overhead cables across the Okeechobee Waterway is 55 feet.

Government mooring facilities.–There is a Government yacht basin with 4 slips available for overnight mooring of medium size boats at the Moore Haven Lock; similar facilities are available in the Government yacht basin below Ortona Lock. Government-owned tieup dolphins are located on the waterway immediately above and below each of the locks and immediately west of the entrance to Clewiston Industrial Canal.

Locks.–Three of the five locks in the waterway have a length of 250 feet, width of 50 feet, and depth over the sill of 10 feet. The Port Mayaca Lock, **Mile 40.0,** has a length of 400 feet, width of 56 feet, and a depth of 16 feet. The W. P. Franklin Lock at Olga, **Mile 121.4,** has a length of 400 feet, width of 56 feet, and depth over the sills of 14 feet.

General regulations governing bridges and locks and the handling of tows are given in **207.160,** chapter 2. The five navigation locks on the Okeechobee Waterway are operated from 0600 to 2130 daily; operating personnel are not on duty at other hours.

Maintenance of the Okeechobee Waterway and operation of the locks are in charge of the Corps of Engineers area office at Clewiston. Before any attempt is made to pass through any portion of this route, the latest information regarding available depths, operations of the locks, and other existing conditions should be obtained from the office of the Corps of Engineers at Clewiston or at the Federal Building, 400 West Bay Street, Jacksonville. The telephone number of the Clewiston area office is 813-983-8101.

Public address systems are installed at all the locks as an aid to navigation and a safety feature. Craft approaching any of the locks should approach for passage only upon receiving instructions from the lock tender through the loudspeaker system or by standard light signal. The locks monitor VHF-FM channel 16.

Caution.–The St. Lucie, Port Mayaca, Moore Haven, Ortona, and W.P. Franklin Locks are used, when conditions require, for discharging water from Lake Okeechobee. All vessels approaching these locks during periods of discharge should exercise caution. The depth over the upper sill of St. Lucie Lock is reduced from 13.5 feet to 8

feet when water is being discharged from Lake Okeechobee.

St. Lucie Inlet and **St. Lucie River** to Stuart, Mile 7.5, are discussed in chapter 10. **South Fork** of St. Lucie River begins at **Mile 7.7** and trends southward into St. Lucie Canal.

Palm City, Mile 9.5, is a small town on the west bank of South Fork. A small boatyard for hull, engine, and electronic repairs on the east bank of the river, just south of the Palm City Bridge, has a marine railway that can haul out boats to 50 feet. Gasoline, water, ice, electricity, wet covered storage, and marine supplies are available. In May 1983, a reported controlling depth 5½ feet could be carried from the waterway to the yard and alongside. The fixed highway bridge over the waterway here has a clearance of 55 feet. The overhead power cable just north of the bridge has a clearance of 55 feet. During periods of high water in Lake Okeechobee, shoaling may occur in the vicinity of the bridge.

At **Mile 10.1,** Okeechobee Waterway enters **St. Lucie Canal** from South Fork, which then continues southeastward. South Fork above the junction is deep and winding, affording good protection for small boats during hurricane weather. About 2 miles up this fork is a fixed highway bridge with a clearance of 4 feet. Current was observed to be flowing up the river at this bridge.

Heights.–Overhead clearances on the St. Lucie Canal from St. Lucie Lock to Port Mayaca Lock are referred to a St. Lucie Canal stage of 14.5 feet.

At **Mile 13.6,** a boatyard specializing in new construction and renovations is east of the waterway. A 60-ton mobile lift is available for hull, engine, and electronic repairs. In May 1983, depths of 6½ feet were reported alongside.

St. Lucie Canal is crossed at **Mile 14.5** by the Sunshine State Parkway bridge, which has a fixed span with a clearance of 55 feet.

The **St. Lucie Lock, Mile 15.1,** has a width of 50 feet, length of 250 feet, and a depth of 12 feet over the sill. High water in Lake Okeechobee may cause the lock to be closed to navigation for parts of the day. Caution should be used when approaching the lock when it is being used to discharge water from Lake Okeechobee. Limited tieup facilities are available at the lock.

Overhead power and telephone cables crossing St. Lucie Canal at **Mile 17.1** have clearances of 56 feet. State Route 76A fixed highway bridge crossing the canal at **Mile 17.1** has a clearance of 55 feet.

An overhead power cable at **Mile 20.2** has a clearance of 82 feet.

At **Mile 23.7,** overhead power and telephone cables crossing the waterway have a least clearance of 58 feet.

At **Mile 25.4,** overhead power cables with a least clearance of 63 feet cross the waterway; another overhead power cable with a clearance of 76 feet crosses at **Mile 26.9.**

Near **Indian Town,** State Route 710 highway bridge at **Mile 28.1,** has a fixed span with a clearance of 55 feet. The hand-operated swing span of the Seaboard System Railroad (SCL) bridge at **Mile 28.5** has a channel width of 47 feet and a clearance of 7 feet. (See **117.1 through 117.59 and 117.317,** chapter 2, for drawbridge regulations.) An overhead telephone cable at the bridge has a clearance of 59 feet, and overhead power and telephone cables 0.4 mile west of the bridge have a clearance of 75 feet.

At **Mile 29.5,** there is a marina on the north side of the canal with 33 slips where craft up to 120 feet can be accommodated. Gasoline, diesel fuel, water, ice, electricity, some marine supplies, and a snack bar are available. There is a surfaced launching ramp, a 3-ton marine lift, and a mechanic on call for minor engine repairs. Provisions, supplies, restaurants, and motels are available close by. In May 1983, the reported controlling depth in the entrance and in the basin was 8 feet.

Several overhead power cables between **Mile 33.0** and Port Mayaca Lock have a least clearance of 56 feet.

Port Mayaca, Mile 38.0, has no piers, but one wall of the lock is still present and can be used to tie up. Some supplies are available in the community. The Florida East Coast Railway bridge across the waterway here has a lift span with clearances of 7 feet down and 49 feet up. (See **117.1 through 117.59 and 117.317,** chapter 2, for drawbridge regulations.)

U.S. Routes 98–441 highway bridge at **Mile 38.8** has a fixed span with a clearance of 55 feet.

Port Mayaca Lock, about 300 yards west-southwest of the U.S. Routes 98-441 highway bridge, has a length of 400 feet, width of 56 feet, and a depth of 16 feet over the sill.

The waterway enters **Lake Okeechobee** at **Mile 38.9.** The lake is an approximately circular fresh-water lake in southern Florida, about 26 miles from the Atlantic coast, 50 miles from the Gulf coast, and 90 miles from the south end of the mainland. It varies in width from 22 to 30 miles and is shoal along its west and southwest sides with depths of 10 to 14 feet in the center. The shoal areas are generally filled with a thick growth of watergrass, which makes it necessary to equip boats with weedless propellers if operating in the lake for any length of time.

Taylor Creek empties into Lake Okeechobee at its northernmost extremity. A lock at the mouth of the creek is 60 feet long and 50 feet wide, and has a depth of 5.5 feet over the sill. (See **207.170d,** chapter 2, for regulations.) About 3.5 miles above the mouth of the creek is the town of **Okeechobee,** which has rail and highway connections. A dredged channel leads from the lake to the highway bridge at Okeechobee. In May 1983, the reported controlling depth was 5 feet to the highway bridge. The approach channel from the lake to the mouth of Taylor Creek is marked by a light and daybeacons; the remainder of the channel to Okeechobee is unmarked. There are two fishing camps in the creek just above the mouth where gasoline, water, ice, launching ramps, and some marine supplies are available. A boatyard here has a forklift that can handle craft to 24 feet for hull and engine repairs.

U.S. Route 441 highway bridge about 0.2 mile above the mouth of Taylor Creek has a 40-foot bascule span with a clearance of 9 feet. (See **117.1 through 117.59 and 117.335,** chapter 2, for drawbridge regulations.) Overhead power cables north and south of the bridge have a minimum clearance of 40 feet. State Route 70 highway bridge crossing the creek of Okeechobee has a 40-foot swing span with a clearance of 3 feet.

Kissimmee River flows into the north side of Lake Okeechobee about 5.3 miles southwest of Taylor Creek. State Route 78 highway bridge about 0.5 mile above the river entrance has a removable span with a channel width of 36 feet when open and a clearance of 20 feet. (See **117.1 through 117.59 and 117.295,** chapter 2, for drawbridge regulations.) The overhead power cable at the bridge has a clearance of 71 feet. In September 1986, the centerline controlling depth was 4 feet in the entrance channel, then 8 feet for another 5 miles. There are two fish camps and a small marina at a recreation area on the north bank of the river just above the bridge. Berths, gasoline, water, and ice are available.

North Lake Shoal extends 4 miles off the northwest shore of the lake. **Observation Shoal** is an extensive sand shoal extending as much as 7 miles off the southwest shore of the lake. **Rocky Reef** extends across the south end of the bay between **Observation Island** and **Bacom Point;** depths of 2 to 7 feet are over it in places. The channel of Route 1 through the reef is marked by lights and daybeacons. **Halifax Bank** is a sand shoal toward the south end of **South Bay.**

Shelter may be found in Taylor Creek at the north end of the lake, in **Pelican Bay** at the southeast corner of the lake, and in the canals. Where depths are sufficient in the watergrass off the west and southwest sides of the lake, anchorage in moderate weather can be made, as the holding bottom is good and protection is afforded by the watergrass.

Route 1 across Lake Okeechobee from Port Mayaca follows a southwesterly course to Rocky Reef, thence a southerly course in the channel through the reef which is marked by lights and daybeacons, and then turns westward and thence southwestward and joins Route 2 at Clewiston.

Clewiston, at **Mile 65.0** via Route 1 and **Mile 75.7** via Route 2, is an agricultural community on the southwest side of the lake. It is on a branch of the Seaboard System Railroad. There are several hotels, motels, restaurants, and a shopping district in the city. The area offices and general headquarters of the Corps of Engineers are on the east side of the canal at the east side of town. Gasoline, diesel fuel, some marine supplies, and provisions can be obtained along the west side of the canal; engine repairs can be made. Dock space is available along the bulkhead of the Clewiston Industrial Canal south of the levee. In July 1987, 3 feet was reported alongside. An overhead power cable that has a clearance of 37 feet crosses the canal about 400 yards south of the hurricane gate.

Routes 1 and 2 combine into one route at Clewiston.

Route 2 leaves St. Lucie Canal at **Mile 38.9** and follows the southern perimeter of the lake. It is marked by daybeacons and is the route most used. It is recommended during periods of rough water and high winds in Lake Okeechobee. Levees are along the southern bank of this route.

Canal Point is at **Mile 47.4** on Route 2. **West Palm Beach Drainage Canal** joins the lake here; at the lock in the canal an overhead power cable has a clearance of 80 feet.

Pahokee, Mile 50.6, is a town on the southeast side of the lake with a protected boat basin which had a reported depth of 8 feet in May 1983. Gasoline, diesel fuel by truck, and electricity are available at the pier in the basin; a depth of 6 feet was reported alongside the pier. Launching ramps are available.

The only bridge crossing Route 2 is at **Mile 60.7.** State Route 717 highway bridge, connecting the mainland at **Belle Glade** with **Torry Island** and **Kreamer Island,** has a swing span with a clearance of 11 feet. The channel is through the west draw. (See **117.1 through 117.59 and 117.317**, chapter 2, for drawbridge regulations.) An overhead power cable at the bridge has a clearance of 75 feet. Gasoline, water, ice, electricty, diesel fuel by truck, and launching ramps are available at boat landings on both sides of the bridge. South of the bridge, on Torry Island, there is a wharf maintained by the city with depths of 4 feet alongside; there are three surfaced launching ramps and a public picnic area.

About 0.3 mile below the bridge at **Mile 61.0** the **Hillsboro Drainage Canal** and **North New River Drainage Canal** join the lake.

The **Miami Drainage Canal** joins the lake at **Lake Harbor, Mile 67.2.**

Route 2 continues northwestward to Clewiston where it joins Route 1 and combines into one route westward. Mileage westward of Clewiston is based on use of Route 1.

Moore Haven Lock, Mile 78.0, has a width of 50 feet, a length of 250 feet, and a least depth of 10 feet over the sills. Two standby areas have been established for vessels waiting to pass through. The first area is about 275 yards northwest of the lock at the junction of the canals, and the second area is 150 yards southwest of it. During periods of discharge through the lock, the currents and turbulence are extremely hazardous to all craft. Under no circumstances shall any craft approach nearer to the lock than the standby areas until discharge has been stopped and the water pool stabilized.

A public address system at the Moore Haven Lock is an aid to navigation and safety feature. Craft coming to the lock should approach the passage only upon receiving instructions from the locktender through the loudspeaker system, and enter the lock chamber only after signal from him.

Freshwater is available at the lock. A Government boat basin with four slips for medium-sized boats is just west of the lock. In May 1983, there were reported depths of 10 to 30 feet in the basin.

The waterway between Moore Haven Lock and Ortona Lock passes through **Caloosahatchee Canal.**

The Seaboard System Railroad (SCL) bridge, at **Mile 78.3,** has a hand-operated swing span with a clearance of 5 feet; the channel is through the east draw. (See **117.1 through 117.59 and 117.317**, chapter 2, for drawbridge regulations.) The span required about 15 minutes for opening and westbound vessels should signal for opening the bridge while still in Moore Haven Lock. An overhead power cable about 150 yards south of the bridge has a clearance of 75 feet. At **Mile 78.4** U.S. Route 27 highway bridge has a bascule span with a clearance of 23 feet at the center. (See **117.1 through 117.59 and 117.317**, chapter 2, for drawbridge regulations.)

There is a small-boat basin on the west side of the canal between the railroad and highway bridges. Gasoline, diesel fuel by truck, water, ice, electricity, launching ramp, wet covered storage for 35 boats 20 feet long and some marine supplies are available. A forklift that can haul out craft to 26 feet is available for hull and engine repairs. A depth of 4 feet can be carried from the waterway to the basin. An overhead cable with a clearance of 18 feet crosses the entrance to the basin. Provisions can be obtained in the town of **Moore Haven** at **Mile 78.5,** on the west bank of Caloosahatchee Canal about 0.5 mile south of the lock. There are hotels, motels, and restaurants; some supplies can be obtained. Bus service is available. The town dock is on the west side of the canal just south of the highway bridge; water and electricity are available on the dock, and a small fee is charged for dockage. There is a depth of 9 feet alongside the dock.

At **Mile 82.1,** the canal passes through shallow, freshwater **Lake Hicpochee,** about 5 miles long and 2.5 miles wide, soft mud bottom. Most of the surface is covered with hyacinth and saw grass. Spoil banks on both sides of the canal are overgrown to a height of about 12 feet and have only a few open spots where the lake can be seen.

At **Citrus Center, Mile 88.8,** a marina on the south side of the waterway has berths with electricity, water, ice, gasoline, and diesel fuel.

At **Mile 90.0,** an overhead power cable with a clearance of 75 feet crosses the canal.

Ortona Lock, Mile 93.5, has a width of 50 feet, a length of 250 feet, and a depth of 11 feet over the sills. During periods of heavy discharge through the spillway with the lock gates closed, the currents sweep toward the spillway. Navigators approaching the lock should exercise extreme caution and maintain maximum possible control at all times. A ramp and a 180-foot wharf are about 500 yards west of the lock on the north bank.

The waterway enters **Caloosahatchee River** through a land cut west of Ortona Lock. Normal current in the river and canal is about 1.5 knots; however, velocities are increased considerably during freshets.

A list of hurricane havens, "Safe Harbors in Caloosahatchee River During Hurricanes," is available from Marine Advisory Agent, Lee County Extension Service, 3406 Palm Beach Blvd., Fort Myers, FL 33916; telephone 813-335-2202.

Overhead power and telephone cables about 0.2 mile westward of Ortona Lock have a clearance of 76 feet.

At **Mile 94.0,** the Seaboard System Railroad (SCL) bridge crossing the river has a hand-operated swing span, reportedly kept in the open position, with a clearance of 7 feet; the channel is south of the pivot pier. Westbound vessels should signal for opening of the bridge while still in Ortona Lock and anticipate delay awaiting the full opening. Full control should be maintained at all times.

LaBelle, Mile 102.9, has a pier and turning basin. In May 1983, a depth of 4½ feet was reported alongside the pier. State Route 29 highway bridge crossing here, has a bascule span with a clearance of 28 feet at the center. (See **117.1 through 117.59 and 117.317**, chapter 2, for drawbridge regulations.) The overhead power and television cables at the bridge have a least clearance of 60 feet.

At **Denaud, Mile 108.2,** a highway bridge has a swing span with a clearance of 9 feet. An overhead power cable west of the bridge has a clearance of 79 feet. (See **117.1 through 117.59 and 117.317**, chapter 2, for drawbridge regulations.)

Alva, on the north bank at **Mile 116.0,** has a small pier where gasoline, water, and some marine supplies can be obtained. State Route 873 highway bridge crossing the waterway here, has a bascule span with a clearance of 23 feet. (See **117.1 through 117.59 and 117.317**, chapter 2, for drawbridge regulations.) The overhead power cable at the bridge has a clearance of 77 feet.

W. P. Franklin Lock, Mile 121.4, has a length of 400 feet, width of 56 feet, and a depth of 14 feet over the sill. A government operated recreation area with a launching ramp, water, and picnic tables is on the north side of the waterway adjacent to the lock.

At **Mile 124.0,** just below **Olga,** there is a small marina where gasoline, diesel fuel, water, ice, berths with electricity, some marine supplies, a 10-ton portable lift, and hull and engine repairs are available. A depth of 6 feet was reported alongside the 175-foot wharf on the waterway in May 1983.

At **Mile 125.6, Trout Creek** enters the waterway. **Owl Creek** branches from Trout Creek about 0.7 mile above the entrance. There are two entrances from the waterway into Trout Creek. The controlling depth, in 1963, was 5 feet in the western entrance and 7 feet in the eastern entrance. At Owl Creek there is a small-craft facility where berths, electricity, gasoline, diesel fuel, water, storage, and a 60-ton mobile lift are available; hull and engine repairs can be made. Small craft can be put in freshwater storage behind a dam here.

A highway bridge crossing the river at **Mile 126.2** has a bascule span with a clearance of 27 feet at the center. (See **117.1 through 117.59 and 117.317**, chapter 2, for drawbridge regulations.) A marina close west of the bridge provides gasoline, diesel fuel, water, ice, marine supplies, a 4-ton lift, and hull and engine repairs.

At **Mile 128.0,** four overhead power cables have a minimum clearance of 80 feet. The twin fixed highway bridges at **Mile 128.9** have a least clearance of 55 feet.

Orange River enters the waterway at **Mile 128.9.** In May 1985, the reported midchannel controlling depth was 2 feet to a boatyard and a marina about 0.5 mile and 0.6 mile, respectively, above the mouth. The channel is marked by private daybeacons. Reported depths alongside were 10 feet at the boatyard and 8 feet at the marina. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, storage, and launching ramps are available; hull and engine repairs can be made. A 60-foot marine railway is at the boatyard, and a 10-ton fixed lift is at the marina.

Orange River is a hurricane refuge for small yachts. The river is crossed by State Route 80 highway bridge 0.8 mile above the mouth. It has a 40-foot bascule span with a clearance of 11 feet. (See **117.1 through 117.59 and 117.321**, chapter 2, for drawbridge regulations.) Adjacent to the bridge are overhead power cables with a minimum clearance of 38 feet. From the bridge to 2 miles above the mouth, other overhead cables have a minimum clearance of 36 feet.

Manatees.–Regulated speed zones for the protection of manatees are in Orange River and in Caloosahatchee River at the junction with Orange River. (See Manatees, chapter 3.)

The Caloosahatchee River is crossed at **Mile 129.9** by a Seaboard System Railroad (SCL) bridge which has a bascule span with a clearance of 5 feet. In the open position, the draw overhangs the channel above a height of 55 feet.

Edison Memorial Bridge (U.S. Business Route 41), which crosses Caloosahatchee River at **Fort Myers, Mile 134.5.** has a bascule span with clearances of 10 feet at the center and 6 feet at the fenders. (See **117.1 through 117.59 and 117.317**, chapter 2, for drawbridge regulations.)

Fort Myers, on the south bank of Caloosahatchee River 14 miles above the mouth, is the commercial center for this part of the State. The city's hotels, communications, and boating facilities are discussed in **United States Coast Pilot 5, Atlantic Coast–Gulf of Mexico, Puerto Rico, and Virgin Islands.**

Chart 11472.–South of St. Lucie Inlet, the Intracoastal Waterway enters **Great Pocket** at **Mile 988.3,** proceeds to a canal at **Mile 990.1,** and continues through **Peck Lake** and **South Jupiter Narrows** to **Hobe Sound.**

Manatees.–A regulated speed zone for the protection of manatees is in those waters of the Indian River other than the Intracoastal Waterway from St. Lucie Inlet to Jupiter Inlet. (See Manatees, chapter 3.)

State Route 708 highway bridge at **Mile 995.9** has a bascule span with a clearance of 21 feet.

Hobe Sound National Wildlife Refuge comprises the shore areas west of the waterway from **Mile 996.8** to **Mile 999.7.**

The waterway continues in Hobe Sound to **Conch Bar, Mile 1001.3,** and thence through **Jupiter Sound** to Jupiter Inlet. At **Mile 1004.1,** near the southern end of Jupiter Sound, State Route 707 highway bridge crossing the waterway has a bascule span with a clearance of 25 feet. There are numerous small-craft facilities on both sides of

the waterway in Jupiter Sound. (See the small-craft facilities tabulation on chart 11472 for services and supplies available.)

Jupiter Inlet is discussed in chapter 10.

The waterway continues into **Loxahatchee River** at **Mile 1004.5.** U.S. Route 1 highway bridge across the waterway at **Mile 1004.8** has a bascule span with a clearance of 26 feet at the center. The bridgetender monitors VHF-FM channel 16; call sign WHW-793. Piers of a former bridge extend from shore on both sides of the channel just west of the bridge. About 0.3 mile westward of the bridge, the waterway makes a sharp turn just eastward of two other bridges, crosses Loxahatchee River, and enters Lake Worth Creek.

Care must be taken not to confuse the route of the waterway with the passage through the two bridges just westward of the sharp turn across the Loxahatchee River at **Mile 1005.1.** Alternate State Route A1A highway bridge crossing the river has a 47-foot fixed span with a clearance of 25 feet. The Florida East Coast railroad bridge has a 40-foot bascule span with a clearance of 4 feet. (See **117.300**, chapter 2, for drawbridge regulations.) The overhead power cable at this bridge has a clearance of 50 feet. The river shoals beyond these bridges. A fixed highway bridge with a 34-foot removal span and a clearance of 11 feet crosses the north fork of the river about 2 miles above the railroad bridge. An overhead power cable north of the bridge has a clearance of 38 feet.

A marina with excellent facilities is immediately east of the U.S. Route 1 bridge on the south side of the river at **Jupiter.** There are about 20 berths for boats up to 65 feet with reported depths of 5 feet alongside. Gasoline, diesel fuel, water, ice, electricity, and complete marine supplies are available. There is a 35-ton mobile lift, and complete repair work, alterations, and boatbuilding are performed. A smaller marina adjacent to the eastward has berths, gasoline, water, electricity, some marine supplies, and a 6-ton lift; hull and engine repairs can be made.

State Route 706 highway bridge at **Mile 1006.2** has a bascule span with a clearance of 15 feet at the center. The bridgetender monitors VHF-FM channel 16; call sign WHW-789. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

At **Mile 1007.1,** an overhead power cable has a clearance of 83 feet across the waterway. The Donald Ross Road bridge crossing the waterway at **Mile 1009.3** has a bascule span with a clearance of 14 feet at the center.

A small boatyard on the west bank of the waterway at **Mile 1011.7** has a marine railway that can haul out vessels up to 55 feet for hull and engine repairs. A 3-ton mobile hoist, gasoline in cans, diesel fuel by truck, and water are available.

State Route 74 (PGA Boulevard) highway bridge at **Mile 1012.6** has a bascule span with a clearance of 24 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

At **Mile 1013.7**, the waterway is crossed by U.S. Route 1 highway bridge. It has a twin bascule span having a clearance of 25 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) The overhead power cable on the east side of the bridge has a clearance of 85 feet.

Just southeastward of the bridge is a yacht basin with 100 open berths for boats up to 100 feet long; water, electricity, and telephone connections are at each berth. Depths are reported to be 10 feet. Gasoline, diesel fuel, ice, restaurants, a motel, and recreation facilities are available. Engine and electronic repairs can be made.

The Intracoastal Waterway enters **Lake Worth** at **Mile 1014.1** and traverses the lake from one end to the other. The lake is a long, narrow, and shallow body of water separated from the ocean by an island varying in width from 0.1 to 0.5 mile. Considerable dredging has been done in Lake Worth for private channels and for real estate development. Local knowledge is necessary to carry the best water outside the limits of the marked channels.

There are many excellent and complete marinas and repair yards for yachts along the shores of Lake Worth.

Little Lake Worth, at the north end of Lake Worth, has a basin which in 1969, has depths of 12 to 14 feet. State Route A1A highway bridge across the entrance has a 27-foot fixed span with a clearance of 8 feet. A privately marked and dredged channel leads northward to Little Lake Worth from the Intracoastal Waterway at **Mile 1014.2.** In 1975-June 1982, the reported controlling depth was 7 feet. In June 1987, shoaling to an unknown depth was reported just north of Light 9 and Light 10.

State Route A1A fixed highway bridge (Jerry Thomas Memorial Bridge), crossing the waterway at **Mile 1017.2** and connecting **Riviera Beach** and **Singer Island,** has a clearance of 65 feet.

There are a number of marinas, fuel piers, and repair facilities on both sides of Lake Worth between the bridge and the Port of Palm Beach. (See the small-craft facilities tabulation on chart 11472 for services and supplies available.)

Lake Worth Inlet, Mile 1018.4, and the ship channel leading to the basin at the **Port of Palm Beach,** are described in chapter 10.

Anchorage for yachts drawing up to 14 feet is available in the buoyed channel on the east side of Lake Worth leading southward from Port of Palm Beach main ship channel; the best area is immediately south of the ship channel.

Manatees.–A regulated speed zone for the protection of manatees is in the vicinity of the powerplant discharge at Riviera Beach at **Mile 1018.5.** (See Manatees, chapter 3.)

On the west side of the lake at **Mile 1019.8** there are three boat storage and repair yards. The first has a 40-ton mobile lift, a 75-ton marine elevator, and a forklift that can handle boats to 26 feet for hull, engine, and electronic repairs. There is berthage for 50 boats with reported depths of 8½ feet alongside in May 1983. Gasoline, diesel fuel, water, electricity, and marine supplies are available.

The second yard has a 35-ton mobile lift and a marine railway that can haul out boats up to 70 feet. Engine, hull, and electronic repairs can be made, and machine shop work is done. There is berthage for 40 boats with depths of 5 feet reported alongside May 1983. Gasoline, diesel fuel, water, electricity, ice, and marine supplies are available.

The third repair yard has three piers over 300 feet long with 12 feet reported alongside in May 1983. Repair facilities include a 160-ton fixed lift which can handle craft up to 100 feet, a 60-ton mobile lift, and well-equipped machine and carpenter shops. Complete repairs can be made. Gasoline, diesel fuel, water, ice, electricity, and marine supplies are available at the yard, and motels and stores are nearby.

West Palm Beach , Mile 1021.9, on the west shore of Lake Worth, is a resort city which is also of considerable commercial importance. The city has complete supplies and services for yachts. **Storm warning signals are displayed.** (See chart.)

The long pier of a marina is at **Mile 1021.6** in West Palm Beach, about 0.1 mile north of the highway bridge. Palm

Beach Yacht Club is at the marina. There are open berths for about 44 boats of up to 120 feet. Gasoline, diesel fuel, water, ice, electricity, and a restaurant are available. In May 1983, the reported controlling depth was 6½ feet from the waterway to the pier.

The yacht club pier is also near the Good Samaritan Hospital; medical aid to boatmen is available at the hospital.

Flagler Memorial Bridge (State Route A1A), **Mile 1021.8** has a bascule span with a clearance of 17 feet at the center. The bridgetender monitors VHF-FM channel 16, call sign WHW-785. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

About 0.1 mile south of the bridge, a privately maintained and marked channel leads westward to a marina. There is adequate berthing space for 187 boats; gasoline, diesel fuel, water, electricity, and ice are available; restaurants, motels, hotels, provisions, and marine supplies are close by.

Royal Palm (Royal Park) bridge (State Route 704), **Mile 1022.6,** has a bascule span with a clearance of 14 feet at the center. The bridgetender monitors VHF-FM channel 16, call sign WHW-681. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

Chart 11467.–From West Palm Beach, the waterway continues southward to the south end of Lake Worth at **Mile 1034.3,** thence through a cut to Lake Wyman at **Mile 1045.7.**

Southern Boulevard Bridge (State Route 80), **Mile 1024.7,** has a bascule span with clearance of 14 feet at the center. The bridgetender monitors VHF-FM channel 16, call sign WHW-777. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

West Palm Beach Canal enters the waterway at **Mile 1026.8.** A fixed highway bridge with a clearance of 12 feet is about 0.3 mile above the mouth. In 1983, the reported controlling depth in the canal was 7 feet.

At **Lake Worth, Mile 1028.8,** State Route 802 highway bridge crossing the waterway has a bascule span with a clearance of 38 feet at the center and 35 feet elsewhere. The bridgetender monitors VHF-FM channel 16 and works channel 13.

Three repair yards are in the yacht basin on the west side of the lake at **Mile 1030.6.** The largest yard has a 150-ton fixed lift, and a marine railway that can handle craft up to 115 feet; hull, engine, and electronic repairs can be made. Berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. In May 1983, reported depths of 9 feet were available from the waterway to the basin.

At **Lantana, Mile 1031.0,** Lantana Avenue bridge crossing the waterway has a bascule span with a clearance of 13 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM 16 and works channel 13. There are small-craft facilities at **Miles 1032.6** and **1033.1.** Berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. Mobile lifts to 60 tons are available for hull, engine, and electronic repairs.

At **Boynton Inlet, Mile 1033.7,** easterly winds cause currents that have great velocity and must be reckoned with when navigating the Intracoastal Waterway. The inlet is discussed in chapter 10.

The waterway enters a cut at **Mile 1034.3.** East Ocean Avenue/State Route 804 highway bridge crossing the waterway at **Boynton Beach, Mile 1035.0,** has a bascule span with a clearance of 10 feet at the center. The bridgetender monitors VHF-FM channel 16 and works channel 13; call sign WHW-773.

Just north of the bridge on the western shore of the lake there are three small-craft facilities where berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. A 20-ton lift that can haul out vessels for hull, engine, and electronic repairs is available.

At **Mile 1035.8,** Woolbright Road highway bridge with a bascule span and clearance of 25 feet crosses the waterway. The bridgetender monitors VHF-FM channel 16 and works channel 13.

The Eighth Street highway bridge over the waterway at **Mile 1038.7** has a bascule span with a clearance of 9 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 16 and works channel 13.

Just south of the bridge on the west side of the waterway there is a boatyard that makes hull, engine, and electronic repairs. The yard has berthage with electricity, gasoline, diesel fuel, and water.

At **Delray Beach, Mile 1039.6,** the Atlantic Avenue (State Route 806) highway bridge has a bascule span with a clearance of 12 feet at the center. The bridgetender monitors VHF-FM channel 16 and works channel 13; call sign WHW-769. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) A marina on the west side of the waterway about 1 mile south of the bridge at **Mile 1040.6** has berthage with electricity, gasoline, diesel fuel, water, ice, and some marine supplies.

Linton Boulevard (12th Street) bascule bridge with a clearance of 30 feet at the center crosses the waterway at **Mile 1041.0.**

Spanish River Road bascule bridge with a clearance of 21 feet (25 feet at the center) crosses the waterway at **Mile 1044.9**. The bridgetender monitors VHF-FM channels 13 and 16.

At **Mile 1045.7,** the waterway enters **Lake Wyman,** crosses the lake through a dredged channel, marked by lights and daybeacons, and then continues southward to Lake Boca Raton and Boca Raton Inlet.

State Route 798 (Palmetto Park Road) highway bridge at **Boca Raton Mile 1047.5,** has a bascule span with a clearance of 6 feet at the center. In April 1985, the bridge was being reconstructed to provide a clearance of 20 feet at the center. Just south of the west side, is a surfaced launching ramp. The waterway enters **Lake Boca Raton** at **Mile 1047.7. Boca Raton Inlet** leads from the lake to the Atlantic Ocean. The inlet is described in chapter 10 (note the dangers).

The waterway leaves Lake Boca Raton at **Mile 1048.1** and enters a long land cut. Crossing the north end of the land cut at **Mile 1048.2,** Camino Real highway bridge has a bascule span with a clearance of 9 feet at the center. Care should be exercised at this bridge as strong currents may be encountered; the sides of the canal are rocky.

Hillsboro Drainage Canal enters the Intracoastal Waterway from the west at **Mile 1049.9** near **Deerfield Beach.** The confluence of the canal and the waterway on the north side of the bridge creates a dangerous condition in the channel. During periods of maximum discharge through the canal, hazardous currents develop in the Intracoastal Waterway channel about 100 yards north of Deerfield Beach Bridge.

Vessels proceeding southward should not approach the bridge until it is fully opened for passage, and should at all times maintain sufficient headway to avoid being carried toward the east fender system by the flow of water from

Hillsboro Drainage Canal that generates considerable cross current, especially during periods of flood.

About 0.8 mile up Hillsboro Drainage Canal, U.S. Highway 1 bridge, has a 32-foot fixed span with a clearance of 9 feet. In June 1988, a replacement fixed highway bridge was under construction; upon completion, it will provide a vertical clearance of 14 feet and a horizontal clearance of 40 feet between the fenders. Just below the bridge is a marina and repair yard. Half of the finger piers are covered. Berthage with electricity, gasoline, diesel fuel, and water are available. Depths of 2 to 5 feet were reported alongside in April 1983. A 30-ton mobile hoist is available at the yard; hull and engine repairs can be made.

