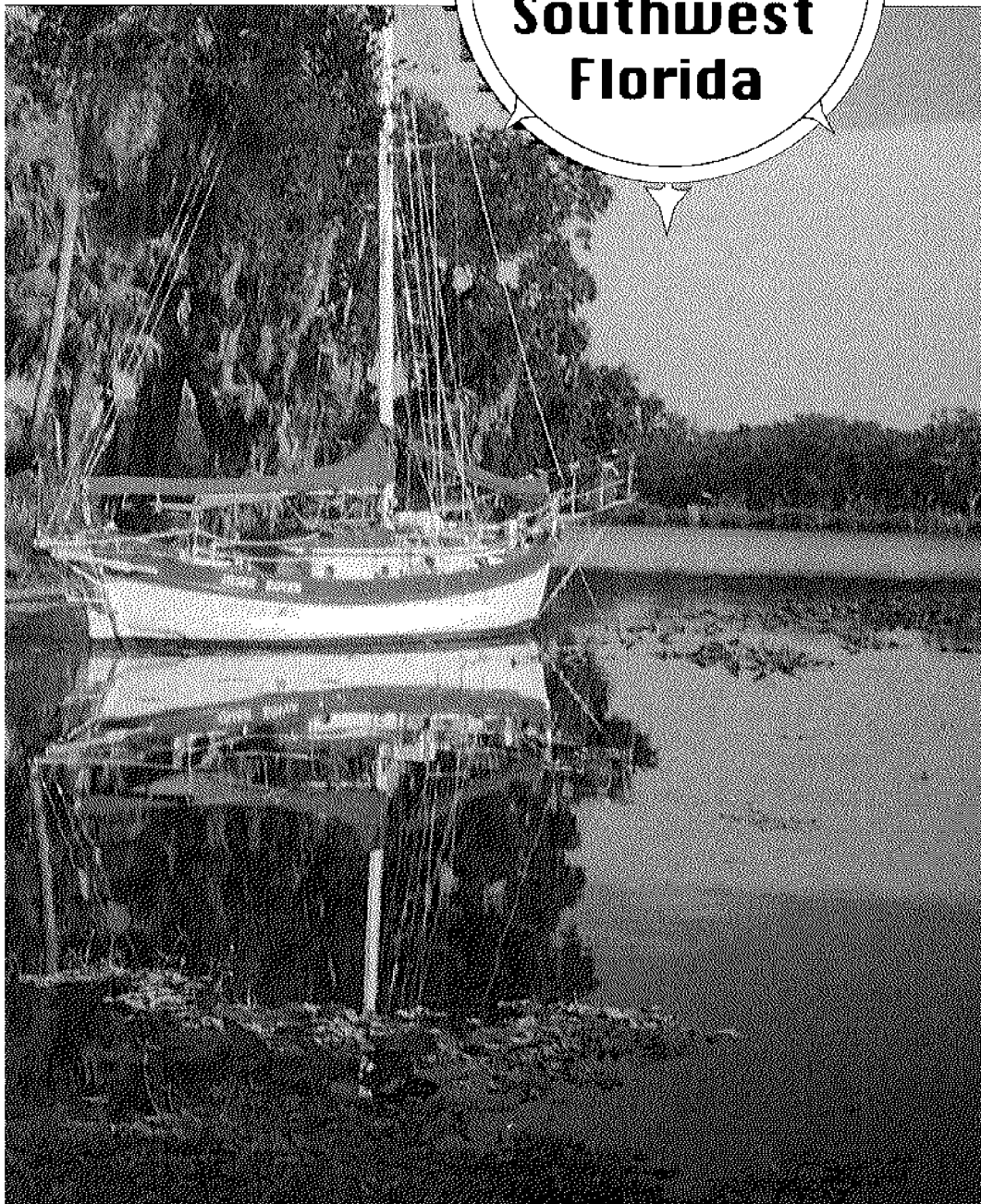


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FLSGP-H-99-001 C2

SECOND EDITION

A Guide to Anchorage in Southwest Florida



A Guide to Anchorages In Southwest Florida

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(FOR COMPLETE INDEX SEE INSIDE BACK COVER)

TWO WAYS TO USE THIS GUIDE:

If you are looking for the anchorage nearest to your position, refer to the Anchorage Index and Locator Chartlet on pages 10 and 11.

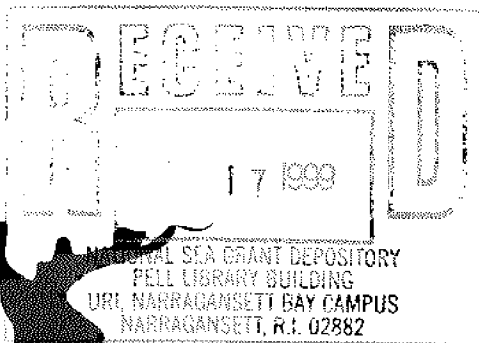
If you want to choose an anchorage by its characteristics (facilities, privacy, beauty etc.) flip to the back of the book and consult the "Site Selection Guide" starting on page 117 (Addendum B).

PRODUCED BY:

**Boaters' Action and Information League, Inc.
Florida Department of Environmental Protection
Florida Sea Grant College Program
Southwest Florida Regional Planning Council
West Coast Inland Navigation District
... and people like you ...**

A Guide to Anchorage in Southwest Florida

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Acknowledgments

We are especially indebted to Claiborne S. Young, author of the recently updated, definitive "Cruising Guide to Western Florida", who graciously permitted us to quote from his narrative in order to more fully describe many of the anchorages in this guide.

Our appreciation is extended to the many people who helped select, sound and chart the anchorages included herein. We have also been invaluablely assisted by the feedback received from the many boaters who used the *Preview* and *First Edition* of the guide and took the time to offer their input. Thank you all!

Staff members of the Southwest Florida Aquatic Preserves (FDEP), and the Sarasota Bay and Charlotte Harbor National Estuary Programs, were most important and cooperative in reviewing sites in their areas.

We thank the International Business Machines Corporation (IBM) for its Fund for Community Service Grant of a PC300GL Computer, which has proven so useful in all aspects of BAIL's activities.

International Sailing Supply of Punta Gorda, publisher of waterproof chart #22, gave us permission to use its data in describing the anchorage in Terra Ceia Bay in Manatee County.

The Florida Sea Grant College Program (FSG) has provided the full color benchmark survey photomaps prepared by their Cartographic Research Laboratory, other (extensive) technical support, publishing and editorial assistance. FSG is, however, not responsible for any inaccuracies that may be associated with specific information contained in the guide.

Finally, the BAIL Board of Directors offers its sincere admiration to Walter Stilley, BAIL's founder and president, for conceiving the idea of protecting a series of safe-harbor anchorages throughout Southwest Florida, and promoting an experiment in participatory democracy - the establishment of non-regulatory, boater-guided oversight of those anchorages. His inspired leadership and dogged persistence led to the formation of the Southwest Florida Regional Harbor Board and the adoption of his point of view by the signatories to its establishment. Cruising boaters in this area owe him an inestimable debt of gratitude.

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Copies of this Guide have been made available by the Boaters' Action and Information League to the Florida Sea Grant Program at no cost. They are being used as a part of its Nautical Chart project, a collegial effort to provide improved information for mariners in Southwest Florida, in collaboration with the Coastal Services Center and Marine Chart Division of NOAA.

Aerial Photography

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Doctors Pass photo by Aerial Ventures, Inc. courtesy:
Save the Bays Association, Inc., Naples, FL

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Courtesy: John "Pat" Riley

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BAIL	Boaters' Action and Information League, Inc.
FDEP	Florida Department of Environmental Protection
FSG	Florida Sea Grant
SWFRPC	Southwest Florida Regional Planning Council
AAC	Southwest Florida Anchorage Advisory Committee
RHB	Southwest Florida Regional Harbor Board
UFLCGR	UF College of Law Center for Governmental Responsibility
WCIND	West Coast Inland Navigation District

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A Guide by Boaters for Boaters

The first edition of "A Guide to Anchorages In Southwest Florida" was developed and assembled by the Anchorage Advisory Committee of the Southwest Florida Regional Planning Council (SWFRPC), the Boaters' Action and Information League (BAIL), volunteer members of local boating organizations and members of the Florida Sea Grant College Program (FSG). It was published by SWFRPC through a contract funded by Sea Grant and the West Coast Inland Navigation District (WCIND).

A preview edition of the guide, published in 1993, experienced broad use by some 3,000 Floridian and visiting boaters. The first edition (1994) incorporated their comments and suggestions on every page, including several additional anchorages, improved "chartlets" and photographs and numerous other revisions.

This "Second Edition" contains many copy changes, both in the introductory section and in the descriptions of a number of the anchorages. It highlights dangers in anchorages where lack of protection from storms, poor holding, obstacles, or other hazards to safe navigation exist. Local ordinances or harbor management rules are noted. The "Sheltered Quadrants" wind roses have been realigned to coincide with the "North" arrows on the chartlets. Two new addenda are included, the results of FSG's ongoing research related to this publication and the pilot program of which it is a part:

Addendum A includes 14 "photomaps" produced by the FSG Cartographic Research Laboratory at the University of Florida. They provide a visual representation of bathymetric data derived from on-site diving and DGPS technology. Anchorages for which these data are available are denoted in the indices and text with the "flying bird" logo.

Addendum B presents three tables summarizing the opinions of hundreds of surveyed boaters who used the 47 anchorages included in the "Preview Edition" of the guide, and other anchorage characteristics identified by FSG designed to provide both resident and transient boaters with an easy-to-use site selection guide to these anchorages.

Check the FSG web site at www.flseagrant.org/ANCHIOR.HTM for a full description of the anchorage management program. You will find useful and informative links to all aspects of the guide, pilot program and other important resources.

Probably most interesting and pertinent to the cruising boater will be the "Anchorage Inventory" link, which will take you to flseagrant.org/INVENTORY.HTML. This page contains almost all of the anchorage information included in the guide at the link for "Maps and Photos" (listed in order from south to north). At this time the quoted text is from the "First Edition", but the site is continually being updated to reflect the most current information. Available photomaps are linked to the page as ".jpg" files.

At the top of the Anchorage Listing Page (flseagrant.org/MAPS.HTML) before the "Index of Anchorages", is a line that says, "Click here to find out about local restrictions". This link will take you to a page (flseagrant.org/LOCALRESTRICTS.HTM) compiled by the Center for Governmental Responsibility of the University of Florida College of Law (UFLCGR). This is the most current resource for finding out what ordinances you are expected to comply with while cruising in this area! You may still have to take your lawyer along with you to be certain, but if you check this site you will at least have a clue. (Also see "Success Stories" on page 7.)

For those of you who don't have internet capability aboard your boat, it seems that more and more marinas are offering access to the internet for their customers. If you are really dedicated to anchoring out it won't help you much, but if you occasionally tie up to a dock it's a good possibility that you will be able to access the web while you are there.

The future is upon us, in more ways than one - good cruising and good luck!

A Recreational Boating Pilot Program

At this writing, a recreational boating pilot program is under way in Southwest Florida, with the objective of "preserving the ecological and recreational values of Southwest Florida waterways in a manner that maintains the widest possible degree of freedom for users" through "a regional management framework that is non-regulatory in nature and relies heavily upon active participation by boaters."

These quoted words are contained in the founding Memorandum of Agreement with the Florida Department of Environmental Protection (FDEP), which has jurisdiction over the state's submerged lands. It was signed by the Boaters' Action & Information League (BAIL), the Florida Sea Grant College Program (FSG), the Southwest Florida Regional Planning Council (SWFRPC), and the West Coast Inland Navigation District (WCIND).

The Memorandum established the Southwest Florida Regional Harbor Board (RHB), which grew out of the work of SWFRPC's Anchorage Advisory Committee (AAC), and includes members of the five signatories to the pilot program, as well as one official representative and one civic-minded boater from each of the five waterfront counties in Southwest Florida: Collier, Lee, Charlotte, Sarasota and Manatee. All five counties, as well as most of the waterfront cities and towns in those counties, have signed Memoranda of Agreement with the Harbor Board, and are participating in efforts to achieve its goals. Many of these jurisdictions have suspended or modified enforcement of their restrictive ordinances, primarily restrictions on length of stay.

In general, few anchorages designated in the guide carry restrictions, other than the "Umbrella Standards" promulgated by the RHB, which apply to all anchorages. These standards incorporate federal and state laws concerning navigation, as well as a number of commonly accepted standards of seamanship with which all experienced mariners can agree. (The Umbrella Standards are printed on page 6.)

Several cities with harbors experiencing overcrowding, user conflicts, or environmental damage are contemplating the establishment of harbor management plans - Fort Myers, Fort Myers Beach (Matanzas Pass), Venice, and Sarasota. All but Sarasota are working with the RHB, with an eye to finding solutions that support the objectives of the pilot program. If the program succeeds, the FDEP will consider adopting it statewide.

FSG, with the assistance of the FDEP (especially the Aquatic Preserves field staff), NOAA and WCIND, has produced baseline environmental and sustainable use data by which the impact, if any, of recreational vessel anchorage can be evaluated. This information has been carefully analyzed and is being made available, in separate Sea Grant technical publications, to local and state agencies and planning boards as well as other interested parties. (Printed copies maybe obtained from WCIND, PO Box 1845, Venice, FL 34284 - phone (941) 485-9402.)

BAIL, which provided the impetus for the pilot program, carries much of the Harbor Board responsibility, along with Sea Grant, for boater aid and education in Southwest Florida. It has published this guide as well as "Welcome Wallets", which are distributed at many marinas and shoreside establishments and on the water by cooperating authorities. It also maintains contact with boating organizations and other interested parties throughout the region, and seeks feedback and ideas from them. To contact BAIL, call Walter Stilley at (941) 922-5835, write to P.O. Box #15014, Sarasota, FL 34277-1014, or eMail bailinc@home.com

(continued on next page)

A Recreational Boating Pilot Program (cont'd.)

We urge all mariners who use these anchorages to exercise great care to avoid any kind of environmental damage. Some are pristine and must be treated extra gently. Others have modest facilities.

Although you normally can anchor anywhere you wish so long as you do not interfere with the navigation of other vessels or damage sensitive bottom habitat, we hope you will enjoy these anchorages, which have been so carefully selected for your particular attention.

Please subscribe to the following standards and live up to them...

THE REGIONAL UMBRELLA

1. All federal and state laws continue to apply to all vessels, including laws concerning overboard discharge of petroleum products, waste, garbage and litter. Local laws regarding nuisance, noise, etc. continue to apply to all persons, including those at anchor.
2. Vessels may not anchor in a manner that:
 - a. jeopardizes other vessels at anchor or underway;
 - b. might cause damage to other property or persons;
 - c. impedes access to docks, slips or public or private property.
3. Areas of seagrass, living coral or rock outcroppings as identified by Florida Sea Grant (FSG), the Department of Environmental Protection (FDEP), or the regional National Estuary Programs cannot be used for anchoring. Special care must be taken to avoid anchoring impacts in Aquatic Preserves.
4. Vessels must be capable of navigating under their own sail or power, or have ground tackle capable of holding the vessel until winds are fair or a tow or repairs can be arranged. A reasonable amount of time must be allowed for such situations.
5. In emergencies, the safety of the crew and the vessel will be of paramount importance until the emergency is past or the vessel has been moved to safety. Each mariner remains responsible for damages caused by his vessel or its wake.

*The freedom to anchor and navigate in Florida's waters depends on
YOU!*

SUCCESS STORIES

Of the five counties with anchorages in Southwest Florida, all have signed agreements with the Southwest Regional Harbor Board. Only one (Sarasota) has restrictions on length of stay (48 hours), and it has agreed to give the Regional Harbor Board 20 days to resolve any conflicts arising with anchored or moored boats.

Only four of the towns or cities with anchorages have not signed agreements, and three of those have not been approached by the Harbor Board. Marco Island has only recently become incorporated; Palmetto, in Manatee County, and Longboat Key, which stretches through both Manatee and Sarasota counties, have yet to be given presentations. Only the City of Sarasota has made a conscious decision not to come aboard. A few cities have kept their restrictions in effect, but most have made concessions.

Naples no longer has room for anchoring in the city harbor, but offers free use of city moorings on a first-come, first-served basis, and of the city dock and its facilities for 14 days out of 30.

Sanibel will continue to enforce its 48-hour restriction because its only access to the mainland (the causeway) has been threatened many times by boats at anchor that have gone adrift, but it will provide permits for longer stay to vessels that are properly anchored and equipped to dispose of waste according to Federal law.

Cape Coral has extended its length-of-stay ordinance to 15 days in any month, and welcomes boats at Bimini Basin. It plans to install dinghy facilities and other amenities.

Fort Myers used to chase anchored boats away, or require them to dock at marinas. It now welcomes boats at an anchorage between the two spans of the Edison bridge, behind Lofton Island, adjacent to the city marina.

Most recently, Punta Gorda has passed an extension from 24-hours to five days length-of-stay for cruising vessels, and has adopted the State definition of "liveaboard" which should permit even longer stays.

Other cities have length-of-stay restrictions, but they are seldom enforced because they are difficult to interpret and may conflict with State law.

In other words, in part because of the efforts of the Regional Harbor Board and its signatories, Southwest Florida's idyllic cruising grounds now welcome you more than ever.

Comments on our Conventions

All references to distances along and near the Intracoastal Waterway and other inland routes are in statute miles. Distances in the Gulf of Mexico are in nautical miles.


Sheltered quadrants are illustrated for each anchorage, highlighting the best wind protection. In this example, the best protection (indicated by the black shading) is from Southeast through Northwest.



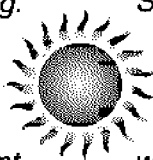
We have made every effort to clarify the relationship of the aerial photographs to the chartlets. Each chartlet includes a "camera view" symbol, placed to indicate the approximate orientation and area of the corresponding photo.


In many cases, a dashed line has been superimposed on the photo which corresponds to the section of the "way in" that lies within the camera view on the chartlet. The anchor symbol indicates the anchorage site, or an arrow points toward it.



 The buoy symbol indicates that there are transient moorings available in the anchorage. (Several cities are considering establishing mooring fields as we go to press.)

Not all the anchorages described in this book are suitable for overnight anchoring. Some are little more than day anchorages, roadsteads. Only a few or are relatively open provide protection from all quadrants. The sun symbol appears where there are serious potential anchoring problems. Check current weather conditions and forecasts before choosing any anchorage.



This logo  alerts you to the availability of a "Photomap" included in Addendum A showing depths, bay bottom type, sea grass beds and hazards. Some photomaps also include soundings along the "way in".

Aids to navigation, signs, piles and other structures have been identified wherever possible and relevant.

Each Section (I-IV) is marked by a black bar on the edge of the right-hand page (progressing from south to north) for easy "riffing".

For Special Attention

The chartlets included in this guide are oriented to the "way in" to the anchorage. They are provided to assist boaters in locating anchorages and facilities, and give the boater general knowledge of the area. They are not intended to be used for navigation, nor are any of the comments, directional, safety or anchoring tips meant to be other than advisory in nature.

The mariner must bear all responsibility for seamanship, equipment and the use of proper navigational charts as published by the National Oceanic and Atmospheric Administration (NOAA) and referred to by number in this guide.

It is strongly recommended that you monitor your depth gauge and maintain a minimum clearance of one foot over any bottom lands or tops of seagrasses, measured from the bottom portion of the keel, propeller or drive unit, whichever is lower.

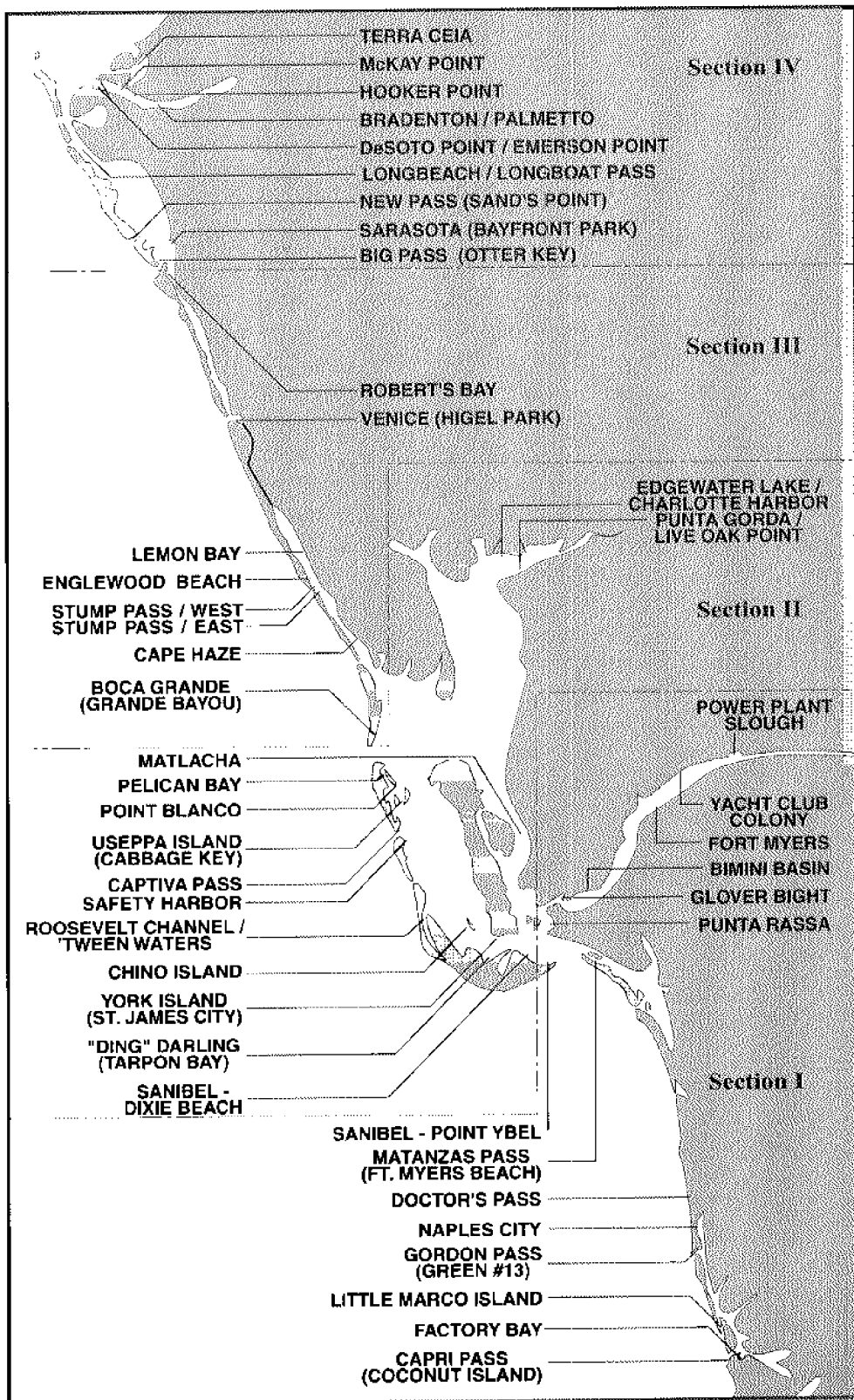
ANCHORAGES

NUMERICAL ORDER

ALPHABETICAL ORDER

CAPRI PASS (COCONUT ISLAND).....	14	BIG PASS (OTTER KEY)*.....	76
FACTORY BAY	16	BIMINI BASIN	30
LITTLE MARCO ISLAND	18	BOCA GRANDE (GRANDE BAYOU)*.....	60
GORDON PASS (GREEN #13)*.....	20	BRADENTON	88
NAPLES CITY	21	CAPE HAZE	62
DOCTOR'S PASS	22	CAPRI PASS (COCONUT ISLAND).....	14
SANIBEL (POINT YBEL)	24	CAPTIVA PASS	45
MATANZAS PASS (FT. MYERS BEACH)*..	26	CHARLOTTE HARBOR	54
PUNTA RASSA	28	CHINO ISLAND	40
GLOVER BIGHT*.....	28	DeSOTO POINT / EMERSON POINT*.....	84
BIMINI BASIN	30	DING DARLING (TARPON BAY)	40
FORT MYERS	30	DOCTOR'S PASS	22
YACHT CLUB COLONY	32	EDGEWATER LAKE	54
POWER PLANT SLOUGH	32	ENGLEWOOD BEACH*.....	66
SANIBEL (DIXIE BEACH)	36	FACTORY BAY	16
YORK ISLAND (ST. JAMES CITY)*.....	38	FORT MYERS	30
DING DARLING (TARPON BAY)	40	GLOVER BIGHT*.....	28
CHINO ISLAND	40	GORDON PASS (GREEN #13)*.....	20
ROOSEVELT CHANNEL/TWEEN WATERS*..	42	HOOKER POINT	86
SAFETY HARBOR	44	LEMON BAY	68
CAPTIVA PASS	45	LITTLE MARCO ISLAND	18
USEPPA ISLAND (CABBAGE KEY)*.....	46	LIVE OAK POINT	56
POINT BLANCO (1 & 2).....	48	LONGBEACH / LONGBOAT PASS*.....	82
PELICAN BAY*.....	50	MATANZAS PASS (FT. MYERS BEACH)*..	26
MATLACHA	52	MATLACHA	52
EDGEWATER LAKE	54	McKAY POINT	86
CHARLOTTE HARBOR	54	NAPLES CITY	21
PUNTA GORDA	56	NEW PASS (SANDS POINT).....	80
LIVE OAK POINT	56	PALMETTO	88
BOCA GRANDE (GRANDE BAYOU)*.....	60	PELICAN BAY*.....	50
CAPE HAZE	62	POINT BLANCO (1 & 2).....	48
STUMP PASS (E & W).....	64	POWER PLANT SLOUGH	32
ENGLEWOOD BEACH*.....	66	PUNTA GORDA	56
LEMON BAY	68	PUNTA RASSA	28
VENICE (HIGEL PARK) (1 & 2)*.....	70	ROBERTS BAY.....	72
ROBERT'S BAY	72	ROOSEVELT CHANNEL/TWEEN WATERS*..	42
BIG PASS (OTTER KEY)*.....	76	SAFETY HARBOR	44
SARASOTA (BAYFRONT PARK)*.....	78	SANIBEL (DIXIE BEACH).....	36
NEW PASS (SANDS POINT).....	80	SANIBEL (POINT YBEL)	24
LONGBEACH / LONGBOAT PASS*.....	82	SARASOTA (BAYFRONT PARK)*.....	78
DeSOTO POINT / EMERSON POINT*.....	84	STUMP PASS (E & W).....	64
McKAY POINT	86	TERRA CEIA.....	90
HOOKER POINT	86	USEPPA ISLAND (CABBAGE KEY)*.....	46
PALMETTO	88	VENICE (HIGEL PARK) (1 & 2)*.....	70
BRADENTON	88	YACHT CLUB COLONY	32
TERRA CEIA	90	YORK ISLAND (ST. JAMES CITY)*.....	38

* Anchorages Included in Addendum A - See page 101



CAN YOU GET HERE FROM THERE?

There are three routes to the Southwest coast from the keys: departing from Channel Five, Marathon or Key West. Of the three, Channel Five is the easternmost, so let's start there.

The channel goes under the bridge just east of Fiesta Key. Jewfish Bush Bank is to port and must be given lots of clearance, but there is a nice anchorage south of "G1X" just north of Fiesta Key. Ashore there is a KOA campground (groceries, ice etc.). The course proceeds west-northwest from "G1X" to a pair of flashing aids. **You must make a hard button-hook turn to port between these two aids**, but otherwise the channel will hold no surprises, so it's hi-ho for Little Shark River and points north on the southwest coast of Florida.

The second point of departure is just west of Marathon via the Moser Channel, and your chart will show the way under the "7 Mile Bridge" and north on a course that also leads to Little Shark River. This is the most direct route from the Keys to the southwest tip of mainland Florida. The channel is well marked and your chart shows all you need to know. Just keep alert for strong currents setting athwart your course over its southernmost portion. ***And don't forget the mosquito repellent!***

Now for key West and a short explanation:

The goal of any vessel making for Florida's southwest coast must be the Romano Shoals sea buoy. A dog-leg course to Little Shark becomes much too long to be efficient, even though you may have to anchor offshore overnight (which is what most single-handers do) getting up at dawn for the run to the sea buoy and the shelter of Coconut Island, the first anchorage in this guide.

Leaving Key West by the Northwest Channel, it is a straight shot from the final mark ("Fl G1") at Smith Shoal to Cape Romano and Capri Pass.

The folks who anchored in Little Shark overnight have a pleasant day's run ahead of them across the shoals to the sea buoy and north to Coconut Island.

POWER PLANT SLOUGH

YACHT CLUB COLONY

FORT MYERS

*Continues on
page 35*

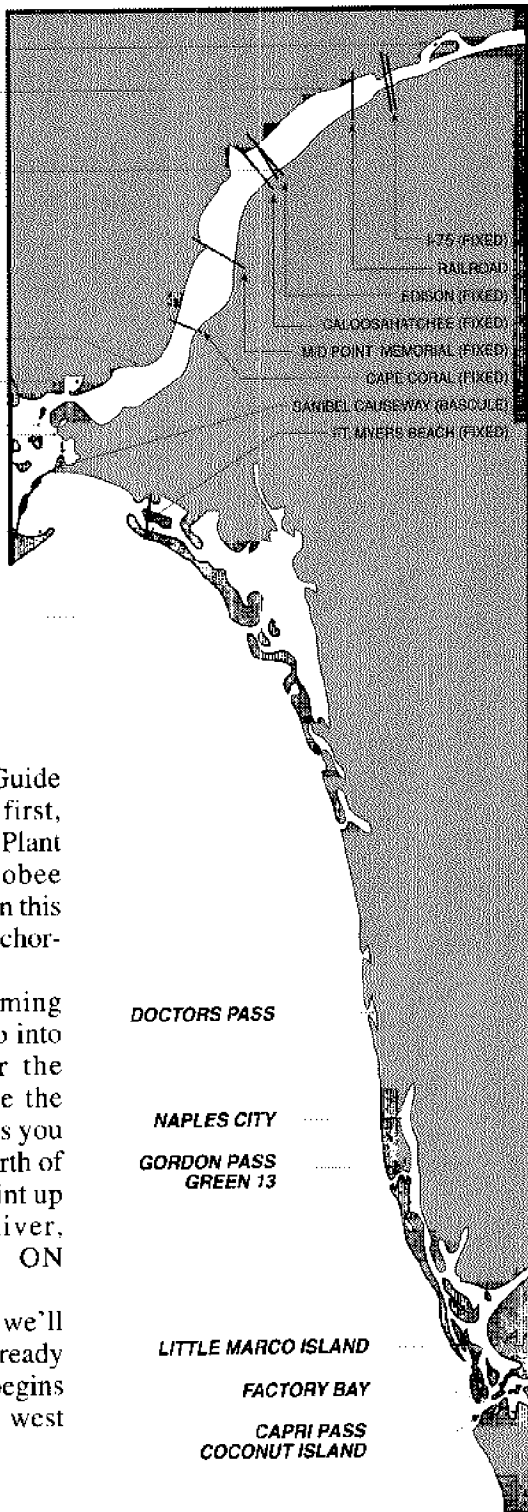
BIMINI BASIN

GLOVER BIGHT

PUNTA RASSA

SANIBEL-
POINT YBEL

MATANZAS PASS
FT. MYERS BEACH



Section I

We've divided the Guide into four sections. The first, from Capri Pass to Power Plant Slough on the Okeechobee Waterway, is illustrated on this page. Each bridge and anchorage is listed.

Please note that coming from the Gulf of Mexico into San Carlos Bay under the Sanibel Causeway bridge the marker system changes as you pass Green 101 to the north of the bridge. From that point up the Caloosahatchee River, KEEP RED MARKS ON YOUR LEFT.

Have a safe cruise; we'll meet again when you are ready to use section II, which begins at Green 101 and starts west through San Carlos Bay.

Note: For pass-to-pass distances on the outside see page 74.

CAPRI PASS/COCONUT ISLAND



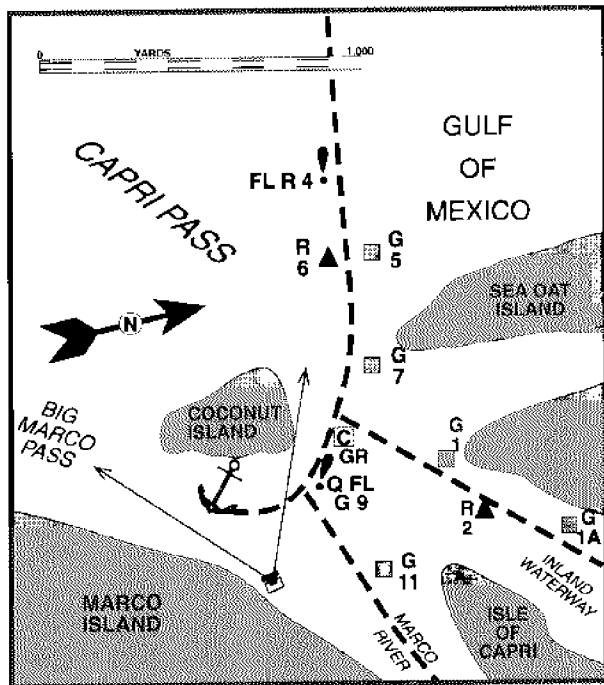
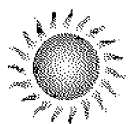
Different Kinds of Anchors Behave Differently

*Many skippers believe a CQR, Bruce or plow-type anchor is best when they're going to use only one. Why? Because these anchors pivot **in the bottom** as the direction of pull changes. Danforth-style anchors break out and have to reset themselves, especially in conditions of reverse pull.*

Minimum Approach Depth: 6 ft.

Depth In Anchorage: 7-20 ft.

Lat 25°58.3'N / Lon 81°44.5'W
Use Chart 11430 for Navigation



2.0 statute miles
from Capri Pass
sea buoy,
1.3 statute miles
to Factory Bay,
6.0 statute miles
to Little Marco
Island.

Coconut Island separates Capri Pass from Big Marco Pass. Capri is the only safe inlet for cruising boaters between Coon Key Light near Goodland and Gordon Pass at Naples.

Capri Pass is well marked and carries minimum depths of 6 feet; Big Marco Pass is heavily shoaled.

On the northeast side of Coconut Island, just inside Capri Pass and south of quick flashing green light #9, is an anchorage with between 7 and 20 feet of water.

A shoal is building out from the ex-

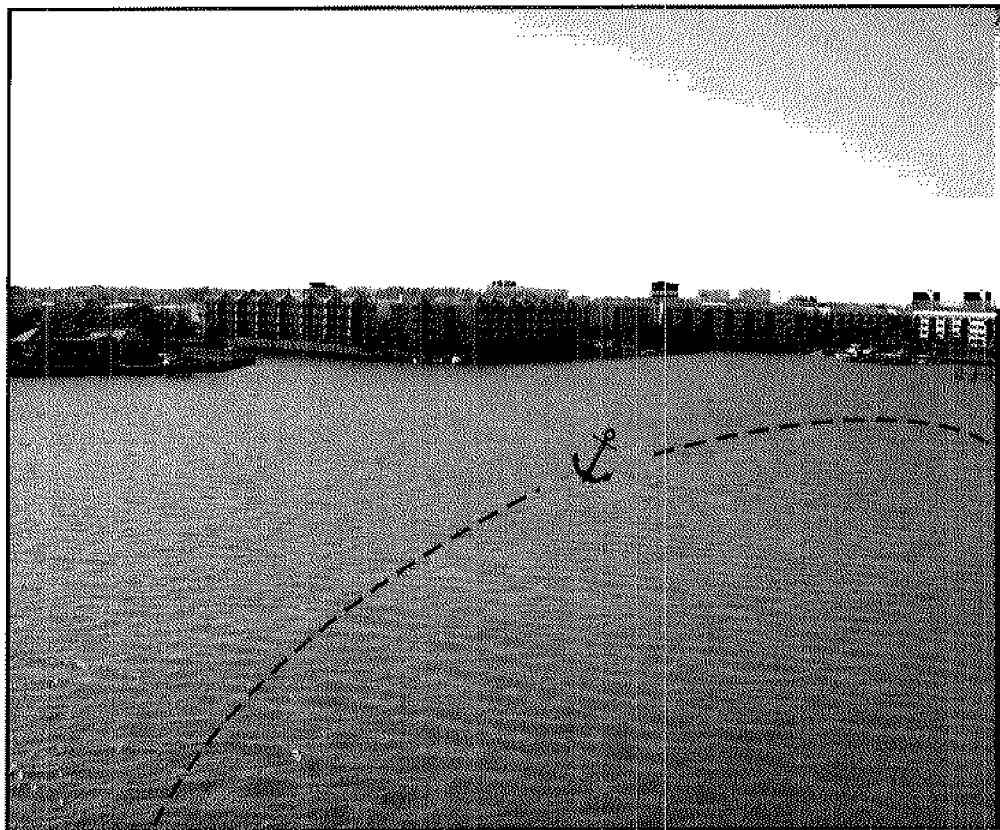
treme northeast point of the island. Swing well out from it and anchor off its eastern shore. Don't go too far south into Big Marco Pass; depths rise quickly.

There is no development on Coconut Island. It is a nice place to go ashore and walk or sunbathe.

Coconut Island is popular with weekenders in good weather, but it is not well protected from winds higher than 10 knots and there can be strong tidal currents. A Bahamian moor is advised. There is enough swing room for boats up to 48 feet.



FACTORY BAY



Marine VHF Radio: A Modern Must

This is an item no mariner should ever be without. They're relatively inexpensive, available as either hand-held or installed on board, and a link to help and information.

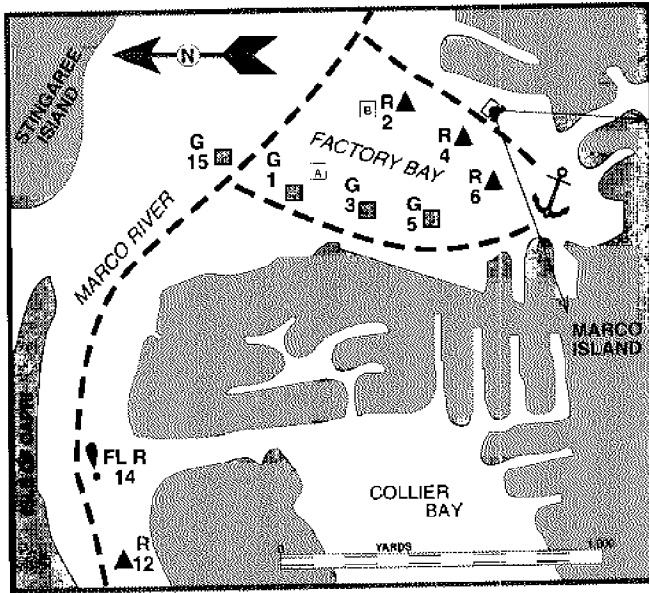
If you have a cellular phone, bring it along - they have been known to be life savers - but they are no substitute for a marine radio. Even if you consider yourself to be only a "casual boater", invest in this item, and learn to use it properly.

NO BOAT SHOULD BE WITHOUT ONE.



Minimum Approach Depth: 9 ft. Depth In Anchorage: 5-9 ft.

Lat 25°57.8'N / Lon 81°43.5'W
Use Chart 11430 for Navigation



1.3 statute miles from Capri Pass/Coconut Island,
7.3 statute miles to Little Marco Island.

Factory Bay opens south from marker 15 in the Marco River. It is home to most of Marco Island's marina facilities and several restaurants.