Just below the canal, at **Mile 1050.0,** the Intracoastal Waterway is crossed at Deerfield Beach by State Route 810 highway bridge that has a bascule span with a clearance of 21 feet at the center. The bridgetender monitors VHF-FM channel 16 and works on channel 13. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

Just south of the bridge on the west side of the waterway is a marina with berthage for 40 boats with 6 feet reported alongside. In April 1983, the reported controlling depth was 4½ feet from the waterway into the basin. Gasoline, diesel fuel, water, ice, and electricity are available.

Hillsboro Inlet at **Mile 1053.9,** is described in chapter 10. Between Hillsboro Inlet and **Pompano Beach,** including **Lake Placid,** there are several marinas and repair facilities. (See the small-craft facilities tabulation on chart 11467 for services and supplies available.)

At **Mile 1055.0,** Northeast 14th Street bridge has a double-leaf bascule span with a clearance of 15 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

Near **Pompano Beach, Mile 1056.0,** there is the Atlantic Boulevard/State Route 814 highway bridge with a bascule span with a clearance of 15 feet at the center. The bridgetender monitors VHF-FM channel 16 and works on channel 13. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

Just north of the bridge, on the east side of the waterway, a yacht basin has finger piers with depths that vary from 10 feet near the waterway to 7 feet at the inner end of the basin; the piers have water and electricity. Gasoline, diesel fuel, ice, and some supplies are available, and there is berthage for 83 boats.

Lake Santa Barbara , on the west side of the waterway at **Mile 1056.8,** has several marinas and boatyards. Berths with electricity, gasoline, diesel fuel, water, and ice are available. A 20-ton lift is available for hull, engine, and electronic repairs.

At **Mile 1059.0,** Commercial Boulevard bridge over the waterway near **Lauderdale-by-the-Sea** has a bascule span with a clearance of 15 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

At **Mile 1060.5,** the Oakland Park Beach Boulevard highway bridge over the waterway near **Oakland Park** has a bascule span with a clearance of 22 feet at the center. The bridgetender monitors VHF-FM channel 16 and works on channel 13. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

At **Mile 1062.6,** the two Sunrise Boulevard (State Route 838) highway bridges, at Fort Lauderdale, have bascule spans with a minimum clearance of 16 feet at the center. The bridgetender monitors VHF-FM channel 16 and works on channel 13. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) In June 1985, replacement twin bascule bridges with a design clearance of 21 feet were under construction.

Middle River enters the waterway from westward about 0.6 mile south of the Sunrise Boulevard bascule bridges; the reported controlling depths, in June 1975, were 6 feet to the Sunrise Boulevard highway bridge 0.9 mile above the mouth, thence 5 feet to the U.S. Route 1 bridge 2.2 miles above the mouth. The Sunrise Boulevard highway bridge about 0.9 mile above the mouth has a 27-foot fixed span with a clearance of 6 feet. In August 1981, the bridge was undergoing reconstruction. About 1 mile north of the bridge is an overhead power cable with a clearance of 38 feet. U.S. Route 1 highway bridge has a 29-foot fixed span with a clearance of 8 feet.

An overhead power cable with a clearance of 46 feet crosses the river just eastward of U.S. Route 1 highway bridge.

Middle River divides into North Fork and South Fork just westward of U.S. Route 1 highway bridge. North Fork is crossed by a 27-foot fixed span with a clearance of 4½ feet about 2.2 miles above the mouth of Middle River.

Speed in Middle River is limited to no wake from a point 1 mile above the Sunrise Boulevard Highway Bridge.

Fort Lauderdale, Mile 1065.0, a large and colorful city known as the "Venice of America," is served by the Florida East Coast Railway and the Seaboard System Railroad. Navigable waters include the myriad of manmade canals in addition to the natural waterways. The canals between the manmade islands are used by the riparian owners and their guests.

All facilities for yachts are available at Fort Lauderdale, and several thousand yachts base here in the winter. (See the small-craft facilities tabulation on chart 11467 for services and supplies available.) There are many bathing and recreation facilities, hotels, restaurants, and shopping centers in the city. A monument marks the original site of Fort Lauderdale, built in 1838 during the Seminole War.

At **Mile 1064.0,** Las Olas Boulevard highway bridge has a bascule span with a clearance of 31 feet at the center. The bridgetender monitors VHF-FM channel 13 (156.65 MHz).

The large Bahia Mar yacht basin, consisting of two divided basins and an outer wharf, is on the east side of the Intracoastal Waterway about 0.4 mile southward of Las Olas Boulevard Bridge. Depths of 7 to 14 feet are alongside the face of the wharf, and decreasing depths from 11 to 5½ feet at the finger piers in the basins. The office of the yacht basin's dockmaster is in the administration building on the outer wharf. The dockmaster makes all berthing arrangements. Gasoline, diesel fuel, water, electricity, showers, ice, restaurant, motel, shopping center, and marine supplies are available. All kinds of supplies are available in the city.

Storm warning signals are displayed. (See chart.)

New River, the main navigation channel in this area, is entered through two connecting channels at **Mile 1065.0** and **Mile 1065.3.** In August 1981, the controlling depths were 4½ feet in the north connecting channel and 5 feet in the south connecting channel, thence 3 feet (6½ feet at midchannel) for about 0.5 mile above the junction of the connecting channels, thence in 1977, 7 feet to the William H. Marshall Memorial Bridge, about 1.7 miles above the waterway, thence in December 1976, 6 feet to the

junction of South Fork, thence 6 feet in South Fork for 1.4 miles, thence 3½ feet in South Fork and South New River Canal to the junction with Dania Cut-Off Canal. At Tarpon Bend, 0.6 mile above the mouth, the channel is narrow and there are strong currents; also, heavy traffic can be expected here. In October 1981, a submerged piling was reported in South Fork in about 26°06′13″N., 80°09′35″W. In 1978, a submerged obstruction marked by a steel pipe was reported in South New River Canal in about 26°05.0′N., 80°11.1′W.

Above the junction of New River with the Intracoastal Waterway, New River and South Fork are crossed by the following bridges with bascule spans and overhead cables: U.S. Route 1 passes through a tunnel under the river at Southeast Sixth Avenue; at 1.1 miles, Southeast Third Avenue highway bridge, clearance 16 feet; at 1.3 miles, South Andrews Avenue Bridge, clearance 21 feet; an overhead power cable at the bridge has a clearance of 60 feet; at 1.4 miles, Florida East Coast Railway bridge, clearance of 4 feet; an overhead power cable just above the railway bridge has a clearance of 80 feet; at 1.7 miles, the William H. Marshall Memorial Bridge with a clearance of 20 feet at the center; the overhead power cable just above this bridge has a clearance of 80 feet; on the South Fork, 0.8 mile above the mouth of the fork, Southwest 12th Street bridge has a clearance of 21 feet; at 2.7 miles, two parallel fixed highway bridges, clearance 55 feet; at 2.8 miles, Seaboard System Railroad (SCL) bridge, clearance 2 feet; the overhead power cable at the bridge has a clearance of 71 feet; at 3.8 miles, State Highway 84 bridge has a 40-foot bascule span with a clearance of 21 feet. The Southeast Third Avenue bridge, South Andrews Avenue bridge, William H. Marshall Memorial Bridge, and Davie Boulevard bridge are equipped with radiotelephones; the bridgetenders monitor VHF-FM channel 13. (See **117.1 through 117.59, 117.313, and 117.315**, chapter 2, for drawbridge regulations.) Overhead power cables close southward and 0.1 mile southward of the State Highway 84 bridge have a least clearance of 50 feet.

In January 1985, twin fixed highway bridges with design clearances of 45 feet vertical and 40 feet horizontal were under construction close S of State Highway 84 bridge.

The mean range of tide at the Andrews Avenue Bridge, New River, is 2.1 feet. The range increases towards the mouth of the river and is 2.4 feet at the Bahia Mar yacht basin, Fort Lauderdale. Strong currents may be encountered above the Southeast Sixth Avenue Tunnel; strangers going upriver are advised to obtain information from the City Dockmaster.

Speed in New River is limited to no wake.

Both banks of New River between U.S. Route 1 highway tunnel and Florida East Coast railroad bridge are owned by the city. Along the bulkheads, berths with water and electricity are provided for yachts. Arrangements for space are made with the city **dockmaster,** whose office is at 14 South New River Drive East. He has police powers over all the waterways within the city limits.

South New River Canal joins the South Fork of New River with the Dania Cut-Off Canal. Overhead power cables across it have a minimum clearance of 60 feet.

Manatees.–A regulated speed zone for the protection of manatees is in the vicinity of the powerplant at Fort Lauderdale near the junction of South New River Canal and Dania Cut-Off Canal. (See Manatees, chapter 3.)

A number of large storage yards are on New River about 2.5 miles above the city-owned berthing area. Several repair yards and storage basins are up the river. The largest shipyard has a marine elevator with a capacity of 300 tons, and a marine railway that can handle vessels up to 120 feet. Any hull or engine repairs can be made, and machine shops are available. Some yards have cranes of up to 50-ton capacity for rail-water or truck-water transfer.

From New River, the Intracoastal Waterway continues southward through the **Stranahan River.** At **Mile 1065.9,** Fort Lauderdale Southeast 17th Street (State Route A1A) highway bridge has a bascule span with a clearance of 25 feet at the center. The bridgetender monitors VHF-FM channel 13. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) **Speed** in Stranahan River is limited to no wake.

The entrance channel to the Lauderdale Yacht Club is on the west side of Stranahan River about 0.4 mile north of the Fort Lauderdale Southeast 17th Street bridge. The channel to the club from the Intracoastal Waterway is reported to be marked by a private lighted range and privately maintained piles. Depths of 7 feet are reported in the channel, and 5 feet alongside the pier and bulkhead. Water, electricity, and dockage are available for members.

There are five marinas on the west side of Stranahan River. Two are close northward of the Southeast 17th Street highway bridge, and the other three are near the head of **Seminole River,** the first canal extending westward just north of the bridge. (See the small-craft facilities tabulation on chart 11467 for services and supplies available.) In April 1983, the reported controlling depth in Seminole River was 12 feet from the Intracoastal Waterway and 4 feet near the head.

The **Mercedes River** extends eastward from the Intracoastal Waterway at **Mile 1065.7** to **Lake Sylvia.** A highway bridge crossing the river has a 26-foot fixed span with a clearance of 7 feet. In April 1983, the reported controlling depth in Mercedes River was 8 feet from the waterway to the bridge. A large marina on the south side of the entrance has gasoline, diesel fuel, water, ice, electricity, restrooms, showers, berthing, marine supplies, motel, restautant, and provisions available. Depths alongside the piers and bulkheads are 15 to 4½ feet.

Storm warning signals are displayed. (See chart.)

A highway bridge over **Marietta River,** which extends southward from Mercedes River, has a 23-foot fixed span with a clearance of 8 feet. From just south of the bridge, **Marion River** extends eastward into **Mayan Lake** from Marietta River.

Port Everglades, Mile 1066.3, and **Port Laudania** on Dania Cut-Off Canal are described in chapter 10.

Fort Lauderdale Coast Guard Station is on the east side of the waterway at **Mile 1066.8.**

Whiskey Creek (Dania Sound) (chart 11470), which is about 1.6 miles long, lies between the Intracoastal Waterway and the ocean. Highway and pedestrian bridges crossing the sound have least clearances of 20 feet horizontal and 10 feet vertical. Overhead power and telephone cables at the bridges at the north and south entrances have a minimum clearance of 30 feet.

At **Mile 1067.5,** the waterway enters a land cut.

Manatees.–Regulated speed zones for the protection of manatees are in Port Everglades, in the discharge canal of the powerplant at Port Everglades, and in the Intracoastal Waterway from **Mile 1066.0** to **Mile 1068.1.** (See Manatees, chapter 3.)

Dania Cut-Off Canal enters the waterway at **Mile 1068.8.** The canal was constructed by the county for drainage purposes, and during floodwater periods it may cut through to the ocean. In May 1983, the canal had a

reported controlling depth of 9 feet to the first turn about 0.9 mile above the Intracoastal Waterway, thence 5½ feet to the powerplant at the intersection with South New River Canal, a distance of about 5 miles. An overhead power cable with a clearance of 130 feet crosses the canal about 0.6 mile westward of the intersection with the Intracoastal Waterway. An unmarked rock awash extends about 45 feet into the channel on the south side of the canal about 0.8 mile above the entrance.

Obstructions, marked by buoys, have been reported in the canal about 1 and 1.2 miles above the entrance.

In July 1985, a sunken wreck was reported about 1.5 miles above the entrance in about 26°03′33″N., 80°08′28″W.

A large marina, about 1 mile along the canal from the waterway, has berthage with electricity, gasoline, diesel fuel, ice, water, and marine supplies. A 60-ton mobile lift is available for hull, engine, and electronic repairs.

A yacht repair facility about 1.1 miles above the entrance has a 400-ton synchrolift, mobile lifts to 120 tons, and truck cranes to 20 tons. Machine, electrical, welding, paint, and carpentry shops are available for all types of repairs.

A yacht basin is in the canal at **Dania,** 1.7 miles from the waterway. Berthage with electricity, water, and a 30-ton mobile lift are available; hull and engine repairs can be made. West of the yacht basin, bridges, overhead cables, pipelines, and other obstructions restrict the channel width to 29 feet and overhead clearance to 10 feet.

Dania Beach (State Route A1A) highway bridge, **Mile 1069.4,** has a bascule span with a clearance of 22 feet at the center. The highway bridge across the waterway at **Mile 1070.5** has a bascule span with a clearance of 22 feet at the center. The bridgetenders monitor VHF-FM channel 13. Just south of the bridge and on the east side of the waterway there are several places where some supplies may be obtained. Depths are 8 to 12 feet alongside the bulkhead.

At the southeast corner of **North Lake, Mile 1072.0,** the Hollywood City Yacht Basin has berths with electricity and depths of 6 feet reported alongside in April 1983; there is a small-boat launching ramp.

Hollywood, Mile 1072.2, is about 1 mile west of the waterway. On the ocean side east of the city is the Hollywood Beach Hotel, a very prominent structure. Gasoline can be obtained at a service station on the east side of the waterway. There are no repair facilities.

Hollywood Boulevard (State Route 820) bridge, **Mile 1072.2,** has a bascule span with a clearance of 25 feet at the center. The bridgetender monitors VHF-FM channel 13. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

At **Hallandale Boulevard, Mile 1074.0,** State Route 824 highway bridge has a bascule span with a clearance of 22 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13. See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

At **Mile 1076.3,** the N.E. 192nd Street fixed highway bridge has a clearance of 65 feet.

At **Mile 1076.3,** the waterway enters shallow **Dumfoundling Bay.** A dredged channel, marked by private daybeacons and lights, leads west from the waterway at **Mile 1076.5** to an industrial area. In April 1983, the reported controlling depth was 5 feet Care is required here as spoil banks are close aboard on both sides of the dredged channel through the bay. A sharp turn to the south is necessary to enter **Biscayne Creek** at **Mile 1077.3.**

Maule Lake, on west side of the waterway at **Mile 1077.3,** is entered through a privately marked channel leading from the waterway at the southwest corner of Dumfoundling Bay. In April 1983, the reported controlling depth in the channel was 12 feet, and depths in the lake were 2½ to 17 feet over rocky bottom. At a marina on the west shore of the lake is berthage for 280 boats with depths from 18 to 8 feet alongside; controlling depth is 8 feet to the piers. All facilities are available, and there is a 30-ton mobile lift for complete marine repairs.

In June 1988, a wreck was reported in Maule Lake in about 25°56′07″N., 80°08′45″W. The wreck is marked by a lighted buoy.

At **Mile 1078.0,** State Route 826 highway bridge crossing the waterway, has a bascule span with clearance of 19 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) In October 1986, replacement twin bascule bridges with design clearances of 30 feet were under construction close north of the existing bridge. The overhead power cable 55 yards north of the bridge has a clearance of 71 feet.

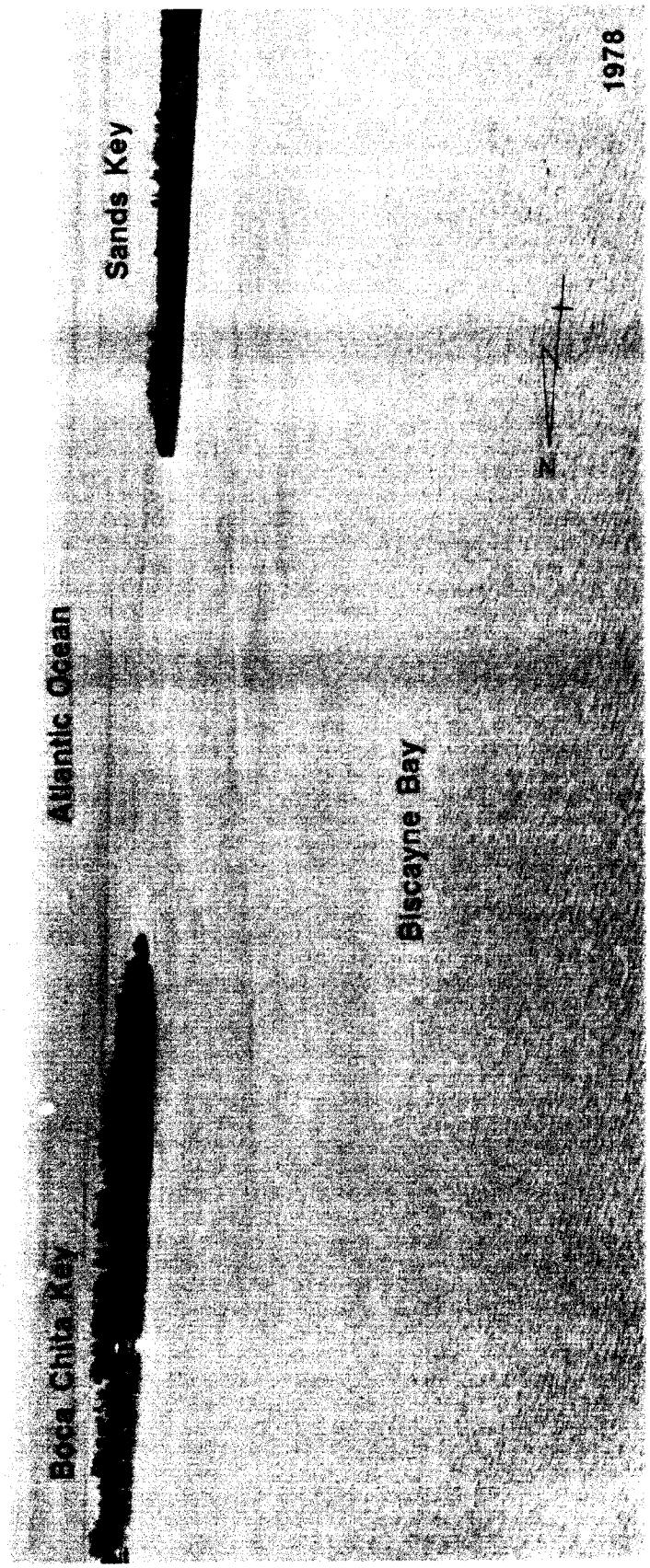
On the east bank of the waterway, at **Mile 1078.0** and just south of the highway bridge, a marina has berths, gasoline, diesel fuel, water, ice, electricity, and marine supplies. There is a 30-ton marine lift that can handle boats for hull, engine, and electronic repairs. In April 1983, the reported controlling depth was 21 feet from the waterway to the marina, and there were depths of 7 to 8 feet alongside.

Oleta River leads westward from Biscayne Creek, at **Mile 1078.0,** and continues on into Maule Lake. The reported controlling depths, in April 1983, were 4 feet from the Intracoastal Waterway to the highway bridge 1.5 miles above the entrance, thence 2½ feet into Maule Lake. This highway bridge over the river has a 21-foot fixed span with a clearance of 4 feet. Another fixed bridge with a clearance of 23 feet crosses the river about 0.3 mile above the entrance.

The Intracoastal Waterway enters the northern end of **Biscayne Bay** at **Mile 1078.5.** The bay is a shallow body of water extending about 33 miles southward, and is unexcelled as a yachting and small-boating area. The upper part of the bay is very shallow, about 2 miles wide, and is separated from the Straits of Florida by a narrow peninsula, Virginia Key, and by Key Biscayne. The remainder of the bay south of Miami has an average width of about 7 miles, general depths of 9 to 10 feet with several places having depths of 13 to 15 feet, and is separated from Hawk Channel by a number of keys and coral banks through which there are several narrow and shallow channels. In the lower part of Biscayne Bay and in the bays and sounds southward, the water is so clear on calm days that the bottom can be seen at considerable depths. On windy days, the water becomes milky and opaque.

At **Mile 1079.5,** an unmarked channel leads southward to Bakers Haulover Inlet. In May-June 1983, the controlling depth in the channel was 6½ feet at midchannel to the highway bridge crossing the inlet. A large municipal marina for the use of yachtsmen and party fishermen is on the east side of the channel just south of the waterway. The marina may also be approached through an unmarked channel that leads east from the waterway at **Mile 1079.8.** In May-June 1983, the controlling depth was 8 feet in the channel and in the basin, and thence in April 1983, 7 feet reported at the finger piers. Gasoline, diesel fuel, water, ice, and electricity are available. There is berthage for 58 boats; a charge is made for docking. A launching ramp is also available. A dockmaster assigns berths. **Storm warning signals are displayed.** (See chart.)

BISCAYNE BAY



Bakers Haulover Inlet is described in chapter 10.

Bal Harbour, a private development, is immediately southward of Bakers Haulover Inlet. Several large hotels are conspicuous landmarks.

At **Mile 1080.4,** an unmarked channel leads south-southeasterly to Bal Harbour yacht basin that has a depth of 14 feet. The channel had a reported controlling depth of 7 feet in April 1983. The yacht basin is for members only, but other craft may take refuge here during bad storms.

Indian Creek extends southward about 6 miles along the eastern part of Biscayne Bay from Bal Harbour to Collins Canal in Miami Beach. In 1963, the controlling depth was 5 feet in Indian Creek. A highway bridge and a pipeline bridge across the creek from Bal Harbour to **Bay Harbor Islands** each have a 43-foot fixed span with a clearance of 12 feet. An overhead power cable on the north side of the bridge has a clearance of 51 feet. About 0.5 mile southward, the bridge at **Surfside** has a 40-foot fixed span with a clearance of 12 feet. The bridge between **Atlantic Heights** and **Normandy Isle** has an 18-foot fixed span with a clearance of 6 feet.

On the east side of **Allison Island,** Indian Creek is crossed by West 63rd Street bridge with a bascule span having a clearance of 11 feet. (See **117.1 through 117.59 and 117.293**, chapter 2, for drawbridge regulations.) A highway bridge over the channel west of the island has a 23-foot fixed span with a clearance of 6 feet. Southward of Allison Island, fixed bridges crossing Indian Creek limit the channel to a minimum width of 41 feet and a clearance of 12 feet.

From the southern end of Indian Creek, **Collins Canal** leads southwesterly along the southeast side of the prolongation of **Venetian Causeway.** In April 1983, the reported controlling depth was 3 feet in the canal. Fixed bridges crossing the canal limit the channel width to 23 feet and the clearance to 5 feet.

At **Mile 1080.9,** a channel on the west side of the Intracoastal Waterway leads northwestward to the west shore, follows the shore in a northerly direction to **New Arch Creek,** and follows the creek about 0.8 mile westward to two marinas where berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. A 30-ton mobile hoist is also available; hull, engine, and electronic repairs can be made. The channel is marked by daybeacons.

At **Mile 1081.4, Broad Causeway** (NE 123rd Street) highway bridge crossing the Intracoastal Waterway has a bascule span with a clearance of 16 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channels 13 and 16. Immediately south of the causeway, a privately marked channel leads to a marina on the west side of the bay.

Miami Beach Channel, about 0.5 mile south of Broad Causeway, is a natural channel that leads southeastward to **Biscayne Point,** thence along the west and south sides of **Normandy Isle,** thence along the east shore of the bay southward to Venetian Causeway and Collins Canal in **Miami Beach,** and thence along the west side of Miami Beach southward of MacArthur Causeway and **Meloy Channel.** In April 1983, the reported controlling depths were 7 feet from the waterway southward to the Julia Tuttle Causeway, except for shoaling to 3 feet about 0.4 mile above the causeway at Daybeacon 18, thence 9 feet to Meloy Channel.

Four bridges cross the channel. At Normandy Isle the easterly bascule span of the 79th Street Causeway has a clearance of 25 feet at the center. The large marina on **Treasure Island** at the west end of the bridge has berths with electricity, water, ice, and marine supplies. In April 1983, depths of 9 feet were reported alongside. The easterly fixed span of the 36th Street Causeway has a clearance of 35 feet; Venetian Causeway bascule span between Rivo Alto Island, the most easterly of the Venetian group, and Belle Isle has a clearance of 9 feet. The fixed bridge near the east end of MacArthur Causeway has a clearance of 35 feet. (See **117.1 through 117.59 and 117.269**, chapter 2, for drawbridge regulations.)

A marina on Miami Beach Channel, just north of the MacArthur Causeway Bridge, has berthage with electricity, gasoline, diesel fuel, water, ice, some marine supplies; hull, engine, and electronic repairs can be made. On the south side of the bridge on Meloy Channel, is a charterboat facility and a marina with similar services. Meloy Channel is described in chapter 10.

At **Mile 1083.8,** a dredged channel leads southeastward from the Intracoastal Waterway to a private yacht basin in **Harbor Island** just north of the 79th Street Causeway. In April 1983, the reported controlling depth was 5 feet. The channel is marked by private piles.

Seventy-Ninth Street Causeway, Mile 1084.6, has a bascule span over the waterway that has a clearance of 25 feet at the center.

Little River flows into the west side of Biscayne Bay at **Mile 1084.9.** Yachts tie up along the banks of the river. In 1975, the controlling depth was 6 feet to the highway bridge about 0.6 mile above the mouth. The bridge (U.S. Route 1) has a 34-foot fixed span with a clearance of 8 feet. Boats that can clear this bridge can continue upstream to the dam at the Florida East Coast Railway bridge, which is the head of navigation. The controlling depth was 3 feet, in 1963, from the highway bridge to the dam.

A boatyard is on the north shore of Little River, about 0.6 mile above the mouth. The yard has a 20-ton marine lift, and a marine railway that can handle craft up to 50 feet. Gasoline, water, ice, electricity, and marine supplies are available. There is berthage for about 15 boats with 7 to 10 feet reported alongside in April 1983. There is a machine shop on the premises; hull and engine repairs can be made.

Julia Tuttle (Thirty-Sixth Street) Causeway, Mile 1087.1, has a fixed span over the waterway with a clearance of 56 feet, which is the least overhead clearance of the fixed bridges over the main route of the Intracoastal Waterway between Norfolk and Miami.

Venetian Causeway, Mile 1088.6, has a bascule span over the waterway with a clearance of 8 feet at the center. **MacArthur Causeway, (State Route A1A), Mile 1088.8,** has a bascule span over the waterway with a clearance of 35 feet. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

At **Mile 1089.4,** the waterway is crossed by combined highway and railroad bridges with bascule spans having minimum clearance of 22 feet at the center. The bridges connect with **Port of Miami (Dodge Island).** The bridgetenders monitor VHF-FM channel 16 and works on channel 13; call sign, KCE-254. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

Miami, Miami Beach, and **Miami Harbor, Mile 1089.1** are described in chapter 10.

At **Mile 1089.8, Fishermans Channel** leads northeastward from the waterway to Dodge Island, thence southeastward to the turning basin at Fisher Island. In 1983, a reported controlling depth of 15 feet could be carried

from the waterway to a point at the southwest corner of Dodge Island in about 25°46'17"N., 80°10'23"W.; and thence in 1981-1982, the controlling depth was 24 feet to the turning basin at Fisher Island. The channel is marked by lights and a daybeacon. About 1.1 miles westward of Fisher Island, a natural channel leads southward from Fishermans Channel to Rickenbacker Causeway. The channel is little used and is unmarked. In April 1983, it was reported to have a depth of 6 feet.

At **Mile 1090.5,** a dredged channel leads north-northwest from the waterway, west of **Claughton Island,** to the mouth of the Miami River. This channel is the approach to Miami River from the south. In 1967, the centerline controlling depth was 8 feet. A highway bridge with a 49-foot fixed span and a clearance of 8 feet crosses the channel from the mainland to Claughton Island.

From Miami the Intracoastal Waterway continues southward along the waterfront, thence through Miami South Channel to **Rickenbacker Causeway at Mile 1091.6.** The causeway has a fixed span over the waterway with a clearance of 76 feet. The approach spans of the old bascule bridge have been converted to fishing piers.

The photograph of the causeway shown on the accompanying page is compliments of Dillon-Reynolds Aerial Photography, Inc.

Northeastward of the Bay Bridge of Rickenbacker Causeway on the west side of Virginia Key is the Commodore Ralph Munroe Marine Stadium, a marine race course, which had a reported depth of 6 feet. The grandstand on the south side and the Seaquarium southeastward of it are prominent.

Two marinas and a boatyard are in a cove at the east end of the causeway. Berths with electricity, gasoline, diesel fuel, ice, supplies, a 2½-ton hoist, hull and engine repairs, and sewage pumpout are available.

About 2 miles south of Rickenbacker Causeway, **Crandon Park Marina Channel,** privately marked by lights, buoys, and daybeacons, leads northeasterly in **Bear Cut** to the Dade County Yacht Basin in the bight of Northwest Point, Key Biscayne. The controlling depth from Bear Cut to and including the basin was reported to be 10 feet in 1983. In August 1984, shoaling to 4 feet was reported between Daybeacons 7 and 8. The basin is used by party fishing boats. Gasoline, diesel fuel, water, ice, electricity, restaurant, and limited berthage is available for transients. A 10-ton marine lift and a launching ramp are here. The highway bridge over Bear Cut has a 48-foot fixed span with a vertical clearance of 16 feet. A daybeacon marks the eastern approach to Bear Cut outside the keys. **Storm warning signals are displayed.** (See chart.)

About 2.3 miles southward of Rickenbacker Causeway are two channels leading westward to the facilities at **Dinner Key in Coconut Grove .** Both channels are marked. The northerly channel had a reported controlling depth of 4½ feet in April 1983. In May 1979, a visible wreck was reported about 0.2 mile northwestward of Daybeacon 5, in about 25°43'42"N., 80°13'49"W.

The yacht repair yard and the Coral Reef Yacht Club are reached through the northern channel. The boatyards have extensive yacht storage; gasoline, diesel fuel, water, electricity, and repair facilities are available. There are two vertical-lift docks and hoists, the largest of which can lift boats up to 55 feet. Marine supplies are available, and there is a launching ramp.

Dinner Key Channel, the southerly channel, leads to the large **Dinner Key Yacht Basin.** The channel is marked by lights and daybeacons. The controlling depth in the channel was 8 feet on the centerline, reported in April 1983, with 5½ to 7 feet in the basin. The yacht basin is maintained by the city of Miami and has five piers with water and electrical connections; a charge is made for berthage assigned by the dockmaster. There is berthage for 370 boats with depths of 5 to 8 feet alongside. A launching ramp is available.

Several privately owned marinas and boatyards are northward and southward of the city yacht basin. Gasoline, diesel fuel, water, ice, and marine supplies can be obtained. Fixed lifts to 30 tons are available at the boatyards; complete engine, hull, and electronic repairs can be made.

Storm warning signals are displayed. (See chart.)

Four-Way Channel is 3 miles south of Rickenbacker Causeway and leads westward to some private piers and a mooring area; the controlling depth in the channel was reported to be 5 feet on the centerline in April 1983. A privately maintained unlighted **296°** range and daybeacons mark the entrance channel.

Entrada Channel, about 0.5 mile southward of Four-Way Channel, is marked by private daybeacons. In April 1983, the reported controlling depth was 3½ feet.

Coral Gables Waterway is 4.2 miles south of Rickenbacker Causeway. It is a dredged channel through coral, and extends westward about 2 miles inland to U.S. Route 1 highway bridge. The canal, used for drainage purposes, has no docks along the banks; craft tie up to the banks. The reported controlling depth was 5 feet in April 1983. The entrance is marked by a light and daybeacons. In November 1979, shoaling to an unknown extent was reported between Daybeacons 5 and 7.