It is served by two channels. The west channel is marked by day beacons 1, 3 and 5. When entering this channel, keep the markers to port, and watch for strong ebb currents along the west shore. The east channel is equally well marked by day beacons 2, 4 and 6. When entering this channel, keep the markers to starboard.

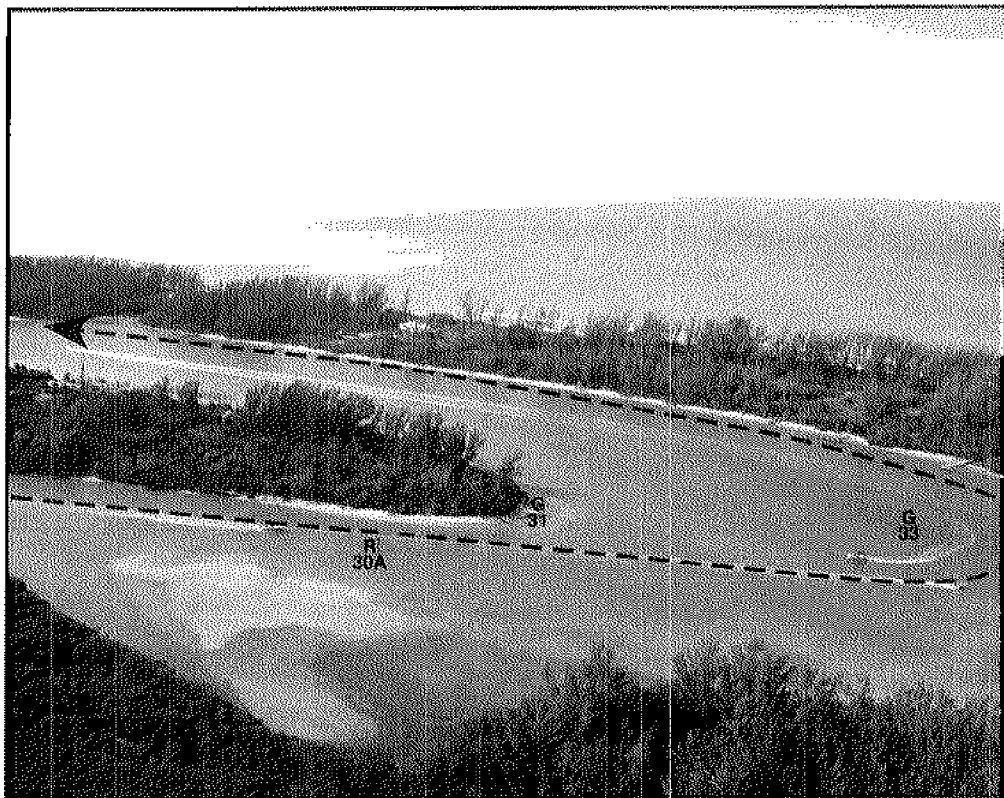
The anchorage lies at the southern

end of Factory Bay. Charts also spell out a special anchorage here, but it is silted in to less than 2 feet and is not to be attempted. The middle of the bay is also badly shoaled and should be avoided.

Two marinas on Factory Bay offer overnight or temporary dockage with all power and water connections, mechanical facilities, gasoline and diesel fuel, ship's stores, showers and restaurants. All commercial establishments are located along the western channel.



LITTLE MARCO ISLAND



Best anchorage area lies to South (left) of photo.

Tips on Anchoring (#1)

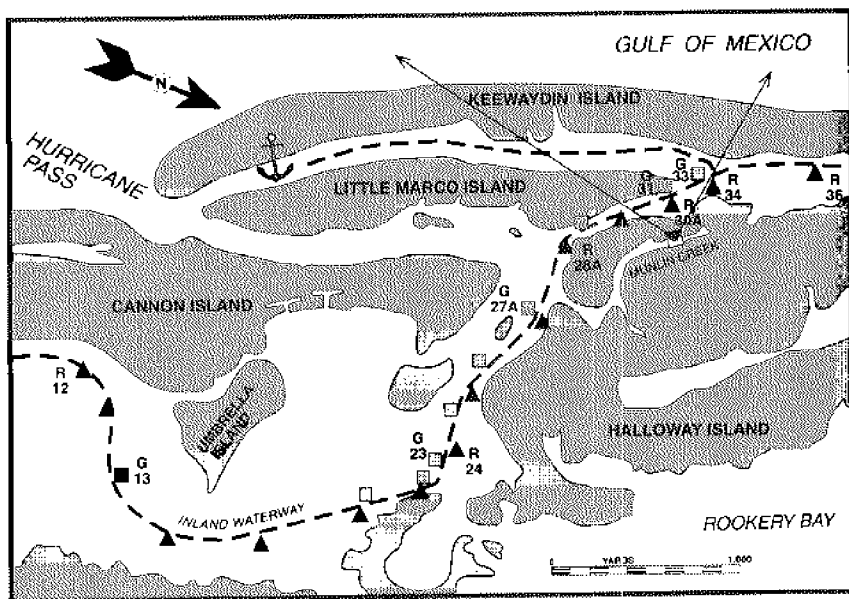
If the anchorage is not crowded and quiet weather is expected, one anchor will often be enough. Put it down (don't throw it) and let your boat drift back with the wind or tide in slow reverse, letting the line run free until you're hanging from a length equal to at least seven times the depth of the water plus the height of your bow; more, if the wind is strong or the tide is running fast.

Snub the line on your bow cleat and back down to set the anchor. You'll be able to feel it dig in and stop you. If you drag, put out more scope and back down again, or go up, check the anchor for possible fouling, choose another spot, put it down and repeat the process.

When going up for a second try or when going up to pick up your anchor, remember to bring the slack line on deck. NOTHING'S WORSE THAN A LINE WRAPPED AROUND YOUR PROP.

**Minimum Approach Depth: 6 ft.
Depth In Anchorage: 8-12 ft.**

**Lat 26°00.3'N / Lon 81°45.6'W
Use Chart 11430 for Navigation**



At marker 33, the Inland Waterway intersects a deep channel running south beside Little Marco Island to Hurricane Pass, also known as Little Marco Pass. The southern two thirds of this channel offer a near-ideal heavy weather anchorage.

To enter the channel, pass between markers 33 and 34. A long shoal is building out from the northern tip of Little Marco Island, so favor marker 34, then make your turn to the south. Once inside, follow the western shore for 1/2 nautical mile to avoid the shoals abutting the eastern shoreline. Further south, minimum depths run 6 1/2-7 feet almost from shore to shore up to a large stand of Australian pines on the west. After that, depths improve to 8-10 feet. There is plenty of swing room for boats up to 45 feet.

This shoreline is stunningly beau-

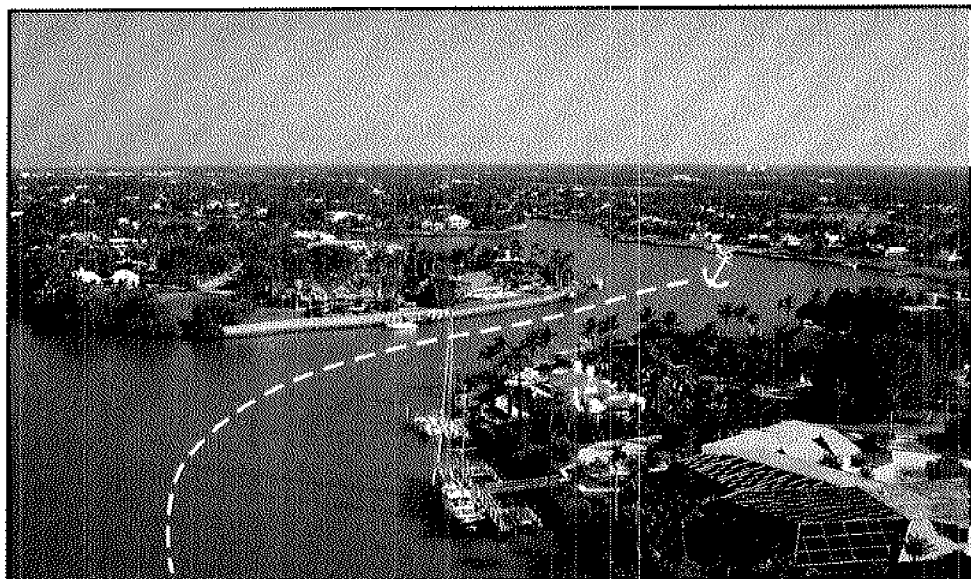
tiful, and protects vessels from virtually all weather. The southern tip of the peninsula separating the anchorage from the Gulf is popular with weekend boaters. Depths off the point are 7 feet. Small power boats pull right up onto the beaches.

Beyond the point, Hurricane Pass is shoaled in to all but the smallest power boats. There are no markers. Do not attempt to enter or leave this anchorage through Hurricane Pass.

**6.0 statute miles from
Coconut Island, 7.1
statute miles to Gordon
Pass Green 13 (via the
Inland Waterway).**

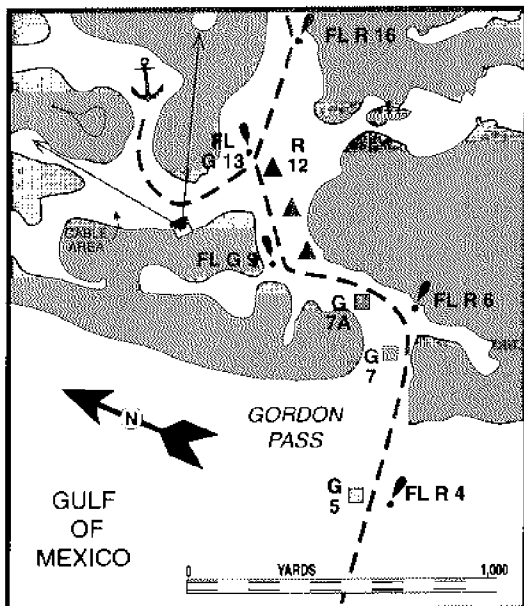


GORDON PASS / GREEN #13



Minimum Approach Depth: 6 ft.
Depth In Anchorage: 7-12 ft.

Lat 26°06.1'N / Lon 81°47.7'W
Use Chart 11430 for Navigation



West of marker 13 on Gordon Pass inlet begins a channel that leads to a series of canals lined by sumptuous homes. Minimum depths are 6 feet.

The channel can be reached from the Inland Waterway by heading west at marker 73 or from the Gulf through Gordon Pass as shown here.

As you round the point of land that lies east of the channel entrance, a bay-like area to the north offers a tempting anchorage, but it is a cable area, so pass it by.

Instead, continue to follow the shore to starboard, heading east into the first offshoot north of the entrance. Here depths are 9 feet, until the stream turns north and opens out into a wide bay with 7-9 foot depths.

A small ocean freighter could anchor easily here, and protection from all winds is superb.

7.1 statute miles from Little Marco Island, 3.2 statute miles to Naples City Anchorage.



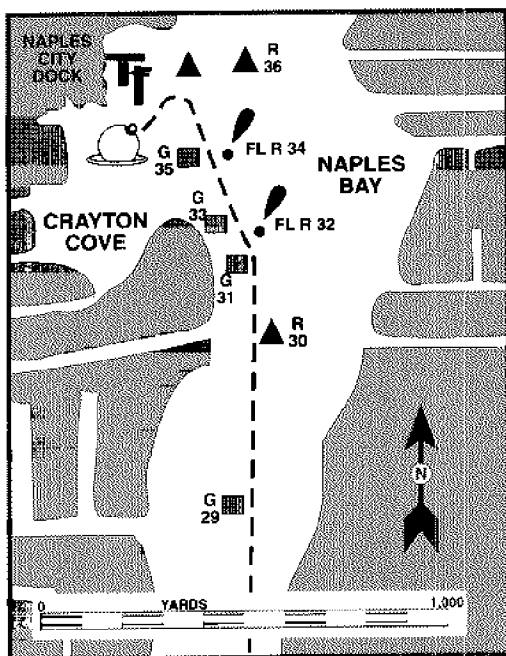
See "photomap" on Page 103 for additional information.

NAPLES CITY HARBOR

Minimum Approach Depth: 7 ft.

Depth In Anchorage: 6-16 ft.

Lat 26°07.8'N / Lon 81°47.6'W
Use Chart 11430 for Navigation



3.2 statute miles
from Gordon
Pass Green 13,
4.0 statute miles
to Gordon Pass
sea buoy.

West of marker 35, about 200 feet south of the Naples City Dock and north of the Naples Yacht Club channel, the city has installed a mooring field which is well protected in all but northeast winds. There are eight mooring balls which are available to mariners on a first-come first-served basis. There is no charge for mooring, and vessels may remain for up to 14 days out of any 30 day period.

The chart shows 6 foot depths; some reports say less. Recent dredging of the yacht club channel also has altered depths. This area is small and is utilized by many varied interests in addition to the dock and the yacht club. Once the moorings are occupied no other vessels are permitted to anchor. You can call ahead to check availability (Ch. 16, 6:30 AM to 6:00 PM) but

they can't be reserved and someone might still get there before you.

The Naples City Dock accepts transients and has water and power connections. Gasoline, diesel fuel, showers, a laundromat, pump-out and a small ship's store are available.

Many local attractions, supermarkets, banks and downtown stores are a short walk away. Other marine facilities and restaurants are nearby.

If you find yourself heading back toward Gordon Pass and you're tired, there's a nice pool just west of marker 21 where you can put the hook down for the night if you're really well behaved. Its big but very residential.

4.85 nautical miles from
Gordon Pass sea buoy to
Doctor's Pass sea buoy.



DOCTOR'S PASS



5.0 nautical miles from Gordon Pass sea buoy, 22.3 miles to Sanibel / Point Ybel, 21.2 miles to Matanzas Pass / Ft. Myers Beach.

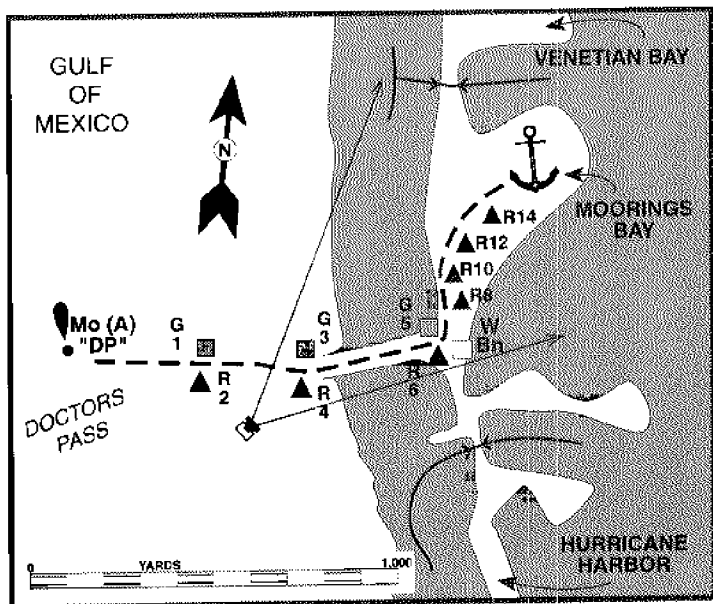
Towing Services

There are numerous towing and salvage services available on the southwest coast. Nearly every one will respond to a call for a radio check, and thus you can become aware of them. We have discovered that these folks are generally interested in helping to provide "local knowledge." Since the Coast Guard has removed itself from offering navigational information, the towing services have begun to fill the void, and some contact with them has often made the difference between accident and safety: don't be afraid to ask for help or advice, but remember that the final responsibility remains with the mariner.



Minimum Approach Depth: 5 ft. Depth In Anchorage: 6-9 ft.

Lat 26°10.7'N / Lon 81°48.6'W
Use Chart 11430 for Navigation



NOTE: the bay names used on NOAA chart 11430 are not consistent with "local usage" as shown here.

Five nautical miles north of the Gordon Pass sea buoy is the Mo(A) "DP" sea buoy for Doctors Pass, a dredged and hardened channel leading east and north into a fine shelter (short stay) anchorage in Moorings Bay. As you turn north at the interior end of the pass, follow the western shore, holding to starboard the string of red marks defining the large shoal visible in the photograph.

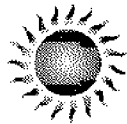
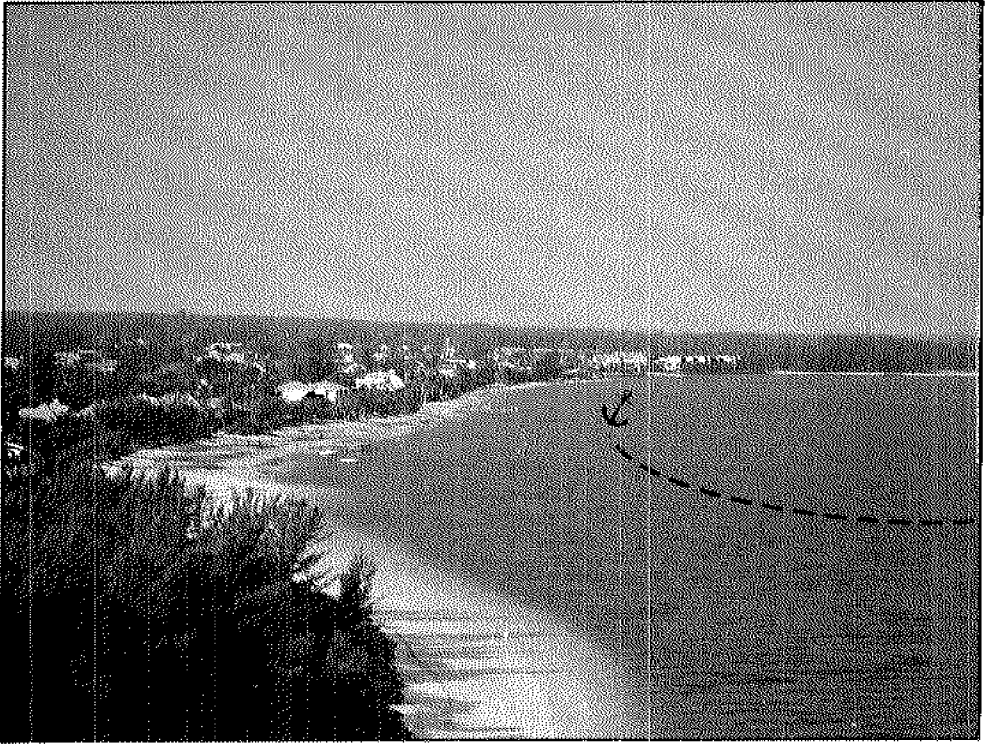
The anchorage lies to starboard beyond red 14; a large pool surrounded by private homes. Shelter should be excellent in all winds, with only slight exposure to southerlies.

There is no immediate shoreside access here. A short dinghy ride north under the bridge (13' vertical clearance) into Venetian Bay will bring you to a marina catering to gas powered boats with some supplies, three elegant restaurants and several boutiques.

A one mile dinghy trip to the south, beyond the pass and under a bridge (9' vertical clearance) brings you to Hurricane Harbor Bay. Near the southern end of the bay, on the western shore, you will find Gulf Shore Square with a nice restaurant (breakfast and lunch only), and docks.



SANIBEL - POINT YBEL



This should be considered a day anchorage only. Several boats have drifted loose in recent years, endangering the Sanibel causeway and bridges, the island's only connection to the mainland.

The bottom is a thin layer of sand over hard limestone bottom, and there is little protection from east or south winds and none from other quadrants.

A 48-hour limit is enforced, although a permit for longer stays is available at City Hall. Boats should not be left unattended at any time. For longer than a daytime stay, set two anchors in a Bahamian moor with plenty of scope, and keep an anchor watch.

Sanibel wants to be friendly and supportive to visiting yachtsmen: do your part by being responsible boaters.



Minimum Approach Depth: 12 ft. Depth In Anchorage: 15-20 ft.

Between flashing red marker 2 and the 98-foot-high Sanibel Island Lighthouse on Point Ybel, you will find an excellent fair weather anchorage.

Approaching marker 2, the anchorage comes abeam to the south. Cruise behind the shelter of Point Ybel, graced with tall Australian pines, and drop the hook within 100 yards of shore.

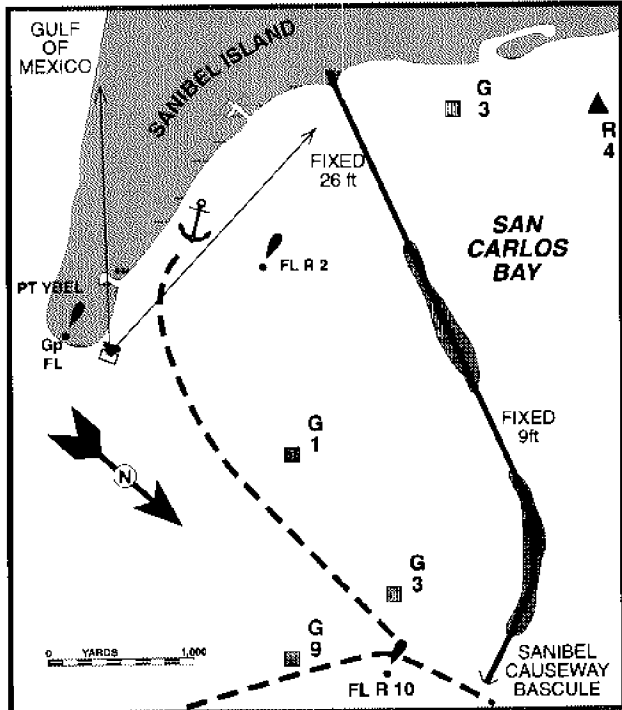
Depths run 15 feet or more. Tidal currents are almost always present, and the deep channel and hard scoured sand can make for tenuous holding.

Dinghy access is available on both sides of the causeway where it meets the shore, and about 400 yards east is an inlet to the Sanibel Yacht Club. Pump-out is available there, and a mile or so away is a delicatessen.

Sanibel's beaches are famous for their large quantity and variety of seashells, which wash up on every tide. Its southernmost beach is a quick hike away.



Lat 26°27.3'N / Lon 82°01.7'W
Use Chart 11427 for Navigation



22.3 Nautical miles from Doctor's Pass, 3.3 statute miles to Matanzas Pass / Fort Myers Beach, 4.5 statute miles to Punta Rassa.

WHERE THERE'S SCOPE THERE'S HOPE

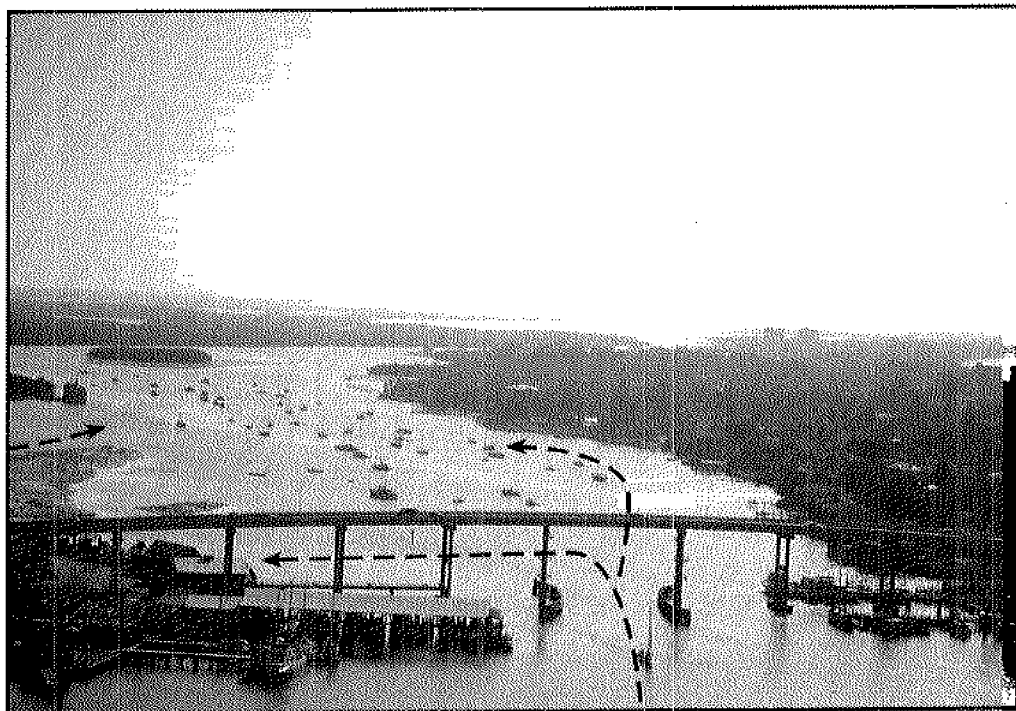
While we're talking about anchoring difficulties in Sanibel, perhaps we should examine foul weather anchoring and ways to increase your anchor's holding power:

*First, scope. Second, **more** scope! In bad weather, put out 10 times the depth (including the height of your bow to the water).*

Third, put down a messenger - anything that will help keep the stock lying flat on the bottom. If you're in surge conditions, put down a heavier messenger or increase the scope. If your boat's a "dancer", swinging back and forth on your anchor, put down a second anchor in a "Bahamian" style. (see page 58)



MATANZAS PASS / FT. MYERS BEACH



Note: photo is at LOW tide!

Tips on Anchoring (#2)

If the anchorage is crowded or changing winds or tides might be in the offing, use a Bahamian Moor. Descriptions and diagrams for this are on page 58. Many mariners use a Bahamian Moor all the time, because their boat takes up less swing space during wind or current shifts and there's always a second anchor down in case the first should come out. It's a little more trouble, but oh, the peace of mind.

This anchorage must be approached from the Gulf of Mexico through Matanzas Pass and under a 65 foot fixed bridge. It is not recommended to enter or leave through the twists and shoals of San Carlos Pass to the southwest.

Gulfward of the northwestern tip of Estero Island, at flashing red marker 2, begins the well marked channel leading around the island and east under the high rise bridge to Ft. Myers Beach.

On the other side of the bridge, the channel turns north to skirt shoal water in the middle of the bay (clearly visible at low tide in the photo above.)

The anchorage lies to the south and east of the shoal, between markers 14 and 26. Keep red 14 to port to enter the anchorage directly, along Estero Island, or turn sharp left and follow the marked channel along San Carlos Island to red 24 and 26 to enter the anchorage from the southeast. The unmarked channel along the southern shore of



Minimum Approach Depth: 7 ft. Depth In Anchorage: 8-12 ft.



Lat 26°27.3'N / Lon 81°56.8'W
Use Chart 11427 for Navigation



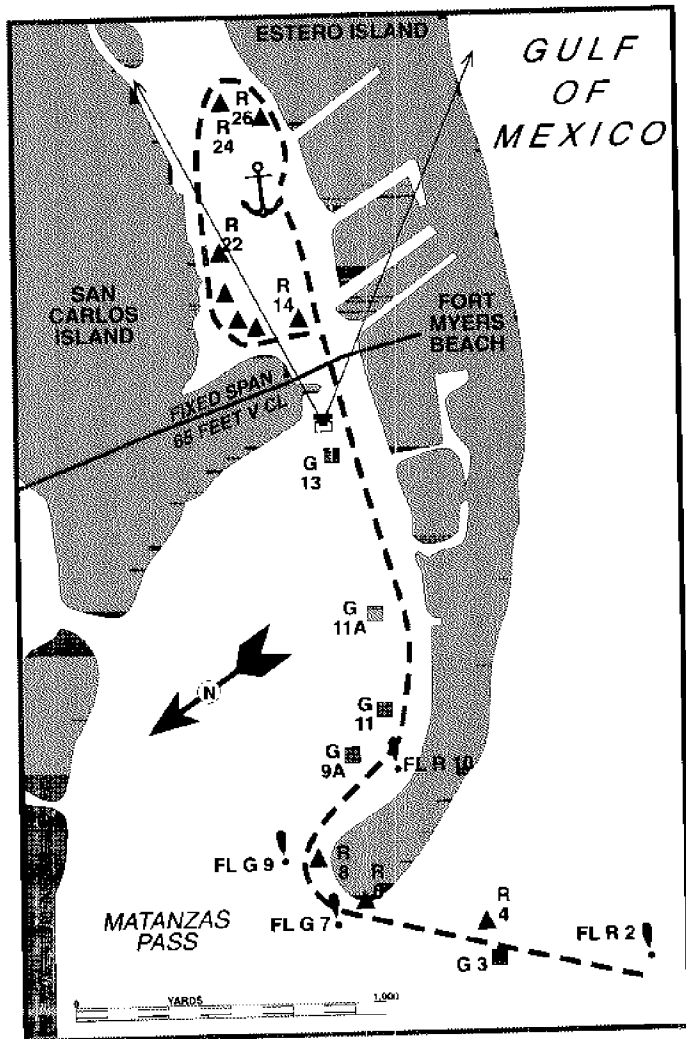
21.2 Nautical miles
from Doctor's Pass,
3.3 statute miles
from Sanibel Point
Ybel, 6.9 statute
miles to Punta
Rassa.

the anchorage is heavily used and not recommended for anchoring. Also unmarked is the existing turning basin at the northeast end of the anchorage which completely surrounds red 24 and is equally unsuitable for anchoring.

A strong current that reverses direction with the tide runs through the anchorage, so use a Bahamian moor.

This is a well protected deep anchorage, and all kinds of supplies and facilities are a short dinghy ride away. Several nearby marinas also operate pump-out stations.

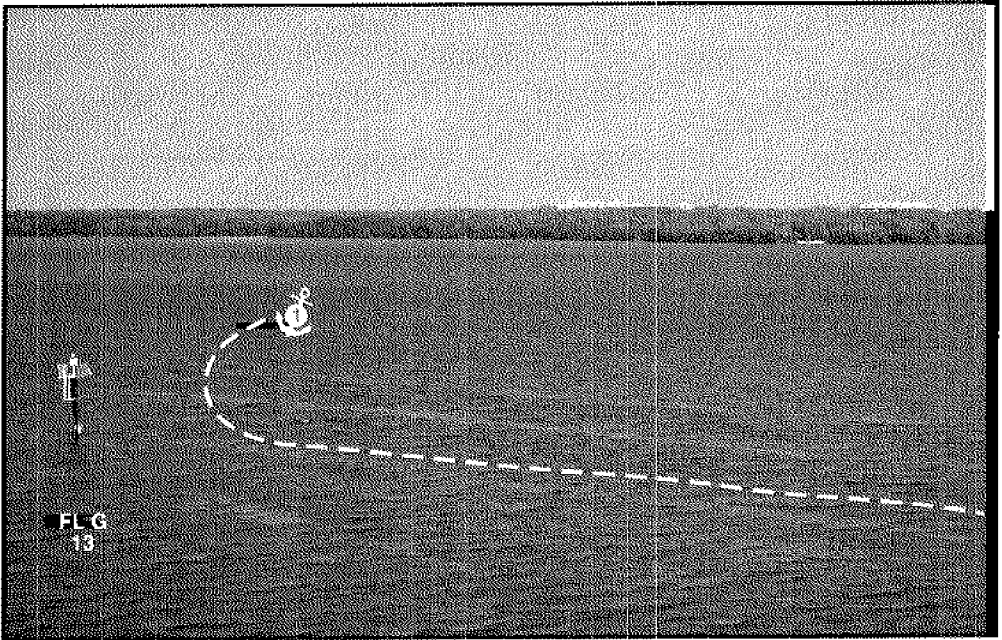
NOTE: As this edition went to press, Ft. Myers Beach was in the process of establishing a harbor management plan. Anchoring areas may be marked by special buoys, there may be mooring fields with transient moorings for rent, or both. There may be a harbormaster; try calling "Matanzas Pass Harbormaster" on Channel 16.



See "photomap" on Page 104 for additional information.

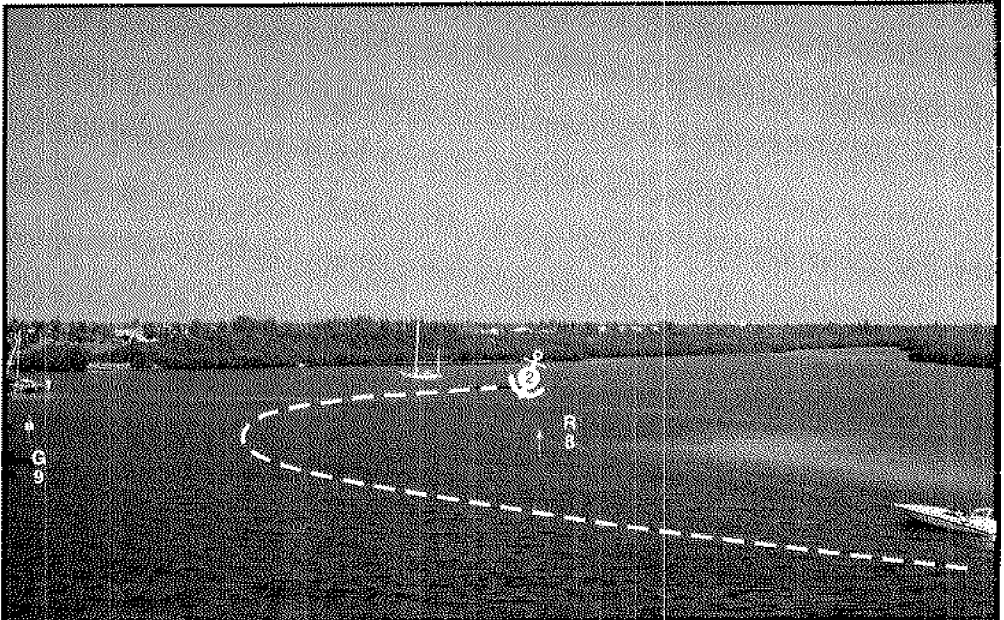


PUNTA RASSA



**6.9 statute miles from Matanzas Pass / Ft. Myers Beach,
3.8 statute miles to Glover Bight.**

GLOVER BIGHT



**Off mile 146 on the Okeechobee Waterway: 3.8 statute
miles from Punta Rassa, 4.5 statute miles to Bimini Basin.**

#1 Punta Rassa

Minimum Approach Depth: 8 ft.

Depth In Anchorage: 6-8 ft.

Lat 26°30.2'N / Lon 82°00.7'W

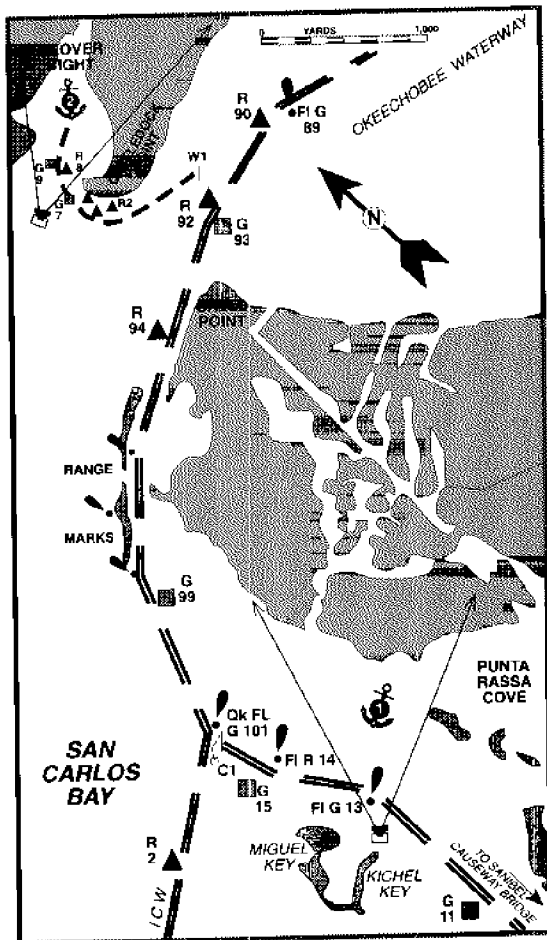


North of the bascule bridge from Punta Rassa to Sanibel Island and northeast of marker 13 is an anchorage bordering the western reaches of shallow Punta Rassa Cove.

This is a good place to overnight before an early morning run under the bridge to the Gulf. The bridge opens every 15 minutes on the quarter hour between 11 AM and 6 PM, and on demand at other times, seven days a week.

This is a fair weather refuge at best. It is only well-protected from easterly winds and is regularly scoured by strong tidal currents. Minimum depth is 6 feet to within 150 yards of the eastern banks.

Note: The next five anchorages are reached via the Okeechobee Waterway, which has a marker system that is continuous to that of the Intracoastal Waterway. Hold all red markers to port while heading east in the main channel.



Use Chart 11427 for Navigation

#2 Glover Bight

Minimum Approach Depth: 7 ft.

Depth In Anchorage: 8-15 ft.

Lat 26°32.2'N / Lon 81°59.8'W



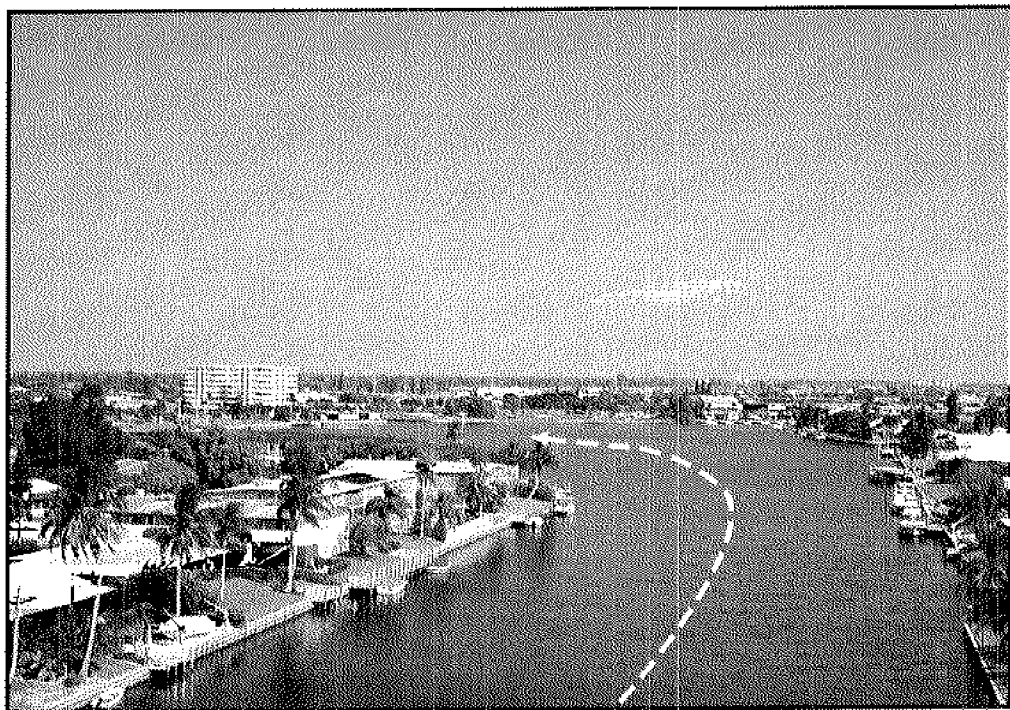
Coming up the Caloosahatchee River from San Carlos Bay, turn hard to the northwest just past red 92 to enter the Glover Bight channel. Follow it around Cattle Dock Point to the right. Anchor in the bay just past the

marina (which has a ship's store, showers, a laundromat, pump-out and fuel). There's plenty of water, but watch out for the bars.

See "photomap" on Page 105 for additional information.



BIMINI BASIN



Off mile 145.8 on the Okeechobee Waterway: 4.5 statute miles from Glover Bight, 18.3 statute miles to Yacht Club Colony.