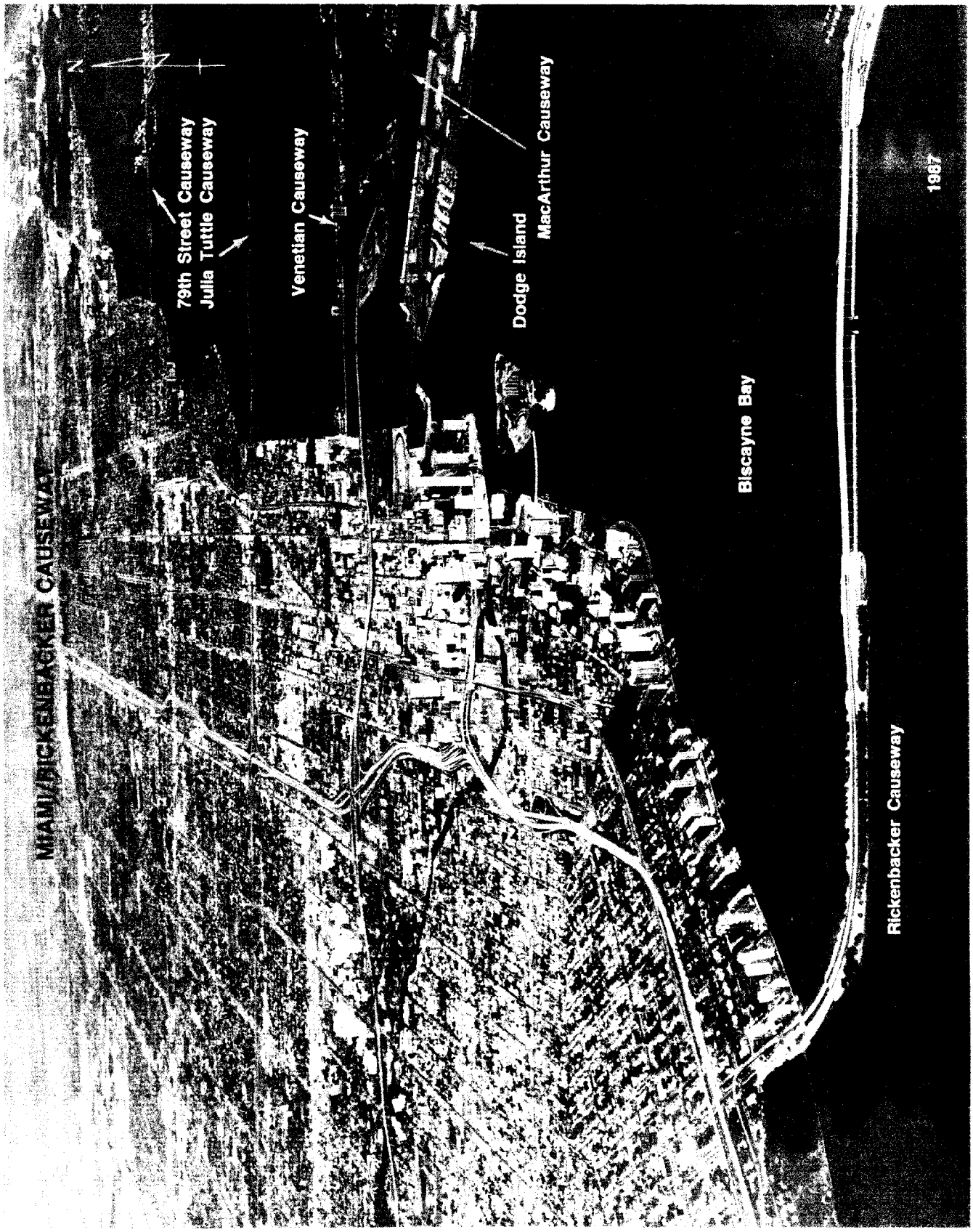
Coral Gables is a picturesque resort that joins Miami on the southwest. The tower of a hotel is a conspicuous landmark that shows over the lower part of Biscayne Bay.

At **Matheson Hammock Beach, Mile 1097.5,** on the west side of Biscayne Bay, there is a marina which has berths with depths of 4 to 7 feet alongside the piers. There is a launching ramp, and gasoline, diesel fuel, water, ice, and electricity are available. The two entrance channels are marked by private daybeacons, and the south channel is marked by a **347°** lighted range and a light. In April 1983, the reported controlling depths were 4 feet in the north channel and 6½ feet in the south channel. The remains of a daybeacon structure, at the entrance to the south channel in about 25°40'25"N., 80°15'28"W., are reported to be a hazard to navigation; caution is advised.

Charts 11465, 11451.–Snapper Creek Canal, about 1.3 miles south of Matheson Hammock, is a drainage canal navigable to a salinity structure about 1.3 miles above the entrance. A yacht basin with services is just upstream of the highway bridge 1 mile above the entrance. The fixed bridge has a 20-foot span with a clearance of 11 feet. The entrance to the canal is marked by private daybeacons and in April 1983, had a reported controlling depth of 3 feet.

At **Kings Bay, Mile 1102.2,** on the west side of Biscayne Bay 9 miles southward of Rickenbacker Causeway, there is a yacht and country club. There is berthage for 150 boats with depths of 7 to 10 feet alongside the piers. Gasoline, diesel fuel, water, ice, electricity, and restaurant are available and there is a launching ramp. A 6-ton hoist can handle craft for engine and electronic repairs. **Cutler Channel ,** leading to the yacht basin and a powerplant, is marked by buoys and daybeacons, privately maintained. The reported controlling depth in the channel was about 6 feet in April 1983.

The Intracoastal Waterway crosses **Featherbed Bank** at **Mile 1107.6** and is marked by daybeacons and lights.


MIAMI/RICKENBACKER CAUSEWAY
79th Street Causeway
Julia Tuttle Causeway
Venetian Causeway
Dodge Island
MacArthur Causeway
Biscayne Bay
Rickenbacker Causeway
1987

Another channel through Featherbed Bank about 2.5 miles eastward of the waterway is marked by a light and daybeacons. In April 1983, the reported controlling depth was 8 feet. Care must be taken to stay in the center of the channel; the appearance of the water is the best guide, as the shoals on each side are usually visible. The daybeacon northeastward of Featherbed Bank is not easily seen at a distance. Good landmarks are the tower resembling a lighthouse on **Boca Chita Key** northward of **Sands Key** and the 415-foot stacks of the powerplant at Turkey Point (25°26.1'N., 80°19.8'W.).

Charts 11465, 11463, 11451.-Biscayne National Park, a protected area, is between **Mile 1097.0** and **Mile 1119.2.** The National Park Service has established an anchorage area off the northern end of **Elliott Key,** opposite **Mile 1110.0.** The anchorage is marked by buoys. A park ranger is stationed at **Elliott Key Harbor** opposite **Mile 1112.4.** Berths and camp sites are available. No services are available.

From **Mile 1109** to **Mile 1113.2** the Intracoastal Waterway passes through an Air Force training area. Mariners are urged to exercise caution because training drills utilizing helicopters, parachutes, small one-man liferafts, and support craft are conducted daily in the area.

Charts 11463, 11451.-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 July 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.

A barge channel on the west side of Biscayne Bay, with a reported centerline controlling depth of 7½ feet in April 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.

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

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.

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 April 1983, was reported to be 5 feet. The channel is marked by lights and daybeacons.

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.**

In September 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.

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.

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.

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.

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 bascule span with a clearance of 11 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 13 on weekends and holidays. An overhead power cable about 25 yards northward of the bridge has a clearance of 80 feet. The two powerline suspension towers are marked by many fixed red lights which are prominent for night navigation. On the southwest side of the bridge are three marinas with more than 70 berths. Electricity, gasoline, diesel fuel, water, ice, launching ramp, and a 1-ton lift is available; hull repairs can be made.

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 April 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 April 1983, it was reported that Lake Surprise was an excellent harbor of refuge, used frequently as an overnight anchorage by small craft. A marina at the southeast end of Blackwater Sound has gasoline, diesel fuel, water, ice, marine supplies, and storage facilities. A mobile lift can handle craft to 26 feet for hull, engine, and electronic repairs.

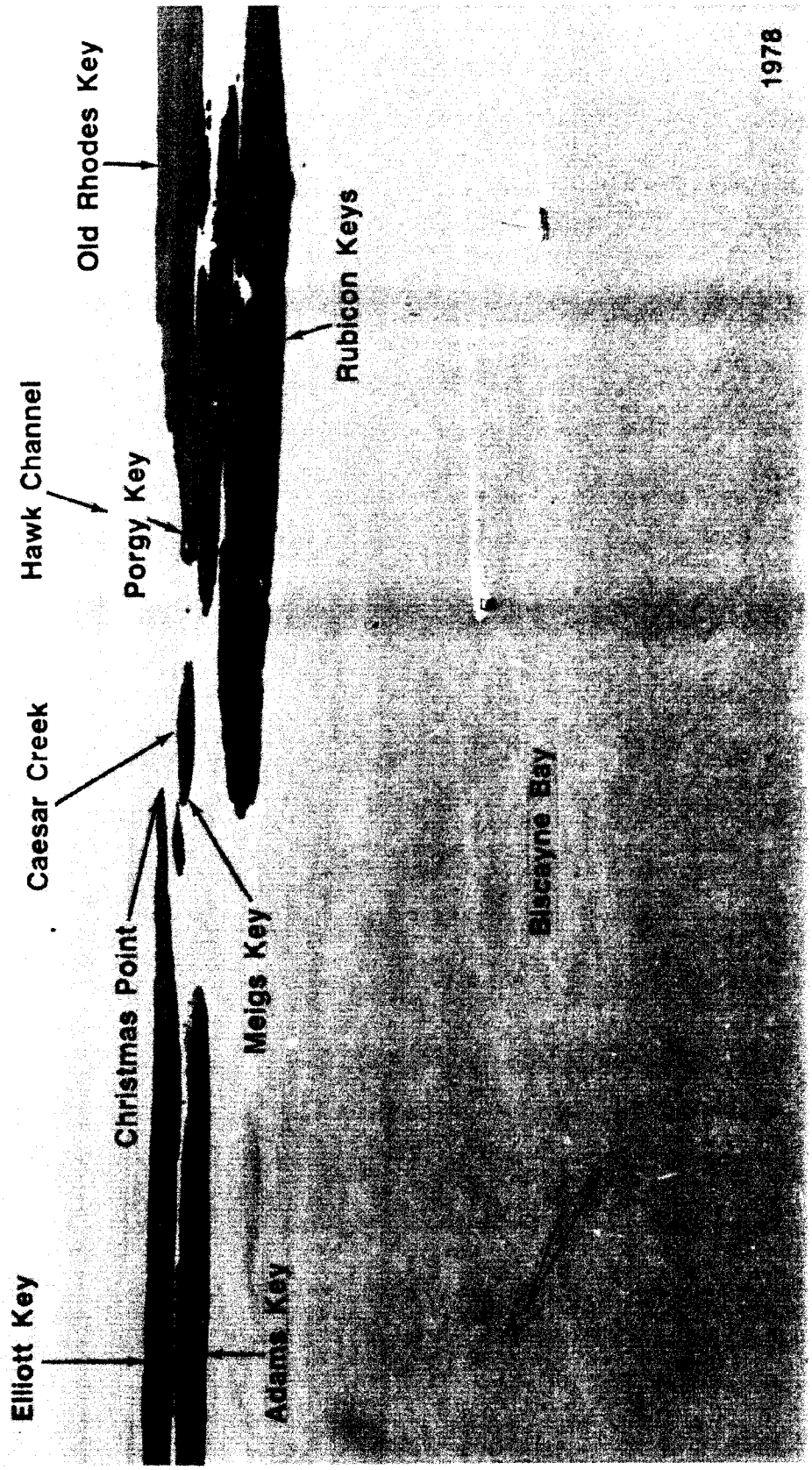
The waterway follows **Dusenbury Creek** from Blackwater Sound to **Tarpon Basin.**

Charts 11463, 11451.-The waterway follows an east-to-west course across Tarpon Basin and on the west side exits through **Grouper 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.

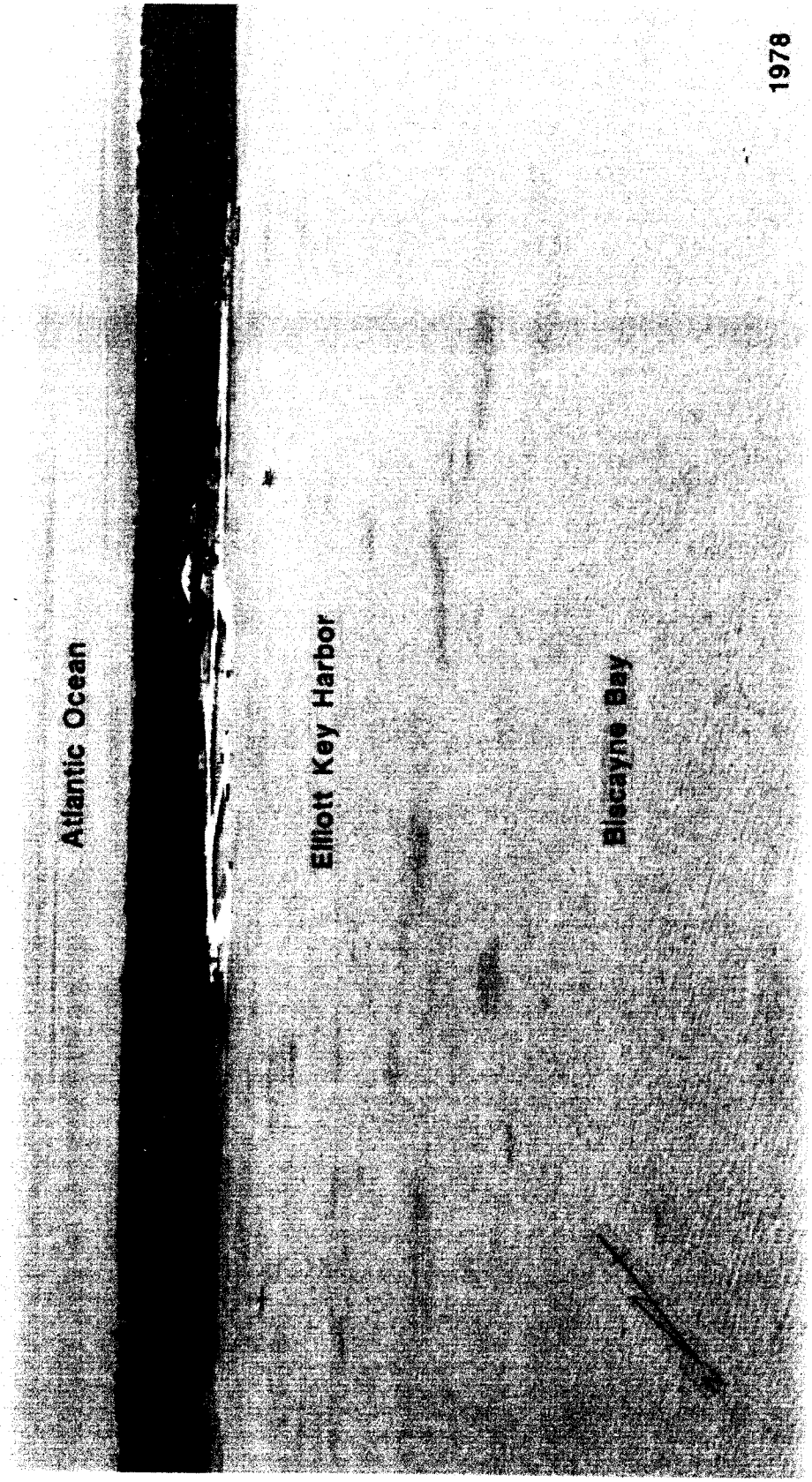
From Buttonwood Sound, which has a depth of 5 to 7 feet, the Intracoastal Waterway follows **Baker Cut, Mile 1143.0,** into **Florida Bay.** The route across the bay crosses many bars and is well marked by lights and daybeacons.

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 **prohib-**

CAESAR CREEK



ELLIOTT KEY



ited, except on those beaches or keys marked by a sign denoting the area as being open.

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 April 1983, the controlling depth to the wharf was reported to be 3 feet. A marina at the southern end of the harbor has berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies. A 16-ton mobile hoist is available for hauling out vessels for hull, engine, and electronic repairs.

Tavernier Creek, just westward of Tarvernier, in April 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 September 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 January 1982, it was reported that strong currents may be experienced in the vicinity of the bridge, particularly during spring tides. Gasoline, diesel fuel, water, ice, and some marine supplies are available at the small-craft facilities near the bridge.

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

At **Mile 1155.0,** in **Cowpens Anchorage,** there are marinas where berths with electricity, gasoline, diesel fuel, water, ice, and some marine supplies are available. A lift that can handle craft to 25 feet is available for hull, engine, and electronic repairs. The reported controlling depth to the anchorage was 6 feet in April 1983.

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 January 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. 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.

Islamorada Coast Guard Station is on the east side of Snake Creek at 24°57.2′N., 80°35.2′W. **Storm warning signals are displayed.** (See chart.)

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 April 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. **Storm warning signals are displayed.** (See chart.)

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.

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

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.-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 April 1983, the reported controlling depth was 8 feet from Hawk Channel to Florida Bay through Teatable Key Channel and Race Channel.

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.)

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.

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, diesel fuel, water, ice, and a launching ramp are available at a marina at the northeast end of **Lower Matecumbe Key.**

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.

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.

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 April 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.

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 April 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.

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

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 April 1983, with 4 to 5 feet alongside the pier.

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 April 1983.

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 April 1983, the channel had a reported controlling depth of 3 feet, with 2 feet alongside the wharf. Gasoline, water, and other services are available.

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

Grassy Key is at **Mile 1181.6.**

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.)

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

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.

Marathon Coast Guard Station is on the bay side at Marathon.

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.

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 mileage along the northern route is suffixed by the letter "A". The southern route is about 14 miles shorter to Key West.

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

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.-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.

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

Chart 11445.-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.

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.-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.

The mileage along this (northern alternate route) route is suffixed by the letter "A". In April 1983, it was reported that the controlling depth for this route was 2 feet, and that some of the daybeacons were missing. Also, in April 1983, a concrete piling, covered 2 feet, was reported in the vicinity of Big Pine Key Daybeacon 32 (24°46′25″N., 81°23′54″W.).

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.

At **Harbor Key Bank Light 45, Mile 1218.3A,** the waterway enters the Gulf of Mexico, turns westward and follows a course of **246°** for about 28 miles to the lighted bell buoy at the entrance to **Northwest Channel, Mile 1251.1A.** A course closer to the Florida Keys should not be attempted because the landmarks are difficult to identify and the bottom inside the 18-foot contour rises abruptly.

Use charts **11442** and **11441** westward of Johnston Key to Northwest Channel, thence to **Key West, Mile 1260.3A.** Northwest Channel and Key West are described in chapter 11.

Charts 11448, 11445.-Inside passage from Big Spanish Channel to Key West.-At **Mile 1207.1A,** an inside route to Key West branches off to the westward, about 0.5 mile north of **No Name Key,** and passes south of **Porpoise Key,** thence winds through a narrow and crooked channel between the smaller keys northward of U.S. Highway 1. In April 1983, the reported controlling depth in the channel was 1 foot, except that the channel was reported to be closed by shoaling between Snipe Keys Daybeacons 107 and 114. This shoal, winding route through the keys is primarily for use by local boatmen familiar with the area and should not be used without local knowledge. The aids marking this route do not show I.W. markings, and, being built less substantially than the standard type of structure, are more apt to be destroyed. Fresh strong winds from any direction may change the depth in the channel in a short period of time. Caution is advised when navigating this area.

The recommended routes to Key West are via Hawk Channel or through Big Spanish Channel; these routes have been described earlier.

APPENDIX

Sales Information.–National Ocean Service publications and nautical charts are sold by NOS and its authorized sales agents located in many U.S. ports and in some foreign ports. Mail orders should be addressed to

National Ocean Service,
Distribution Branch (N/CG33),
6501 Lafayette Avenue,
Riverdale, MD 20737-1199,

and accompanied by a check or money order payable to NOS, Department of Commerce. Remittance from outside of the United States should be made either by an International Money Order or by a check payable on a U.S. bank. Chart catalogs, which include a listing of authorized sales agents, are free upon request. The National Ocean Service maintains over-the-counter cash sales at Distribution Branch, Riverdale (see address above), and at 701 C Street, Box 38, Anchorage, Alaska 99513.

National Ocean Service Offices

Washington, DC (Headquarters): Assistant Administrator, National Ocean Service, NOAA, Herbert C. Hoover Building, 14th Street and Constitution Avenue, NW, Room 5805, Washington, DC 20230-0001.

Rockville: Director, Charting and Geodetic Services, National Ocean Service, NOAA, 6001 Executive Boulevard, Rockville, MD 20852-3806.

Norfolk: Director, Atlantic Marine Center, National Ocean Service, NOAA, 439 West York Street, Norfolk, VA 23510-1114.

Seattle: Director, Pacific Marine Center, National Ocean Service, NOAA, 1801 Fairview Avenue East, Seattle, WA 98102-3767.

Charts and Publications-National Ocean Service

Nautical Charts (See Chart Catalogs)

United States Coastal and Intracoastal waters, and possessions.

Great Lakes, Lake Champlain, New York State Canals, and the St. Lawrence River-St. Regis to Cornwall, Canada.

Publications (See Chart Catalogs for latest editions and prices)

Coast Pilot

U.S. Coast Pilot 1, Atlantic Coast, Eastport to Cape Cod.

U.S. Coast Pilot 2, Atlantic Coast, Cape Cod to Sandy Hook.

U.S. Coast Pilot 3, Atlantic Coast, Sandy Hook to Cape Henry.

U.S. Coast Pilot 4, Atlantic Coast, Cape Henry to Key West.

U.S. Coast Pilot 5, Atlantic Coast-Gulf of Mexico, Puerto Rico, and Virgin Islands.

U.S. Coast Pilot 6, Great Lakes, Lakes Ontario, Erie, Huron, Michigan and Superior and St. Lawrence River.

U.S Coast Pilot 7, Pacific Coast, California, Oregon, Washington, and Hawaii.

U.S. Coast Pilot 8, Pacific Coast Alaska, Dixon Entrance to Cape Spencer.

U.S. Coast Pilot 9, Pacific and Arctic Coasts, Alaska-Cape Spencer to Beaufort Sea.

Distance Tables

Distances Between United States Ports.

Tide Tables

Europe and West Coast of Africa.
East Coast, North and South America.
West Coast, North and South America.
Central and Western Pacific Ocean and Indian Ocean.
Supplemental Tidal Predictions–Anchorage, Nikiski, Seldovia, and Valdez, Alaska.

Tidal Current Tables

Boston Harbor.
Atlantic Coast, North America.
Pacific Coast, North America and Asia.

Tidal Current Charts

Boston Harbor.
Narragansett Bay to Nantucket Sound.
Narragansett Bay
Long Island Sound and Block Island Sound.
New York Harbor.
Delaware Bay and River.
Upper Chesapeake Bay.
Charleston Harbor, S.C., including the Wando, Cooper, and Ashley Rivers.
Tampa Bay.
San Francisco Bay.
Puget South, Northern Part.
Puget Sound, Southern Part.

Tidal Current Diagrams

Boston Harbor.
Long Island Sound and Block Island Sound.
New York Harbor.
Upper Chesapeake Bay.

Charts and Publications-Other U.S. Government Agencies

Government Printing Office.–Publications of the U.S. Government Printing Office may be ordered from Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402-9325. Orders may be charged to Visa, Mastercard or Choice by calling 202-783-3238 during normal business hours.

Defense Mapping Agency Procurement Information.–Publications and charts of the Defense Mapping Agency Hydrographic/Topographic Center are available from Defense Mapping Agency Combat Support Center (Code DDCP), Washington, DC 20315-0020 and its sales agents.

A partial list of publications and charts considered of navigational value is included for the ready reference of the mariner. In addition to the agents located in the principal seaports handling publication sales, certain libraries have been designated by the Congress of the United States to receive the publications as issued for public review.

Nautical Charts

U.S. Waters:

Apalachicola, Chattahoochee and Flint Rivers Navigation Charts, Alabama River Charts, and Black Warrior-Tombigbee Rivers River Charts: Published and for sale by U.S. Army Engineer District Mobile, P.O. Box 2288, 109 St. Joseph Street, Mobile, Ala. 36628.

Flood Control and Navigation Maps of the Mississippi River, Cairo, Ill. to the Gulf of Mexico: Published by Mississippi River Commission and for sale by U.S. Army

Engineer District Vicksburg, P.O. Box 60, U.S. Post Office and Courthouse, Vicksburg, Miss. 39180.

Upper Mississippi River Navigation Charts (Mississippi River, Cairo, Ill. to Minneapolis, Minn.): Published by U.S. Army Engineer North Central Division and for sale by U.S. Army Engineer District St. Louis, 210 N. Tucker Boulevard, St. Louis, Mo. 63101.

Charts of the Illinois Waterway, from Mississippi River at Grafton, Ill. to Lake Michigan at Chicago and Calumet Harbors: Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., Rock Island, Ill. 61201.

Foreign Waters: Published by Defense Mapping Agency Hydrographic/Topographic Center (see Defense Mapping Agency Procurement Information above).

Marine Weather Services Charts: Published by the National Weather Service; for sale by NOS Distribution Branch (see Sales Information above).

Publications

Notices to Mariners: The Local Notice to Mariners is available without charge upon application to the appropriate Coast Guard District Commander (see address further on). The Defense Mapping Agency Notice to Mariners is available without charge by operators of ocean-going vessels (see Defense Mapping Agency Procurement Information above).

Special Notice to Mariners are published annually in Defense Mapping Agency Notice to Mariners 1. These notices contain important information of considerable interest to all mariners. Interested parties are advised to read these notices.

Light Lists (United States and Possessions): Published by U.S. Coast Guard; for sale by the Government Printing Office. (See Government Printing Office, early this appendix.)

List of Lights (Foreign Countries): Published by Defense Mapping Agency Hydrographic/Topographic Center (see Defense Mapping Agency Procurement Information above).

Sailing Directions (Foreign Countries): Published by Defense Mapping Agency Hydrographic/Topographic Center (see Defense Mapping Agency Procurement Information above).

Radio Navigational Aids, Pub. 117: Published by Defense Mapping Agency Hydrographic/Topographic Center (see Defense Mapping Agency Procurement Information above).

The **Nautical Almanac**, the **Air Almanac**, and **Astronomical Almanac**: Published by U.S. Naval Observatory; for sale by Government Printing Office. (see Government Printing Office, early this appendix.)

American Practical Navigator (Bowditch) (Pub. 9): Published by Defense Mapping Agency Hydrographic/Topographic Center (see Defense Mapping Agency Procurement Information above).

International Code of Signals (Pub. 102): Published by Defense Mapping Agency Hydrographic/Topographic Center (see Defense Mapping Agency Procurement Information above).

Selected Worldwide Marine Weather Broadcasts: Published by National Weather Service; for sale by the Government Printing Office. (See Government Printing Office, early this appendix.)

Navigation Rules: Navigation Rules, International-Inland (COMDTINST M16672.2 series): Published by the U.S. Coast Guard; for sale by Government Printing Office. (see Government Printing Office, early this appendix.)

Official U.S. Coast Guard Recreational Boating Guide (CG-340): Published by U.S. Coast Guard; for sale by the Government Printing Office. (See Government Printing Office, early this appendix.)

Port Series of the United States: Published and sold by Corps of Engineers, U.S. Army, Water Resources Support Center, Port Facilities Branch, Casey Building, Fort Belvoir, VA 22060-5586.

Marine Radiotelephone Users Handbook: Published and sold by Radio Technical Commission for Maritime Services, 655 Fifteenth Street, N.W., Suite 300, Washington, DC 20005-5701.

Corps of Engineers Offices

Norfolk District: 803 Front Street, Norfolk, Va. 23510-1096. Coastal and tributary waters of Virginia, including the Chesapeake Bay and its tributaries south of Pocomoke River on the eastern shore and south of Smith Point, Va., on the western shore except for Little Wicomico River, Va. Chowan River Basin downstream to and including the mouth of Meherrin River. The Albermarle and Chesapeake Canal within the State of Virginia and the Great Dismal Swamp Canal to Albemarle Sound.

Wilmington District: 308 Federal Building, Wilmington, NC 28402-1890. Coastal and tributary waters of North Carolina except for Chowan River Basin above the mouth of Meherrin River and the navigation project in Pasquotank River. The Atlantic Intracoastal Waterway within North Carolina to Little River, S.C., except the Great Dismal Swamp Canal north of Albemarle Sound, which is within the Norfolk District.

Charleston District: Federal Building, 334 Meeting Street, Charleston, SC 29402-0919. Coastal and tributary waters of South Carolina. The Atlantic Intracoastal Waterway within South Carolina from Little River to, and including, Port Royal Sound.

Savannah District: Juliette Gordon Low Building, 100 West Oglethorpe Avenue, Savannah, GA. Coastal and tributary waters of Georgia from Port Royal Sound, S.C. to Cumberland Sound, Fla., and the Atlantic Intracoastal Waterway between the same points.

Jacksonville District: Federal Building, 400 West Bay Street, Jacksonville, Fla. 32202. Coastal and tributary waters of Florida from Fernandina to the Aucilla River in Apalachee Bay and the waters of Puerto Rico and the Virgin Islands. The Atlantic Intracoastal Waterway between Fernandina and Key West and the Gulf Intracoastal Waterway between Key West and St. Marks.

Environmental Protection Agency (EPA).-Regional offices and States in the EPA coastal regions:

Region I (New Hampshire, Vermont, Maine, Massachusetts, Connecticut, Rhode Island): J.F. Kennedy Federal Bldg., Boston, MA 02203.

Region II (New Jersey, New York, Puerto Rico, Virgin Islands): 26 Federal Plaza, New York, NY 10278.

Region III (Delaware, Maryland, Virginia, District of Columbia, Pennsylvania): 841 Chestnut Street, Philadelphia, PA 19107.

Region IV (Alabama, Florida, Georgia, Mississippi, South Carolina, North Carolina): 345 Courtland Street, NE., Atlanta, GA 30365.

Region V (Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin): 230 South Dearborn Street, Chicago, IL 60604.

Region VI (Louisiana, Texas): 1445 Ross Avenue, Dallas, TX 75202.

Region IX (California, Hawaii, Guam): 215 Fremont Street, San Francisco, CA 94105.

Region X (Alaska, Oregon, Washington): 1200 Sixth Avenue, Seattle, WA 98101.

Coast Guard District Offices

Commander, Fifth Coast Guard District, Federal Building, 431 Crawford Street, Portsmouth, VA 23705-5004. Delaware; Maryland; Virginia; District of Columbia; North Carolina: that portion of New Jersey south of latitude 39°57'N., west of longitude 74°27'W., and southwest of a line extending northwesterly from 39°57'N., 74°27'W., to the New York, New Jersey, and Pennsylvania boundaries at Tristate; that portion of Pennsylvania east of a line drawn along 78°55'W., south to 41°00'N., thence west to 70°00'W. and thence south to the Pennsylvania-Maryland boundary; the ocean area encompassed by a line bearing 122°T from the New Jersey shoreline at 39°57' N., (in the vicinity of the mouth of Toms River, New Jersey) to 36°43'N., 67°30'W.; thence along a line bearing 219°T to the point of intersection with a line bearing 122°T from the shoreline at the North Carolina-South Carolina border; thence northwesterly along this line to the coast.

Commander, Seventh Coast Guard District, Brickell Plaza Federal Building, 909 SE First Avenue, Miami, FL 33131-3050. Coastal waters and tributaries of South Carolina, Georgia, Florida eastward of longitude 83°50'W., Puerto Rico, U.S. Virgin Islands, and the adjacent islands of the United States.

Note.–A Marine Safety Office combines the functions of the Captain of the Port and Marine Inspection Office.

The symbol (D) preceding an office indicates that a Documentation Office is at the same address.

Coast Guard Marine Safety Offices

Charleston, SC: 196 Tradd Street 29401-1899.

(D) Hampton Roads, Norfolk, VA: Norfolk Federal Bldg., 200 Granby Mall 23510-1888.

Jacksonville, FL: 2831 Talleyrand Avenue, 32206-3497.

(D) Miami, FL.: Justice Bldg., 155 South Miami Avenue 33130-1608.

Savannah, GA: P.O. Box 8191, 31402-8191.

Wilmington, NC: 272 N. Front Street, Suite 500, 28401-3907.

Coast Guard Stations.–The stations listed are in the area covered by this Coast Pilot. They have search and rescue capabilities and may provide lookout, communication, and/or patrol functions to assist vessels in distress. The National VHF-FM Distress System provides continuous coastal radio coverage outwards to 20 miles on channel 16. After contact on channel 16, communications with the Coast Guard should be on channel 22A. If channel 22A is not available to the mariner, communications may be made on channel 12. Selected stations guard the International Radiotelephone Distress, Safety and Calling Frequencies.

Virginia:

Portsmouth Station (36°53.0'N., 76°21.2'W.). On the west side of the entrance to Craney Island Creek.

North Carolina:

Coinjock Station (36°20.8'N., 75°57.0'W.). On the east side of the Intracoastal Waterway at Mile 49.6, near the north end of North Carolina Cut.

Elizabeth City Air Station (36°15.8'N., 76°10.5'W.). About 3.5 miles southeastward of Elizabeth City, N.C., on the south bank of Pasquotank River.

Oregon Inlet Station (35°46.0'N., 75°31.5'W.). Northerly end of Pea Island, at Oregon Inlet Light.

Hatteras Inlet Station (35°12.5'N., 75°42.4'W.). Southern end of Hatteras Island, 1 mile southwestward of town of Hatteras.

Ocracoke Station (35°06.9'N., 75°59.1'W.). At Ocracoke, about 0.4 mile northward of Ocracoke Light.

Hobucken Station (35°14.8'N.,76°35.6'W.). On the Intracoastal Waterway at Mile 157.1 just north of the Hobucken Bridge.

Fort Macon Base (31°41.8'N., 76°40.9'W.). About 0.1 mile westward of Fort Macon.

Swansboro Station (34°38.8'N., 77°05.8'W.). About 1 mile east of Bogue Inlet, on West end of Bogue Banks.

Wrightsville Beach Station (34°11.3'N., 77°48.7' W.). Southwestern end of Wrightsville Beach at Masonboro Inlet.

Oak Island Station (33°53.6'N., 78°02.1'W.). West side of mouth of Cape Fear River on Oak Island.

South Carolina:

Georgetown Station (33°18.4'N., 79°17.5'W.). On a houseboat at a marina on west side of Winyah Bay about 2.7 miles below the mouth of Sampit River.

Charleston Base (32°46.4'N., 79°56.6'W.). East side of Ashley River 0.8 mile above the Battery.

Georgia:

Tybee Station (32°02.1'N., 80°54.4'W.). North side of Cockspur Island.

Savannah Air Station (34°01.0'N., 81°09.0'W.). At Hunter Air Force Base.

St. Simons Island Station (31°08.7'N., 81°22.4'W.). Near south end of St. Simons Island.

Florida:

Mayport Base (30°23.3'N., 81°26.1'W.). On the east side of St. Johns River at the southerly end of waterfront at Mayport.

Ponce de Leon Inlet Station (29°03.9' N., 80°54.9'W.). At south side of entrance to the inlet.

Port Canaveral Station (28°25.0'N., 80°37.3'W.). North side of Canaveral Barge Canal at the northeast corner of West Basin.

Fort Pierce Station (27°27.8'N., 80°18.4'W.). South side of Fort Pierce Inlet, 1.2 miles west of the outer end of south jetty.

Lake Worth Inlet Station (26°46.3'N., 80°02.7'W.). North side of entrance channel on the south side of Peanut Island, 0.8 mile west of the outer end of north jetty.

Fort Lauderdale Station (26°05.3'N., 80°06.8'W.). On the east side of the Intracoastal Waterway at Mile 1066.8.

Miami Air Station (25°52.8'N., 80°15.2'W.). At Opa Locka Airport, northwest part of Miami.

Miami Beach Base (25°46.2'N., 80°08.7'W.). On the north side of Miami Harbor Channel, 1.2 miles northwestward from outer end of north jetty.

Islamorada Station (24°57.2'N., 80°35.2'W.). At the southwestern end of Plantation Key.

Marathon Station (24°42.6'N., 81°06.4'W.). On the north side of Vaca Key, 1.1 miles eastward of Knight Key Channel.

Key West Station (24°33.9'N., 81°48.0'W.). At Pier D2, Trumbo Street.

Coast Guard Radio Broadcasts.–Urgent. safety, and scheduled marine information broadcasts are made by Coast Guard radio stations. In general, these broadcasts provide information vital to vessels operating in the approaches and coastal waters of the United States including Puerto Rico and the U.S. Virgin Islands. Transmissions are as follows:

Urgent and safety broadcasts: (1) **By radiotelegraph:** (a) Upon receipt, except within 10 minutes of the next silent period, for urgent messages only; (b) during the last 15 seconds of the first silent period after receipt; (c) repeated at the end of the first silent period which occurs during the working hours of one-operator ships unless the original warning has been cancelled or superseded by a later warning message.

(2) **By radiotelephone:** (a) upon receipt; (b) repeated 15 minutes later, (for urgent messages only); (c) text only on the first scheduled broadcast unless cancelled; (d) additional broadcasts at the discretion of the originator.

(3) Urgent broadcasts are preceded by the urgent signal: XXX for radiotelegraph; PAN for radiotelephone. Both the urgent signal and message are transmitted on 500 kHz and 2182 kHz, and VHF-FM channel 16. Safety broadcasts are preceded by the safety signal: TTT for radiotelegraph; SECURITY for radiotelephone. After the preliminary signal on 500 kHz and 2182 kHz, the station shifts to its assigned working medium frequency for the radiotelegraph broadcast and 2670 kHz for the radiotelephone transmission. Those stations broadcasting on VHF will announce on channel 16, shifting to channel 22A.

Scheduled broadcasts.–The following Coast Guard radio stations make scheduled broadcasts, preceded by a preliminary call on 500 kHz, 2182 kHz, and VHF-FM channel 16, at the times and frequencies indicated:

Radiotelegraph:

NMN, Chesapeake, Va., 448 kHz, 0418, 1620 and 1920 e.s.t.

NMA, Miami, Fla., 440 kHz, 1000 and 1950 e.s.t.

Radiotelephone:

NMN-37, Fort Macon, N.C., 2670 kHz, 0733 and 2003 e.s.t.;

channel 22A, 0530 and 2030 e.s.t.

NMN-13, Cape Hatteras, N.C., 2670 kHz, 0803 and 2033 e.s.t.;

channel 22A, 0555 and 2000 e.s.t.

NMB, Charleston, S.C., 2670 kHz, 1120, and 2320 e.s.t.; and

channel 22A, 0700 and 1700 e.s.t.

NMA-10, Mayport, Fla., 2670 kHz, 0120 and 1320 e.s.t.;

channel 22A, 0715 and 1715 e.s.t.

NCF, Miami Beach, FL, 2670 kHz (antennas at Miami Beach and Fort Lauderdale), 1050 and 2250 e.s.t.;

channel 22A (antennas at Vero Beach, Jupiter, Delray Beach, Fort Lauderdale, Miami Beach, and Miami), 0730 and 1730 e.s.t.

NOK, Key West, Fla.,

channel 22A (antennas at Plantation Key, Vaca Key, and Sugarloaf Key, Fla.), 0700 and 1700 e.s.t.

Customs Ports of Entry and Stations

Vessels may be entered and cleared at any port of entry or customs station, but at the latter only with advance authorization from the Customs Service district director.

Southeast Region

Norfolk District:

Ports of Entry: Norfolk and Newport News, Va.

Wilmington District:

Ports of Entry: Wilmington and Beaufort-Morehead City, N.C.

Charleston District:

Ports of Entry: Charleston and Georgetown, S.C.

Savannah District:

Ports of Entry: Savannah and Brunswick, Ga.

Tampa District:

Ports of Entry: Fernandina Beach, Jacksonville, and Port Canaveral, Fla.

Customs Station: Green Cove Springs, FL (supervised by Jacksonville port of entry.)

Miami District:

Ports of Entry: Miami, Key West, Port Everglades, and West Palm Beach, Fla.

Customs Station: Fort Pierce, Fla. (supervised by West Palm Beach port of entry).

Public Health Service Quarantine Stations.–Stations where quarantine examinations are performed:

Miami: U.S. Quarantine Station, International Airport, Miami, FL 33159-2335.

At other ports, quarantine and/or medical examinations are usually performed by Public Health Service contract personnel or by quarantine inspectors from the nearest quarantine station. Inquiries concerning quarantine matters should be directed to the nearest quarantine station.

Food and Drug Administration (FDA) Regional Offices

Northeast Region (New York, Maine, Connecticut, New Hampshire, Vermont, Rhode Island): 830 Third Avenue, Brooklyn, NY 11232.

Mid-atlantic Region (Delaware, Pennsylvania, Virginia, Maryland, Ohio, New Jersey): U.S. Customhouse, 2nd and Chestnut Streets, Philadelphia, PA 19106.

Southeast Region (South Carolina, North Carolina, Georgia, Alabama, Louisiana, Mississippi, Florida, Puerto Rico): 60 Eighth Street, N.E., Atlanta, GA 30309.

Midwest Region (Illinois, Indiana, Michigan, Wisconsin): 20 N. Michigan Avenue, Chicago, IL 60602.

Southwest Region (Texas): 3032 Bryan Street, Dallas, TX 75204.

Pacific Region (California, Hawaii, Alaska, Washington, Oregon): 50 U.N. Plaza, San Francisco, CA 94102.

Department of Agriculture, Animal and Plant Health Inspection Service (APHIS) Offices.–Listed below are ports covered by this volume where APHIS inspectors are available to inspect plants, and plant and animal products, and locations of Animal Import Centers where livestock and birds are inspected.

Information on importation of plants, animals, and plant and animal products is available from APHIS, Department of Agriculture, Federal Building, 6505 Belcrest Road, Hyattsville, Md. 20782. The specific offices to contact are as follows: for plants, including fruits and vegetables, and plant products, Plant Protection and Quarantine, Regulatory Services Staff, Room 643, telephone 301-436-8247; for animal products, Import-Export Animals and Products Staff, Room 838, telephone 301-436-8499; and for live ruminants, swine, equines, and poultry and other birds, Veterinary Services, Import-Export Animal and Products Staff, Room 838, telephone 301-436-8170.

Virginia:

Norfolk: Federal Bldg., Room 311, 200 Granby Mall 23510.

Newport News: P.O. Box 942, 23607.

North Carolina:

Morehead City: North Carolina Maritime Bldg., Room 216, 113 Arendell 28557.

Wilmington: Rural Route 6, Box 53D, 28405.

South Carolina:

Charleston: 513 Federal Bldg., P.O. Box 941, 29402.

Georgia:

Atlanta: 650 Central Avenue, Hapeville 30354.

Savannah: U.S. Courthouse and Federal Bldg., 125-126 Bull Street 31401.

Florida:

Jacksonville: Federal Office Bldg., Room 521, 400 West Bay Street 32202.

Cape Canaveral: 120 George King Boulevard 32920.

West Palm Beach: 158 Port Road, Riviera Beach 33404.

Port Everglades: Amman Bldg., Room 305, 611 Eisenhower Boulevard 33316.

Miami: FAA and NWS Bldg., Box 59-2647 AMF, 33159; Miami Inspection Station, 3500 N.W. 62nd Avenue 33159.

Key West: Federal Bldg., Room 226, 301 Simonton Street 33040.

Pensacola: Federal Building, 100 North Palafax Street 32573.

Tampa: 700 Twiggs Street 33601.

Animal Import Centers:

Honolulu, Hawaii: P.O. Box 50001, 96850.

Miami, Fla.: 8120 NW 53rd Street, Suite 102, 33166.

Rock Tavern, N.Y.: New York Animal Import Center, Stewart Airport, Rural Route 1, Box 74, 12575.

Immigration and Naturalization Offices

Virginia:

Norfolk: Norfolk Federal Bldg., Room 439, 200 Granby Mall 23510.

North Carolina:

Wilmington: Post Office Bldg., Room 221, P.O. Box 1743, 28402.

South Carolina:

Charleston: Federal Bldg., Room 330, 334 Meeting Street 29403.

Georgia:

Savannah: Federal Bldg./Courthouse, Room 230, P.O. Box 9269, 31402.

Florida:

Jacksonville: Post Office Bldg., Room 227, 311 West Monroe Street, P.O. Box 4608, 32201.

West Palm Beach: Customs Immigration Bldg., 141 East Port Road, Riviera Beach, P.O. Box 9846, 33404.

Port Everglades: Amman Bldg., Room 304, 611 Eisenhower Boulevard, P.O. Box 13054, 33316.

Miami: 7880 Biscayne Boulevard 33138.

Key West: 301 Simonton Street, Room 215, Box 86, 33040.

Federal Communications Commission Offices

District Field Offices:

Norfolk, Va.: Military Circle, 870 North Military Highway 23502.

Atlanta, Ga.: Massell Bldg., Room 440, 1365 Peachtree Street, N.E. 30309.

Miami, Fla.: Koger Bldg., Room 203, 8675 N.W. 53rd Street 33166.

National Weather Service Offices.–The following offices will provide forecasts and climatological data or arrange to obtain these services from other offices. They will also check barometers in their offices or by telephone. (Consult local telephone directory for telephone number.)

Norfolk, Va.: International Airport.

Wilmington, N.C.: New Hanover County Airport.

Charleston, S.C.: International Airport.

Savannah, Ga.: Municipal Airport.

Jacksonville, Fla.: International Airport.

Daytona Beach, Fla.: Regional Airport.

West Palm Beach, Fla.: International Airport.

Miami, Fla.: National Hurricane Center, University of Miami at Coral Gables; and International Airport.

Key West, Fla.: International Airport.

Radio Weather Broadcasts.–Taped or direct broadcasts of marine weather forecasts and storm warnings are made by commerical and Coast Guard radio stations in the areas covered by this Coast Pilot. These are usually made several times a day; the transmission schedules are shown on the **Marine Weather Services Charts** for the following areas:

Manasquan, N.J., to Cape Hatteras, N.C.

Cape Hatteras, N.C., to Savannah, Ga.

Savannah, Ga., to Apalachicola, Fla.

The weather broadcast schedule of Coast Guard radio stations are also listed in the description of Coast Guard marine services found elsewhere in this appendix.

NOAA Weather Radio.–National Weather Service VHF-FM radio stations provide mariners with continuous FM broadcasts of weather warnings, forecasts, radar reports, and selected weather observations. These stations transmit on 162.55, 162.475, or 162.40 MHz. Reception range is usually up to 40 miles from the antenna site, depending on terrain, type of receiver, and antenna used. The following VHF-FM radio stations are located in or near the area covered by this Coast Pilot:

KHB-37, Norfolk, Va., 162.55 MHz (36°48'N., 76°28'W.)

KIG-77, Cape Hatteras, N.C., 162.475 MHz (35°16'N., 75°33'W.)

KEC-84, New Bern, N.C., 162.40 MHz (35°08'N., 77°03'W.)

KHB-31, Wilmington, N.C., 162.55 MHz (34°08'N., 78°11'W.)

WXL-50, Fayetteville, N.C., 162.475 MHz (35°08'N., 79°05'W.)

KEC-95, Myrtle Beach, S.C., 162.40 MHz (33°57'N., 79°06'W.)

KHB-29, Charleston, S.C., 162.55 MHz (32°47'N., 79°50'W.)

WXJ-23, Beaufort, S.C., 162.475 MHz (32°42'N., 80°40'W.)

KEC-85, Savannah, Ga., 162.40 MHz (32°04'N., 81°06'W.)

WXK-54, Augusta, Ga., 162.55 MHz (33°15'N., 82°17'W.)

KHB-39, Jacksonville, Fla., 162.55 MHz (30°19'N., 81°32'W.)

WXJ-60, Gainsville, Fla., 162.475 MHz (29°42'N., 82°23'W.)

KIH-26, Daytona Beach, Fla., 162.40 MHz (29°12'N., 81°00'W.)

KIH-63, Orlando, Fla., 162.475 MHz (28°35'N., 81°25'W.)

WXJ-70, Melbourne, Fla., 162.55 MHz (28°04'N., 80°36'W.)

KEC-50, West Palm Beach, Fla., 162.475 MHz (26°35'N., 80°12'W.)

WXM-58, Clewiston, Fla., 162.40 MHz (26°40'N., 80°38'W.)

WXK-83, Fort Myers, Fla., 162.475 MHz (26°37'N., 81°48'W.)

KHB-34, Miami, Fla., 162.55 MHz (25°32'N., 80°28'W.)

WXJ-95, Key West, Fla., 162.40 MHz (24°39'N., 81°32'W.)

National Weather Service Forecast Offices (WSFOs).–Scheduled coastal marine forecasts are issued four times daily by Weather Service Forecast Offices. (See National Weather Service, chapter 1, for further

details.) Individual WSFOs and their specific areas of broadcast coverage are as follows:

Raleigh, N.C.: (1) South of Virginia Beach to and including Little River Inlet, out 20 miles; (2) Albemarle and Pamlico Sounds.

Columbia, S.C.: South of Little River Inlet to but not including Savannah, out 20 miles.

Miami, Fla.: (1) Savannah to and including St. Augustine, out 50 miles; (2) From St. Augustine to but not including Jupiter Inlet, out 50 miles; (3) Jupiter Inlet to and including Key Largo, out to Great Bahama Bank; (4) From Key Largo to Dry Tortugas including the Straits of Florida and Florida Bay.

National Weather Service Port Meteorological Officers (PMOs).-Port Meteorological Officers provide assistance on matters of weather chart interpretation, instruments, marine weather communications, and requirements affecting ship operations. (See National Weather Service, chapter 1, for further details.) PMO offices in the area covered by this Coast Pilot are as follows:

Norfolk, Va.: Norfolk International Airport 23518.

Jacksonville, Fla.: Box 18367, International Airport 32229.

Miami, Fla.: 1600 Port Boulevard 33132.

Radio shore stations providing medical advice.-Messages to shore stations may be transmitted in code groups or plain language; messages should be signed by the master and be prefixed: "DH MEDICO". The following stations maintain a continuous guard on 500 kHz. (See Medical advice, chapter 1.)

NMN, Portsmouth, VA, U.S. Coast Guard.

WOE, Lantana, FL, RCA Global Communications, Inc.

NMA, Miami, FL, U.S. Coast Guard.

Measured Courses.-The positions of measured courses are shown on the chart and their description is included in the Coast Pilots when information is reported to the National Ocean Service. Courses are located in the following places covered by this Coast Pilot:

St. Johns River above Jacksonville; 11492

Southward of the entrance to St. Johns River; 11490

Miami Harbor Main Channel; 11468

The pages in the text describing the courses can be obtained by referring to the index for the geographic places; chart numbers follow the names.

CLIMATOLOGICAL TABLES

These tables were prepared by the National Environmental Satellite, Data, and Information Service. Station level pressure refers to the actual pressure taken at the elevation of the station. Where it has been reduced to sea level, the term sea level pressure is used. Time given is local standard time.

* means less than 0.5 percent.
** means less than 0.5 day.
t means trace (not measurable) of precipitation.

NORFOLK, VIRGINIA (36°54'N., 76°12'W.) Elevation 24 ft. (7.3m)

WEATHER ELEMENTS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE														
Mean (Millibars)	1019.8	1018.0	1016.7	1016.7	1016.3	1015.8	1016.4	1016.3	1018.2	1018.6	1018.4	1019.6	1017.6	26
TEMPERATURE (DEGREES F)														
Mean	39.9	41.1	48.5	58.2	66.4	74.3	78.4	77.7	72.2	61.3	51.9	43.5	59.5	35
Mean Daily Maximum	48.1	49.9	57.5	68.2	75.7	83.2	86.9	85.7	80.2	69.8	60.8	51.9	68.2	35
Mean Daily Minimum	31.7	32.3	39.4	48.1	57.2	65.3	69.9	69.6	64.2	52.8	43.0	35.0	50.7	35
Extreme Highest	78	81	88	97	97	101	103	104	99	95	86	80	104	35
Extreme Lowest	-3	8	18	28	36	45	54	49	45	27	20	7	-3	35
RELATIVE HUMIDITY														
Average Percentage (0700 l.s.t.)	74	74	73	73	77	79	82	84	84	83	79	75	78	35
Average Percentage (1300 l.s.t.)	59	56	54	50	56	57	59	61	61	60	56	59	57	35
CLOUD COVER														
Average Amount (Tenths)	6.3	6.2	6.1	5.9	6.1	5.8	6.0	5.8	5.7	5.3	5.3	6.0	5.9	27
Mean Number of Days with Clear Skies	9	8	9	9	8	8	8	8	9	12	11	10	109	27
Mean Number of Days with Cloudy Skies	16	14	15	12	13	11	12	11	12	12	11	14	153	27
PRECIPITATION														
Mean Amount (Inches)	3.72	3.28	3.86	2.87	3.75	3.45	5.15	5.33	4.35	3.41	2.88	3.17	45.22	35
Greatest Amount (Inches)	6.47	6.23	7.80	7.00	10.12	9.72	13.73	11.19	13.80	10.12	7.01	6.10	13.80	35
Least Amount (Inches)	1.05	0.86	1.34	0.99	1.48	0.37	0.77	0.74	0.36	0.93	0.49	0.98	0.36	35
Maximum in 24 hrs. (Inches)	3.80	2.71	3.18	2.76	3.41	6.85	5.64	11.40	6.79	4.38	3.35	2.76	11.40	35
Mean Amount of Snow (Inches)	3.1	1.9	1.0	t	0	0	0	0	0	0	t	1.2	7.2	35
Maximum Snowfall in 24 hrs. (Inches)	9.1	12.4	9.9	1.2	0	0	0	0	0	0	0.6	11.4	12.4	35
Mean Number of Days with Snow (One Inch or More)	1	1	**	**	0	0	0	0	0	0	**	**	2	35
0.01 Inch or More, Mean Number of Rainy Days	10	10	11	10	10	9	11	10	8	8	8	9	115	35
WIND														
Mean Wind Speed (Knots) (0700 l.s.t.)	8.8	9.1	9.6	9.4	8.6	7.5	7.0	6.8	7.6	7.9	7.8	8.0		34
Mean Wind Speed (Knots) (1300 l.s.t.)	11.0	11.7	12.2	11.8	10.4	9.2	8.8	8.9	9.8	10.1	10.6	10.5		34
Direction (Percentage of Obs.): at 0700 l.s.t.														
North	11.7	13.1	11.7	9.0	7.8	6.7	5.5	7.1	8.5	11.7	9.9	10.0		34
North Northeast	6.8	7.9	6.5	5.9	6.6	4.5	3.5	5.6	10.2	8.9	5.5	6.4		34
Northeast	3.2	3.6	4.0	3.8	5.3	4.3	3.6	5.6	8.0	7.1	3.8	3.5		34
East Northeast	1.8	2.0	3.8	3.6	3.6	3.7	3.4	3.7	4.3	2.6	1.3	1.6		34
East	1.2	2.1	2.6	3.6	3.2	2.7	2.5	2.6	3.3	3.1	1.4	1.2		34
East Southeast	0.9	1.3	2.1	3.0	2.0	2.2	2.1	1.9	1.7	1.7	1.4	0.7		34
Southeast	1.3	1.8	2.2	2.2	2.0	2.5	1.4	1.6	1.2	1.1	1.8	1.2		34
South Southeast	2.0	2.5	2.6	3.2	2.7	2.4	2.1	1.8	2.1	1.4	2.1	1.8		34
South	4.7	6.0	6.2	6.8	7.1	4.2	5.5	4.8	4.0	4.9	5.2	6.2		34
South Southwest	10.9	8.1	10.6	10.9	11.0	12.1	13.6	10.3	7.4	6.9	9.6	9.1		34
Southwest	8.7	7.1	8.5	11.6	10.8	15.3	15.5	13.2	9.7	9.1	9.3	8.8		34
West Southwest	8.8	7.9	6.9	7.8	10.8	10.8	12.9	8.6	5.2	4.6	7.3	9.1		34
West	5.7	7.1	5.4	4.2	5.3	5.3	5.0	4.2	3.5	4.4	6.4	5.8		34
West Northwest	4.2	4.4	4.1	3.2	2.9	2.6	2.4	2.7	3.3	3.4	4.9	5.0		34
Northwest	5.7	5.7	5.2	4.2	3.4	3.9	3.4	4.1	4.9	5.4	6.7	6.7		34
North Northwest	10.6	8.2	8.9	7.9	5.6	5.3	4.1	5.6	7.6	7.3	8.5	9.5		34
Calm	11.7	11.1	8.8	8.9	9.8	11.5	13.5	16.6	15.1	16.5	14.9	13.3		34
Direction (Percentage of Obs.): at 1300 l.s.t.														
North	13.0	13.0	8.6	7.2	4.5	4.6	4.9	7.3	11.5	12.6	10.3	14.6		34
North Northeast	9.3	10.0	8.9	9.1	8.5	7.7	6.8	9.9	12.5	12.9	9.5	9.3		34
Northeast	5.4	7.0	8.4	8.5	9.3	8.4	8.2	9.3	11.8	10.9	6.0	6.1		34
East Northeast	3.0	4.3	6.2	8.2	9.0	9.0	8.8	8.5	8.8	5.9	4.2	3.1		34
East	2.0	3.2	5.4	7.5	8.1	9.1	8.8	8.3	7.5	6.4	3.9	2.5		34
East Southeast	1.8	2.7	5.0	6.8	8.8	8.4	8.4	7.5	7.1	4.2	3.0	1.8		34
Southeast	1.7	2.1	2.2	2.7	3.9	3.2	3.6	4.3	2.6	2.7	2.5	1.4		34
South Southeast	1.0	2.4	2.3	3.7	3.4	2.8	4.1	3.1	2.2	2.0	2.3	2.1		34
South	4.5	4.6	3.8	5.5	5.6	5.9	6.5	6.1	5.3	4.5	6.4	4.6		34
South Southwest	8.4	6.7	7.6	8.0	7.0	8.1	9.0	8.2	6.4	6.7	8.3	8.5		34
Southwest	9.9	8.2	9.5	7.8	8.7	10.4	10.8	8.8	6.9	7.2	9.4	9.2		34
West Southwest	10.6	8.5	10.4	9.7	9.3	9.1	10.1	7.2	6.4	6.4	8.4	10.2		34
West	6.6	8.9	6.1	4.9	5.3	4.4	4.0	3.8	2.8	4.1	6.4	7.0		34
West Northwest	4.7	5.3	4.4	3.4	2.4	1.9	1.2	1.8	1.7	2.6	4.7	4.3		34
Northwest	5.2	4.0	4.5	2.6	2.0	2.2	1.0	1.3	1.6	3.1	4.7	4.3		34
North Northwest	9.3	7.2	5.2	3.6	3.4	2.8	1.9	2.3	3.7	5.8	8.1	8.0		34
Calm	3.7	2.2	1.6	0.9	1.0	2.1	2.2	2.4	1.4	2.0	1.8	3.0		34
VISIBILITY														
Days with Visibility equal to or less than 1/4 mile	2	3	2	2	2	1	1	2	2	3	2	2	23	27

CAPE HATTERAS, NORTH CAROLINA (35°16'N., 75°33'W.) Elevation 7 ft. (2.1m)

WEATHER ELEMENTS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	YEAR	YEARS OF RECORD
STATION LEVEL PRESSURE														
Mean (Millibars)	1,020.4	1,017.8	1,016.1	1,016.9	1,014.9	1,016.2	1,016.9	1,018.1	1,017.6	1,019.7	1,019.8	1,019.2	1,017.8	3
TEMPERATURE (DEGREES F)														
Mean	45.3	45.8	50.6	58.9	67.0	74.3	78.0	77.5	73.7	65.2	56.0	47.7	61.7	30
Mean Daily Maximum	52.3	53.1	57.9	66.3	73.8	80.5	83.8	83.4	79.5	71.3	63.1	54.8	68.3	30
Mean Daily Minimum	38.2	38.5	43.2	51.5	60.2	68.1	72.1	71.5	67.8	59.1	48.8	40.5	55.0	30
Extreme Highest	75	76	78	85	88	94	95	94	90	86	81	76	95	18
Extreme Lowest	12	14	19	26	39	44	54	57	45	33	22	19	12	18
RELATIVE HUMIDITY														
Average Percentage (0700 l.s.t.)	78	78	80	79	79	82	85	90	90	84	83	83	83	20
Average Percentage (1300 l.s.t.)	68	65	61	55	52	55	54	58	57	55	66	74	60	20
CLOUD COVER														
Average Amount (Tenths)	7.5	7.4	7.5	6.9	6.4	6.1	5.7	5.5	5.9	5.8	7.7	7.9	6.7	20
Mean Number of Days with Clear Skies	5	4	4	6	6	7	7	9	8	9	4	3	72	20
Mean Number of Days with Cloudy Skies	20	17	20	17	14	12	10	10	12	13	19	21	185	20
PRECIPITATION														
Mean Amount (Inches)	4.26	4.15	3.84	3.07	3.28	4.83	5.90	6.75	5.76	4.79	4.45	4.54	55.62	30
Greatest Amount (Inches)	9.07	7.48	7.82	7.10	11.44	10.80	9.99	11.66	8.75	11.24	14.63	8.63	83.22	18
Least Amount (Inches)	1.95	1.65	0.98	0.72	0.61	1.04	0.45	1.78	2.74	1.34	1.23	2.07	41.52	18
Maximum in 24 hrs. (Inches)	3.59	2.92	2.86	5.60	3.28	6.63	5.53	8.11	5.28	5.35	4.02	3.55	8.11	18
Mean Amount of Snow (Inches)	8.3	8.1	6.5	1.8	t	0.0	0.0	0.0	t	t	3.5	9.0	37.2	20
Maximum Snowfall in 24 hrs. (Inches)	6.6	7.4	7.5	9.8	t	0.0	0.0	0.0	t	0.2	8.3	13.9	13.9	20
Mean Number of Days with Snow (One Inch or More)	3	2	2	1	0	0	0	0	0	0	1	3	12	20
0.01 Inch or More, Mean Number of Days	13	11	14	13	12	11	10	9	10	8	11	14	136	20
WIND														
Maximum Wind Speed (Knots)	36	50	52	53	35	37	50	42	63	52	47	39	63	11
Mean Wind Speed (Knots) (0700 l.s.t.)	10.9	11.7	11.3	11.0	9.9	9.3	8.6	8.6	9.6	10.0	10.2	10.1		10
Mean Wind Speed (Knots) (1300 l.s.t.)	11.9	12.5	12.4	12.3	12.0	11.4	11.0	10.5	11.3	11.2	11.3	11.5		10
Direction (Percentage of Obs.): at 0700 l.s.t.														
North	14.7	12.1	9.2	6.1	9.2	6.6	4.2	4.3	7.2	11.1	14.1	14.8		10
North Northeast	10.8	13.4	11.3	8.9	10.9	8.3	5.6	9.7	16.3	18.9	12.2	10.9		10
Northeast	5.9	9.1	10.2	7.9	10.6	10.4	5.7	9.4	17.6	19.1	8.6	6.5		10
East Northeast	1.7	2.6	4.0	4.4	5.4	5.2	5.4	7.8	9.4	4.0	5.1	2.7		10
East	1.2	1.5	1.8	1.8	2.9	2.2	3.0	4.3	4.3	3.5	1.4	1.0		10
East Southeast	1.1	0.5	2.0	1.1	3.2	2.3	3.2	2.6	2.7	1.6	1.6	1.0		10
Southeast	1.0	2.0	1.3	2.3	2.9	2.7	2.2	3.2	2.6	2.7	2.8	0.8		10
South Southeast	0.5	1.8	1.2	3.7	3.2	2.2	1.9	2.2	1.7	1.5	1.9	0.8		10
South	2.6	4.1	3.9	6.0	5.8	5.4	5.3	6.0	3.6	2.7	4.6	2.5		10
South Southwest	2.5	4.9	8.9	7.6	10.1	12.8	13.0	7.6	4.0	2.6	1.8	4.1		10
Southwest	7.5	8.5	8.8	13.2	14.3	15.1	20.8	12.8	7.8	3.5	7.3	7.7		10
West Southwest	7.3	6.7	5.6	12.7	9.4	9.4	11.8	11.7	5.1	4.7	6.6	7.2		10
West	10.4	6.2	7.2	6.8	3.9	4.6	6.3	4.9	4.2	5.9	6.9	8.4		10
West Northwest	7.7	6.1	8.7	4.3	2.0	3.9	3.1	4.0	2.6	4.3	6.6	10.2		10
Northwest	12.3	7.9	5.2	6.2	2.2	3.1	2.3	3.3	3.1	5.7	6.7	9.1		10
North Northwest	11.4	11.0	9.0	5.7	3.0	3.6	2.2	3.0	5.3	6.1	10.6	11.4		10
Calm	1.4	1.5	1.6	1.3	1.0	2.1	4.1	3.1	2.6	1.9	1.3	1.1		10
Direction (Percentage of Obs.): at 1300 l.s.t.														
North	16.7	13.5	10.2	6.8	7.6	4.8	2.5	3.8	7.2	10.1	12.6	14.5		10
North Northeast	10.9	15.3	11.8	8.0	12.6	11.8	4.3	9.7	13.0	20.0	13.2	12.5		10
Northeast	6.0	6.9	10.0	8.7	12.7	8.4	5.7	9.5	19.1	17.3	8.1	6.8		10
East Northeast	2.3	2.6	4.3	5.7	8.2	8.6	7.0	8.1	10.8	6.6	5.9	1.7		10
East	1.2	2.2	2.3	2.3	2.7	3.6	6.1	3.8	4.8	2.8	1.2	0.8		10
East Southeast	0.4	1.4	2.9	2.7	2.4	3.7	2.7	4.3	3.9	2.7	2.9	0.8		10
Southeast	0.5	2.5	2.6	2.8	3.0	2.8	2.7	5.0	3.6	2.6	3.1	1.0		10
South Southeast	1.3	1.8	2.3	5.9	4.0	4.4	3.2	6.2	4.6	1.9	3.6	1.4		10
South	2.6	4.8	7.1	10.4	11.7	11.2	15.5	10.1	8.3	4.1	5.7	4.5		10
South Southwest	4.0	4.8	9.2	12.7	14.4	18.3	22.8	13.8	5.1	3.4	4.4	5.1		10
Southwest	11.5	12.7	9.8	14.2	12.7	13.1	14.8	14.6	6.3	6.8	8.2	13.9		10
West Southwest	9.5	8.8	9.5	7.9	4.1	4.7	8.2	5.2	4.9	5.3	6.9	9.1		10
West	7.2	6.2	4.4	3.3	0.4	1.0	1.3	1.4	1.8	2.7	6.9	6.8		10
West Northwest	6.0	5.8	4.8	2.9	1.1	1.4	0.9	1.0	1.8	3.9	5.8	5.3		10
Northwest	9.1	3.5	3.4	2.0	0.9	1.2	0.9	1.4	2.1	3.9	4.8	5.3		10
North Northwest	10.3	6.9	5.3	3.6	1.6	1.0	0.9	2.2	2.7	5.9	6.9	10.3		10
Calm	0.5	0.0	0.1	0.2	0.0	0.0	0.6	0.1	0.1	0.1	0.2	0.4		10
VISIBILITY														
Days with Visibility equal to or less than 1/4 mile	2	2	2	1	1	1	1	2	2	2	2	2	19	20

WILMINGTON, NORTH CAROLINA (34°16'N., 77°54'W.) Elevation 28 ft. (8.5m)