- LATE FLASH -

FT. MYERS WELCOMES BOATS TO ITS ANCHORAGE

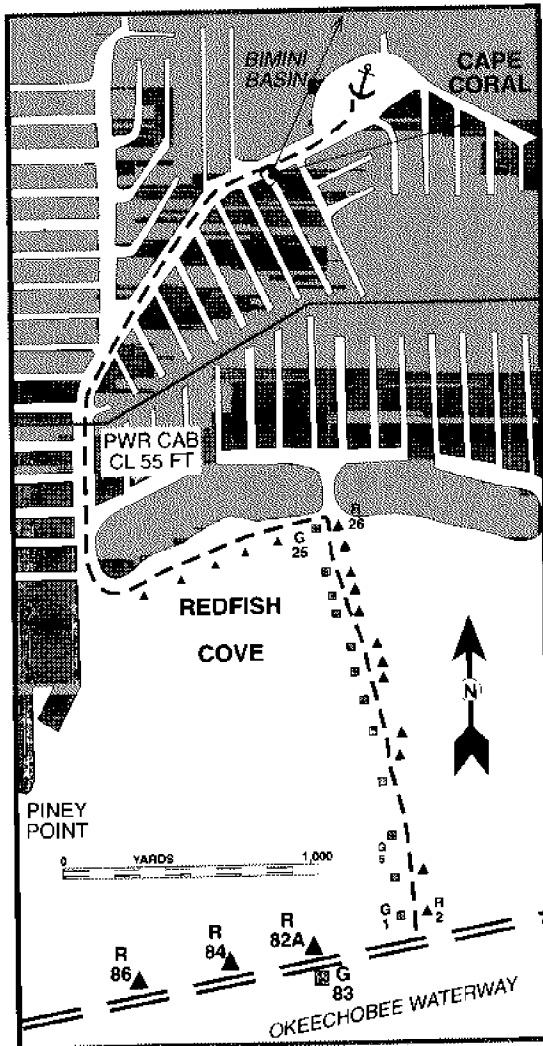
Until recently, anyone who tried to anchor on the south side of the Caloosahatchee River off Ft. Myers (between Bimini Basin and Yacht Club Colony) was chased away for trespassing - the city owns the bottomlands almost to the opposite shore, an unusual situation in Florida.

Now the city welcomes boaters at anchor and, as this edition goes to press, is establishing a managed anchorage and mooring field adjacent to the city marina, behind Lofton Island between the two spans of the Edison Bridge. Try contacting the "Ft. Myers Dockmaster" on Channel 16. Our next edition will have a separate spread on this excellent anchorage.



Minimum Approach Depth: 6 ft. Depth In Anchorage: 6 ft.

Lat 26°33.6'N / Lon 81°57.9'W
Use Chart 11427 for Navigation



Although the chart shows a seemingly more direct channel into Bimini Basin departing from the Okeechobee Waterway to the north at red 86, the way-in shown here (beginning east of green 83) is the preferred route of most local mariners.

Sailing vessels: note 55 foot clearance power cable.

Tucked deep within a maze of canals, this anchorage offers outstanding protection in all weathers. It is about 15 minutes at idle speed from the Okeechobee Waterway.

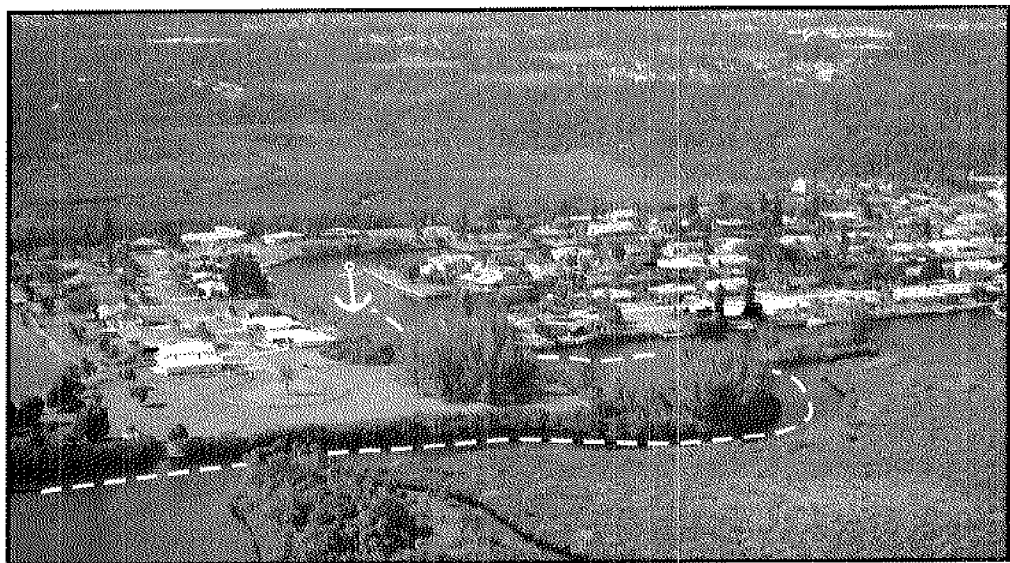
East of green 83, head north into the privately marked channel and follow it left (keeping the red markers to PORT after your turn west), then right

into the canal with homes lining each side.

The channel empties into a large, deep basin. There is a public park at one end. A convenience store is across the street from the park. A bank, bakery, service station, hardware store, ice and groceries are all within walking distance.



YACHT CLUB COLONY



**Off mile 130.5 on the Okeechobee Waterway:
18.3 statute miles from Bimini Basin,
3.8 statute miles to Power Plant Slough.**

POWER PLANT SLOUGH



**Off mile 128.3 on the Okeechobee Waterway: 3.8 statute miles
from Yacht Club Colony, 26.6 statute miles to Intracoastal
Waterway mile "0" at green marker 101.**



Yacht Club Colony

Minimum Approach Depth: 4 ft.
Depth In Anchorage: 6 ft.

Lat 26°41.7'N / Lon 81°49.9'W
Use Chart 11427 for Navigation

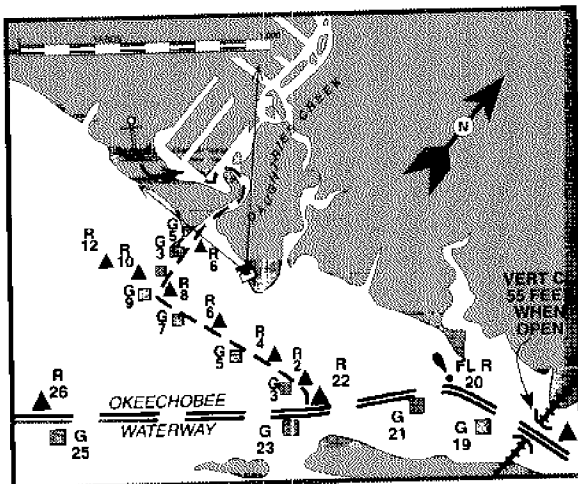


A sheltered anchorage in a private development, Yacht Club Colony is reached by leaving the Okeechobee Waterway at marker 22. Turn west and follow the markers to a 90 degree turn in the channel - you are now heading north. This is the entrance to Daughtries Creek.

The channel is close but carries four feet at MLW. Upon entering the basin, which is almost landlocked, anchoring is available in all directions.

Since this is a private development, no landing is possible without permission.

If you are in danger of being caught in a squall or heavy weather this could be a good place to ride out the storm.



Power Plant Slough

Minimum Approach Depth: 4 ft.
Depth In Anchorage: 6 ft.

Lat 26°42.3'N / Lon 81°47.2'W
Use Chart 11427 for Navigation

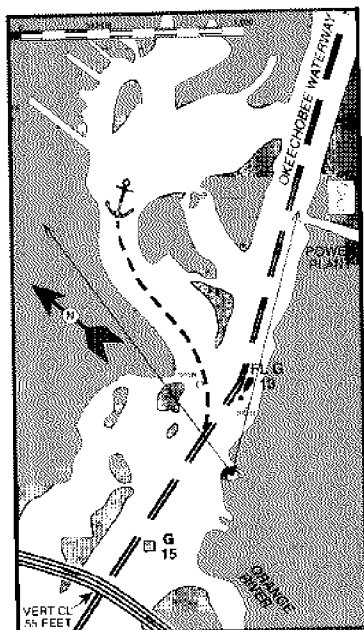


This is one of the many oxbows formed by the Caloosahatchee River before it was straightened to create the Okeechobee Waterway (our cover photograph was taken in one of them).

Leave the Waterway heading to the northeast when you are west of marker 13 and anchor in more than 6 feet of water.

You may want a closer view of the beautiful manatee sculpture in the river east of the I 75 bridge. Go up and have a look ... it's lovely!

Sailing vessels: note 55 foot clearance bridge.



Section II

The five anchorages covered on the preceding pages are on the Caloosahatchee River, part of the Okeechobee Waterway, which crosses Florida between Stuart on the East Coast and San Carlos Bay on the West. Continuing upriver to the East, the Caloosahatchee reaches Lake Okeechobee, with one lock roughly 10 miles east of LaBelle and another at Moore Haven on the west shore of the lake.

The waterway continues across the lake (Route 1) or around its south shore (Route 2) to the St. Lucie Canal, with one lock at Port Mayacca right at the entrance from the lake and a second five miles from the end of the canal, opposite Palm City. (The locks are sometimes closed to boat traffic, so check ahead!) Minimum bridge clearance is 55 feet.

Green 101, the terminal mark on the

Okeechobee Waterway, is also the beginning of your journey through the magnificent estuary of San Carlos Bay and beautiful Pine Island Sound to the northern tip of Cayo Costa and Charlotte Harbor. This is probably some of the most beautiful cruising water outside the Bahamas. Largely unspoiled and undeveloped, it is alive with the magic of old Florida.

We ask that you treat it tenderly: be extra careful about keeping trash aboard until you can find receptacles ashore, stay away from areas of sea grass when the time comes to anchor and use your holding tank until local pump-out opportunities are available.

We have been blessed with an environment well worth saving, and we'd like to think that boaters are in the vanguard of those who agree.

Miserable Mile

From quick flashing green marker 101 near Punta Rassa begins the Intracoastal Waterway, leading west and north to Tampa Bay and beyond.

The first three miles run perpendicular to sometimes vicious tidal currents that sweep the San Carlos Bay passage, creating a navigational nightmare commonly known by the misnomer "Miserable Mile".

Stay alert to the possibility of being swept out of the channel and running aground!



EDGEWATER LAKE /
CHARLOTTE HARBOR
PUNTA GORDA /
LIVE OAK POINT

US 91 1-75
(FIXED)

Continues on
page 59.

MATLACHA
PELICAN BAY
POINT BLANCO
USEPPA ISLAND /
CABBAGE KEY
CAPTIVA PASS
SAFETY HARBOR
ROOSEVELT CHANNEL
TWEEN WATERS
CHINO ISLAND
YORK ISLAND /
ST. JAMES CITY
DING DARLING /
TARPON BAY
SANIBEL -
DIXIE BEACH

PINE ISLAND
(BASCULE)

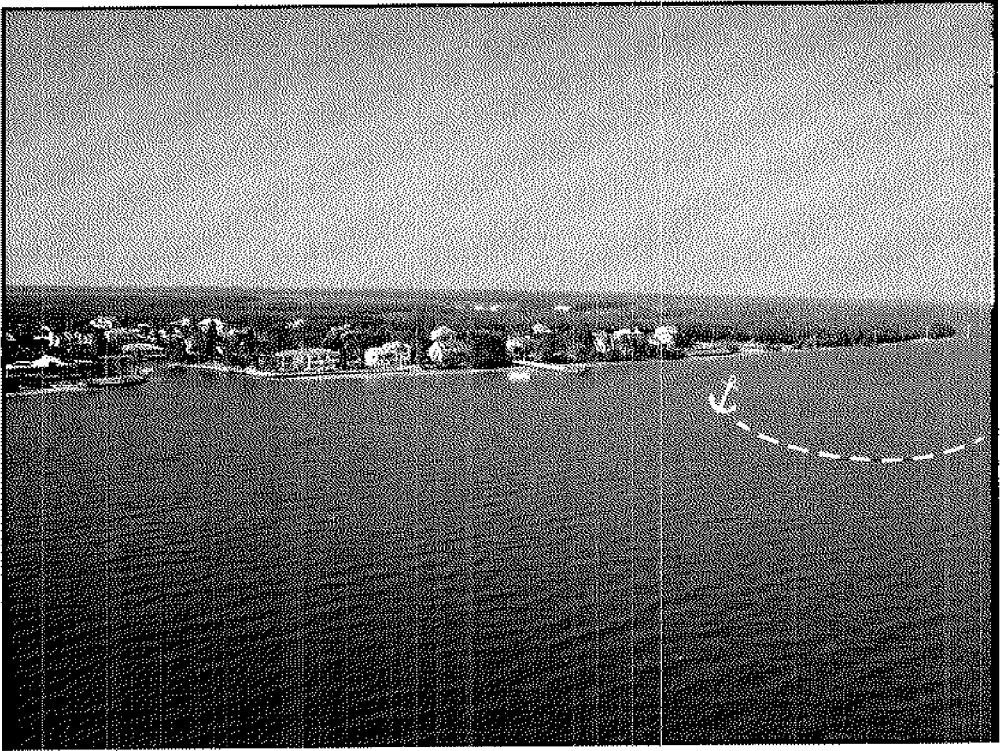
SANIBEL
CAUSEWAY
(BASCULE)

Note: For pass-to-pass distances on the
outside see page 74.

Continues on
page 13.



SANIBEL - DIXIE BEACH



This should be considered a day anchorage only. Several boats have drifted loose in recent years, endangering the Sanibel causeway and bridges, the island's only connection to the mainland.

The bottom is a thin layer of sand over hard limestone bottom, and there is little protection from east or south winds and none from other quadrants.

A 48-hour limit is enforced, although a permit for longer stays is available at City Hall. Boats should not be left unattended at any time. For longer than a daytime stay, set two anchors in a Bahamian moor with plenty of scope, and keep an anchor watch.

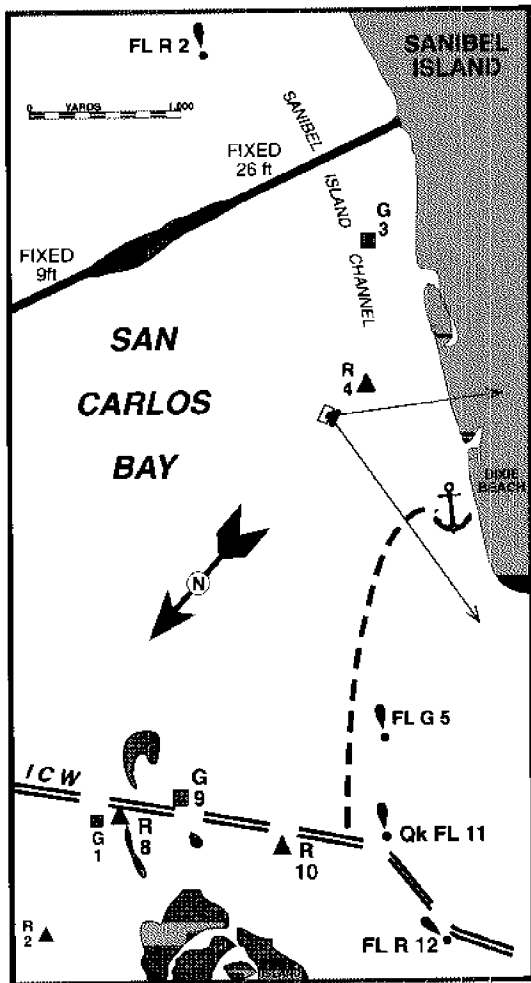
Sanibel wants to be friendly and supportive to visiting yachtsmen: do your part by being responsible boaters.



Minimum Approach Depth: 9 ft. Depth In Anchorage: 8-11 ft.



Lat 26°27.8'N / Lon 82°02.8'W
Use Chart 11427 for Navigation



Off mile 3.3 on the ICW: 5.8 statute miles from Punta Rassa, 3.5 statute miles to York Island/St. James City.

It is nice to know that after struggling through the "Miserable Mile" a pleasant day anchorage awaits at Sanibel, west of the bridge.

From the Intracoastal Waterway, just before marker 11, bear southeast toward marker 5 on the Sanibel Island channel. Be sure to pass this aid at least 50 yards to its northeasterly side because it marks a shoal building into the channel from the southwest.

Along the eastern edge of this

shoal, from marker 5 south to Dixie Beach, is an anchorage offering 8-11 feet of water. It is exposed to almost all winds and is recommended only for calm weather.

Stay close in to shore and away from boat traffic using the natural deep water channel running south to Pt. Ybel. Also, there is a strong current that sets both on the ebb and flood; a Bahamian moor (see page 58) is recommended.



YORK ISLAND / ST. JAMES CITY



York Island and MacKeever Keys Grass Flats

Lee County has identified a substantial area of sea grass located west of St. James Point on York Island, and another around MacKeever Keys north of Chino Island.

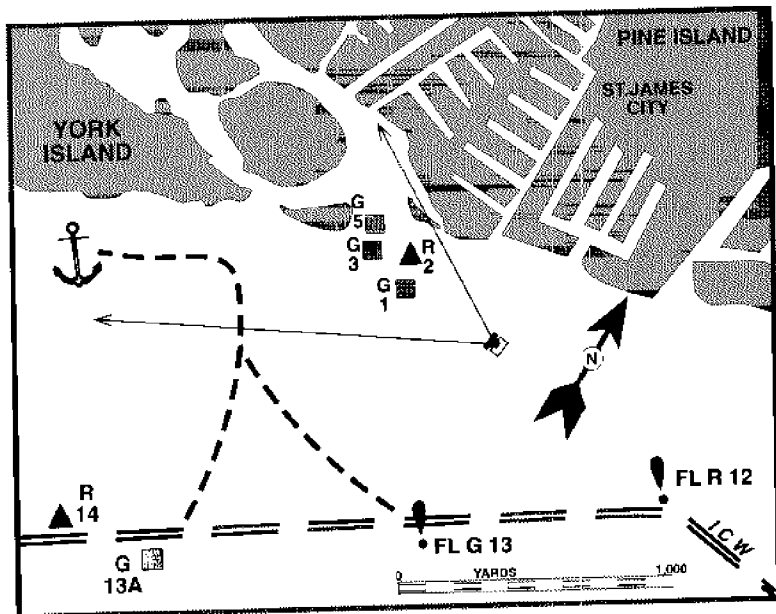
The first area (west of St. James Point) is one you should watch out for, since it is near the anchorage area we have identified. Note that floating red #20 west of the anchorage is at the southwest corner of the sea grass area. Exercise great care to remain clear, and be advised that the area may soon be closed to any vessels driven by "combustion engines". (Break out the oars!)

The flats around MacKeever Keys are in such shallow water that it is unlikely any cruising vessel could enter the area, but we mention them lest any dinghy from vessels in the anchorage area on the southwest side of Chino Island venture there on a voyage of exploration.

Minimum Approach Depth: 9 ft. Depth In Anchorage: 7-9 ft.



Lat 26°28.9'N / Lon 82°05.8'W
Use Chart 11427 for Navigation



Off mile 5.0 on the ICW: 3.5 statute miles from Sanibel-Dixie Beach, 4.0 statute miles to Chino Island.

In northerly breezes, boaters can anchor in minimum 7 foot depths off the southern shore of York Island, well west of marker 13 on the Intracoastal Waterway.

Leave the ICW between markers 13 and 13A and head toward the island's southeastern point, turn west and parallel the shore along to a small beach and anchor when it is abeam. Good water runs to within 100 yards of the all-natural banks.

There is some protection from

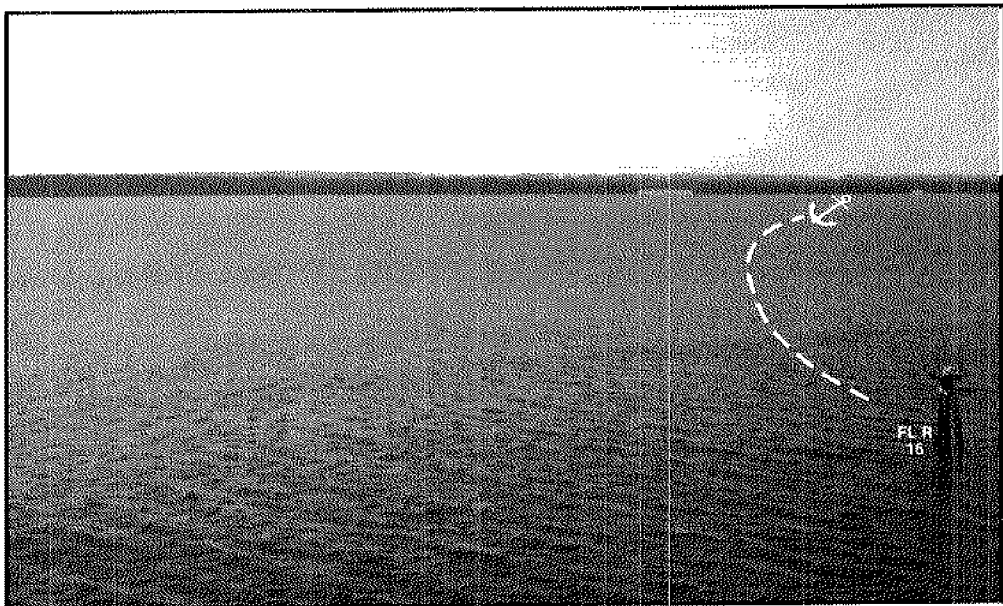
northerly blows, but this anchorage is wide open to winds from any other quarter. If shelter from southerly winds is needed, consider Ding Darling, 2 miles to the south across the ICW. If in doubt, the York Island anchorage offers a bit more protection because the shoals to the south help break up waves coming from that direction.

When leaving the anchorage, don't try to rejoin the ICW by going west. Go out the way you came in.

See "photomap" on Page 106 for additional information.

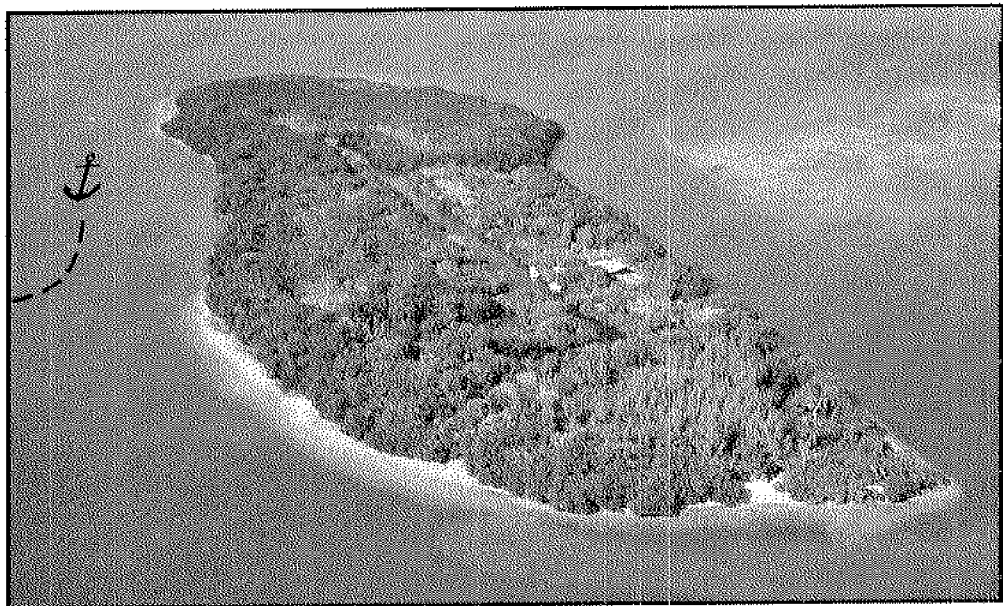


DING DARLING / TARPON BAY



Off mile 5.0 on the ICW: 4.3 statute miles from Sanibel-Dixie Beach, 4.7 statute miles to Chino Island.

CHINO ISLAND



Off mile 8.3 on the ICW: 4.0 statute miles from York Island / St. James City, 7.5 statute miles to Roosevelt Channel / Tween Waters.

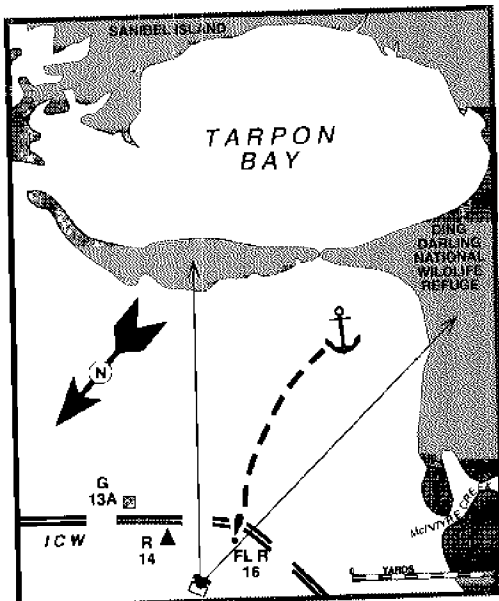
Ding Darling / Tarpon Bay

Minimum Approach Depth: 5 ft.
Depth In Anchorage: 5-6 ft.



The wide and mostly deep cove south of flashing daybeacon 16 abuts the 5,000 acre Ding Darling National Wildlife Refuge. Good depths of 5-1/2 to 6 feet run to within 200 yards of the banks. Look for small signs set atop equally small pilings, which denote the north boundary of the wildlife refuge. Best depths are to the north of these signs. Protection is excellent from all but northerly winds.

Lat 27°06.6'N / Lon 82°05.3'W *



The shoreline around Tarpon Bay is in its natural state, and is worth extensive exploration by dinghy. Bicycle rentals are available in Tarpon Bay for exploring the five miles of roadway in the park. All plants and other natural resources are protected here. Do your part and do no damage.

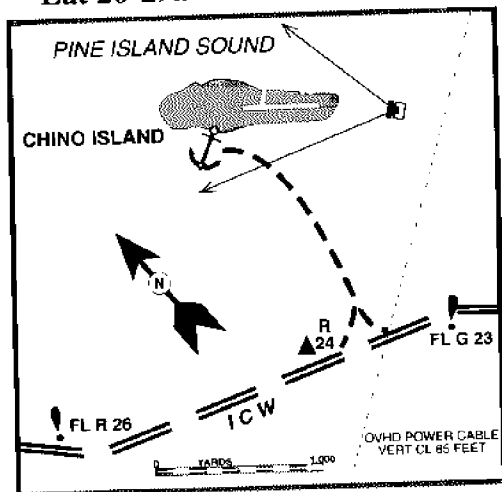
These waters are under Sanibel's 48-hour anchoring limit, although a properly equipped vessel can get a permit from city hall for a longer stay.

Chino Island

Minimum Approach Depth: 7 ft.
Depth In Anchorage: 7-9 ft.



Lat 26°29.9'N / Lon 82°07.7'W*



North of marker 24, boaters can carry 7 feet of water to within 50 yards of the southwest shore of Chino Island.

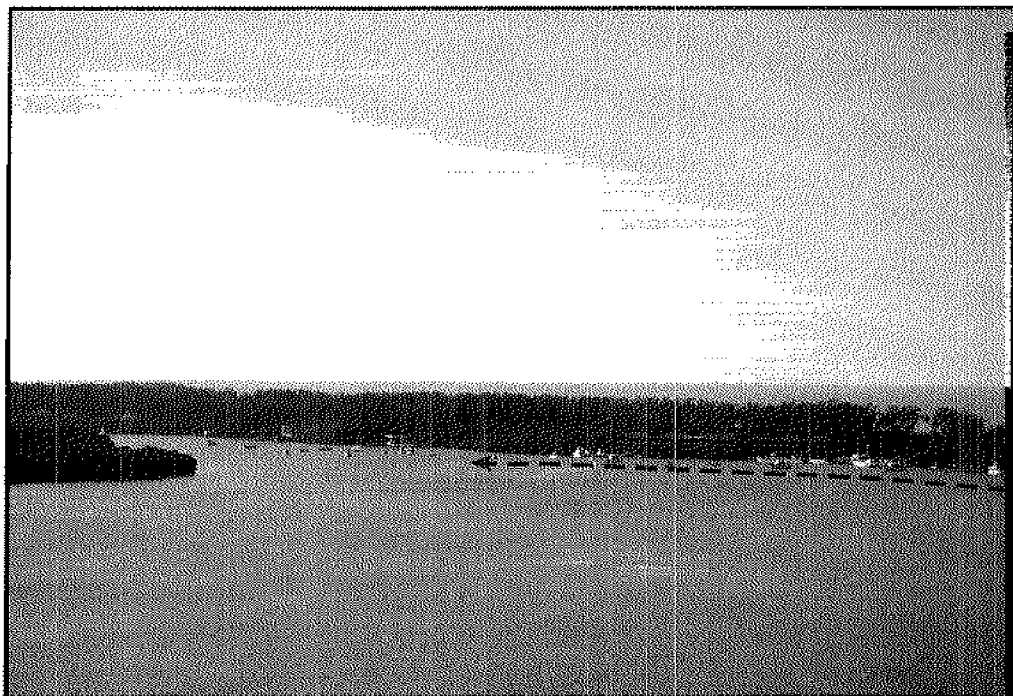
The anchorage is well protected from north and northeasterly winds, but wide open to breezes from all other directions and to wakes from passing boats on the ICW.

The shore is shrouded with lush vegetation, but the island is private, so it is not possible to go ashore.

*Use Chart 11427 for Navigation



ROOSEVELT CHANNEL/ TWEEN WATERS



Off mile 12.7 on the ICW: 7.5 statute miles from Chino Island, 8.2 statute miles to Captiva Pass/ Safety Harbor.

Entering and Leaving an Anchorage: The Use of the Tide

Nobody likes to run aground, but there aren't too many cruising boaters who, at one time or another, haven't found themselves in that position. You can often kedge off by taking your anchor and most of its rode in the dinghy, rowing out into deep water, dropping the anchor, and winching off. Otherwise, you have no alternative but a long, tedious wait. There's a simple rule to protect against this: ALWAYS ENTER OR LEAVE OVER SUSPECT DEPTHS AT MID TIDE WHEN THE TIDE IS ON THE RISE. Go as slowly as you can. If you hit and can't get off, wait a bit and you'll float free. Never try to power off forward.



Minimum Approach Depth: 5 ft. Depth In Anchorage: 5-14 ft.



107 Lat 26°30.5'N / Lon 82°11.3'W
Use Chart 11427 for Navigation

Minimum depths of 5 feet lead from marker 37 on the Intracoastal Waterway on an approximate heading of 240 to the flashing red #2 leading mark.

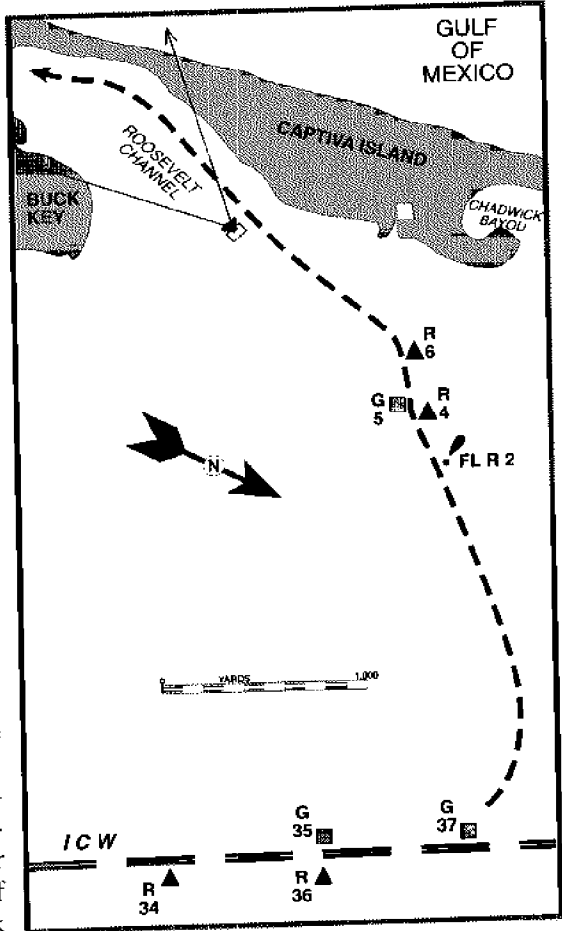
Watch the next markers carefully. There is plenty of water in the channel, but don't stray. Note that red #6 is the last of the charted marks. After that, uncharted marks lead you in.

Southwest of red #6 there is a marina that serves mainly small craft, with only gasoline and a bait and tackle store.

On the eastern side of the channel as you continue south, between markers 14 and 15, there is a patch of water with depths of 5-14 feet. The best depths are closer to marker 15. Shelter is not good in heavy weather and 4-5 foot shoals are all around. Use caution if you anchor here.

To reach the preferred anchorage, providing more protection from easterlies in the shelter of Buck Key, go past the docks of Tween Waters and put your hook down in the deeper waters beyond and to the south. Here you will find 1/4-mile of 6 and 7 foot depths. Going further leads to a narrowing channel and a four-foot bar.

Tween Waters is a beautiful resort which, for a nominal fee, will allow the use of its facilities. It accepts transients, but space is limited. Showers and a laundromat, a ships store and boutique, fuel, power, water and



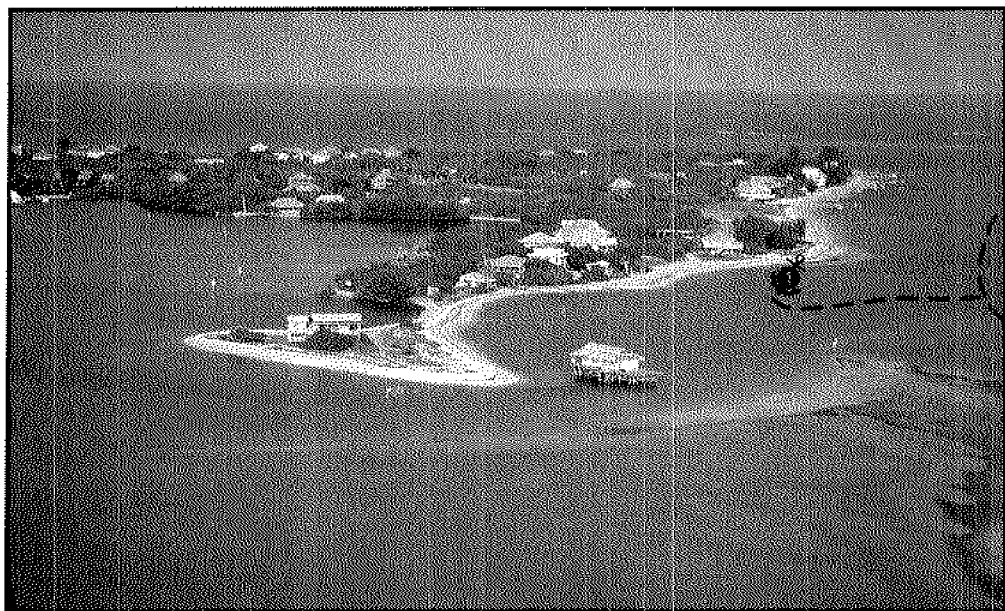
pump-out are available. There are four restaurants, tennis courts and a pool in the complex and the beach is right across the street. The dock area is frequented by manatees and, surprisingly, sea otters!

Buck Key to the east is in its natural state. The shores of Captiva Island to the west are heavily developed with homes and condominiums.



See "photomap" on Page 107 for additional information.

SAFETY HARBOR



Note: photo is at LOW tide!

#1 Safety Harbor

Minimum Approach Depth: 6 ft.

Depth In Anchorage: 5-10 ft.

Lat 26°36.2'N / Lon 82°12.9'W



This inlet between North Captiva Island and Cayo Costa is lovely and frustrating. The seaward passage is unmarked and full of shoals. Even the channel from the Intracoastal Waterway is flanked by unmarked shoals. But the interior reaches of Captiva Pass are deep and offer two delightful anchorages.

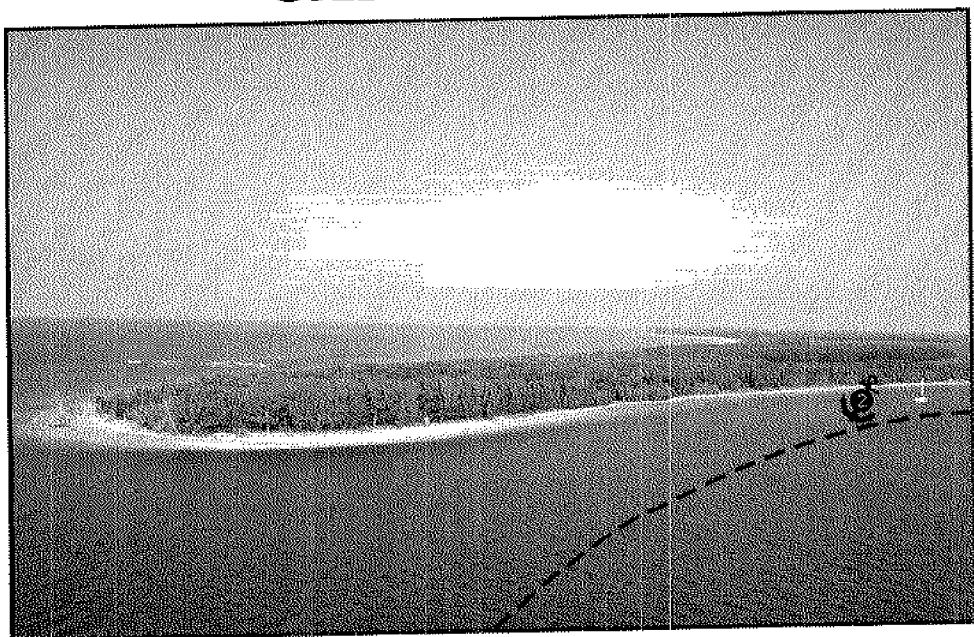
The first anchorage lies south from the deep water adjoining the easterly reaches of Captiva Pass, just around the point from an almost landlocked lagoon called Safety Harbor. This once secret refuge used to house a fishing village. It has now been destroyed, with the exception of one stilt house restored as a private home. Safety Harbor is being developed as a modern housing and condominium complex called the Safety Harbor Club.



The second anchorage, off the beautiful beach at the south end of Cayo Costa, a state park almost entirely in its natural condition, is popular with weekend boaters.

There are two ways in to these anchorages. From the south, set course from just south of marker 48 at a heading of about 280 and watch for a break in the trees. Stay lined up on the break until the entrance markers to Safety Harbor are abeam. Turn left toward the well-marked channel, then stop and anchor near shore just northwest of the stilt house. It used to be possible to go between the stilt house and the beach into Safety Harbor itself, but the passage has shoaled, making it impassable for all but shallow draft boats. Two restaurants, walking paths, beautiful beaches and a general store make dinghying around the point worthwhile.

CAPTIVA PASS



#2 Captiva Pass

Minimum Approach Depth: 6 ft.

Depth In Anchorage: 8-10 ft.