WEATHER ELEMENTS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE														
Mean (Millibars)	1020.2	1019.0	1017.7	1017.1	1016.6	1016.3	1017.1	1016.5	1017.4	1017.9	1019.3	1020.5	1017.9	19
TEMPERATURE (DEGREES F)														
Mean	45.6	47.4	54.1	63.1	70.7	76.6	80.3	79.7	74.8	64.5	55.4	48.2	63.4	32
Mean Daily Maximum	55.9	58.1	64.8	74.3	80.9	86.1	89.3	88.6	83.9	75.2	66.8	59.1	73.6	32
Mean Daily Minimum	35.3	36.6	43.3	51.8	60.4	67.1	71.3	70.8	65.7	53.7	43.9	37.2	53.1	32
Extreme Highest	82	85	89	95	96	104	102	102	96	95	87	81	104	32
Extreme Lowest	7	11	9	30	40	48	59	55	44	27	20	9	7	32
RELATIVE HUMIDITY														
Average Percentage (0700 l.s.t.)	80	77	81	79	85	85	86	89	90	88	85	81	84	20
Average Percentage (1300 l.s.t.)	57	52	52	48	56	60	63	64	63	57	53	57	57	20
CLOUD COVER														
Average Amount (Tenths)	6.1	5.8	5.7	5.4	5.8	6.1	6.4	6.2	5.9	5.0	4.7	5.6	5.7	24
Mean Number of Days with Clear Skies	9	10	10	11	9	7	6	7	8	13	13	11	114	24
Mean Number of Days with Cloudy Skies	15	13	13	11	11	11	13	12	12	11	9	13	144	24
PRECIPITATION														
Mean Amount (Inches)	3.64	3.44	4.04	2.98	4.22	5.65	7.44	6.64	5.71	2.97	3.19	3.43	53.35	32
Greatest Amount (Inches)	7.08	8.74	8.09	8.21	9.12	12.87	15.12	14.06	15.51	9.81	7.87	6.57	15.51	32
Least Amount (Inches)	1.09	1.01	0.93	0.33	1.13	1.36	1.65	1.66	1.07	0.17	0.49	0.48	0.17	32
Maximum in 24 hrs. (Inches)	3.08	3.20	3.31	3.52	4.95	7.73	5.63	5.10	8.24	4.34	4.62	3.88	8.24	32
Mean Amount of Snow (Inches)	0.4	0.9	0.3	0	0	0	0	0	0	0	t	0.4	2.0	24
Maximum Snowfall in 24 hrs. (Inches)	2.8	11.7	5.7	0	0	0	0	0	0	0	T	4.0	11.7	32
Mean Number of Days with Snow (One Inch or More)	**	**	**	0	0	0	0	0	0	0	0	**	1	32
0.01 Inch or More, Mean Number of Rainy Days	11	10	10	8	10	10	13	12	9	7	8	9	117	32
WIND														
Mean Wind Speed (Knots) (0700 l.s.t.)	7.2	8.0	8.3	8.3	7.4	6.9	6.4	6.0	7.2	7.2	6.9	6.7		19
Mean Wind Speed (Knots) (1300 l.s.t.)	10.9	11.6	12.3	12.8	11.0	10.4	9.6	9.5	10.3	10.2	10.4	10.2		19
Direction (Percentage of Obs.): at 0700 l.s.t.														
North	11.6	13.6	10.6	7.4	9.4	10.3	9.0	13.6	20.5	21.1	15.0	15.1		19
North Northeast	8.1	7.4	5.6	5.1	8.2	7.2	7.5	9.0	17.3	14.4	9.2	7.5		19
Northeast	5.3	8.9	6.2	7.7	9.7	8.3	5.6	8.3	11.1	8.4	5.7	5.0		19
East Northeast	2.6	2.9	3.9	3.8	3.3	3.9	1.9	2.0	2.7	1.9	1.9	1.1		19
East	1.2	2.2	4.4	3.4	3.2	2.9	1.8	1.7	2.1	1.4	1.6	1.0		19
East Southeast	0.8	1.3	1.5	1.3	2.6	1.7	1.3	1.2	0.7	0.7	1.4	0.9		19
Southeast	1.3	2.3	2.1	3.8	2.7	1.2	1.3	1.7	1.5	1.4	1.7	1.5		19
South Southeast	1.5	1.6	2.2	3.7	2.2	1.9	2.1	1.4	2.1	0.6	2.5	1.7		19
South	2.4	2.5	3.6	5.5	3.9	4.6	4.6	3.3	2.8	1.9	2.6	2.8		19
South Southwest	6.3	6.6	6.1	5.6	5.6	5.4	5.9	4.5	1.9	1.6	2.7	3.6		19
Southwest	8.8	7.7	8.9	11.3	10.1	10.3	16.1	10.0	4.3	2.8	5.8	6.0		19
West Southwest	8.0	6.1	6.5	11.7	11.3	10.5	14.9	9.0	3.8	3.5	5.5	7.9		19
West	7.0	6.8	5.6	7.4	6.4	8.7	7.3	6.4	4.4	5.3	6.9	6.9		19
West Northwest	5.1	5.4	6.1	5.5	3.9	4.4	3.7	3.4	3.2	3.8	5.4	5.1		19
Northwest	9.3	7.0	9.2	5.8	4.9	4.6	2.7	4.9	3.7	6.7	8.5	7.6		19
North Northwest	7.1	7.8	7.6	4.2	4.5	3.8	2.5	4.3	6.1	10.1	7.7	8.6		19
Calm	13.4	9.8	10.0	6.9	8.0	10.3	11.6	15.4	11.6	14.3	15.9	17.8		19
Direction (Percentage of Obs.): at 1300 l.s.t.														
North	9.9	8.9	6.0	4.2	6.0	5.3	3.5	6.3	9.5	13.3	10.9	12.6		19
North Northeast	3.7	5.1	2.8	1.4	3.4	3.7	1.9	4.6	8.4	8.8	5.2	4.0		19
Northeast	4.5	4.9	2.7	2.8	3.7	3.6	3.3	4.9	9.8	10.5	4.0	4.5		19
East Northeast	2.8	3.6	3.9	3.1	3.6	3.5	4.3	5.3	7.3	5.6	4.8	2.1		19
East	4.2	6.0	7.2	5.4	8.2	6.5	6.0	7.4	12.1	7.1	5.4	3.7		19
East Southeast	2.9	3.9	5.1	6.5	8.4	9.3	7.0	7.1	8.1	4.7	3.9	1.8		19
Southeast	3.7	5.4	6.8	9.7	11.7	10.3	9.4	12.3	9.1	4.9	4.1	3.7		19
South Southeast	2.3	3.0	4.9	6.1	7.8	5.8	6.7	7.8	4.8	2.9	4.3	2.3		19
South	3.2	5.5	5.1	9.5	6.7	9.0	10.3	8.2	4.5	3.2	3.6	5.8		19
South Southwest	4.7	5.5	9.1	10.0	8.2	6.9	10.8	6.7	4.2	2.7	5.6	5.0		19
Southwest	8.8	6.9	7.2	8.4	6.9	8.2	14.2	8.2	4.7	4.6	7.5	8.7		19
West Southwest	9.9	7.5	7.0	7.5	6.8	6.2	8.2	5.9	3.2	4.2	5.8	8.3		19
West	9.2	8.7	8.4	7.6	5.3	6.7	6.3	4.7	3.4	4.9	7.3	8.8		19
West Northwest	7.8	8.8	9.5	7.9	5.1	5.6	3.1	2.5	2.6	5.7	8.3	8.1		19
Northwest	11.1	8.3	8.1	5.6	4.1	3.3	1.6	3.5	3.1	7.0	8.6	8.4		19
North Northwest	9.2	6.7	5.6	3.9	3.2	2.5	2.0	3.0	3.6	8.0	8.9	8.9		19
Calm	2.0	1.2	0.7	0.3	0.8	1.4	1.2	1.5	1.6	1.9	1.8	3.4		19
VISIBILITY														
Days with Visibility equal to or less than 1/4 mile	3	2	2	2	2	2	1	1	3	3	3	3	24	24

CHARLESTON, SOUTH CAROLINA (32°54'N., 80°02'W.) Elevation 40 ft. (12.2m)

WEATHER ELEMENTS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE														
Mean (Millibars)	1021.0	1019.3	1017.4	1017.4	1016.5	1016.1	1017.4	1016.4	1017.1	1017.9	1019.1	1021.0	1018.0	17
TEMPERATURE (DEGREES F)														
Mean	47.9	49.8	56.7	64.3	72.2	77.6	80.5	80.0	75.7	65.8	56.7	50.0	64.8	41
Mean Daily Maximum	58.8	61.2	68.0	76.0	82.9	87.0	89.4	88.6	84.6	76.8	68.7	61.4	75.3	41
Mean Daily Minimum	36.9	38.4	45.3	52.5	61.4	68.0	71.6	71.2	66.7	54.7	44.6	38.5	54.2	41
Extreme Highest	83	86	90	93	98	103	101	102	99	94	88	83	103	41
Extreme Lowest	10	12	15	29	36	50	58	56	42	27	15	8	8	41
RELATIVE HUMIDITY														
Average Percentage (0700 l.s.t.)	83	81	83	84	85	86	88	90	90	88	86	83	86	41
Average Percentage (1300 l.s.t.)	55	51	51	49	54	59	63	63	62	55	52	55	56	41
CLOUD COVER														
Average Amount (Tenths)	6.3	6.0	5.9	5.4	6.0	6.3	6.6	6.3	6.2	5.1	5.0	5.9	5.9	26
Mean Number of Days with Clear Skies	8	9	9	11	8	6	4	6	7	12	13	9	102	27
Mean Number of Days with Cloudy Skies	16	13	13	11	12	13	14	12	12	11	10	14	151	27
PRECIPITATION														
Mean Amount (Inches)	3.33	3.37	4.38	2.58	4.41	6.54	7.33	6.50	4.94	2.92	2.18	3.11	51.59	41
Greatest Amount (Inches)	6.68	6.35	11.11	9.50	9.28	27.24	18.46	16.99	17.31	9.12	7.35	7.09	27.24	41
Least Amount (Inches)	0.63	0.33	0.99	0.01	0.68	0.96	1.76	0.73	0.53	0.08	0.48	0.82	0.01	41
Maximum in 24 hrs. (Inches)	2.49	3.28	6.63	4.10	6.23	10.10	5.81	5.77	8.84	5.77	5.24	3.40	10.10	41
Mean Amount of Snow (Inches)	0.1	0.3	0.1	0	0	0	0	0	0	0	T	0.1	0.6	14
Maximum Snowfall in 24 hrs. (Inches)	0.8	5.9	2.0	0	0	0	0	0	0	0	T	3.8	5.9	41
Mean Number of Days with Snow (One Inch or More)	0	**	**	0	0	0	0	0	0	0	0	**	**	41
0.01 Inch or More, Mean Number of Rainy Days	10	9	10	7	9	11	14	12	9	6	7	9	113	41
WIND														
Mean Wind Speed (Knots) (0700 l.s.t.)	6.8	7.6	7.6	7.4	6.6	6.3	5.8	5.4	6.3	6.3	6.1	6.1		20
Mean Wind Speed (Knots) (1300 l.s.t.)	10.4	11.2	11.7	11.6	9.8	9.3	8.8	8.5	9.2	9.0	9.5	9.8		20
Direction (Percentage of Obs.): at 0700 l.s.t.														
North	7.2	7.5	6.7	4.6	8.0	8.2	6.7	8.4	13.3	16.6	13.2	11.1		20
North Northeast	11.9	12.0	10.3	8.9	10.2	10.6	7.9	13.9	26.3	24.2	15.6	14.8		20
Northeast	7.1	8.5	7.5	6.6	8.1	6.3	5.8	8.9	12.6	9.7	6.1	5.4		20
East Northeast	3.5	3.8	5.4	4.8	4.3	3.8	4.6	4.0	3.9	2.7	2.2	2.1		20
East	1.9	2.8	3.0	3.3	3.2	1.7	1.9	1.7	1.5	1.7	1.1	1.1		20
East Southeast	1.1	1.9	2.1	3.0	2.5	2.2	1.4	1.2	1.7	0.9	1.7	1.4		20
Southeast	1.3	1.4	1.7	3.1	1.5	1.8	2.0	1.4	1.1	0.8	1.3	1.8		20
South Southeast	1.6	1.9	2.5	3.8	3.0	2.9	2.2	2.4	1.5	0.6	1.2	1.9		20
South	4.0	3.1	3.5	5.4	5.1	4.8	5.3	3.2	1.4	1.3	2.1	3.6		20
South Southwest	6.5	8.4	9.5	8.1	7.2	7.5	8.2	5.1	2.1	1.3	4.1	3.5		20
Southwest	10.7	9.2	8.9	9.5	8.5	11.2	15.0	9.8	5.1	2.6	6.7	6.6		20
West Southwest	8.3	7.2	8.1	8.7	9.3	11.6	12.1	8.8	5.1	4.6	7.7	8.5		20
West	7.8	8.1	6.6	6.9	7.3	6.8	7.0	6.2	2.8	4.3	6.9	7.4		20
West Northwest	7.5	7.6	7.0	5.6	4.8	3.6	2.7	3.7	3.0	4.4	6.4	7.4		20
Northwest	4.4	5.0	4.1	2.9	4.0	3.5	2.9	2.9	3.4	5.8	4.9	5.4		20
North Northwest	5.5	4.4	4.7	6.0	4.6	3.5	3.4	5.4	4.3	8.9	7.8	7.4		20
Calm	9.7	7.2	8.3	9.0	8.6	10.0	10.8	13.0	11.0	9.6	11.1	10.5		20
Direction (Percentage of Obs.): at 1300 l.s.t.														
North	5.1	5.9	4.1	3.6	4.2	4.8	3.7	4.5	6.8	11.5	9.3	8.6		20
North Northeast	6.9	7.5	5.3	4.3	5.5	5.4	3.9	8.0	14.6	15.4	8.8	9.6		20
Northeast	5.2	4.6	4.2	2.4	3.9	4.1	3.7	6.6	11.7	11.3	6.4	6.5		20
East Northeast	4.8	5.2	4.7	4.6	5.5	5.2	4.6	5.6	8.5	7.4	4.9	3.9		20
East	3.9	3.7	4.0	4.4	4.2	3.9	4.0	5.1	7.2	4.6	4.2	2.7		20
East Southeast	3.3	4.6	6.0	6.2	7.8	6.5	6.5	6.0	7.2	4.6	4.3	2.7		20
Southeast	2.8	3.3	4.1	7.8	7.5	8.4	6.4	7.3	6.3	3.1	2.6	2.2		20
South Southeast	3.0	2.9	5.8	8.1	8.7	8.7	9.3	8.4	4.8	2.8	3.2	3.3		20
South	4.0	4.9	5.9	8.5	6.9	9.7	10.7	8.7	6.2	2.5	3.3	4.0		20
South Southwest	7.9	10.6	9.9	11.6	8.8	10.5	14.0	9.2	3.3	4.0	6.4	7.2		20
Southwest	9.5	8.0	7.1	6.4	6.2	8.2	10.5	6.4	4.6	3.8	7.7	6.8		20
West Southwest	11.0	10.4	8.8	9.0	8.0	7.1	8.6	7.2	3.6	4.9	8.8	9.0		20
West	8.7	7.8	8.1	6.6	7.0	4.6	4.9	4.4	3.4	4.6	8.6	9.1		20
West Northwest	7.9	9.7	9.6	7.1	5.9	4.7	3.2	3.9	3.3	5.2	8.0	8.9		20
Northwest	7.0	4.8	5.6	4.4	4.7	4.1	1.9	3.5	2.6	4.1	5.3	5.5		20
North Northwest	7.5	4.9	6.0	4.4	4.5	3.1	2.7	3.6	4.7	9.2	7.1	7.5		20
Calm	1.6	1.3	0.7	0.6	0.6	0.9	1.3	1.6	1.2	1.1	1.1	2.3		20
VISIBILITY														
Days with Visibility equal to or less than 1/4 mile	5	2	2	2	2	2	1	2	2	3	4	4	29	26

SAVANNAH, GEORGIA (32°08'N., 81°12'W.) Elevation 46 ft. (14.0m)

WEATHER ELEMENTS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	YEAR	YEARS OF RECORD
STATION LEVEL PRESSURE														
Mean (Millibars)	1019.8	1017.6	1015.7	1016.7	1013.5	1014.7	1015.6	1016.9	1015.6	1018.6	1019.5	1018.9	1016.9	3
TEMPERATURE (DEGREES F)														
Mean	49.2	51.8	58.4	66.0	73.3	78.6	81.2	80.8	76.6	66.9	57.5	51.0	65.9	33
Mean Daily Maximum	60.3	63.1	69.9	77.8	84.2	88.6	90.8	90.1	85.6	77.8	69.5	62.5	76.7	33
Mean Daily Minimum	37.9	40.0	46.8	54.1	62.3	68.5	71.5	71.4	67.6	55.9	45.5	39.4	55.1	33
Extreme Highest	84	86	91	95	100	103	104	104	96	94	89	83	104	33
Extreme Lowest	9	14	20	32	39	53	61	61	43	26	15	9	9	33
RELATIVE HUMIDITY														
Average Percentage (0700 l.s.t.)	82	80	82	83	86	87	89	91	90	87	85	82	85	33
Average Percentage (1300 l.s.t.)	54	50	48	46	52	56	59	61	60	53	51	54	54	33
CLOUD COVER														
Average Amount (Tenths)	6.2	6.0	5.9	5.5	5.7	6.1	6.5	6.2	6.3	5.0	5.1	5.9	5.9	25
Mean Number of Days with Clear Skies	9	9	9	10	9	7	5	6	6	12	12	9	103	25
Mean Number of Days with Cloudy Skies	15	13	13	11	11	12	12	11	13	10	11	14	146	25
PRECIPITATION														
Mean Amount (Inches)	3.09	3.17	3.83	3.16	4.62	5.69	7.37	6.65	5.19	2.27	1.89	2.77	49.70	33
Greatest Amount (Inches)	7.18	7.92	9.57	7.74	10.06	14.39	20.10	14.94	13.47	8.54	4.91	5.80	20.10	33
Least Amount (Inches)	0.51	1.16	0.18	0.71	0.51	0.84	1.35	1.02	0.36	0.02	0.15	0.40	0.02	33
Maximum in 24 hrs. (Inches)	2.80	3.46	4.65	5.62	5.87	4.06	6.36	7.04	6.80	3.57	5.02	3.47	7.04	33
Mean Amount of Snow (Inches)	0.1	0.2	t	0	0	0	0	0	0	0	0	t	0.3	14
Maximum Snowfall in 24 hrs. (Inches)	1.3	3.6	t	0	0	0	0	0	0	0	0	t	3.6	33
Mean Number of Days with Snow (One Inch or More)	**	**	0	0	0	0	0	0	0	0	0	0	**	33
0.01 Inch or More, Mean Number of Rainy Days	9	9	10	7	9	11	14	12	10	6	6	8	112	33
WIND														
Mean Wind Speed (Knots)	8.0	8.5	8.3	8.1	6.9	6.8	6.5	6.3	7.1	7.1	7.0	7.5	7.3	10
Direction (Percentage of Obs.):														
North	3.4	3.3	2.6	2.4	2.8	2.8	2.4	4.2	5.6	7.6	6.3	4.7	4.0	10
North Northeast	5.4	4.7	3.0	2.7	3.9	4.9	4.8	8.0	14.5	17.3	10.6	7.5	7.3	10
Northeast	7.2	8.0	6.3	4.2	6.1	6.4	6.7	8.1	17.9	16.0	10.2	11.8	9.1	10
East Northeast	4.9	5.3	5.1	5.1	5.3	5.7	4.7	5.0	10.2	6.7	5.8	5.2	5.7	10
East	3.6	4.0	4.1	4.7	4.3	4.3	3.7	3.4	5.9	3.8	3.8	3.5	4.1	10
East Southeast	3.3	4.2	5.2	6.7	6.8	6.8	6.0	4.5	7.2	3.7	4.1	3.3	5.1	10
Southeast	3.1	5.0	5.8	8.9	8.1	8.8	8.5	6.4	5.7	3.7	3.4	3.5	5.9	10
South Southeast	3.8	5.5	5.3	10.2	8.2	7.3	8.5	7.2	4.0	2.6	3.3	3.7	5.8	10
South	6.2	6.8	6.7	7.8	6.4	7.2	7.8	6.9	3.3	2.5	4.1	5.2	5.9	10
South Southwest	4.9	4.9	4.6	6.7	7.3	7.3	9.6	8.0	4.0	2.5	4.0	3.9	5.7	10
Southwest	9.3	9.3	9.2	9.6	10.5	11.7	13.4	11.7	4.5	4.2	6.5	6.9	8.9	10
West Southwest	9.1	7.8	9.1	7.8	7.6	8.7	8.4	7.6	3.2	4.9	7.5	10.3	7.7	10
West	9.3	8.3	8.7	6.1	6.2	5.7	3.8	5.2	1.9	5.4	6.5	8.9	6.3	10
West Northwest	12.2	10.1	11.2	6.6	5.7	4.5	2.5	3.1	2.9	4.8	8.7	8.7	6.7	10
Northwest	7.5	6.5	6.6	3.6	4.3	2.8	2.0	2.8	2.5	5.4	6.3	5.6	4.6	10
North Northwest	3.2	2.6	2.7	2.2	2.2	1.7	1.7	2.7	2.4	4.5	4.1	3.5	2.8	10
Calm	3.5	3.5	3.8	4.7	4.2	3.6	5.6	5.3	4.5	4.3	4.7	3.7	4.3	10
Direction (Mean speed, knots)														
North	7.2	7.3	7.0	8.2	6.8	6.3	6.3	6.9	6.4	7.5	8.6	6.9	6.9	10
North Northeast	6.7	7.5	7.6	7.7	7.1	6.9	6.4	7.3	7.8	8.2	7.1	7.8	7.6	10
Northeast	7.6	8.6	8.2	7.4	7.2	7.4	7.1	7.8	8.6	8.6	7.5	7.8	8.0	10
East Northeast	7.6	8.8	8.1	8.0	7.6	7.4	7.4	7.4	8.1	7.6	6.9	6.7	7.6	10
East	6.2	7.1	6.6	7.4	7.6	7.0	6.9	6.9	6.8	6.4	5.5	5.7	6.7	10
East Southeast	6.4	7.3	8.1	8.2	7.7	7.3	7.2	7.0	7.2	6.3	6.3	5.9	7.2	10
Southeast	5.9	6.9	7.1	7.6	7.1	6.9	6.8	6.3	6.6	6.1	5.8	6.0	6.8	10
South Southeast	7.9	8.3	8.8	8.5	7.5	7.0	7.2	6.7	6.8	6.5	6.7	6.7	7.6	10
South	8.0	8.3	8.0	8.2	6.9	6.6	6.8	5.9	6.3	6.2	7.0	7.9	7.3	10
South Southwest	8.3	8.4	8.2	8.2	6.4	6.7	6.4	5.9	6.7	6.2	6.9	7.9	7.1	10
Southwest	7.9	8.9	8.3	8.0	6.7	6.6	6.7	6.1	6.3	6.1	7.0	7.2	7.1	10
West Southwest	8.4	9.7	9.3	8.3	7.5	7.4	7.0	6.4	6.5	6.9	7.6	8.2	7.9	10
West	9.3	9.8	10.2	10.2	8.3	7.6	7.1	6.5	6.3	7.6	8.6	8.8	8.7	10
West Northwest	11.0	11.9	11.2	10.9	8.1	8.2	6.5	6.9	8.0	7.4	10.1	9.9	9.9	10
Northwest	8.9	8.7	8.9	8.9	7.0	6.7	6.7	7.2	6.8	6.7	7.9	8.0	7.9	10
North Northwest	8.2	8.1	7.7	8.8	6.9	6.8	6.7	7.9	6.7	7.2	6.9	7.3	7.5	10
VISIBILITY														
Days with Visibility equal to or less than 1/4 mile	5	3	3	2	3	3	1	2	4	4	5	4	40	25

JACKSONVILLE, FLORIDA (30°30'N., 81°42'W.) Elevation 26 ft. (7.9m)

WEATHER ELEMENTS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE														
Mean (Millibars)	1,019.4	1,018.8	1,016.6	1,017.0	1,014.9	1,015.6	1,016.7	1,017.0	1,015.6	1,017.3	1,018.8	1,019.6	1,017.3	11
TEMPERATURE (DEGREES F)														
Mean	53.2	55.1	61.3	67.7	74.1	79.0	81.3	81.0	78.2	69.5	60.8	54.8	66.0	42
Mean Daily Maximum	64.6	66.8	73.3	79.7	85.2	88.9	90.7	90.2	86.9	79.7	72.4	66.3	78.7	42
Mean Daily Minimum	41.7	43.3	49.3	55.7	63.0	69.1	71.8	71.8	69.4	59.2	49.2	43.2	57.2	42
Extreme Highest	85	88	91	95	100	103	105	102	100	96	88	84	105	42
Extreme Lowest	13	19	23	35	45	55	61	64	48	36	21	11	11	42
RELATIVE HUMIDITY														
Average Percentage (0700 l.s.t.)	87	85	86	86	85	87	88	91	91	91	89	88	88	47
Average Percentage (1300 l.s.t.)	57	53	50	48	50	57	58	60	62	58	56	58	56	47
CLOUD COVER														
Average Amount (Tenths)	6.0	5.8	5.7	5.3	5.5	6.2	6.4	6.2	6.5	5.5	5.1	5.9	5.8	26
Mean Number of Days with Clear Skies	9	9	9	10	9	6	4	5	5	10	12	10	98	27
Mean Number of Days with Cloudy Skies	14	12	12	10	10	11	12	11	13	12	10	13	140	27
PRECIPITATION														
Mean Amount (Inches)	3.07	3.48	3.72	3.32	4.91	5.37	6.54	7.15	7.26	3.41	1.94	2.59	52.77	42
Greatest Amount (Inches)	7.29	8.85	10.18	11.61	10.43	12.90	12.61	16.24	19.36	13.44	7.85	7.09	19.36	42
Least Amount (Inches)	0.06	0.52	0.18	0.17	0.61	2.19	1.97	1.92	1.02	0.16	t	0.04	t	42
Maximum in 24 hrs. (Inches)	3.02	6.22	7.12	8.25	5.40	5.93	10.09	7.93	10.17	6.66	5.44	3.75	10.17	42
Mean Amount of Snow (Inches)	t	t	t	0	0	0	0	0	0	0	0	t	t	14
Maximum Snowfall in 24 hrs. (Inches)	t	1.5	t	0	0	0	0	0	0	0	0	t	1.5	42
Mean Number of Days with Snow (One Inch or More)	0	**	0	0	0	0	0	0	0	0	0	0	**	42
0.01 Inch or More, Mean Number of Rainy Days	8	8	8	7	8	12	15	14	13	8	6	8	116	42
WIND														
Mean Wind Speed (Knots) (0700 l.s.t.)	5.9	6.5	6.5	6.1	5.8	5.5	4.7	4.5	5.6	6.5	6.2	6.2		26
Mean Wind Speed (Knots) (1300 l.s.t.)	8.2	9.0	9.2	8.9	8.2	8.0	7.2	7.0	8.7	9.1	8.4	8.1		26
Direction (Percentage of Obs.): at 0700 l.s.t.														
North	16.5	14.6	12.9	7.7	7.0	4.9	3.1	5.8	14.5	25.4	22.4	20.2		26
North Northeast	6.6	6.3	5.5	5.4	4.2	4.4	1.7	3.8	7.2	8.5	6.0	4.9		26
Northeast	3.0	3.0	3.3	4.4	3.8	4.4	2.4	5.1	8.0	5.1	1.5	1.7		26
East Northeast	0.7	1.3	1.7	2.2	2.6	3.8	1.8	3.0	6.3	2.6	0.6	0.7		26
East	0.7	1.3	2.0	3.3	4.1	4.5	2.7	3.6	4.6	2.2	1.3	0.7		26
East Southeast	0.8	0.9	1.5	3.5	3.6	3.2	3.2	2.5	3.2	1.5	1.0	0.4		26
Southeast	1.8	2.3	3.3	4.6	4.1	3.9	4.6	3.5	2.5	1.1	0.8	1.3		26
South Southeast	3.1	4.0	5.2	7.6	6.8	5.3	7.6	3.9	3.2	1.6	2.4	2.9		26
South	9.4	10.2	10.6	9.2	8.0	7.5	11.1	8.5	4.3	3.0	5.9	9.3		26
South Southwest	4.9	5.8	5.6	6.8	7.3	7.5	13.1	9.7	4.2	2.2	3.2	3.7		26
Southwest	4.3	5.2	5.8	6.1	9.0	11.5	12.3	10.3	4.0	2.4	3.5	2.7		26
West Southwest	4.6	6.4	5.8	7.7	8.6	10.9	12.1	9.4	4.3	4.5	5.2	4.6		26
West	7.0	7.2	8.5	7.9	9.6	10.4	7.5	8.0	5.9	5.3	7.8	7.6		26
West Northwest	7.3	6.3	5.6	4.7	5.0	4.3	3.6	4.4	3.4	4.7	5.2	6.4		26
Northwest	7.9	7.5	6.0	5.4	4.3	3.2	2.0	4.6	5.3	7.4	8.4	8.7		26
North Northwest	9.9	8.9	6.9	6.4	5.9	4.0	2.6	3.9	9.1	15.4	15.1	11.9		26
Calm	11.4	8.8	9.9	7.1	6.3	6.3	8.7	9.8	10.0	7.1	9.4	12.3		26
Direction (Percentage of Obs.): at 1300 l.s.t.														
North	13.8	9.7	7.4	5.4	5.2	4.4	3.1	5.5	7.0	14.8	14.3	16.0		26
North Northeast	10.0	10.2	8.0	6.0	7.3	6.7	3.4	6.4	12.2	18.6	14.4	13.7		26
Northeast	6.1	6.5	7.3	7.8	9.3	7.6	6.0	9.4	14.6	15.5	9.1	5.3		26
East Northeast	1.9	2.4	3.3	4.3	5.9	7.5	4.6	7.6	10.5	7.6	2.7	2.2		26
East	2.8	3.4	4.5	7.6	9.7	13.5	9.3	11.1	13.8	7.9	6.0	3.0		26
East Southeast	3.5	4.3	4.4	9.5	10.3	10.0	9.1	9.1	9.2	4.6	4.4	3.3		26
Southeast	4.0	4.2	5.8	7.4	8.0	9.4	9.6	8.3	6.0	2.8	3.8	3.9		26
South Southeast	6.3	6.6	7.4	8.3	9.0	7.8	12.3	8.7	5.5	3.3	4.3	4.5		26
South	11.3	12.0	10.7	8.3	6.8	5.7	10.6	7.1	5.2	3.3	6.7	10.8		26
South Southwest	4.3	4.0	5.5	5.2	3.7	3.6	5.8	4.6	2.3	1.6	3.6	4.3		26
Southwest	4.2	5.1	5.4	5.1	4.3	5.1	6.0	4.7	1.5	1.7	2.8	3.3		26
West Southwest	5.7	6.1	6.5	5.8	5.7	5.7	6.1	4.5	2.5	2.4	3.5	3.4		26
West	6.3	7.7	9.0	7.7	6.0	5.1	6.3	4.3	3.1	4.5	7.1	7.5		26
West Northwest	6.1	6.0	6.1	4.4	3.4	2.5	2.7	2.6	1.5	2.3	5.7	5.4		26
Northwest	4.9	4.8	3.8	2.4	2.3	1.9	1.3	1.9	1.1	3.1	4.5	5.1		26
North Northwest	6.4	5.4	3.5	3.7	2.1	2.1	1.8	2.2	2.4	4.6	6.1	5.7		26
Calm	2.5	1.6	1.3	1.1	0.8	1.3	1.9	2.2	1.7	1.4	1.1	2.6		26
VISIBILITY														
Days with Visibility equal to or less than 1/4 mile	6	4	3	2	2	1	1	1	1	3	5	5	35	31

DAYTONA BEACH, FLORIDA (29°11'N., 81°03'W.) Elevation 31 ft. (9.5m)