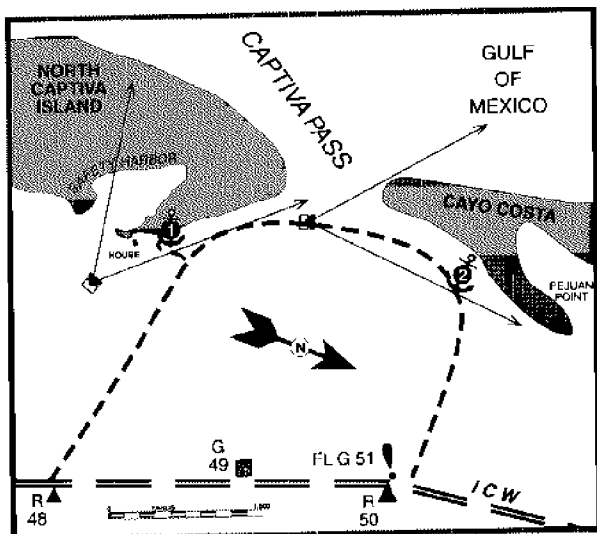
Lat 26°36.8'N / Lon 82°13.3'W



Use Chart 11427 for Navigation

The northern route, to Cayo Costa, is more popular. Leave the ICW just north of marker 51 and curl back around to the west on a heading of about 270 to avoid the charted shoal southwest of 51. As the eastern banks of Cayo Costa come abeam, consider dropping anchor before entering the interior of Captiva Pass. Minimum 8 foot depths run to within 50 yards of shore.

In spite of its popularity, this anchorage does not provide sufficient shelter in heavy weather; tidal currents are strong at all times. Set the hook firmly before dinghying ashore.



Off mile 18.6 on the ICW: 8.2 statute miles from Roosevelt Channel/Tween Waters, 3.8 statute miles to Useppa/Cabbage Key.



USEPPA ISLAND / CABBAGE KEY



Anchor Lights

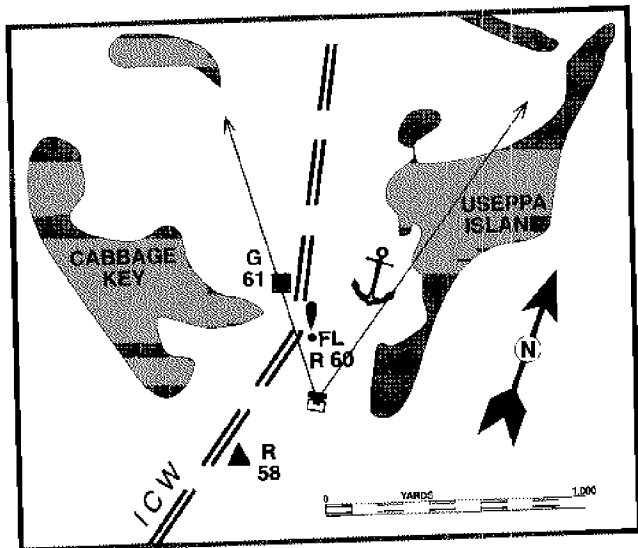
Remember, an anchor light must be shown at night unless you're anchored in a Coast Guard designated "Special Anchorage". As this is published, there are only two on our southwest coast. One is in the Manatee River at McKay point. The other, at Factory Bay off Marco Island, is shoaled in to two feet. However, several cities are planning managed anchorages, and, as part of the process, they intend to apply to the Coast Guard for "Special Anchorage" status. Until then, you can assume that you must light up the night sky with your anchor light.



**Minimum Approach Depth: 8 ft.
Depth In Anchorage: 6-12 ft.**



**Lat 26°39.4'N / Lon 82°13.0'W
Use Chart 11427 for Navigation**



**Off mile 21.6 on the ICW: 3.8 statute miles
from Captiva Pass/Safety Harbor, 1.4 statute
miles to Point Blanco.**

This open, deep water anchorage lies northeast from marker 60. Waters hold to minimum 6-foot depths within 75 yards of the island shoreline to the east; some depths are greater than those shown on the chart.

There is good shelter from east, northeast and southeasterly breezes, but only slight shelter from westerlies. Don't Anchor south of marker 60, where boat traffic is heavy around the south end of Useppa Island.

This anchorage lies near the ICW, and can be affected by wakes

from power boats, tugs and barges. A Bahamian moor is advisable to keep from swinging too widely.

Useppa is a private island; visitors are not welcome. There is not even a dinghy dock.

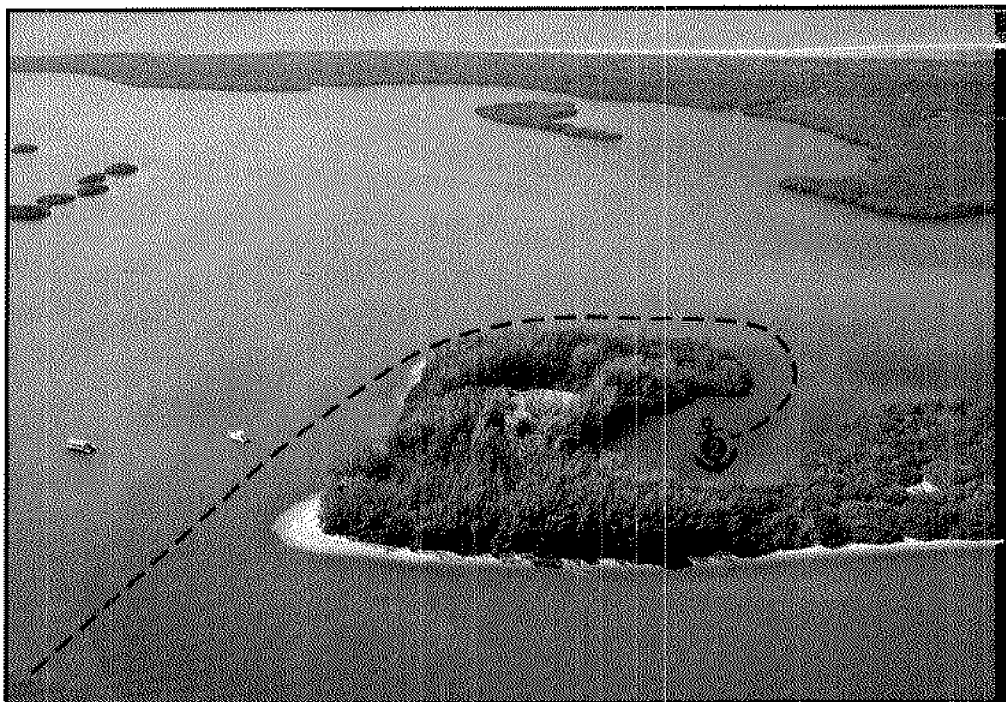
From the anchorage it is a short trip by dinghy to the restaurant and docks on Cabbage Key, west of Green 61. The restaurant, inspiration for the song "Cheeseburger in Paradise", serves three meals a day in a unique atmosphere. The island offers a nature trail and has a rich history. To use the docks, call ahead.

See "photomap" on Page 108 for additional information.



POINT BLANCO

Off mile 23 on the ICW: 1.4 statute miles from Useppa/
Cabbage Key, 3.1 statute miles to Pelican Bay.



Anchorage #1 is outside of the photo view to the right, on the near side of the island.

Wakes and the First Mate

Slow speed in anchorages is vital. First Mates and galley hands get very upset when the wake from a passing vessel flips their just finished casserole on the cabin sole (the old casserole-on-the-sole syndrome). Prudence requires dead slow as you enter, navigate or leave an anchorage. That way you can show good anchorage manners and take pity on your fellow skippers at the same time. Remember that, in more ways than one, you are responsible for any damage caused by your wake.

#1 Point Blanco (east of island)

Minimum Approach Depth: 9 ft.

Depth In Anchorage: 7-9 ft.

Lat 26°41.1'N / Lon 82°13.7'W

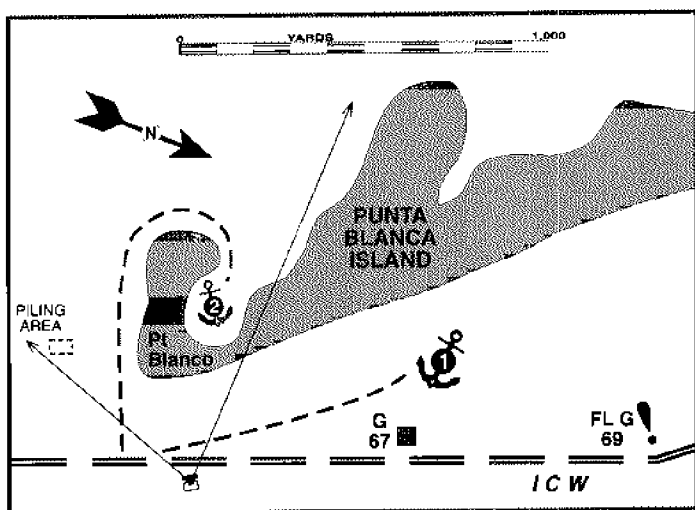


#2 Point Blanco (west of island)

Minimum Approach Depth: 4 ft.

Depth In Anchorage: 5-9 ft.

Lat 26°40.7'N / Lon 82 13.7'W



Use Chart 11427 for Navigation

In westerly winds, cruising craft of any size can anchor just off the Intracoastal Waterway in 8 foot depths off Point Blanco, west of marker 67.

Begin easing west of the ICW channel as the southeastern portion of Point Blanco comes abeam to the west, between markers 65 and 67.

Good water runs to within 75 yards of the shore, which is lined with tall Australian pines. Anchor between marker 69 and the point.

This anchorage is open to wakes from passing boats on the ICW, and is not recommended for heavy weather.

South of Point Blanco, where an old stilt house once stood, only the pilings remain, the house having burned to the waterline.

Between the pilings and the south-

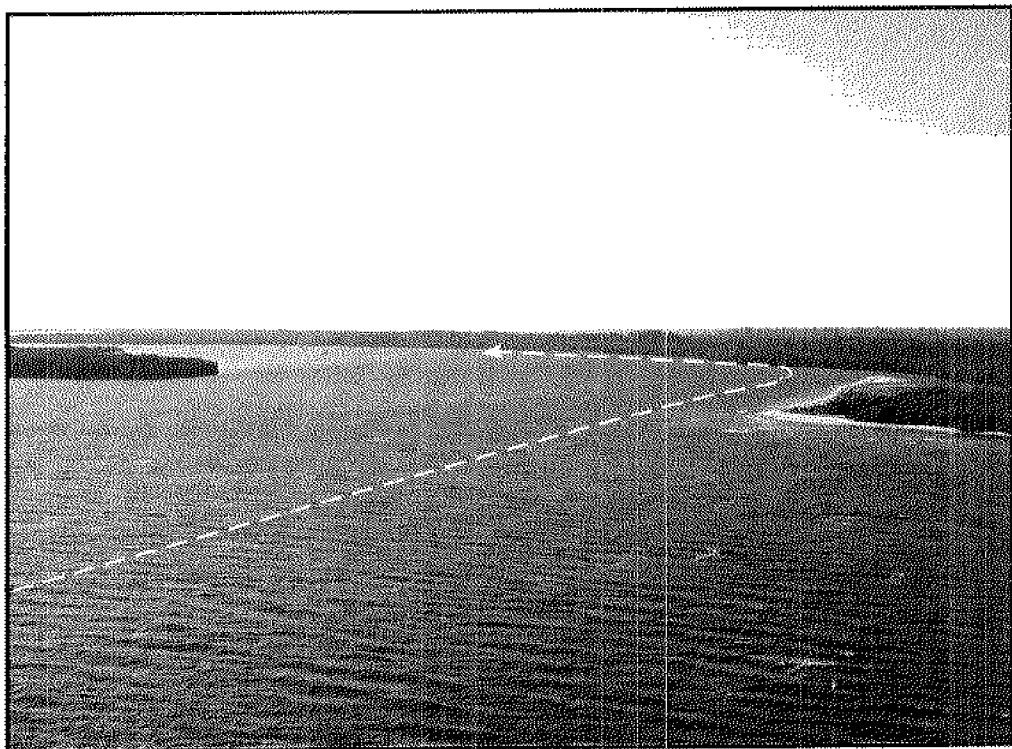
ern shore of the island is a narrow but navigable channel marked with privately maintained stakes which leads around the point to a thoroughly sheltered hole perfect for riding out heavy weather. The shoreline is completely natural.

Take this passage dead slow and watch the depth sounder. Charts show enough water to enter, but local reports conflict, with as little as 4 feet possible, especially around the western point. Preliminary soundings from the dinghy might be in order.

In the anchorage itself, depths run 8-9 feet, with 5-8 foot depths to the southwest. Despite the demands of the approach channel, this is a popular spot, and crowding may require bow and stern anchors.



PELICAN BAY



Off mile 24.8 on the ICW: 3.1 statute miles from Point Blanco, 12.7 statute miles to Matlacha, 4.3 statute miles to Boca Grande, 19.7 statute miles to Punta Gorda.

Just south of Boca Grand Pass, west of marker 72, in Pelican Bay, is an outstanding anchorage, one of the best in Pine Island Sound.

The water is shallow, but boats carrying 5 feet can enter by staying close to the Cayo Costa side to avoid the shoal building out from the northwest end of Punta Blanca Island. Inside, depths improve to 6 feet along a broad band.

Come abeam of marker 72 in the ICW and set a compass course of roughly 240 degrees through the northern third of Pelican Pass, staying to the Cayo Costa side. Curve slowly around to the south into the

main body of the pass on its mid width. Consider anchoring northeast of the docks. From the docks south lie many unmarked shoals.

Cayo Costa State Park maintains a fixed wooden dock along the western shore. There is a \$2 charge for landing in the park. Garbage may not be brought ashore; picnic tables and refuse cans have been removed from the dock area.

The bay is sheltered enough for light to moderate airs from almost any direction, but might not offer adequate protection in heavy weather.

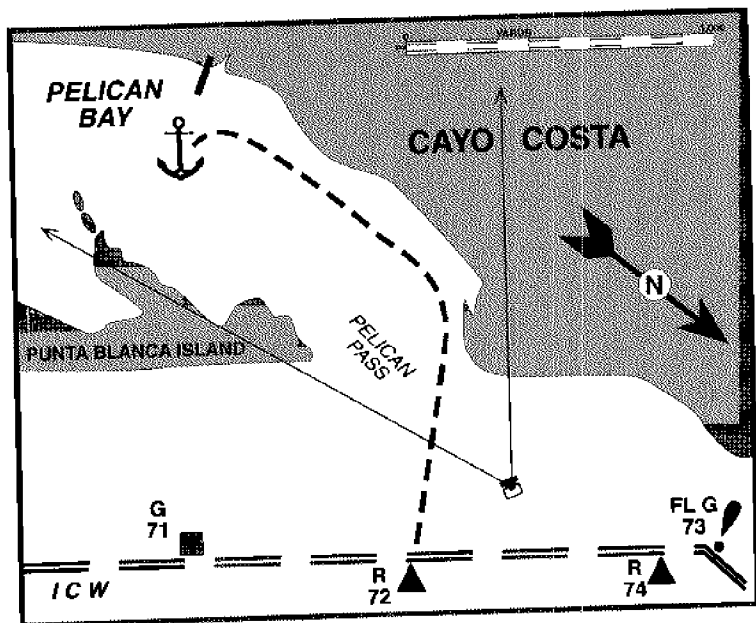
Pelican Bay is surrounded by natural



Minimum Approach Depth: 5 ft.
Depth In Anchorage: 6-9 ft.



Lat 26°41.0'N / Lon 82°14.5'W
Use Chart 11427 for Navigation



beauty, with undeveloped Punta Blanca Island to the east and Cayo Costa State Park to the west.

There is virtually no development along the entire 7 mile length of Cayo Costa. The only human residents are park rangers. Unfortunately, their electric generator can be quite loud at night. The rangers run a tram from the dock across the island to the gulf, where there are picnic tables, campsites and rustic cabins with common bathrooms and running water, but no electricity. Hiking trails also are part of the park.

Cayo Costa and Punta Blanca are bird sanctuaries, harboring, among others, magnificent frigate birds, ospreys and bald eagles. Vegetation is lush. For almost their entire length, Cayo Costa's powdery gulfside beaches are utterly deserted.

The bay side of Cayo Costa is riddled with coves, some containing remnants of old fish houses. One, Murdock Bayou, leads to a watery tunnel through the mangroves that cuts the island nearly in two and empties onto the back side of a gulf beach.

See "photomap" on Page 109 for additional information.



MATLACHA



12.7 statute miles from Pelican Bay, 23.3 statute miles to Charlotte Harbor/Punta Gorda, 15.5 statute miles to Boca Grande.

Different Kinds of Hulls Behave in Different Ways

Generally, power boat hulls don't have deep keels, so they hang to the wind. Sail boats generally hang to a combination of wind and tide, and even then, different kinds of keels have different swinging characteristics. Take a little time to observe your neighbors in the anchorage, and don't be afraid to ask how much rode they have out or even where their anchors are. The point is to be and feel secure.



Minimum Approach Depth: 7 ft. Depth In Anchorage: 6-10 ft.



Lat 26°37.7'N / Lon 82°03.9'
Use Chart 11426 for Navigation

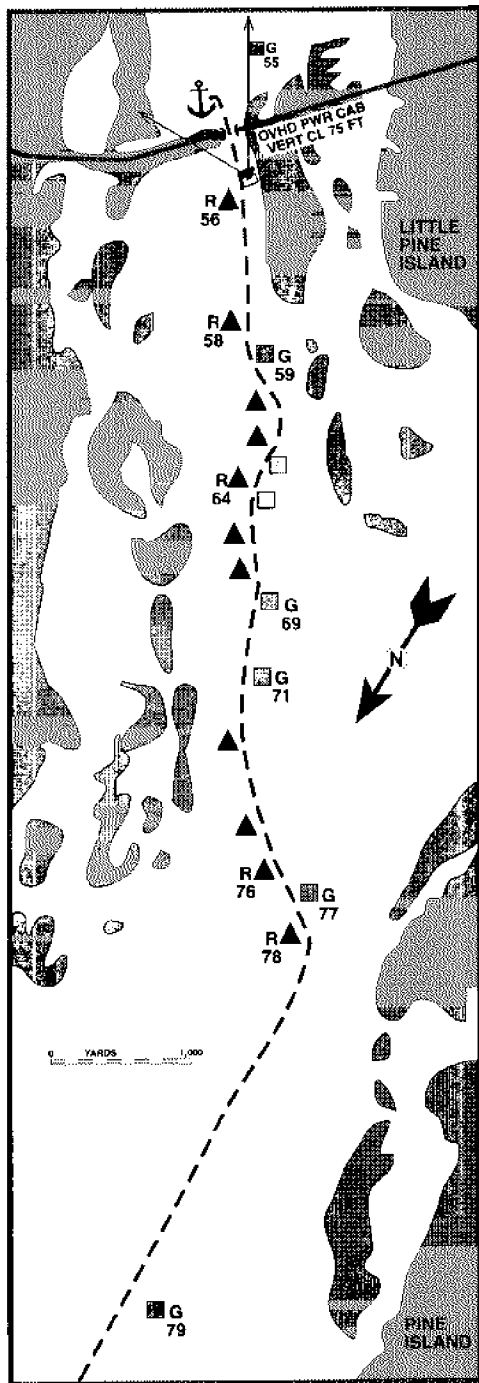
Beginning off Jug Creek Shoal at the north end of Pine Island, then curving from the west around the shoals off Bokeelia, a well marked, county-maintained channel leads south-southeasterly toward Matlacha. The channel is long and narrow, and must be shared with shrimpers. It passes beneath a bascule bridge and power line. The bridge answers to horn signals and opens from 8 AM to 7 PM seven days a week (7 AM Fri. - Sun.). The power line has a vertical clearance of 75 feet.

The anchorage lies to port, just southeast of the bridge. Holding and protection are good in virtually all weathers. Soundings show plenty of water in the channel and at least 6 feet in the anchorage.