WEATHER ELEMENTS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	YEAR	YEARS OF RECORD
STATION LEVEL PRESSURE														
Mean (Millibars)	1,018.7	1,018.1	1,016.3	1,016.6	1,014.5	1,015.2	1,016.5	1,016.4	1,014.8	1,016.0	1,017.7	1,018.8	1,016.6	11
TEMPERATURE (DEGREES F)														
Mean	57.9	58.8	64.1	69.6	75.1	79.2	81.1	80.9	79.5	73.2	65.2	59.5	70.3	40
Mean Daily Maximum	68.4	69.3	74.6	80.0	84.8	87.8	89.6	89.0	86.9	81.2	74.8	69.8	79.7	40
Mean Daily Minimum	47.4	48.2	53.6	59.1	65.3	70.5	72.5	72.8	72.1	65.1	55.5	49.2	60.9	40
Extreme Highest	85	88	91	96	100	102	102	99	99	95	89	86	102	40
Extreme Lowest	19	24	26	35	44	54	60	65	52	41	27	19	19	40
RELATIVE HUMIDITY														
Average Percentage (0700 l.s.t.)	87	86	86	85	85	87	88	90	89	86	87	87	87	39
Average Percentage (1300 l.s.t.)	59	57	55	54	57	63	65	67	67	63	60	61	61	39
CLOUD COVER														
Average Amount (Tenths)	5.8	5.7	5.7	5.2	5.4	6.4	6.5	6.4	6.5	5.7	5.0	5.7	5.8	27
Mean Number of Days with Clear Skies	9	9	9	10	9	6	4	4	4	9	10	10	93	32
Mean Number of Days with Cloudy Skies	12	11	12	9	10	12	13	12	12	11	9	12	135	32
PRECIPITATION														
Mean Amount (Inches)	2.37	3.11	2.99	2.25	3.38	6.41	5.52	6.34	6.68	4.62	2.59	2.20	48.46	40
Greatest Amount (Inches)	7.10	9.13	7.75	7.12	12.33	15.19	14.58	19.89	15.20	13.00	10.96	11.98	19.89	40
Least Amount (Inches)	0.15	0.29	0.25	t	0.08	1.03	1.07	2.01	0.42	0.19	t	0.06	t	40
Maximum in 24 hrs. (Inches)	3.64	4.39	5.74	4.03	4.22	6.28	3.90	4.76	6.34	9.29	5.83	5.22	9.29	40
Mean Amount of Snow (Inches)	t	t	0	0	0	0	0	0	0	0	0	t	t	14
Maximum Snowfall in 24 hrs. (Inches)	t	t	0	0	0	0	0	0	0	0	0	t	t	40
Mean Number Days with Snow (One Inch or More)	0	0	0	0	0	0	0	0	0	0	0	0	0	40
0.01 Inch or More, Mean Number of Rainy Days	7	8	8	6	9	12	13	14	13	11	7	8	115	40
WIND														
Mean Wind Speed (Knots)	7.9	8.7	8.9	8.7	8.1	7.4	6.7	6.4	7.7	8.3	7.7	7.6	7.8	30
Direction (Percentage of Obs.): at 0700 l.s.t.														
North	4.3	2.9	2.7	1.1	2.2	1.7	1.1	2.7	5.0	8.1	4.4	2.7	3.2	6
North Northeast	2.7	2.4	1.6	2.2	1.1	1.1	1.1	1.1	2.2	5.4	3.9	1.6	2.2	6
Northeast	1.6	4.1	3.2	3.9	4.3	1.7	3.2	4.3	6.3	8.1	1.1	3.2	3.9	6
East Northeast	1.1	1.2	1.1	3.3	3.8	2.8	3.2	3.2	8.3	9.7	2.2	2.7	3.6	6
East	3.8	2.4	3.2	5.0	5.4	3.3	4.3	3.8	5.6	2.2	5.6	4.3	4.1	6
East Southeast	4.8	1.2	1.6	3.9	0.5	2.8	4.8	1.1	3.3	1.6	0.0	2.2	2.3	6
Southeast	3.2	1.8	7.0	5.6	3.8	3.3	8.1	4.8	2.2	3.2	2.2	3.2	4.1	6
South Southeast	5.4	4.1	5.9	6.7	3.2	2.8	3.8	4.3	2.8	1.1	2.2	4.3	3.9	6
South	8.1	10.6	12.4	7.8	12.9	6.7	9.7	8.1	5.0	2.2	8.9	3.8	8.0	6
South Southwest	7.5	12.4	8.1	10.6	10.2	13.3	17.7	11.8	5.6	1.6	5.0	8.6	9.4	6
Southwest	4.3	7.6	5.9	7.2	12.9	17.8	8.6	9.1	4.4	2.2	2.8	4.3	7.3	6
West Southwest	2.2	2.9	2.7	3.9	3.2	7.8	3.2	4.3	2.8	1.1	4.4	1.6	3.3	6
West	4.8	3.5	4.8	5.6	9.1	8.3	1.1	2.2	3.9	4.3	3.9	4.3	4.7	6
West Northwest	15.1	5.9	8.6	8.3	4.3	4.4	2.2	3.2	3.3	5.4	11.1	12.4	7.0	6
Northwest	15.6	16.5	13.4	13.9	8.1	4.4	3.2	4.8	5.0	24.2	30.6	17.2	13.0	6
North Northwest	5.9	12.9	11.8	1.7	3.2	1.7	0.5	2.2	4.4	7.5	6.7	12.4	5.9	6
Calm	9.7	7.6	5.9	9.4	11.8	16.1	24.2	29.0	27.8	12.4	5.0	11.3	14.2	6
Direction (Percentage of Obs.): at 1300 l.s.t.														
North	7.0	8.8	8.1	2.2	3.8	1.7	3.2	3.2	8.9	15.1	13.3	11.3	7.2	6
North Northeast	3.8	6.5	6.5	10.6	6.5	4.4	2.2	6.5	7.2	15.1	10.0	8.5	7.1	6
Northeast	7.0	9.4	9.1	9.5	12.4	9.4	10.2	12.9	16.3	16.1	8.3	7.0	10.8	6
East Northeast	6.5	6.5	8.6	9.5	19.9	22.2	12.4	22.0	23.3	16.1	8.3	6.5	13.5	6
East	13.4	7.6	9.7	17.9	21.5	27.8	38.7	23.1	18.9	8.6	7.2	8.6	17.0	6
East Southeast	8.1	5.3	7.0	7.8	3.8	4.4	9.7	7.0	5.0	0.0	4.4	3.8	5.5	6
Southeast	3.8	2.4	1.6	1.1	1.1	2.2	3.2	2.2	0.0	1.6	1.1	2.2	1.9	6
South Southeast	2.7	5.3	3.8	1.7	0.5	1.1	1.6	2.2	1.7	0.0	2.8	2.2	2.1	6
South	2.2	2.9	7.5	5.0	3.2	1.1	2.2	2.2	1.7	2.2	1.1	3.2	2.9	6
South Southwest	10.2	7.6	8.6	6.1	6.5	1.7	3.2	4.3	3.9	2.7	6.7	9.7	5.9	6
Southwest	6.5	5.9	8.1	7.8	5.9	3.3	7.0	6.5	2.8	1.6	4.4	8.1	5.7	6
West Southwest	5.4	6.5	5.4	5.6	4.8	8.3	1.6	2.2	0.6	2.2	4.4	4.8	4.3	6
West	4.3	5.9	3.2	5.0	3.2	1.7	1.6	1.1	1.7	3.2	3.3	5.4	3.3	6
West Northwest	5.4	5.3	4.3	3.9	2.7	3.9	0.5	2.7	1.7	2.7	7.8	7.0	4.0	6
Northwest	5.4	2.4	1.6	1.1	1.1	1.1	0.5	1.1	0.6	0.5	5.0	2.7	1.9	6
North Northwest	8.6	11.2	7.0	4.5	2.7	2.8	1.1	1.1	3.9	11.8	10.6	10.8	6.3	6
Calm	0.0	0.6	0.0	0.6	0.5	2.8	1.1	0.0	0.0	0.5	1.1	0.5	0.6	6
VISIBILITY														
Days with Visibility equal to or less than 1/4 mile	6	3	4	2	2	1	1	2	1	2	3	5	32	31

WEST PALM BEACH, FLORIDA (26°41'N., 80°06'W.) Elevation 15 ft. (4.6m)

WEATHER ELEMENTS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	YEAR	YEARS OF RECORD
STATION LEVEL PRESSURE														
Mean (Millibars)	1,018.9	1,018.3	1,017.0	1,017.1	1,015.2	1,016.0	1,017.4	1,016.8	1,014.9	1,015.4	1,017.4	1,018.7	1,016.9	11
TEMPERATURE (DEGREES F)														
Mean	65.2	65.8	70.1	73.8	77.6	80.4	82.0	82.5	81.4	77.3	71.6	67.0	74.6	47
Mean Daily Maximum	74.5	75.3	79.3	82.5	85.7	88.1	89.7	90.1	88.4	84.4	79.6	75.7	82.8	47
Mean Daily Minimum	55.9	56.2	60.8	65.1	69.5	72.7	74.2	74.8	74.3	70.1	63.5	58.2	66.3	47
Extreme Highest	89	90	94	99	96	98	101	98	97	95	91	90	101	47
Extreme Lowest	27	32	30	45	53	62	66	65	66	46	36	30	27	47
RELATIVE HUMIDITY														
Average Percentage (0700 l.s.t.)	82	81	80	77	78	83	84	84	86	83	82	81	82	19
Average Percentage (1300 l.s.t.)	58	56	55	54	59	66	63	63	66	62	60	59	60	19
CLOUD COVER														
Average Amount (Tenths)	5.8	5.7	5.6	5.4	5.9	6.9	6.7	6.6	7.0	6.3	5.6	5.5	6.1	27
Mean Number of Days with Clear Skies	7	8	8	8	7	4	3	3	2	6	7	9	72	30
Mean Number of Days with Cloudy Skies	12	10	10	8	11	14	14	12	14	12	9	10	136	30
PRECIPITATION														
Mean Amount (Inches)	2.71	2.62	2.69	3.21	6.02	7.92	6.06	5.78	9.29	7.77	3.39	2.26	59.72	45
Greatest Amount (Inches)	11.01	8.71	16.78	18.26	15.22	17.91	17.74	13.52	24.86	18.74	14.63	8.73	24.86	45
Least Amount (Inches)	0.22	0.29	0.33	0.04	0.39	1.07	1.22	2.16	2.73	1.20	0.23	0.06	0.04	45
Maximum in 24 hrs. (Inches)	6.36	4.70	8.80	15.23	7.04	9.21	5.83	5.89	8.71	9.58	5.89	5.26	15.23	45
Mean Amount of Snow (Inches)	t	0	0	0	0	0	0	0	0	0	0	0	t	14
Maximum Snowfall in 24 hrs. (Inches)	t	0	0	0	0	0	0	0	0	0	0	0	t	38
Mean Number Days with Snow (One Inch or More)	0	0	0	0	0	0	0	0	0	0	0	0	0	41
0.01 Inch or More, Mean Number of Rainy Days	7	7	7	7	11	14	15	16	17	13	9	8	132	41
WIND														
Mean Wind Speed (Knots)	10.0	10.2	9.6	10.8	9.0	7.7	7.1	7.0	8.5	8.9	10.3	10.1	9.1	10
Direction (Percentage of Obs.)														
North	4.7	4.7	4.2	3.7	1.9	1.7	1.0	1.9	3.7	5.4	6.7	5.0	3.7	10
North Northeast	2.6	2.1	3.7	2.5	1.6	1.3	0.6	1.6	3.7	4.9	4.4	3.0	2.7	10
Northeast	2.8	2.7	3.3	3.6	4.9	2.3	0.7	3.5	7.6	8.5	7.4	5.6	4.4	10
East Northeast	4.5	5.4	4.3	7.6	13.2	7.5	2.5	6.1	15.1	12.0	12.8	13.7	8.7	10
East	7.1	7.6	6.0	17.7	14.5	11.9	9.5	11.1	13.8	8.2	13.2	12.0	11.0	10
East Southeast	5.0	6.9	7.2	18.1	20.7	15.6	17.4	14.3	11.2	7.5	7.9	6.4	11.5	10
Southeast	7.4	10.1	10.1	10.8	11.2	11.4	14.1	9.1	7.3	6.0	4.8	4.8	8.9	10
South Southeast	3.9	9.0	8.7	6.2	4.1	6.8	7.4	4.5	5.0	3.9	2.5	3.3	5.4	10
South	4.9	7.5	5.8	3.9	2.6	6.7	8.0	5.8	3.7	3.5	3.2	2.7	4.8	10
South Southwest	3.4	5.1	5.3	2.5	2.4	5.4	6.4	5.1	3.4	1.9	3.0	2.3	3.8	10
Southwest	3.5	5.0	4.5	2.8	3.4	5.3	6.8	6.0	2.5	2.7	2.6	2.9	4.0	10
West Southwest	4.8	3.7	4.7	2.5	2.7	4.4	3.9	4.4	3.0	2.3	1.3	2.3	3.3	10
West	6.5	4.6	5.6	3.2	2.6	3.3	3.4	4.8	2.3	2.5	2.7	2.1	3.6	10
West Northwest	9.2	7.0	6.9	3.8	3.2	2.9	2.9	3.6	2.8	4.7	3.6	6.2	4.8	10
Northwest	14.7	8.7	8.2	4.9	2.0	1.9	2.0	2.8	2.9	8.6	9.7	13.4	6.7	10
North Northwest	9.1	7.0	8.1	3.6	1.7	1.8	1.3	2.3	2.9	6.5	11.0	11.2	5.5	10
Calm	5.9	2.7	3.4	2.7	7.2	10.0	12.0	13.0	9.1	10.7	3.2	3.2	7.0	10
Direction (Mean Speed, Knots)														
North	10.2	10.5	9.1	3.7	6.7	6.3	5.2	7.0	7.0	7.8	10.5	9.5	9.0	10
North Northeast	14.5	10.8	11.4	2.5	10.2	9.5	6.0	8.3	10.7	11.8	13.2	12.2	11.5	10
Northeast	14.6	12.1	10.9	3.6	11.7	10.4	6.3	10.1	11.5	13.5	13.8	10.9	12.1	10
East Northeast	13.7	12.6	10.9	7.6	11.6	11.1	8.8	10.0	11.4	13.3	13.0	12.9	12.1	10
East	11.6	11.8	12.2	17.7	10.8	9.7	10.2	9.7	10.3	10.9	12.3	11.2	11.1	10
East Southeast	10.3	10.5	10.4	18.1	10.4	9.3	9.0	9.0	9.5	8.9	10.2	10.2	9.8	10
Southeast	10.2	10.8	10.2	10.8	9.8	8.5	9.1	8.2	8.9	8.9	9.5	9.0	9.6	10
South Southeast	11.1	10.8	11.2	6.2	8.9	8.6	8.5	7.5	9.8	9.0	9.4	10.5	9.9	10
South	9.4	8.6	9.2	3.9	6.7	7.1	6.3	6.5	7.5	7.6	8.0	8.1	7.8	10
South Southwest	9.4	8.8	8.6	2.5	6.4	7.1	6.4	6.9	7.7	7.1	7.8	8.2	7.7	10
Southwest	7.9	8.4	8.2	2.8	7.3	7.5	6.6	6.5	6.9	7.3	7.9	8.0	7.6	10
West Southwest	9.3	9.4	9.0	2.5	6.7	7.5	6.7	7.1	7.3	9.1	7.7	8.1	8.2	10
West	9.6	10.8	9.0	3.2	7.6	6.7	7.1	7.1	6.9	7.6	7.6	7.9	8.4	10
West Northwest	10.9	11.8	10.2	3.8	8.1	6.7	6.8	6.8	6.3	7.6	7.6	9.7	9.1	10
Northwest	10.4	10.2	9.5	4.9	6.5	6.1	6.0	6.4	6.7	8.7	9.5	9.8	9.3	10
North Northwest	9.7	9.4	9.0	3.6	6.6	6.6	5.2	6.0	6.6	8.2	9.7	10.2	9.0	10
VISIBILITY														
Days with Visibility equal to or less than 1/4 mile	2	1	1	1	*	*	*	*	*	*	1	1	8	33

MIAMI, FLORIDA (25°48'N., 80°16'W.) Elevation 7 ft. (2.1m)

WEATHER ELEMENTS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE														
Mean (Millibars)	1,019.2	1,018.6	1,017.4	1,017.2	1,015.3	1,016.2	1,017.8	1,016.9	1,015.0	1,015.3	1,017.5	1,019.0	1,017.1	11
TEMPERATURE (DEGREES F)														
Mean	67.1	67.8	71.7	75.3	78.5	81.0	82.4	82.8	81.8	77.9	72.8	68.5	75.6	41
Mean Daily Maximum	75.0	75.8	79.3	82.4	85.1	87.3	88.7	89.2	87.8	84.2	79.8	76.2	82.6	41
Mean Daily Minimum	59.2	59.7	64.1	68.2	71.9	74.6	76.2	76.5	75.7	71.6	65.8	60.8	68.7	41
Extreme Highest	87	89	92	96	94	98	98	98	95	95	89	87	98	41
Extreme Lowest	31	32	32	46	53	65	69	68	68	51	39	33	31	41
RELATIVE HUMIDITY														
Average Percentage (0700 l.s.t.)	84	83	82	79	81	86	85	87	89	87	85	83	84	19
Average Percentage (1300 l.s.t.)	60	57	57	55	60	66	63	66	67	64	61	59	61	19
CLOUD COVER														
Average Amount (Tenths)	5.3	5.2	5.3	5.3	5.8	6.9	6.6	6.5	6.8	6.1	5.3	5.2	5.8	27
Mean Number of Days with Clear Skies	10	9	9	8	6	3	3	2	2	6	8	10	76	26
Mean Number of Days with Cloudy Skies	8	8	8	7	10	13	12	10	13	11	8	9	117	26
PRECIPITATION														
Mean Amount (Inches)	2.08	2.05	1.89	3.07	6.53	9.15	5.98	7.02	8.07	7.14	2.71	1.86	57.55	41
Greatest Amount (Inches)	6.66	8.07	7.22	17.29	18.54	22.36	13.51	16.88	24.20	21.08	13.15	6.39	24.20	41
Least Amount (Inches)	0.04	0.01	0.02	0.05	0.44	1.81	1.77	1.65	2.63	1.25	0.09	0.13	0.01	41
Maximum in 24 hrs. (Inches)	2.68	5.73	7.07	16.21	11.59	8.20	4.55	6.92	7.58	9.95	7.93	4.38	16.21	41
Mean Amount of Snow (Inches)	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Maximum Snowfall in 24 hrs. (Inches)	0	0	0	0	0	0	0	0	0	0	0	0	0	41
Mean Number of Days with Snow (One Inch or More)	0	0	0	0	0	0	0	0	0	0	0	0	0	34
0.01 Inch or More, Mean Number of Rainy Days	7	6	6	6	10	15	16	17	17	15	8	6	129	41
WIND														
Mean Wind Speed (Knots) (0700 l.s.t.)	6.5	6.7	7.2	7.6	6.3	5.3	5.3	4.8	5.6	6.4	6.4	6.4		22
Mean Wind Speed (Knots) (1300 l.s.t.)	11.3	11.5	12.1	12.3	10.9	9.9	10.1	9.6	10.2	10.8	10.8	10.9		22
Direction (Percentage of Obs.): at 0700 l.s.t.														
North	16.1	15.4	12.3	10.4	10.0	9.4	6.4	13.1	12.6	20.6	22.2	20.9		22
North Northeast	5.8	6.2	6.1	5.3	5.8	6.4	5.8	6.4	9.1	10.6	8.6	8.1		22
Northeast	3.1	2.5	2.5	3.0	4.6	4.0	5.3	5.1	7.2	8.8	5.4	4.5		22
East Northeast	4.2	3.7	3.1	5.3	6.1	4.2	4.3	6.2	6.3	8.1	7.5	4.5		22
East	6.3	5.0	4.8	10.0	7.2	6.5	9.1	7.3	9.0	5.6	6.0	7.0		22
East Southeast	9.1	7.4	9.2	13.5	13.9	9.9	13.8	8.2	9.1	5.1	6.0	7.3		22
Southeast	6.8	9.1	12.3	9.5	9.3	9.4	13.8	7.0	7.0	3.1	3.4	5.5		22
South Southeast	3.5	6.5	7.8	6.1	4.1	5.0	4.8	3.5	3.4	2.0	2.6	3.0		22
South	3.8	4.8	6.6	4.1	4.2	5.6	4.9	4.7	3.7	3.2	2.3	2.2		22
South Southwest	2.7	2.9	4.6	3.8	3.8	6.3	4.9	5.0	5.4	2.4	2.4	2.0		22
Southwest	1.8	2.7	2.7	3.3	4.2	5.9	4.9	5.9	3.2	2.2	1.8	1.4		22
West Southwest	1.8	2.1	2.0	2.0	2.8	3.5	3.3	3.1	2.2	1.8	1.4	1.3		22
West	2.0	1.9	1.6	2.4	3.6	3.5	2.2	2.6	1.4	1.9	1.0	1.5		22
West Northwest	2.9	3.0	3.0	3.0	3.0	2.8	1.3	2.0	1.7	2.0	2.0	3.1		22
Northwest	7.5	8.1	6.4	5.9	4.8	4.0	3.5	4.7	3.6	5.9	6.4	6.0		22
North Northwest	16.0	12.2	10.2	8.4	7.6	5.1	3.1	6.0	7.4	11.3	16.4	15.0		22
Calm	6.7	6.4	4.7	3.9	5.1	8.4	8.7	9.4	7.7	5.3	4.5	6.9		22
Direction (Percentage of Obs.): at 1300 l.s.t.														
North	6.9	4.4	3.4	3.0	1.8	1.4	0.6	2.0	1.4	5.4	6.3	8.2		22
North Northeast	3.5	3.9	2.8	2.0	1.9	1.1	0.6	1.7	1.5	5.9	5.4	4.4		22
Northeast	4.3	5.3	2.9	4.6	4.6	2.4	1.1	3.8	4.9	12.8	9.0	6.9		22
East Northeast	7.1	7.3	6.1	9.2	10.5	7.4	4.5	7.2	11.2	17.9	16.0	10.8		22
East	8.7	8.4	7.8	13.1	14.3	11.0	11.0	11.6	14.6	11.7	11.2	11.6		22
East Southeast	13.8	10.7	11.9	16.0	17.8	17.8	20.3	16.6	17.7	8.0	10.8	10.0		22
Southeast	11.6	11.2	14.8	15.2	19.0	22.1	25.8	19.9	14.5	7.3	6.2	10.4		22
South Southeast	9.2	12.6	18.6	14.4	14.3	13.1	14.3	13.8	10.5	6.5	6.7	8.4		22
South	4.5	8.0	6.7	4.9	4.6	7.8	7.4	6.3	5.5	3.8	3.5	4.3		22
South Southwest	2.3	2.6	2.9	1.8	1.5	2.9	3.3	2.9	3.8	1.4	1.5	1.5		22
Southwest	2.0	2.8	2.8	1.9	1.8	3.7	3.7	3.2	3.9	1.9	1.9	2.5		22
West Southwest	3.0	3.5	3.5	3.2	2.3	2.8	2.0	3.3	2.5	2.4	2.0	1.7		22
West	3.2	3.9	3.1	2.5	1.9	2.0	2.2	1.7	2.7	2.0	1.9	1.1		22
West Northwest	3.9	4.3	3.6	2.3	1.1	1.4	1.2	2.5	2.0	3.8	4.0	3.6		22
Northwest	7.9	5.6	4.7	2.5	1.5	1.5	0.6	1.9	1.9	4.1	6.0	6.3		22
North Northwest	7.9	5.3	4.4	3.2	1.2	1.5	1.2	1.2	1.1	5.0	7.1	8.1		22
Calm	0.3	0.2	0.1	0.1	0.0	0.2	0.2	0.3	0.2	0.2	0.0	0.2		22
VISIBILITY														
Days with Visibility equal to or less than 1/4 mile	2	1	1	1	*		*	*	*	*	1	1	7	27

KEY WEST, FLORIDA (25°33'N., 81°45'W.) Elevation 4 ft. (1.2m)

WEATHER ELEMENTS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE														
Mean (Millibars)	1,018.2	1,017.9	1,016.3	1,016.1	1,014.3	1,015.2	1,016.6	1,015.7	1,014.0	1,014.3	1,016.4	1,017.9	1,016.1	11
TEMPERATURE (DEGREES F)														
Mean	68.7	70.1	74.1	77.7	80.6	82.9	84.5	84.3	82.6	80.1	75.5	71.0	77.7	31
Mean Daily Maximum	71.8	74.8	78.6	82.0	84.9	87.3	88.9	88.9	86.5	84.4	79.6	75.2	81.9	31
Mean Daily Minimum	65.6	65.3	69.5	73.4	76.2	78.5	80.0	79.6	78.6	75.8	71.4	66.8	73.4	31
Extreme Highest	85	85	87	89	91	94	95	95	94	93	88	86	95	31
Extreme Lowest	41	47	49	65	66	68	69	68	70	60	49	45	41	31
RELATIVE HUMIDITY														
Average Percentage (0700 l.s.t.)	82	81	79	77	77	78	77	78	81	82	83	83	80	35
Average Percentage (1300 l.s.t.)	69	67	66	64	65	68	66	67	70	69	69	69	68	35
CLOUD COVER														
Average Amount (Tenths)	5.0	4.7	4.6	4.4	5.1	6.3	6.3	6.2	6.6	5.7	4.8	4.9	5.4	23
Mean Number of Days with Clear Skies	11	11	13	13	10	4	3	3	2	8	11	11	100	23
Mean Number of Days with Cloudy Skies	8	6	6	5	7	11	10	10	11	10	7	8	99	23
PRECIPITATION														
Mean Amount (Inches)	1.74	1.92	1.31	1.49	3.22	5.04	3.68	4.80	6.50	4.76	3.23	1.73	39.42	35
Greatest Amount (Inches)	17.64	4.46	6.57	12.83	12.90	14.43	11.69	11.34	18.45	21.57	27.67	4.97	27.67	35
Least Amount (Inches)	0.03	0.02	T	0.00	0.12	0.90	0.54	2.25	1.70	0.74	0.13	0.07	0.00	35
Maximum in 24 hrs. (Inches)	10.32	2.54	3.10	3.64	8.89	6.17	3.05	3.90	6.65	8.47	23.28	4.60	23.28	35
Mean Amount of Snow (Inches)	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Maximum Snowfall in 24 hrs. (Inches)	0	0	0	0	0	0	0	0	0	0	0	0	0	35
Mean Number of Days with Snow (One Inch or More)	0	0	0	0	0	0	0	0	0	0	0	0	0	35
0.01 Inch or More, Mean Number of Rainy Days	6	6	5	5	8	12	12	15	16	12	7	7	110	35
WIND														
Mean Wind Speed (Knots) (0700 l.s.t.)	9.4	10.1	10.1	9.9	8.2	7.5	7.3	6.8	7.8	8.9	9.1	9.7		15
Mean Wind Speed (Knots) (1300 l.s.t.)	10.9	11.4	11.5	11.8	10.0	9.0	8.7	8.4	9.4	10.5	10.7	11.1		15
Direction (Percentage of Obs.): at 0700 l.s.t.														
North	7.7	7.5	7.1	5.6	4.2	1.2	0.5	1.1	2.2	7.7	7.9	8.3		15
North Northeast	15.9	10.3	7.7	4.4	2.5	0.8	0.5	1.7	2.1	13.3	15.2	15.9		15
Northeast	21.9	13.0	10.0	11.1	7.3	5.5	3.7	7.1	12.8	23.8	30.7	25.4		15
East Northeast	10.0	8.2	9.1	11.0	7.4	5.9	4.4	8.9	11.6	12.5	11.1	12.5		15
East	8.0	9.6	10.3	16.1	17.8	12.9	18.7	15.6	15.2	8.3	6.4	9.0		15
East Southeast	4.4	8.0	10.2	13.2	14.8	13.1	18.6	13.7	7.7	6.5	5.5	5.5		15
Southeast	6.3	10.8	13.9	14.6	15.4	15.1	23.3	16.8	11.4	5.5	4.4	5.6		15
South Southeast	3.1	6.2	5.2	5.9	6.0	9.3	7.2	7.3	5.6	3.1	1.6	2.4		15
South	5.0	8.0	8.2	3.6	6.1	13.9	6.8	7.3	9.6	3.0	2.9	2.8		15
South Southwest	1.6	2.8	3.0	1.7	2.5	4.9	3.8	2.4	4.3	1.2	0.4	0.7		15
Southwest	1.9	1.3	2.7	2.0	2.2	3.5	3.0	3.6	4.1	1.6	1.5	0.9		15
West Southwest	0.6	0.9	0.9	0.8	1.5	2.7	2.1	1.3	1.3	1.3	1.3	1.2		15
West	1.4	1.2	0.6	1.0	1.6	2.4	1.7	2.6	2.0	2.5	1.5	1.4		15
West Northwest	1.8	2.0	0.9	1.3	0.7	0.5	0.6	1.1	0.8	1.0	1.2	0.3		15
Northwest	3.9	3.4	3.2	1.7	1.4	1.3	0.5	1.3	1.5	2.2	2.5	2.7		15
North Northwest	3.4	5.8	4.5	2.7	2.2	0.3	0.2	0.9	0.7	2.6	2.8	3.1		15
Calm	3.1	1.2	2.4	3.3	6.4	6.7	4.4	7.3	7.0	3.8	3.1	2.4		15
Direction (Percentage of Obs.): at 1300 l.s.t.														
North	12.2	11.0	8.7	7.6	7.6	5.1	2.6	4.4	4.5	13.8	13.9	12.3		15
North Northeast	15.3	8.7	7.5	5.5	4.0	1.9	1.5	3.8	4.5	13.8	16.6	14.9		15
Northeast	12.8	7.6	5.8	3.8	2.9	2.2	1.4	2.7	5.2	15.9	16.2	18.2		15
East Northeast	6.1	3.9	3.1	4.1	2.3	2.4	0.7	2.3	3.0	7.1	8.1	6.6		15
East	11.5	12.4	11.8	18.7	14.3	11.4	14.7	14.7	15.5	12.9	13.1	14.1		15
East Southeast	7.0	10.3	11.2	15.8	18.1	14.6	19.6	16.3	13.1	6.5	6.3	7.6		15
Southeast	8.0	10.4	15.3	15.6	18.1	16.4	22.9	17.4	15.3	6.3	5.6	6.5		15
South Southeast	2.4	5.5	8.2	8.5	8.8	10.4	8.1	8.7	7.4	4.0	2.4	2.9		15
South	7.3	10.4	8.7	6.4	7.7	14.3	12.6	9.4	11.3	4.7	3.3	4.4		15
South Southwest	3.2	4.0	4.7	1.5	4.3	6.4	4.5	5.4	4.9	1.7	1.9	2.2		15
Southwest	2.2	2.5	3.2	1.9	2.2	3.6	3.3	4.3	4.9	2.0	1.5	1.7		15
West Southwest	1.0	1.0	1.3	1.2	2.2	2.3	1.4	1.2	1.9	1.3	1.1	0.9		15
West	2.5	1.5	1.0	1.3	2.4	1.9	1.6	2.8	2.2	1.7	1.6	1.3		15
West Northwest	1.4	2.1	1.1	1.5	0.9	1.2	1.3	1.5	1.3	1.6	1.3	0.4		15
Northwest	3.0	3.6	2.2	2.7	2.4	1.7	1.7	2.2	1.9	2.7	2.7	2.0		15
North Northwest	3.7	4.7	5.8	3.9	2.9	3.0	0.9	2.0	1.7	3.3	3.9	3.9		15
Calm	0.4	0.2	0.5	0.1	0.9	1.3	1.1	0.9	1.3	0.8	0.3	0.3		15
VISIBILITY														
Days with Visibility equal to or less than 1/4 mile	*	*	0	0	0	0	0	0	*	*	*	*	1	27

METEOROLOGICAL TABLE FOR COASTAL AREA OFF NORFOLK
Boundaries: 36°N. to 38°N., between 73°W. and the coast

Weather elements	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
Wind ≥ 34 knots (1)	4.0	4.1	3.4	1.5	*	*	*	*	1.2	1.8	2.8	3.8	2.0
Wave height ≥ 10 feet (1)	11.0	11.4	9.1	5.2	2.4	1.7	1.0	2.3	4.7	7.7	7.4	9.4	6.1
Visibility < 2 naut. mi. (1)	3.1	4.9	5.7	5.9	5.7	4.8	1.3	1.0	1.8	1.8	2.0	2.1	3.3
Precipitation (1)	8.5	7.5	6.1	5.6	4.2	3.8	4.2	3.8	4.4	5.4	5.5	6.0	5.4
Temperature ≥ 85°F (1)	0	0	0	0	*	1.2	4.0	3.8	1.4	*	0	2.2	.8
Mean Temperature (°F)	47.0	46.7	48.6	54.9	62.1	71.5	77.3	77.6	73.4	65.9	57.6	50.2	61.2
Temperature ≤ 32°F (1)	6.2	5.8	1.7	0	0	0	0	0	0	0	*	2.2	1.3
Mean relative humidity (%)	76	76	77	79	81	83	83	81	79	76	74	74	78
Sky overcast or obscured (1)	36.4	35.3	33.0	29.6	25.5	22.8	20.8	20.6	21.0	22.8	25.4	32.3	27.1
Mean cloud cover (eighths)	4.9	4.7	4.4	4.1	4.1	4.1	4.3	4.3	4.0	3.9	4.3	4.8	4.3
Mean sea-level pressure (2)	1,019	1,017	1,017	1,016	1,017	1,017	1,017	1,017	1,018	1,018	1,018	1,019	1,017
Extreme max. sea-level pressure (2)	1,045	1,043	1,043	1,040	1,037	1,032	1,033	1,030	1,034	1,040	1,041	1,044	1,045
Extreme min. sea-level pressure (2)	983	976	983	988	994	977	992	975	985	992	984	983	975
Prevailing wind direction	N	N	N	SW	S	S	SW	SW	NE	N	N	NW	N
Thunder and lightning (1)	*	*	*	*	1.4	1.6	2.2	2.5	1.3	.7	*	*	1.0

METEOROLOGICAL TABLE FOR COASTAL AREA OFF CAPE HATTERAS
Boundaries: 34°N. to 36°N., between 73°W. and the coast

Weather elements	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
Wind ≥ 34 knots (1)	5.8	6.3	4.6	2.5	.8	.8	*	.7	1.6	2.9	3.5	4.5	2.9
Wave height ≥ 10 feet (1)	14.5	16.9	13.1	9.6	4.7	3.0	1.6	3.8	7.3	11.3	9.8	12.0	9.1
Visibility < 2 naut. mi. (1)	2.6	2.7	2.5	1.4	1.3	1.1	.7	.9	1.0	1.0	1.3	1.7	1.5
Precipitation (1)	7.3	7.8	6.0	4.5	4.4	5.5	5.4	5.3	4.6	5.8	5.7	6.5	5.7
Temperature ≥ 85°F (1)	0	0	0	*	*	3.9	9.9	11.7	3.9	*	*	0	2.6
Mean Temperature (°F)	55.5	55.8	58.0	64.2	70.8	76.6	80.2	80.5	77.4	71.0	64.4	58.3	67.8
Temperature ≤ 32°F (1)	1.2	1.0	*	0	0	0	0	0	0	0	0	*	*
Mean relative humidity (%)	75	75	74	75	77	80	80	80	77	74	72	74	76
Sky overcast or obscured (1)	34.4	36.1	32.5	23.5	22.2	21.5	19.7	19.7	19.2	23.1	24.1	30.7	25.6
Mean cloud cover (eighths)	5.2	5.1	4.8	4.1	4.3	4.5	4.6	4.6	4.3	4.5	4.5	5.0	4.6
Mean sea-level pressure (2)	1,019	1,017	1,016	1,017	1,017	1,017	1,018	1,017	1,018	1,017	1,018	1,019	1,017
Extreme max. sea-level pressure (2)	1,044	1,041	1,041	1,035	1,036	1,031	1,031	1,033	1,034	1,037	1,039	1,044	1,044
Extreme min. sea-level pressure (2)	984	984	985	992	998	998	1,001	972	990	993	990	990	984
Prevailing wind direction	N	N	N	N	SW	SW	SW	SW	NE	NE	N	N	N
Thunder and lightning (1)	.7	.9	1.1	1.6	2.6	2.8	4.0	3.8	1.6	1.4	1.2	.7	1.9

METEOROLOGICAL TABLE FOR COASTAL AREA OFF CHARLESTON
Boundaries: 32°N. to 34°N., between 75°W. and the coast

Weather elements	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
Wind ≥ 34 knots (1)	3.7	4.7	3.9	1.8	.8	*	*	.6	1.2	3.4	3.0	3.6	2.3
Wave height ≥ 10 feet (1)	11.3	15.0	13.1	8.2	4.8	3.5	1.5	3.6	8.1	12.0	9.2	10.7	8.4
Visibility < 2 naut. mi. (1)	1.2	1.4	1.0	*	.6	.6	*	.6	.6	.9	.6	.8	.8
Precipitation (1)	6.6	5.9	5.9	3.1	4.2	4.8	5.2	5.3	4.5	5.2	4.4	5.2	5.0
Temperature ≥ 85°F (1)	0	0	*	*	1.2	5.3	14.0	15.0	5.8	.7	*	0	3.5
Mean Temperature (°F)	60.3	60.6	62.8	68.5	74.1	78.4	81.4	81.6	79.3	73.9	67.8	62.5	71.1
Temperature ≤ 32°F (1)	*	*	0	0	0	0	0	0	0	0	0	*	*
Mean relative humidity (%)	73	74	73	73	76	80	81	80	77	74	71	72	75
Sky overcast or obscured (1)	31.8	32.0	29.6	19.0	18.7	19.4	17.2	18.1	19.7	22.0	20.0	27.4	22.9
Mean cloud cover (eighths)	5.1	5.0	4.8	4.0	4.2	4.5	4.5	4.6	4.6	4.6	4.4	4.9	4.6
Mean sea-level pressure (2)	1,019	1,018	1,017	1,018	1,017	1,017	1,018	1,017	1,017	1,017	1,018	1,019	1,018
Extreme max. sea-level pressure (2)	1,041	1,038	1,037	1,038	1,033	1,030	1,030	1,028	1,031	1,034	1,037	1,037	1,041
Extreme min. sea-level pressure (2)	983	985	984	988	991	991	992	986	998	990	993	991	983
Prevailing wind direction	N	N	W	SW	SW	SW	SW	SW	NE	NE	N	N	SW
Thunder and lightning (1)	.8	1.0	1.5	1.7	2.7	3.2	4.1	4.2	2.4	1.7	1.3	.7	2.1

(1) Percentage frequency
(2) Millibars.
* 0.0-0.5%
These data are based upon observations made by ships in passage. Such ships tend to avoid bad weather when possible, thus biasing the data toward good weather samples.

METEOROLOGICAL TABLE FOR COASTAL AREA OFF JACKSONVILLE
Boundaries: 29°N. to 32°N., between 78°W. and the coast

Weather elements	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
Wind ≥ 34 knots (1)	2.0	3.0	2.1	.9	*	.6	*	.6	1.4	2.0	2.0	1.8	1.4
Wave height ≥ 10 feet (1)	8.4	10.6	9.0	4.6	3.0	2.2	.7	3.2	8.2	11.5	10.6	7.1	6.3
Visibility < 2 naut. mi. (1)	1.1	.9	.6	*	*	.7	*	*	*	.6	*	.7	.6
Precipitation (1)	4.7	4.9	3.7	2.8	2.8	3.9	3.3	3.6	4.9	4.4	3.5	3.4	3.8
Temperature ≥ 85°F (1)	*	*	*	*	2.5	9.2	21.4	21.0	10.4	2.1	*	*	5.7
Mean Temperature (°F)	64.0	64.8	67.3	71.9	76.4	80.1	82.5	82.5	80.9	76.5	70.6	66.1	73.7
Temperature ≤ 32°F (1)	*	0	0	0	0	0	0	0	0	0	0	*	*
Mean relative humidity (%)	72	73	72	73	75	79	79	79	78	73	70	71	75
Sky overcast or obscured (1)	27.2	24.1	21.1	15.3	12.6	15.3	11.4	12.8	17.6	18.2	16.4	22.0	17.8
Mean cloud cover (eighths)	4.8	4.6	4.4	3.9	3.7	4.3	4.1	4.3	4.6	4.4	4.3	4.6	4.3
Mean sea-level pressure (2)	1,020	1,019	1,018	1,018	1,017	1,017	1,018	1,017	1,016	1,016	1,018	1,020	1,018
Extreme max. sea-level pressure (2)	1,039	1,038	1,035	1,032	1,032	1,031	1,031	1,028	1,032	1,033	1,035	1,037	1,039
Extreme min. sea-level pressure (2)	996	990	992	995	996	994	1,002	991	997	982	998	999	982
Prevailing wind direction	NW	NW	NW	E	E	S	SW	E	NE	NE	NE	NW	NE
Thunder and lightning (1)	.8	.8	1.3	1.2	2.6	3.1	4.8	4.5	2.9	2.0	1.1	.6	2.1

METEOROLOGICAL TABLE FOR COASTAL AREA OFF MIAMI
Boundaries: 25°N. to 29°N., between 78°W. and the coast

Weather elements	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
Wind ≥ 34 knots (1)	1.1	1.3	.8	*	*	*	*	*	.8	1.2	.8	1.0	.6
Wave height ≥ 10 feet (1)	5.6	5.6	4.3	2.9	1.7	.9	*	1.0	4.1	6.8	4.7	4.7	3.6
Visibility < 2 naut. mi. (1)	.8	*	*	*	.6	1.0	.5	*	.6	.7	*	*	*
Precipitation (1)	3.1	2.6	2.0	1.7	2.7	3.7	2.5	2.9	4.5	4.4	2.5	2.5	2.9
Temperature ≥ 85°F (1)	*	*	.7	1.2	4.2	13.7	27.0	30.4	18.8	5.8	1.0	*	8.7
Mean Temperature (°F)	69.6	70.0	71.7	74.8	78.1	81.1	83.1	83.5	82.3	79.0	74.7	71.0	76.7
Temperature ≤ 32°F (1)	0	0	0	0	0	0	0	0	0	0	0	0	0
Mean relative humidity (%)	75	75	75	75	76	79	78	78	79	76	74	73	76
Sky overcast or obscured (1)	15.5	14.0	15.1	11.3	11.3	13.7	8.5	8.4	14.3	15.1	10.6	13.0	12.6
Mean cloud cover (eighths)	4.2	4.1	4.0	3.7	3.7	4.2	3.9	4.0	4.5	4.3	3.9	4.0	4.1
Mean sea-level pressure (2)	1,020	1,019	1,018	1,018	1,017	1,017	1,018	1,017	1,015	1,015	1,018	1,020	1,018
Extreme max. sea-level pressure (2)	1,034	1,034	1,034	1,032	1,028	1,029	1,027	1,028	1,028	1,030	1,030	1,033	1,034
Extreme min. sea-level pressure (2)	999	977	997	998	999	998	1,001	1,002	987	996	1,000	996	977
Prevailing wind direction	E	E	E	E	E	E	E	E	E	E	NE	E	E
Thunder and lightning (1)	*	.6	.8	1.3	2.1	3.4	4.3	4.8	3.9	2.2	.8	*	2.1

METEOROLOGICAL TABLE FOR COASTAL AREA OFF KEY WEST
Boundaries: 23°N. to 25°N., between 79°W. and 83°W.

Weather elements	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
Wind ≥ 34 knots (1)	.6	*	*	*	0	*	*	*	*	.7	*	*	*
Wave height ≥ 10 feet (1)	2.0	1.9	1.3	2.7	.8	*	*	*	.9	2.3	1.5	1.6	1.2
Visibility < 2 naut. mi. (1)	*	*	*	*	*	.6	*	*	*	.6	*	*	*
Precipitation (1)	2.5	2.2	1.6	1.2	2.1	3.5	2.0	2.0	3.6	4.4	2.7	2.0	2.4
Temperature ≥ 85°F (1)	*	.6	1.2	1.1	7.8	19.9	35.8	41.3	28.3	10.4	2.5	.8	12.6
Mean Temperature (°F)	72.3	72.5	74.2	76.9	79.7	82.2	83.9	84.3	83.3	80.5	76.7	73.3	78.5
Temperature ≤ 32°F (1)	0	0	0	0	0	0	0	0	0	0	0	0	0
Mean relative humidity (%)	78	77	78	77	77	79	77	77	78	78	76	77	77
Sky overcast or obscured (1)	12.5	11.0	10.2	7.0	8.9	13.4	6.4	5.5	11.1	13.3	9.8	11.8	10.1
Mean cloud cover (eighths)	3.7	3.6	3.4	3.2	3.4	4.2	3.9	3.9	4.3	4.2	3.7	3.8	3.8
Mean sea-level pressure (2)	1,019	1,018	1,018	1,017	1,016	1,016	1,018	1,016	1,014	1,014	1,017	1,019	1,017
Extreme max. sea-level pressure (2)	1,032	1,033	1,030	1,029	1,027	1,033	1,031	1,027	1,030	1,027	1,029	1,030	1,033
Extreme min. sea-level pressure (2)	1,001	1,002	1,002	1,001	1,008	997	1,002	1,003	995	991	1,001	1,001	991
Prevailing wind direction	E	E	E	E	E	E	E	E	E	E	E	E	E
Thunder and lightning (1)	*	.6	*	*	1.6	2.7	4.2	4.6	5.6	2.8	.8	*	2.0

(1) Percentage frequency.
(2) Millibars.
* 0.0-0.5%
These data are based upon observations made by ships in passage. Such ships tend to avoid bad weather when possible, thus biasing the data toward good weather samples.

MEAN SURFACE WATER TEMPERATURES (T) AND DENSITIES (D)

Stations	Years	Jan		Feb		Mar		Apr		May		June		July		Aug		Sept		Oct		Nov		Dec		Mean	
		(T) °C	(D) σ_{15}	(T) °C	(D) σ_{15}	(T) °C	(D) σ_{15}	(T) °C	(D) σ_{15}	(T) °C	(D) σ_{15}	(T) °C	(D) σ_{15}	(T) °C	(D) σ_{15}	(T) °C	(D) σ_{15}	(T) °C	(D) σ_{15}	(T) °C	(D) σ_{15}	(T) °C	(D) σ_{15}	(T) °C	(D) σ_{15}	(T) °C	(D) σ_{15}
Virginia Beach, Va. 36°50'N., 75°58'W.	8	5.5	20.4	4.5	19.8	6.4	19.4	10.7	19.0	15.8	18.5	20.4	18.4	22.8	19.6	23.8	20.0	22.4	20.0	18.6	20.2	13.8	20.6	8.4	20.5	14.4	19.7
Diamond Shoal Light 35°09'N., 75°18'W.	5	16.6	26.2	15.6	26.2	14.8	25.6	16.7	25.8	21.1	26.4	24.4	26.5	26.2	26.4	26.9	26.5	25.7	25.7	23.2	26.0	19.3	25.8	18.0	25.9	20.7	26.1
Beaufort, N.D. 34°43'N., 76°40'W.	4	9.1	21.2	8.8	20.8	11.3	21.6	17.2	22.9	21.4	24.6	25.2	23.9	27.4	24.5	27.7	24.8	24.8	24.1	20.2	23.8	15.4	22.0	11.4	23.6	18.3	23.2
Southport, N.C. 33°56'N., 78°01'W.	9	10.9	16.1	10.9	13.8	13.1	12.5	17.8	13.9	22.7	16.0	26.3	18.8	27.9	17.4	27.9	18.7	25.8	19.0	21.2	19.4	16.3	18.1	11.7	16.6	19.4	16.6
Myrtle Beach, S.C. 33°41'N., 78°53'W.	17	9.1	25.2	9.6	25.0	12.6	24.4	17.3	24.4	22.1	24.9	26.0	25.3	27.9	25.8	27.7	26.4	25.8	25.9	21.3	25.6	15.7	25.6	10.7	25.5	18.8	25.3
Charleston, S.C. 32°47'N., 79°55'W.	27	10.8	12.0	11.0	10.4	13.9	9.1	18.6	9.5	23.2	10.7	26.9	11.1	28.6	12.2	28.6	13.1	26.6	13.8	22.0	14.8	16.6	14.2	11.9	13.0	19.9	12.0
Ft. Pulaski, Ga. 32°02'N., 80°54'W.	29	10.8	11.0	11.7	10.2	14.7	8.3	19.2	8.3	23.7	10.1	27.2	12.0	28.8	13.0	28.9	13.8	26.7	13.6	22.4	14.2	17.3	14.0	12.3	12.8	20.3	11.8
Brunswick, Ga. 31°08'N., 81°29'W.	8	12.7	16.1	13.0	14.3	16.1	12.9	20.9	14.5	24.6	16.9	27.5	17.6	28.8	17.5	29.2	17.8	26.9	17.6	23.0	17.8	18.2	16.7	14.2	18.6	21.3	16.7
Fernandina Beach, Fla. 30°40'N., 81°28'W.	25	13.5	21.6	14.1	21.1	16.7	20.5	20.7	21.5	24.6	23.0	27.4	23.6	28.4	23.4	28.4	23.1	27.4	21.6	23.5	20.6	18.9	21.8	14.5	22.4	21.5	22.0
Mayport, Fla. 30°24'N., 81°26'W.	25	14.0	17.0	14.5	17.0	16.8	16.6	20.4	19.0	24.1	21.0	26.9	21.2	28.0	18.7	27.8	18.0	27.4	17.0	23.6	15.1	19.4	15.3	15.3	17.1	21.5	17.8
Jacksonville, Fla. 30°21'N., 81°37'W.	13	14.3	6.1	15.7	6.4	19.1	6.8	23.1	7.1	26.8	10.1	29.1	9.0	30.6	6.3	30.4	5.7	28.5	7.3	24.6	5.9	20.2	5.3	15.6	6.2	23.2	6.8
Daytona Beach (ocean) Fla. 29°14'N., 81°00'W.	20	16.4	25.6	16.3	25.7	17.6	26.2	21.2	26.5	24.2	26.9	25.9	27.0	25.7	27.0	25.3	26.9	27.3	26.5	24.7	25.4	21.5	25.6	18.1	25.5	22.0	26.2
Daytona Beach (Halifax River), Fla. 29°13'N., 81°01'W.	2	18.1	16.6	14.8	17.8	20.1	10.0	25.4	9.8	27.6	13.6	29.2	15.0	30.1	8.8	30.8	6.1	29.1	6.7	25.7	7.6	23.0	10.5	19.1	15.0	24.4	11.5
Cape Kennedy, Fla. 28°15'N., 80°36'W.	2	17.3	26.5	17.8	26.7	18.9	26.0	21.7	27.0	25.0	27.2	25.2	27.2	26.1	27.3	26.6	27.2	28.0	27.0	25.6	26.3	23.1	26.3	19.2	25.8	22.9	26.7
Eau Gallie Beach, Fla. 28°08'N., 80°35'W.	16	18.4	26.5	18.7	26.7	20.1	26.8	22.3	27.1	24.7	27.2	26.2	27.1	26.0	27.1	26.7	27.0	27.9	26.9	25.7	26.4	22.9	26.3	19.9	26.7	23.3	26.8
Miami Beach, Fla. 25°46'N., 80°08'W.	26	21.7	26.6	22.1	26.8	23.3	27.0	25.1	27.1	27.1	27.2	28.8	27.0	30.1	26.9	30.3	26.8	29.3	26.3	26.9	25.9	24.4	26.3	22.6	26.5	26.0	26.7
Marathon Shores, Fla. 24°43'N., 81°02'W.	3	22.1	26.4	21.7	26.8	22.8	27.5	25.4	26.2	27.8	28.0	28.9	26.9	30.4	27.1	30.4	27.7	30.3	27.0	27.7	26.8	23.7	27.0	21.8	26.0	26.1	27.1
Key West, Fla. 24°33'N., 81°48'W.	38	21.8	26.8	22.3	26.9	23.8	27.1	25.8	27.3	27.9	27.5	29.6	27.2	30.4	27.3	30.6	27.3	29.7	26.9	27.5	26.7	24.4	27.0	22.3	26.9	26.3	27.1

F (Fahrenheit) = 1.8C (Celsius) + 32

Density as used in this table is the specific gravity of the sea water or the ratio between the weight of a sea-water sample and the weight of an equal volume of distilled water at 15°C (59°F). These figures representing density at 15°C (ρ_{15}) are expressed in terms of sigma-t (σ_t) where t = 15°C and $\sigma_{15} = (\rho_{15} - 1)\ 1000$. Thus, for $\rho_{15} = 1.0238$, $\sigma_{15} = 23.8$.

DETERMINATION OF WIND SPEED BY SEA CONDITION

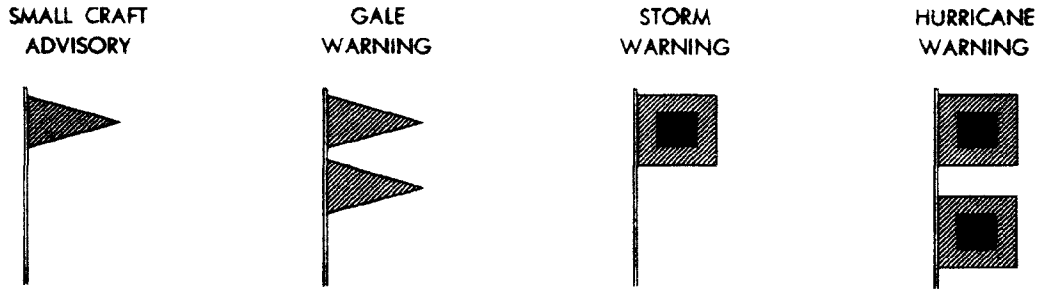
Miles per hour	Knots	Descriptive	Sea Conditions	Wind force (Beaufort)	Probable wave height (in ft.)
0-1	0-1	Calm	Sea smooth and mirror-like.	0	-
1-3	1-3	Light air	Scale-like ripples without foam crests.	1	1/4
4-7	4-6	Light breeze	Small, short wavelets; crests have a glassy appearance and do not break.	2	1/2
8-12	7-10	Gentle breeze	Large wavelets; some crests begin to break; foam of glassy appearance. Occasional white foam crests.	3	2
13-18	11-16	Moderate breeze	Small waves, become longer; fairly frequent white foam crests.	4	4
19-24	17-21	Fresh breeze	Moderate waves, taking a more pronounced long form; many white foam crests; there may be some spray.	5	6
25-31	22-27	Strong breeze	Large waves begin to form; white foam crests are more extensive everywhere; there may be some spray.	6	10
32-38	28-33	Near gale	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind; spindrift begins.	7	14
39-46	34-40	Gale	Moderately high waves of greater length; edges of crests break into spindrift; foam is blown in well-marked streaks along the direction of the wind.	8	18
47-54	41-47	Strong gale	High waves; dense streaks of foam along the direction of the wind; crests of waves begin to topple, tumble, and roll over; spray may reduce visibility.	9	23
55-63	48-55	Storm	Very high waves with long overhanging crests. The resulting foam in great patches is blown in dense white streaks along the direction of the wind. On the whole, the surface of the sea is white in appearance. The tumbling of the sea becomes heavy and shocklike. Visibility is reduced.	10	29
64-72	56-63	Violent storm	Exceptionally high waves that may obscure small and medium-sized ships. The sea is completely covered with long white patches of foam lying along the direction of the wind. Everywhere the edges of the wave crests are blown into froth. Visibility is reduced.	11	37
73 or more	64 or more	Hurricane	The air is filled with foam and spray. Sea completely white with driving spray; visibility very much reduced.	12	45

ATMOSPHERIC PRESSURE CONVERSION TABLE

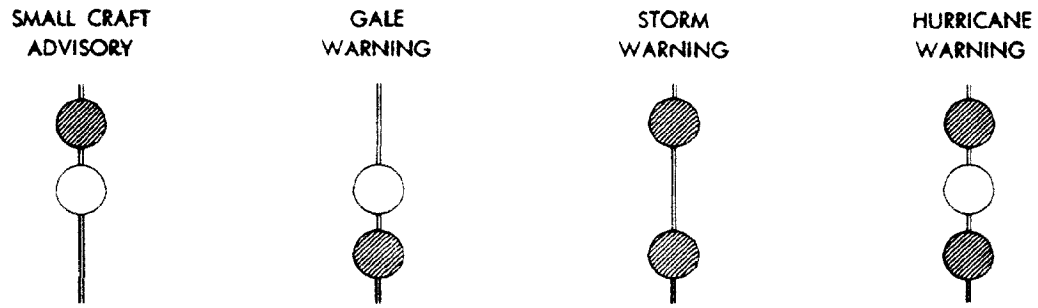
Inches	Millibars	Inches	Millibars	Inches	Millibars
28.44	963	29.32	993	30.21	1023
28.53	966	29.41	996	30.30	1026
28.62	969	29.50	999	30.39	1029
28.70	972	29.59	1002	30.48	1032
28.79	975	29.68	1005	30.56	1035
28.88	978	29.77	1008	30.65	1038
28.97	981	29.86	1011	30.74	1041
29.06	984	29.94	1014	30.83	1044
29.15	987	30.03	1017	30.92	1047
29.24	990	30.12	1020	31.01	1050

NATIONAL WEATHER SERVICE COASTAL WARNING DISPLAYS

DAYTIME SIGNALS



NIGHT (LIGHT) SIGNALS



CP20T1

EXPLANATION OF DISPLAYS

Small Craft Advisory: One RED pennant displayed by day and a RED light ABOVE a WHITE light at night, to alert mariners to sustained (more than two hours) weather or sea conditions, either present or forecast, that might be hazardous to small boats. Mariners learning of a Small Craft Advisory are urged to determine immediately the reason by tuning their radios to the latest marine broadcasts. Decision as to the degree of hazard will be left up to the boatman, based on his experience and size and type of boat. The threshold conditions for the Small Craft Advisory are usually 18 knots of wind (less than 18 knots in some dangerous waters) or hazardous wave conditions.

Gale Warning: Two RED pennants displayed by day and a WHITE light ABOVE a RED light at night to indicate that winds within the range 34 to 47 knots are forecast for the area.

Storm Warning: A single square RED flag with a BLACK center displayed during daytime and two RED lights at night to indicate that winds 48 knots and above, no matter how high the speed, are forecast for the area. However, if the winds are associated with a tropical cyclone (hurricane) the STORM WARNING display indicates that winds within the range 48 to 63 knots are forecast.

Hurricane Warning: Displayed only in connection with a tropical cyclone (hurricane). Two square RED flags with BLACK centers displayed by day and a WHITE light between two RED lights at night to indicate that winds 64 knots and above are forecast for the area.

Note: A "HURRICANE WATCH" is an announcement issued by the National Weather Service via press and radio and television broadcasts whenever a tropical storm or hurricane becomes a threat to a coastal area. The "Hurricane Watch" announcement is not a warning, rather it indicates that the hurricane is near enough that everyone in the area covered by the "Watch" should listen to their radios for subsequent advisories and be ready to take precautionary action in case hurricane warnings are issued.

Note: A SPECIAL MARINE WARNING BULLETIN is issued whenever a severe local storm or strong wind of brief duration is imminent and is not covered by existing warnings or advisories. No visual displays will be used in connection with the Special Marine Warning Bulletin; boaters will be able to receive these special warnings by keeping tuned to a NOAA VHF-FM radio station or to Coast Guard and commercial radio stations that transmit marine weather information.

ATLANTIC OCEAN DISTANCES
MONTREAL, CANADA, TO PANAMA CANAL ZONE
(Nautical Miles)

Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: New York, N. Y., is 1399 nautical miles from San Juan, P. R.

	MONTREAL, CANADA* (St. Lambert Lock)	Cabot Strait 47°07.0'N 60°17.0'W	Gulf of Canso (Lock) 45°39.0'N 61°25.0'W	Portland, Maine 43°39.4'N 70°14.7'W	Boston, Mass 42°22.0'N 71°03.0'W	NANTUCKET SHOALS 40°30.0'N 69°25.0'W	NEW YORK, N. Y. 40°42.0'N 74°01.0'W	Philadelphia, Pa 39°56.8'N 75°08.3'W	Baltimore, Md 39°16.0'N 76°34.5'W	CHESAPEAKE BAY ENT 36°56.3'N 75°58.6'W	Norfolk, Va 36°50.9'N 76°17.9'W	DIAMOND SHOALS 35°08.0'N 75°15.0'W	Wilmington, N. C. 34°14.0'N 77°57.0'W	Charleston, S. C. 32°47.2'N 79°55.2'W	Savannah, Ga 32°05.0'N 81°05.7'W	Jacksonville, Fla 30°19.2'N 81°39.0'W	Key West, Fla 24°33.7'N 81°48.5'W	STRAITS OF FLORIDA 24°25.0'N 83°00.0'W	Tampa, Fla 27°56.5'N 82°26.7'W	Pensacola, Fla 30°24.0'N 87°13.0'W	Mobile, Ala 30°42.5'N 88°02.5'W	NEW ORLEANS, La (via SW pass) 29°57.0'N 90°03.7'W	Port Arthur, Tex 29°49.5'N 93°57.6'W	Galveston, Tex 29°19.0'N 94°47.0'W	Corpus Christi, Tex 27°48.8'N 97°24.0'W	San Juan, P. R. 18°27.8'N 66°06.7'W	YUCATAN CHANNEL 21°50.0'N 85°03.0'W	Panama Canal (Atlantic Ent.) 9°23.5'N 79°55.3'W	PANAMA CANAL (Pacific Ent.) 8°59.0'N 79°31.0'W
681																														
717	120																													
1276	595	484																												
1318	637	526	100																											
1311	630	519	203	163																										
1534	853	742	426	386	223																									
1682	1001	890	575	535	372	240																								
1838	1157	1046	734	694	531	417	392																							
1689	1008	896	584	544	381	267	242	150																						
1716	1035	923	611	571	408	294	269	173	27																					
1729	1048	936	628	588	425	345	322	267	117	144																				
1948	1267	1155	847	807	644	564	541	486	336	363	219																			
2014	1333	1221	913	873	710	630	607	552	402	429	285	151																		
2088	1407	1295	987	947	784	704	681	626	476	503	359	227	102																	
2172	1491	1379	1071	1031	868	788	765	710	560	587	443	315	197	145																
2479	1798	1690	1387	1347	1184	1109	1086	1031	881	908	764	667	572	543	462															
2540	1859	1751	1448	1408	1245	1170	1147	1092	942	969	825	728	633	604	523	73														
2772	2091	1983	1680	1640	1477	1402	1379	1324	1174	1201	1057	960	865	836	755	305	232													
2977	2296	2188	1885	1845	1682	1607	1584	1529	1379	1406	1262	1165	1070	1041	960	510	437	347												
3011	2330	2222	1919	1879	1716	1641	1618	1563	1413	1440	1296	1199	1104	1075	994	544	471	389	89											
3080	2399	2291	1988	1948	1785	1710	1687	1632	1482	1509	1365	1268	1173	1144	1063	613	540	502	288	269										
3240	2559	2451	2148	2108	1945	1870	1847	1792	1642	1669	1525	1428	1333	1304	1223	773	700	697	504	491	441									
3242	2561	2453	2150	2110	1947	1872	1849	1794	1644	1671	1527	1430	1335	1306	1225	775	702	703	509	496	446	89								
3347	2666	2558	2255	2215	2052	1977	1954	1899	1749	1776	1632	1535	1440	1411	1330	880	807	810	618	605	555	249	207							
2445	1764	1669	1531	1486	1334	1399	1395	1375	1225	1252	1114	1153	1138	1156	1121	966	1017	1249	1448	1448	1557	1717	1719	1824						
2730	2049	1937	1629	1589	1426	1346	1323	1268	1118	1145	1001	904	809	780	699	251	192	404	533	562	587	691	696	769	1111					
3203	2522	2419	2189	2149	1986	1972	1955	1904	1754	1781	1637	1609	1563	1564	1513	1060	1001	1213	1342	1371	1396	1487	1493	1549	990	809				
3249	2568	2465	2235	2195	2032	2018	2001	1950	1800	1827	1683	1655	1609	1610	1559	1106	1047	1259	1388	1417	1442	1533	1539	1595	1036	855	46			

*Quebec, Canada - SUBTRACT 139 miles

All tabular distances are by outside routes which can be used by the deepest-draft vessel that the listed ports can accommodate. Lighter-draft vessels can save considerable mileage by transiting Canso Lock (Canada), the Cape Cod Canal (Massachusetts), and the Chesapeake and Delaware Canal (Delaware-Maryland); see the detailed tables. Gulf of Mexico distances are through the Shipping Safety Fairways.

COASTWISE DISTANCES
NORFOLK, VA., TO KEY WEST, FLA.
(Nautical Miles)

Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: Norfolk, Va., is 503 nautical miles from Savannah, Ga.

	CHESAPEAKE BAY ENTRANCE 36°56. 3'N., 75°58. 6'W.	Norfolk, Va. 46°50. 9'N., 76°17. 9'W.	DIAMOND SHOALS 35°08. 0'N., 75°15. 0'W.	Morehead City, N.C. 34°42. 6'N., 76°41. 8'W.	Southport, N.C. 33°54. 6'N., 78°01. 0'W.	Wilmington, N.C. 34°14. 0'N., 77°57. 0'W.	Georgetown, S.C. 33°21. 4'N., 79°16. 9'W.	Charleston, S.C. 32°47. 2'N., 79°55. 2'W.	Port Royal, S.C. 32°22. 3'N., 80°41. 6'W.	Savannah, Ga. 32°05. 0'N., 81°05. 7'W.	Brunswick, Ga. 31°08. 0'N., 81°29. 7'W.	Fernandina Beach, Fla. 30°40. 3'N., 81°28. 0'W.	Jacksonville, Fla. 30°19. 2'N., 81°39. 0'W.	St. Augustine, Fla. 29°53. 6'N., 81°18. 5'W.	Cape Canaveral, Fla. 28°24. 6'N., 80°36. 5'W.	Fort Pierce, Fla. 27°27. 5'N., 80°19. 3'W.	Stuart, Fla. 27°12. 2'N., 80°15. 6'W.	Port of Palm Beach, Fla. 26°46. 1'N., 80°03. 0'W.	Port Everglades, Fla. 26°05. 6'N., 80°07. 0'W.	Miami, Fla. 25°47. 0'N., 80°11. 0'W.	Key West, Fla. 24°33. 7'N., 81°48. 5'W.	STRAITS OF FLORIDA 24°25. 0'N., 83°00. 0'W.
Norfolk, Va.	27																					
Diamond Shoals	117	144																				
Morehead City	222	249	105																			
Southport	315	342	198	133																		
Wilmington	336	363	219	154	21																	
Georgetown	365	392	248	184	87	108																
Charleston	402	429	285	220	130	151	79															
Port Royal	465	492	348	284	191	212	141	90														
Savannah	476	503	359	295	206	227	154	102	51													
Brunswick	527	554	410	346	260	281	210	156	110	104												
Fernandina Beach	533	560	416	352	265	286	216	166	120	115	50											
Jacksonville	560	587	443	379	294	315	247	197	152	145	82	53										
St. Augustine	557	584	440	377	296	317	246	199	157	152	90	61	56									
Cape Canaveral	612	639	495	438	367	388	324	283	251	251	195	169	167	120								
Fort Pierce	647	674	530	476	407	428	368	329	298	298	242	216	214	167	69							
Stuart	666	693	549	497	423	444	391	353	324	324	268	242	240	192	91	32						
Port of Palm Beach	678	705	561	509	443	464	407	369	341	340	285	262	259	211	110	52	36					
Port Everglades	720	747	603	550	485	506	449	411	383	382	327	304	301	253	152	94	78	46				
Miami	743	770	626	573	508	529	472	434	406	405	350	327	324	276	175	117	101	68	27			
Key West	881	908	764	711	646	667	610	572	544	543	488	465	462	414	313	255	239	207	165	151		
STRAITS OF FLORIDA	942	969	825	772	707	728	671	633	605	604	549	526	523	475	374	316	300	267	226	211	73	

Chesapeake Light (36°54. 3'N., 75° 42.8'W.) to: Norfolk, 42 miles; Baltimore, 165 miles.
Cape Fear River entrance buoy 2CF (33°49. 5'N., 78°03. 7'W.) to Wilmington, 28 miles.
Charleston Harbor entrance buoy 2C (32°40. 7'N., 79°42. 8'W.) to Charleston, 12.3 miles
Savannah Light (31°57. 0'N., 80°41. 0'W.) to Savannah, 25 miles.
St. Johns River entrance buoy STJ (30°23. 6'N., 81°19. 2'W.) to Jacksonville, 23 miles.
Entrance lighted whistle buoy (24°27. 7'N., 81°48. 1'W.) to Key West, 6.3 miles.

Each distance is by shortest route that safe navigation permits between the two ports concerned. The navigator must make his own adjustments for non-direct routes selected to run with or avoid the Gulf Stream. For example, the table shows a distance of 561 miles by direct route from Diamond Shoals to Port of Palm Beach; distances via the routes shown in Chapter 3, Coast Pilot 4, are: Outer route, 572 miles; Gulf Stream route, 593 miles; Inner route, 628 miles.

INSIDE-ROUTE DISTANCES
NORFOLK, VA., TO FERNANDINA BEACH, FLA.
(Nautical and Statute Miles)

Figure at intersection of columns opposite ports in question is the nautical/statute mileage between the two. Example: Morehead City, N.C., is 445 nautical miles (512 statute miles) from Fernandina Beach, Fla.

Nautical Miles / Statute Miles

	Norfolk, Va. 36°50.9'N., 76°17.9'W.	Elizabeth City, N.C. 36°18.1'N., 76°13.0'W.	Hertford, N.C. 36°11.6'N., 76°28.0'W.	Columbia, N.C. 35°55.0'N., 76°15.4'W.	Edenton, N.C. 36°03.3'N., 76°36.6'W.	Plymouth, N.C. 35°51.8'N., 76°45.6'W.	Manteo, N.C. 35°54.6'N., 75°40.2'W.	Belhaven, N.C. 35°32.1'N., 76°37.4'W.	Washington, N.C. 35°32.6'N., 77°03.7'W.	Ocracoke, N.C. 35°06.8'N., 75°59.1'W.	Oriental, N.C. 35°01.5'N., 76°41.8'W.	New Bern, N.C. 35°06.1'N., 77°02.1'W.	Beaufort, N.C. 34°43.1'N., 76°40.2'W.	Morehead City, N.C. 34°42.8'N., 76°41.8'W.	Swansboro, N.C. 34°41.0'N., 77°07.3'W.	Jacksonville, N.C. 34°44.7'N., 77°26.3'W.	Wrightsville, N.C. 34°13.1'N., 77°48.8'W.	Wilmington, N.C. 34°14.0'N., 77°57.0'W.	Southport, N.C. 33°54.8'N., 78°01.0'W.	Little River, S.C. 33°52.2'N., 78°36.6'W.	Bucksport, S.C. 33°39.0'N., 79°05.6'W.	Georgetown, S.C. 33°21.4'N., 79°16.9'W.	McClellanville, S.C. 33°04.7'N., 79°27.6'W.	Charleston, S.C. 32°47.2'N., 79°55.2'W.	Beaufort, S.C. 32°25.6'N., 80°40.2'W.	Savannah, Ga. 32°05.0'N., 81°05.7'W.	Thunderbolt, Ga. 32°01.5'N., 81°02.8'W.	Brunswick, Ga. 31°08.0'N., 81°29.7'W.	Fernandina Beach, Fla. 30°40.3'N., 81°28.0'W.
Norfolk, Va. 36°50.9'N., 76°17.9'W.																														
Elizabeth City, N.C. 36°18.1'N., 76°13.0'W.	77*																													
Hertford, N.C. 36°11.6'N., 76°28.0'W.	89	39																												
Columbia, N.C. 35°55.0'N., 76°15.4'W.	89	39	26																											
Edenton, N.C. 36°03.3'N., 76°36.6'W.	98	48	35	25																										
Plymouth, N.C. 35°51.8'N., 76°45.6'W.	105	56	42	33	14																									
Manteo, N.C. 35°54.6'N., 75°40.2'W.	80	39	46	45	54	61																								
Belhaven, N.C. 35°32.1'N., 76°37.4'W.	120	79	79	78	87	95	70																							
Washington, N.C. 35°32.6'N., 77°03.7'W.	156	114	115	114	123	130	105	39																						
Ocracoke, N.C. 35°06.8'N., 75°59.1'W.	131	91	97	96	104	113	61	43	60																					
Oriental, N.C. 35°01.5'N., 76°41.8'W.	160	118	119	118	126	134	91	43	56	41																				
New Bern, N.C. 35°06.1'N., 77°02.1'W.	180	139	139	138	146	155	110	63	76	62	23																			
Beaufort, N.C. 34°43.1'N., 76°40.2'W.	177	134	137	136	144	152	110	61	74	59	22	38																		
Morehead City, N.C. 34°42.8'N., 76°41.8'W.	178	136	137	136	145	152	110	61	74	59	22	38	3																	
Swansboro, N.C. 34°41.0'N., 77°07.3'W.	200	158	160	158	166	175	132	83	96	81	44	60	24	22																
Jacksonville, N.C. 34°44.7'N., 77°26.3'W.	231	189	190	189	197	206	162	114	127	112	75	91	55	53	31															
Wrightsville, N.C. 34°13.1'N., 77°48.8'W.	246	204	205	204	213	221	178	130	142	128	91	107	70	69	46	48														
Wilmington, N.C. 34°14.0'N., 77°57.0'W.	273	231	232	231	240	248	205	157	169	155	118	134	97	96	73	75	27													
Southport, N.C. 33°54.8'N., 78°01.0'W.	268	226	227	226	235	243	201	152	164	150	113	129	93	91	69	70	22	21												
Little River, S.C. 33°52.2'N., 78°36.6'W.	299	257	259	257	266	274	232	183	195	181	144	160	124	122	100	101	53	52	31											
Bucksport, S.C. 33°39.0'N., 79°05.6'W.	328	286	287	286	294	303	260	211	224	209	172	188	152	150	128	129	82	81	60	28										
Georgetown, S.C. 33°21.4'N., 79°16.9'W.	352	311	311	310	318	327	283	235	248	233	196	213	177	174	152	154	106	105	84	53	24									
McClellanville, S.C. 33°04.7'N., 79°27.6'W.	374	332	333	332	340	349	306	257	270	255	218	235	199	196	174	176	128	127	106	75	46	24								
Charleston, S.C. 32°47.2'N., 79°55.2'W.	406	364	366	364	373	381	337	290	302	288	251	267	231	229	207	208	160	159	138	107	79	56	32							
Beaufort, S.C. 32°25.6'N., 80°40.2'W.	466	424	425	424	432	441	397	349	362	347	310	327	290	288	266	268	220	219	198	167	138	116	92	60						
Savannah, Ga. 32°05.0'N., 81°05.7'W.	508	466	467	466	475	483	440	392	404	390	353	369	333	331	309	310	262	261	240	209	181	159	135	104	43					
Thunderbolt, Ga. 32°01.5'N., 81°02.8'W.	507	465	466	465	474	482	439	391	403	389	352	368	332	330	307	309	261	260	239	208	179	157	133	103	41	14				
Brunswick, Ga. 31°08.0'N., 81°29.7'W.	595	553	554	553	562	570	527	479	491	477	440	456	420	418	396	397	349	349	327	296	268	246	222	191	130	102	88			
Fernandina Beach, Fla. 30°40.3'N., 81°28.0'W.	623	581	582	581	589	598	555	506	519	504	467	484	447	445	423	425	377	376	355	324	295	273	249	218	157	130	116	35		

*51 statute miles via Dismal Swamp Canal
*44 nautical miles via Dismal Swamp Canal

INSIDE-ROUTE DISTANCES
FERNANDINA BEACH, FLA., TO KEY WEST, FLA.
(Nautical and Statute Miles)

Figure at intersection of columns opposite ports in question is the nautical/statute mileage between the two. Example: St. Augustine, Fla., is 271 nautical miles (312 statute miles) from Miami, Fla.

Nautical miles / Statute miles

	Norfolk, Va. 36°50.9'N., 76°17.9'W.	Fernandina Beach, Fla. 30°40.3'N., 81°28.0'W.	Jacksonville, Fla. 30°19.2'N., 81°39.0'W.	St. Augustine, Fla. 29°53.6'N., 81°18.5'W.	Mainland, Fla. 29°40.1'N., 81°13.0'W.	Daytona Beach, Fla. 29°12.6'N., 81°00.7'W.	New Smyrna Beach, Fla. 29°01.7'N., 80°55.1'W.	Titusville, Fla. 28°37.3'N., 80°47.9'W.	Cocoa, Fla. 28°21.3'N., 80°43.1'W.	Eau Gallie, Fla. 28°07.9'N., 80°37.1'W.	Melbourne, Fla. 28°05.0'N., 80°35.5'W.	Vero Beach, Fla. 27°39.0'N., 80°22.4'W.	Fort Pierce, Fla. 27°27.5'N., 80°19.3'W.	Salerno, Fla. 27°08.8'N., 80°11.6'W.	Stuart, Fla. 27°12.2'N., 80°15.6'W.	Port Mayaca, Fla. 26°59.1'N., 80°36.8'W.	Clewiston, Fla. 26°45.6'N., 80°55.2'W.	Moore Haven, Fla. 26°50.0'N., 81°05.3'W.	Fort Myers, Fla. 26°38.9'N., 81°52.3'W.	Jupiter, Fla. 26°56.8'N., 80°05.4'W.	Port of Palm Beach, Fla. 26°46.1'N., 80°03.0'W.	Fort Lauderdale, Fla. 26°06.8'N., 80°07.2'W.	Port Everglades, Fla. 26°05.6'N., 80°07.0'W.	Miami, Fla. 25°47.0'N., 80°11.0'W.	Tavernier, Fla. 25°00.7'N., 80°31.3'W.	Matecumbe Harbor, Fla. 24°51.1'N., 80°44.5'W.	Marathon, Fla. 24°42.2'N., 81°06.7'W.	Flamingo, Fla. 25°08.5'N., 80°55.4'W.	Key West, Fla. 24°33.7'N., 81°48.5'W.
Norfolk, Va.				717	758	778	798	831	846	879	898	915	918	952	966	990	995	1026	1053	1066	1122	1005	1018	1064	1067	1090	1150	1170	1203	1208	1244
Fernandina Beach, Fla.					41	60	79	114	130	162	181	198	201	235	249	273	278	310	336	349	406	289	302	348	350	373	435	453	486	491	527
Jacksonville, Fla.						56	75	109	124	158	176	193	197	230	244	268	274	305	331	344	402	284	297	344	345	368	430	449	481	486	522
St. Augustine, Fla.							18	53	68	101	120	137	140	174	188	212	217	248	275	288	344	227	241	287	289	312	373	392	425	430	466
Mainland, Fla.								35	51	83	102	119	122	157	170	194	199	230	257	270	327	209	222	269	270	293	356	374	407	412	448
Daytona Beach, Fla.									16	48	67	84	87	121	135	159	165	196	222	235	292	175	188	235	236	259	321	339	372	377	413
New Smyrna Beach, Fla.										32	52	68	72	106	120	144	150	181	207	220	276	159	173	219	220	243	305	323	356	362	397
Titusville, Fla.											20	36	39	74	87	112	116	147	174	188	244	127	139	186	188	211	273	291	323	329	365
Cocoa, Fla.												16	21	54	68	92	98	129	155	168	224	107	121	167	168	191	253	273	304	311	346
Eau Gallie, Fla.													3	38	52	76	81	112	138	152	208	91	104	151	152	175	237	257	288	293	329
Melbourne, Fla.														34	47	71	77	108	135	148	205	87	100	147	148	171	234	252	284	290	326
Vero Beach, Fla.															14	38	44	75	101	114	170	53	67	113	114	137	199	219	250	257	292
Fort Pierce, Fla.																24	30	61	87	100	157	39	53	99	100	123	185	205	236	243	278
Salerno, Fla.																	9	40	67	81	137	20	32	79	80	104	166	185	216	222	258
Stuart, Fla.																		31	58	70	128	25	38	85	86	109	171	190	222	228	264
Port Mayaca, Fla.																			26	40	96	56	69	116	117	141	203	221	253	259	295
Clewiston, Fla.																				13	70	83	96	143	144	167	229	247	280	285	321
Moore Haven, Fla.																					56	96	108	155	156	180	242	261	292	298	334
Fort Myers, Fla.																						152	166	212	213	236	298	318	349	356	390
Jupiter, Fla.																							14	60	61	84	146	166	197	204	239
Port of Palm Beach, Fla.																								47	48	71	133	152	184	190	226
Fort Lauderdale, Fla.																									1	24	86	106	137	144	178
Port Everglades, Fla.																										23	85	105	136	142	177
Miami, Fla.																											62	82	113	120	154
Tavernier, Fla.																												22	54	60	96
Matecumbe Harbor, Fla.																													33	40	75
Marathon, Fla.																														39	48
Flamingo, Fla.																															84
Key West, Fla.	623	659	676	692	722	735	764	780	795	798	827	839	860	865	892	915	926	975	873	885	925	927	947	999	1017	1045	1050	1081			
		36	53	49	69	85	16	99	95	46	30	113	108	59	44	14	141	137	88	72	42	28	157	153	104	89	58	45	17	172	168

DISTANCES ON ST. JOHNS RIVER, FLORIDA
(Nautical Miles)

Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: Welaka, Fla., is 66 nautical miles from Jacksonville, Fla.

	St. Johns River mouth 30°24' 0"N., 81°23' 8"W	Mayport 30°23' 7"N., 81°25' 9"W	Intracoastal Waterway Route 30°23' 1"N., 81°27' 7"W	Broward River mouth 30°24' 6"N., 81°35' 7"W	Jacksonville 30°19' 2"N., 81°39' 0"W	Doctors Lake, Inlet 30°08' 9"N., 81°41' 2"W	Palatka 29°38' 6"N., 81°37' 6"W	Crescent City 29°25' 8"N., 81°30' 3"W	Welaka 29°28' 8"N., 81°40' 5"W	Silver Springs, Oklawaha River	Moss Bluff Lock, Oklawaha River	Leesburg, Oklawaha River	Georgetown 29°23' 1"N., 81°38' 3"W	Astor-Volusia 29°10' 0"N., 81°31' 4"W	Sanford 28°49' 1"N., 81°16' 2"W	Lake Harney 28°46' 8"N., 81°03' 2"W
St. Johns River mouth 30°24' 0"N., 81°23' 8"W	2															
Mayport 30°23' 7"N., 81°25' 9"W	4	2														
Intracoastal Waterway Route 30°23' 1"N., 81°27' 7"W	12	10	8													
Broward River mouth 30°24' 6"N., 81°35' 7"W	20	18	16	8												
Jacksonville 30°19' 2"N., 81°39' 0"W	32	30	28	20	12											
Doctors Lake, Inlet 30°08' 9"N., 81°41' 2"W	68	66	64	56	48	36										
Palatka 29°38' 6"N., 81°37' 6"W	89	87	85	77	69	56	20									
Crescent City 29°25' 8"N., 81°30' 3"W	86	84	82	74	66	54	18	26								
Welaka 29°28' 8"N., 81°40' 5"W	136	134	132	124	116	104	68	76	50							
Silver Springs, Oklawaha River	145	143	141	133	125	112	76	85	58	14						
Moss Bluff Lock, Oklawaha River	162	160	158	150	142	129	94	102	75	31	17					
Leesburg, Oklawaha River	95	93	91	83	75	62	26	35	8	56	65	82				
Georgetown 29°23' 1"N., 81°38' 3"W	109	107	105	97	89	77	41	49	23	71	79	96	14			
Astor-Volusia 29°10' 0"N., 81°31' 4"W	143	141	139	131	123	111	75	83	57	105	113	131	49	34		
Sanford 28°49' 1"N., 81°16' 2"W	161	159	157	149	141	129	93	101	75	123	131	148	66	52	18	

Radio Bearing Conversion Table

Table of corrections, in minutes

[DIFFERENCE OF LONGITUDE IN DEGREES]

Mid L.	½°	1°	1½°	2°	2½°	3°	3½°	4°	4½°	5°	5½°	6°	6½°	7°	7½°	8°	8½°	9°	9½°	10°
15°	4	8	12	16	19	23	27	31	35	40	43	47	50	54	58	62	66	70	74	78
16°	4	8	12	17	21	25	29	33	37	41	45	50	54	58	62	66	70	74	79	83
17°	4	9	13	18	22	26	31	35	39	44	48	53	57	61	66	70	75	79	83	88
18°	5	9	13	19	23	28	32	37	42	46	51	56	60	65	70	74	79	83	88	93
19°	5	10	15	20	24	29	34	39	44	49	54	59	63	68	73	78	83	88	93	98
20°	5	10	15	21	26	31	36	41	46	51	56	62	67	72	77	82	87	92	98	103
21°	5	11	16	21	27	32	38	43	48	54	59	64	70	75	81	86	91	97	102	108
22°	6	11	17	22	28	34	39	45	51	56	62	67	73	79	84	90	96	101	107	112
23°	6	12	18	23	29	35	41	47	53	59	64	70	76	82	88	94	100	105	111	117
24°	6	12	18	24	31	37	43	49	55	61	67	73	79	85	92	98	104	110	116	122
25°	6	13	19	25	32	38	44	51	57	63	70	76	82	89	95	101	108	114	120	127
26°	7	13	20	26	33	39	46	53	59	66	72	79	85	92	99	105	112	118	125	131
27°	7	14	20	27	34	41	48	54	61	68	75	82	89	95	102	109	116	123	129	136
28°	7	14	21	28	35	42	49	56	63	70	77	84	92	99	106	113	120	127	134	141
29°	7	15	21	29	36	44	51	58	65	73	80	87	95	102	109	116	124	131	138	145
30°	7	15	22	30	38	45	53	60	68	75	83	90	98	105	113	120	127	135	143	150
31°	8	15	23	31	39	46	54	62	70	77	85	93	100	108	116	124	131	139	146	155
32°	8	16	24	32	40	48	56	64	72	79	87	95	103	111	119	127	135	143	151	159
33°	8	16	25	33	41	49	57	65	74	82	90	98	106	114	123	131	139	147	155	163
34°	8	17	25	34	42	50	59	67	75	84	92	101	109	117	126	134	143	151	159	168
35°	9	17	26	34	43	52	60	69	77	86	95	103	112	120	129	138	146	155	163	172
36°	9	18	26	35	44	53	62	71	79	88	97	106	115	123	132	141	150	159	168	176
37°	9	18	27	36	45	54	63	72	81	90	99	108	117	126	135	144	153	163	172	181
38°	9	18	28	37	46	55	65	74	83	92	102	111	120	129	139	148	157	166	175	185
39°	9	19	28	38	47	57	66	75	85	94	104	113	123	132	142	151	160	170	179	189
40°	10	19	29	39	48	58	68	77	87	96	106	116	125	135	145	154	164	174	183	193
41°	10	20	30	39	49	59	69	79	89	98	108	118	128	138	148	157	167	177	187	197
42°	10	20	30	40	50	60	70	80	90	100	110	120	130	140	151	161	171	181	191	201
43°	10	20	31	41	51	61	72	82	92	102	113	123	133	143	153	164	174	184	194	205
44°	10	21	31	42	52	63	73	83	94	104	115	125	135	146	156	167	177	188	198	208
45°	11	21	32	42	53	64	74	85	95	106	117	127	138	149	159	170	180	191	201	212
46°	11	22	32	43	54	65	76	86	97	108	119	129	140	151	162	173	183	194	205	216
47°	11	22	33	44	55	66	77	88	99	110	121	132	143	154	165	176	186	197	208	219
48°	11	22	33	45	56	67	78	89	100	111	123	134	145	156	167	178	190	201	212	223
49°	11	23	34	45	57	68	79	91	102	113	125	136	147	158	170	181	192	204	215	226
50°	11	23	34	46	57	69	80	92	103	115	126	138	149	161	172	184	195	207	218	230
51°	12	23	35	47	58	70	82	93	105	117	128	140	152	163	175	186	198	210	221	233
52°	12	24	35	47	59	71	83	95	106	118	130	142	154	165	177	189	201	213	225	236
53°	12	24	36	48	60	72	84	96	108	120	132	144	156	168	180	192	204	216	228	240
54°	12	24	36	49	61	73	85	97	109	121	133	146	158	170	182	194	206	218	231	243
55°	12	25	37	49	61	74	86	98	111	123	135	147	160	172	184	197	209	221	233	246
56°	12	25	37	50	62	75	87	100	112	124	137	149	162	174	187	199	211	224	236	249
57°	13	25	38	50	63	75	88	101	113	126	138	151	164	176	189	201	214	226	239	252
58°	13	25	38	51	64	76	89	102	115	127	140	153	165	178	191	204	216	229	242	254
59°	13	26	39	51	64	77	90	103	116	129	141	154	167	180	193	206	219	231	244	257
60°	13	26	39	52	65	78	91	104	117	130	143	156	169	182	195	208	221	234	247	260

Example. A ship in latitude 39°51′ N., longitude 67°35′ W., by dead reckoning, obtains a radio bearing of 299° true on the radiobeacon located in latitude 40°37′ N., longitude 69°37′ W.

Radiobeacon station	Latitude	40°37′ N.
Dead-reckoning position of ship	Latitude	39°51′
Middle latitude		40°14′
Radiobeacon station	Longitude	69°37′ W.
Dead-reckoning position of ship	Longitude	67°35′
Longitude difference		2°02′

Entering the table with difference of longitude equal 2°, which is the nearest tabulated value and opposite 40° middle latitude, the correction of 39′ is read.

As the ship is east of the radiobeacon, a minus correction is applied. The Mercator bearing then will be 299° - 000°39′ = 298°21′. To facilitate plotting, subtract 180° and plot from the position of the radiobeacon the bearing 298°21′ - 180°, or 118°21′ (Mercator bearing reckoned clockwise from true north).

Distance of Visibility of Objects at Sea

The following table gives the approximate geographic range of visibility for an object which may be seen by an observer whose eye is at sea level; in practice, therefore, it is necessary to add to these a distance of visibility corresponding to the height of the observer's eye above sea level.

Height, feet	Nautical miles	Height, feet	Nautical miles	Height, feet	Nautical miles	Height, feet	Nautical miles	Height, feet	Nautical miles
6	2.8	48	7.9	220	17.0	660	29.4	2,000	51.2
8	3.1	50	8.1	240	17.7	680	29.9	2,200	53.8
10	3.6	55	8.5	260	18.5	700	30.3	2,400	56.2
12	4.0	60	8.9	280	19.2	720	30.7	2,600	58.5
14	4.3	65	9.2	300	19.9	740	31.1	2,800	60.6
15	4.4	70	9.6	320	20.5	760	31.6	3,000	62.8
16	4.6	75	9.9	340	21.1	780	32.0	3,200	64.9
18	4.9	80	10.3	360	21.7	800	32.4	3,400	66.9
20	5.1	85	10.6	380	22.3	820	32.8	3,600	68.6
22	5.4	90	10.9	400	22.9	840	33.2	3,800	70.7
24	5.6	95	11.2	420	23.5	860	33.6	4,000	72.5
26	5.8	100	11.5	440	24.1	880	34.0	4,200	74.3
28	6.1	110	12.0	460	24.6	900	34.4	4,400	76.1
30	6.3	120	12.6	480	25.1	920	34.7	4,600	77.7
32	6.5	130	13.1	500	25.6	940	35.2	4,800	79.4
34	6.7	140	13.6	520	26.1	960	35.5	5,000	81.0
36	6.9	150	14.1	540	26.7	980	35.9	6,000	88.8
38	7.0	160	14.5	560	27.1	1,000	36.2	7,000	96.0
40	7.2	170	14.9	580	27.6	1,200	39.6	8,000	102.6
42	7.4	180	15.4	600	28.0	1,400	42.9	9,000	108.7
44	7.6	190	15.8	620	28.6	1,600	45.8	10,000	114.6
46	7.8	200	16.2	640	29.0	1,800	48.6		

Conversion Table, Degrees to Points and Vice Versa

° '	Points	° '	Points	° '	Points	° '	Points
000 00	N	090 00	E	180 00	S	270 00	W
002 49		092 49		182 49		272 49	
005 38	N ½ E	095 38	E ½ S	185 38	S ½ W	275 38	W ½ N
008 26		098 26		188 26		278 26	
011 15	N x E	101 15	E x S	191 15	S x W	281 15	W x N
014 04		104 04		194 04		284 04	
016 53	N x E ½ E	106 53	ESE ½ E	196 53	S x W ½ W	286 53	WNW ½ W
019 41		109 41		199 41		289 41	
022 30	NNE	112 30	ESE	202 30	SSW	292 30	WNW
025 19		115 19		205 19		295 19	
028 08	NNE ½ E	118 08	SE x E ½ E	208 08	SSW ½ W	298 08	NW x W ½ W
030 56		120 56		210 56		300 56	
033 45	NE x N	123 45	SE x E	213 45	SW x S	303 45	NW x W
036 34		126 34		216 34		306 34	
039 23	NE ½ N	129 23	SE ½ E	219 23	SW ½ S	309 23	NW ½ W
042 11		132 11		222 11		312 11	
045 00	NE	135 00	SE	225 00	SW	315 00	NW
047 49		137 49		227 49		317 49	
050 38	NE ½ E	140 38	SE ½ S	230 38	SW ½ W	320 38	NW ½ N
053 26		143 26		233 26		323 26	
056 15	NE x E	146 15	SE x S	236 15	SW x W	326 15	NW x N
059 04		149 04		239 04		329 04	
061 53	NE x E ½ E	151 53	SSE ½ E	241 53	SW x W ½ W	331 53	NNW ½ W
064 41		154 41		244 41		334 41	
067 30	ENE	157 30	SSE	247 30	WSW	337 30	NNW
070 19		160 19		250 19		340 19	
073 08	ENE ½ E	163 08	S x E ½ E	253 08	WSW ½ W	343 08	N x W ½ W
075 56		165 56		255 56		345 56	
078 45	E x N	168 45	S x E	258 45	W x S	348 45	N x W
081 34		171 34		261 34		351 34	
084 23	E ½ N	174 23	S ½ E	264 23	W ½ S	354 23	N ½ W
087 11		177 11		267 11		357 11	

Conversion Tables

INTERNATIONAL NAUTICAL MILES TO STATUTE MILES

1 nautical mile 6,076.12 feet or 1,852 meters 1 statute mile = 5,280 feet or 1,609.35 meters

Nautical miles	0	1	2	3	4	5	6	7	8	9
0	0.000	1.151	2.302	3.452	4.603	5.754	6.905	8.055	9.206	10.357
10	11.508	12.659	13.809	14.960	16.111	17.262	18.412	19.563	20.714	21.865
20	23.016	24.166	25.317	26.468	27.619	28.769	29.920	31.071	32.222	33.373
30	34.523	35.674	36.825	37.976	39.126	40.277	41.428	42.579	43.730	44.880
40	46.031	47.182	48.333	49.483	50.634	51.785	52.936	54.087	55.237	56.388
50	57.539	58.690	59.840	60.991	62.142	63.293	64.444	65.594	66.745	67.896
60	69.047	70.197	71.348	72.499	73.650	74.801	75.951	77.102	78.253	79.404
70	80.554	81.705	82.856	84.007	85.158	86.308	87.459	88.610	89.761	90.911
80	92.062	93.213	94.364	95.515	96.665	97.816	98.967	100.118	101.268	102.419
90	103.570	104.721	105.871	107.022	108.173	109.324	110.475	111.625	112.776	113.927

STATUTE MILES TO INTERNATONAL NAUTICAL MILES

Statute miles	0	1	2	3	4	5	6	7	8	9
0	0.000	0.869	1.738	2.607	3.476	4.345	5.214	6.083	6.952	7.821
10	8.690	9.559	10.428	11.297	12.166	13.035	13.904	14.773	15.642	16.511
20	17.380	18.249	19.118	19.986	20.855	21.724	22.593	23.462	24.331	25.200
30	26.069	26.938	27.807	28.676	29.545	30.414	31.283	32.152	33.021	33.890
40	34.759	35.628	36.497	37.366	38.235	39.104	39.973	40.842	41.711	42.580
50	43.449	44.318	45.187	46.056	46.925	47.794	48.663	49.532	50.401	51.270
60	52.139	53.008	53.877	54.746	55.615	56.484	57.353	58.222	59.091	59.959
70	60.828	61.697	62.566	63.435	64.304	65.173	66.042	66.911	67.780	68.649
80	69.518	70.387	71.256	72.125	72.994	73.863	74.732	75.601	76.470	77.339
90	78.208	79.077	79.946	80.815	81.684	82.553	83.422	84.291	85.160	86.029

FEET TO METERS

Feet	0	1	2	3	4	5	6	7	8	9
0	0.00	0.30	0.61	0.91	1.22	1.52	1.83	2.13	2.44	2.74
10	3.05	3.35	3.66	3.96	4.27	4.57	4.88	5.18	5.49	5.79
20	6.10	6.40	6.71	7.01	7.32	7.62	7.92	8.23	8.53	8.84
30	9.14	9.45	9.75	10.06	10.36	10.67	10.97	11.28	11.58	11.89
40	12.19	12.50	12.80	13.11	13.41	13.72	14.02	14.33	14.63	14.93
50	15.24	15.54	15.85	16.15	16.46	16.76	17.07	17.37	17.68	17.98
60	18.29	18.59	18.90	19.20	19.51	19.81	20.12	20.42	20.73	21.03
70	21.34	21.64	21.95	22.25	22.55	22.86	23.16	23.47	23.77	24.08
80	24.38	24.69	24.99	25.30	25.60	25.91	26.21	26.52	26.82	27.13
90	27.43	27.74	28.04	28.35	28.65	28.96	29.26	29.57	29.87	30.17

METERS TO FEET

Meters	0	1	2	3	4	5	6	7	8	9
0	0.00	3.28	6.56	9.84	13.12	16.40	19.68	22.97	26.25	29.53
10	32.81	36.09	39.37	42.65	45.93	49.21	52.49	55.77	59.06	62.34
20	65.62	68.90	72.18	75.46	78.74	82.02	85.30	88.58	91.86	95.14
30	98.42	101.71	104.99	108.27	111.55	114.83	118.11	121.39	124.67	127.95
40	131.23	134.51	137.80	141.08	144.36	147.64	150.92	154.20	157.48	160.76
50	164.04	167.32	170.60	173.88	177.16	180.45	183.73	187.01	190.29	193.57
60	196.85	200.13	203.41	206.69	209.97	213.25	216.54	219.82	223.10	226.38
70	229.66	232.94	236.22	239.50	242.78	246.06	249.34	252.62	255.90	259.19
80	262.47	265.75	269.03	272.31	275.59	278.87	282.15	285.43	288.71	291.99
90	295.28	298.56	301.84	305.12	308.40	311.68	314.96	318.24	321.52	324.80

TABLE FOR ESTIMATING TIME OF TRANSIT

Distance	Speed in knots																		
	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	30
Nautical miles	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*	*Days-hours*
10	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	.....	.....	.....	.....	.....	.....
20	0-3	0-2	0-2	0-2	0-2	0-2	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1
30	0-4	0-3	0-3	0-3	0-3	0-2	0-2	0-2	0-2	0-2	0-2	0-2	0-2	0-1	0-1	0-1	0-1	0-1	0-1
40	0-5	0-4	0-4	0-4	0-3	0-3	0-3	0-3	0-3	0-2	0-2	0-2	0-2	0-2	0-2	0-2	0-2	0-2	0-1
50	0-6	0-6	0-5	0-5	0-4	0-4	0-4	0-3	0-3	0-3	0-3	0-3	0-3	0-2	0-2	0-2	0-2	0-2	0-2
60	0-8	0-7	0-6	0-5	0-5	0-5	0-4	0-4	0-4	0-4	0-3	0-3	0-3	0-3	0-3	0-3	0-3	0-2	0-2
70	0-9	0-8	0-7	0-6	0-6	0-5	0-5	0-5	0-4	0-4	0-4	0-4	0-4	0-3	0-3	0-3	0-3	0-3	0-2
80	0-10	0-9	0-8	0-7	0-7	0-6	0-6	0-5	0-5	0-5	0-4	0-4	0-4	0-4	0-4	0-3	0-3	0-3	0-3
90	0-11	0-10	0-9	0-8	0-8	0-7	0-6	0-6	0-6	0-5	0-5	0-5	0-5	0-4	0-4	0-4	0-4	0-4	0-3
100	0-13	0-11	0-10	0-9	0-8	0-8	0-7	0-7	0-6	0-6	0-6	0-5	0-5	0-5	0-5	0-4	0-4	0-4	0-3
200	1-1	0-22	0-20	0-18	0-17	0-15	0-14	0-13	0-13	0-12	0-11	0-11	0-10	0-10	0-9	0-9	0-8	0-8	0-7
300	1-14	1-9	1-6	1-3	1-1	0-23	0-21	0-20	0-19	0-18	0-17	0-16	0-15	0-14	0-14	0-13	0-13	0-12	0-10
400	2-2	1-20	1-16	1-12	1-9	1-7	1-5	1-3	1-1	1-0	0-22	0-21	0-20	0-19	0-18	0-17	0-17	0-16	0-13
500	2-15	2-8	2-2	1-21	1-18	1-14	1-12	1-9	1-7	1-5	1-4	1-2	1-1	1-0	0-23	0-22	0-21	0-20	0-17
600	3-3	2-19	2-12	2-7	2-2	1-22	1-19	1-16	1-14	1-11	1-9	1-8	1-6	1-5	1-3	1-2	1-1	1-0	0-20
700	3-16	3-6	2-22	2-16	2-10	2-6	2-2	1-23	1-20	1-17	1-15	1-13	1-11	1-9	1-8	1-6	1-5	1-4	0-23
800	4-4	3-17	3-8	3-1	2-19	2-14	2-9	2-5	2-2	1-23	1-20	1-18	1-16	1-14	1-12	1-11	1-9	1-8	1-3
900	4-17	4-4	3-18	3-10	3-3	2-21	2-16	2-12	2-8	2-5	2-2	1-23	1-21	1-19	1-17	1-15	1-14	1-12	1-6
1,000	5-5	4-15	4-4	3-19	3-11	3-5	2-23	2-19	2-15	2-11	2-8	2-5	2-2	2-0	1-21	1-19	1-18	1-16	1-9
2,000	10-10	9-6	8-8	7-14	6-23	6-10	5-23	5-13	5-5	4-22	4-15	4-9	4-4	3-23	3-19	3-15	3-11	3-8	2-19
3,000	15-15	13-21	12-12	11-9	10-10	9-15	8-22	8-8	7-20	7-8	6-23	6-14	6-6	5-23	5-16	5-10	5-5	5-0	4-4
4,000	20-20	18-12	16-16	15-4	13-21	12-20	11-22	11-3	10-10	9-19	9-6	8-19	8-8	7-22	7-14	7-6	6-23	6-16	5-13
5,000	26-1	23-4	20-20	18-23	17-9	16-1	14-21	13-21	13-1	12-6	11-14	10-23	10-10	9-22	9-11	9-1	8-16	8-8	6-23
6,000	31-6	27-19	25-0	22-17	20-20	19-6	17-21	16-16	15-15	14-17	13-21	13-4	12-12	11-22	11-9	10-21	10-10	10-0	8-8

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☆ U.S. GOVERNMENT PRINTING OFFICE: 1989— 242-312 / 04080

OMB Approval No 0648-0007 Expires 8 31 92

NOAA FORM 77-6
(Rev. 7/89)

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