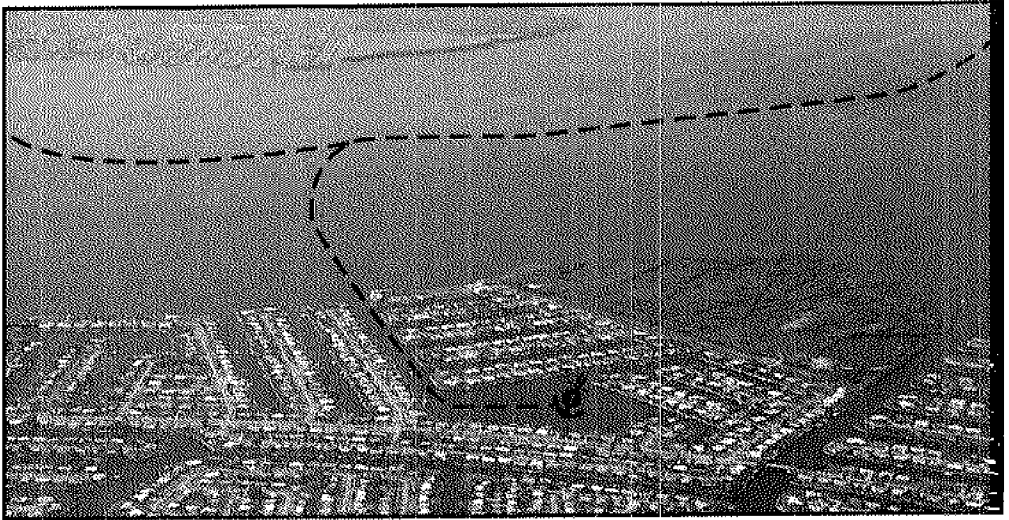
Keep 100 feet southeast of the building shown in the photograph. Best water extends to the southeast adjacent to the channel, and because of decreasing depths, it's best to stay well clear of other buildings on the north shore or the mangroves to the east.

The village of Matlacha offers ice, showers, heads, two picnic spots, trash pickup, restaurants and an art gallery. The beauty salon even has its own dinghy dock. Please limit your stay to the capacity of your holding tank, since there is no pump-out facility available.

South of the anchorage area, waters shoal quickly toward the "Miserable Mile". From time to time, various authorities and private groups discuss improving and correctly marking the channel to the south, but at publication, it is not recommended to leave or enter the anchorage by this route.



EDGEWATER LAKE / CHARLOTTE HARBOR

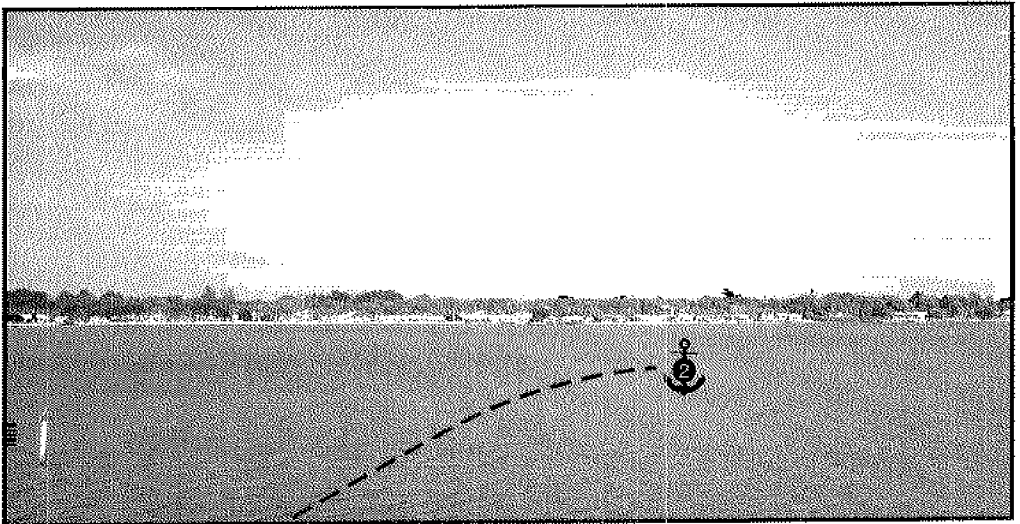


#1 Edgewater Lake

Minimum Approach Depth: 4 ft.

Depth In Anchorage: 6 ft.

Lat 26°57.0'N / Lon 82°07.5'W at Fl G #1



#2 Charlotte Harbor

Minimum Approach Depth: 5 ft.

Depth In Anchorage: 5-7 ft.

Lat 26°56.5'N / Lon 82°05.1'W

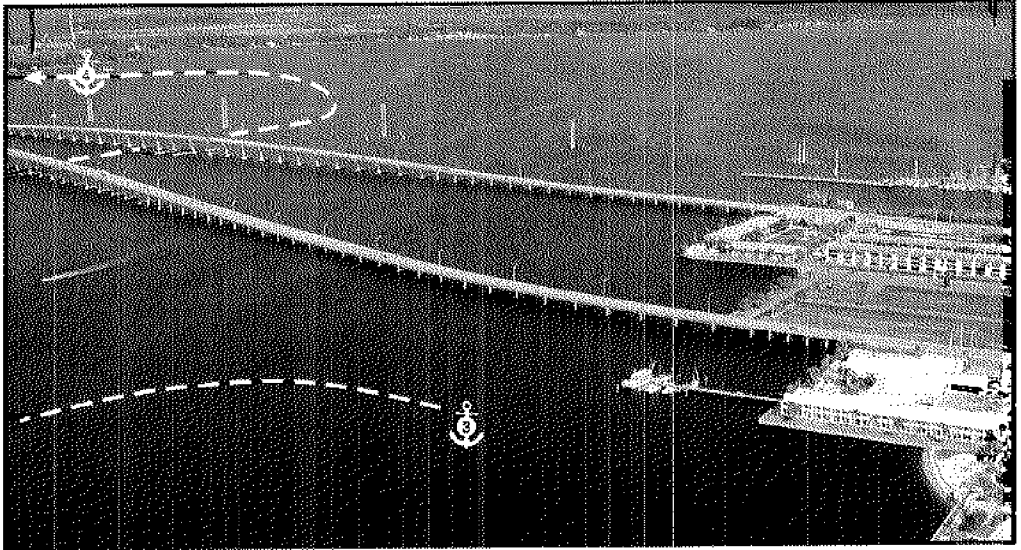


PUNTA GORDA / LIVE OAK POINT

#3 Punta Gorda

Minimum Approach Depth: 5 ft.
Depth In Anchorage: 5-7 ft.

Lat 26°56.3'N / Lon 82°03.7'W



#4 Live Oak Point

Minimum Approach Depth: 6 ft.
Depth In Anchorage: 6-8 ft.

Lat 26°57.8'N / Lon 82°03.3'W



(CONTINUED FROM PREVIOUS PAGE)

vices. About a mile southwest of the anchorage is a full service marina with pump-out, fuel and water, and plenty of boutiques and restaurants immediately at hand.

The City of Punta Gorda has officially changed the limit on anchoring in its waters (from the center line of the river to the southern shoreline) from 24 hours to five days in a 30-day period. They also revised the definition of a live-aboard vessel, easing regulation of cruising boaters. The city planners are looking into providing a dinghy dock and dumpsters for trash disposal.

The fourth alternative is to pass under the fixed US 41

bridges, and the power lines just beyond, and head north into a large pool of 6-8 feet of water bearing about 210 degrees from the northernmost power tower and fairly close in to shore. Good cover from breezes from the northwest through northeast. Controlling depth through the bridges is 6 feet and the vertical clearance of the bridge is 45 feet. The power cable is higher.

A raw bar, boat rental shop and motel with restaurant line the eastern shore. If you use the restaurant(s), you may bring your dinghy in to the dock (3' alongside).

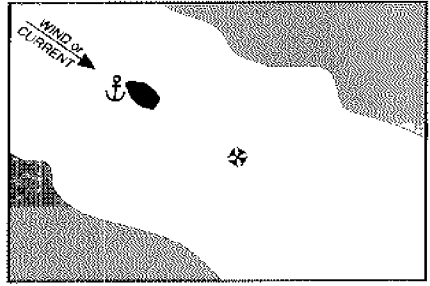
*NOTE: If you do not plan to use the facilities, bring your dinghy up on the narrow sandy beach south of the raw bar - that's public land.



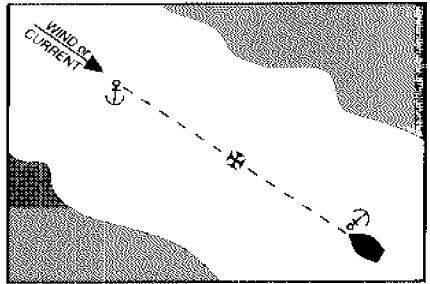
The Bahamian Moor

When cruising or anchoring, you'll find plenty of uses for this simple method of keeping your boat from swinging around in a large circle. The Bahamian moor keeps your boat in one place and still permits it to swing to wind or tide.

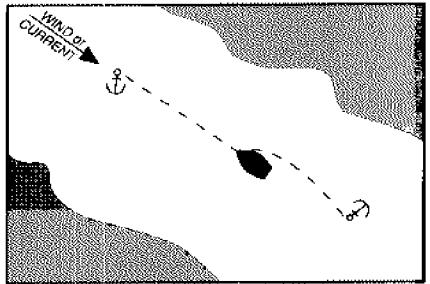
1. Put down your first anchor where you'd ordinarily set it to anchor in the place of your choice.



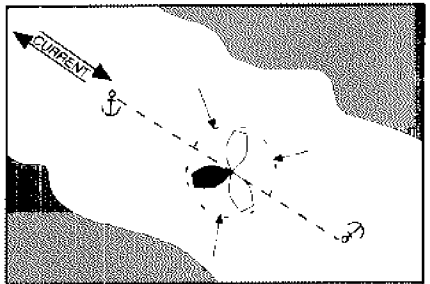
2. Fall back on the wind or tide twice the distance you need: set the anchor. Put down #2 anchor.



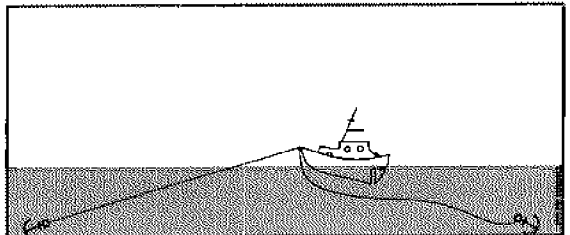
3. Letting the line on #2 run free, winch or pull up between the two anchors and draw both lines firm. Be careful not to foul the prop.



4. Bring the #2 anchor line up to a stern cleat and go ahead on that anchor to set it.



5. Adjust the scope just enough for your keel to clear the slack anchor line when you pivot.



ROBERTS BAY

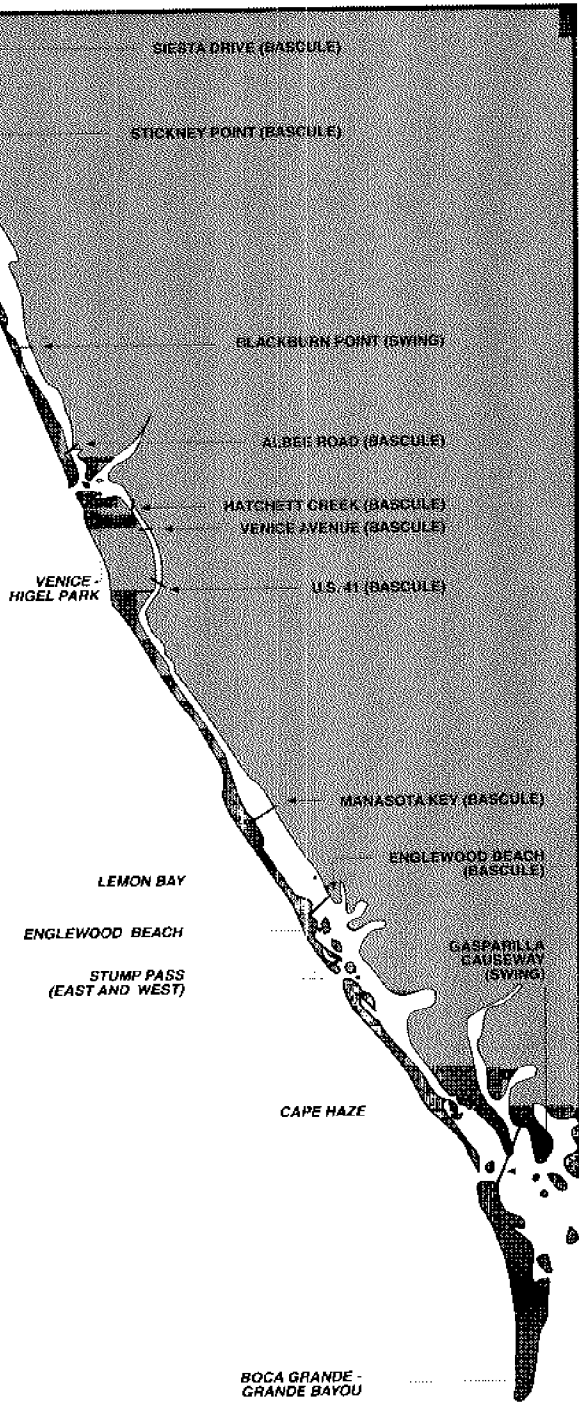
*Continues on
page 75.*

Section III

This section covers the area from Boca Grande to Big Pass in Sarasota. Here the Intracoastal changes considerably. No more the wide expanses of estuaries and unspoiled shores. Now instead, man's hand is more visible. Eight bridges line this course. Not many, by East Coast standards, but an annoyance to boaters used to placid voyaging.

Depths are more critical, too: the dredged Intra-coastal leads between shoals that are often heart-stopping yards off either beam. But not to worry. There are still safe havens and quiet gunkholes.

If you decide to go outside, be aware that Sarasota's Big Pass as well as Stump Pass and New Pass, both recently dredged as we go to press, are all subject to shoaling. You may have to make big jumps from Boca Grande Pass to Venice Inlet and from there to Longboat Pass, especially in a deep-draft vessel.



Note: For pass-to-pass distances on the outside see page 74.

*Continues on
page 35.*



BOCA GRANDE / GRANDE BAYOU



Off mile 28.4 on the ICW: 4.3 statute miles from Pelican Bay, 8.3 statute miles to Cape Haze.

Just north of marker 2 on the Intra-coastal Waterway, turn west toward Gasparilla Island. Minimum depths are 7 feet, but there are a few unmarked shoals to avoid.

Abeam of marker 7, cut north through a narrow passage that leads into the wide basin that is part of Grande Bayou. In winter, a seaplane uses docks on the west side of the anchorage to pick up passengers. Keep a sharp eye out.

Minimum depths in the narrow passage are 5 feet, much deeper in the basin anchorage. Drop the hook near the center of the pond, back down toward the eastern shore and set a stern anchor as close to shore as possible. Tying directly

to the mangroves is strongly discouraged, as damaging them is prohibited by law.

Shore access protocol in Grande Bayou has changed dramatically in recent years. Of the 10 slips on the west side, the five southernmost are reserved for the Pink Elephant restaurant - the northern five are reserved for visiting vessels.

From April through May, during the tarpon fishing season, all of the slips are reserved for fishing guide boats to load and unload passengers. If you bring a vessel or dinghy in for more than a few minutes you'll probably get a ticket.

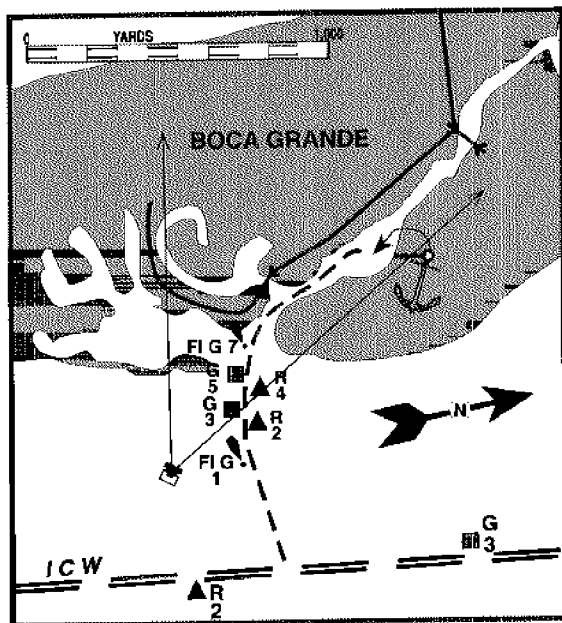
The water in the northernmost slip,



**Minimum Approach Depth: 5 ft.
Depth in Anchorage: 6-10 ft.**



**Lat 26°45.1'N / Lon 82°15.4'W
Use Chart 11425 for Navigation**



however, is often too little for anything **but** dinghies, so it may still be possible to come in there. Further north, the public land at the foot of 7th Street, near the low bridge, is being cleared of "exotic" vegetation and will again be available for dinghy landing.

Boca Grande continues to attract the rich and famous, as it did when it was founded nearly 100 years ago. The village, about three blocks from the bayou, is graced with banyan trees shading beautifully preserved homes. A walking tour is a must. Groceries are available and many alluring shops are worth a visit.

An old rail line running the length

of the island has been paved over and turned into a bike path. Bikes are for rent everywhere.

At the far southern end of the island is the Boca Grande Lighthouse, placed on the National Register of Historic Places in 1980. The beaches around the lighthouse, which look across Boca Grande Pass, are stunning.

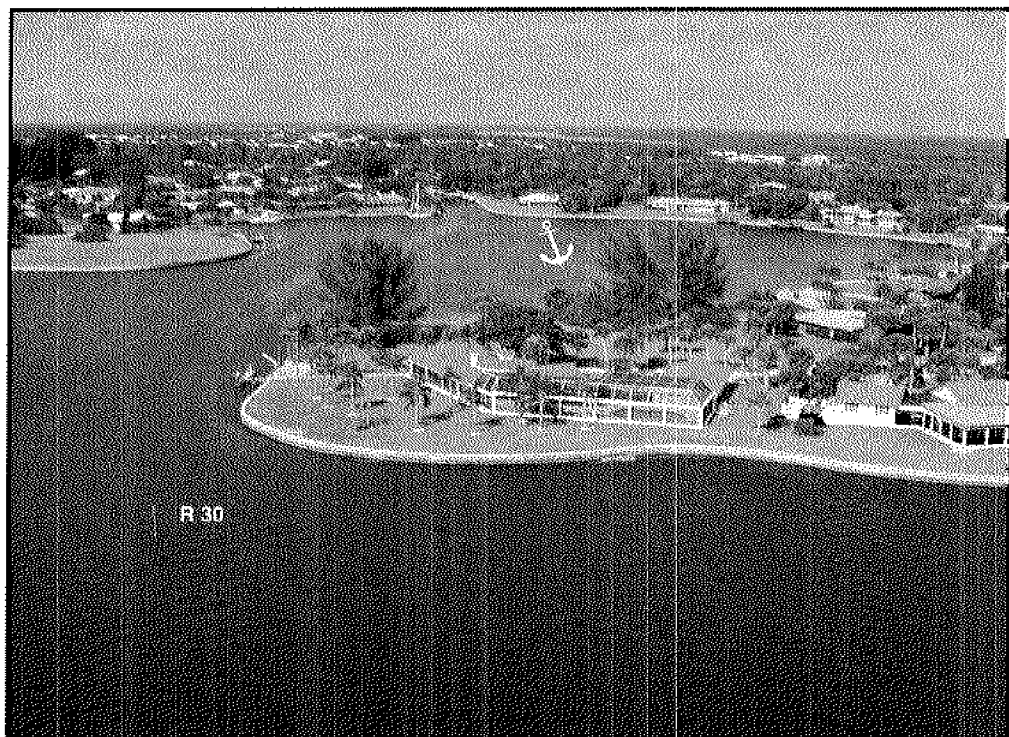
The pass itself offers the finest tarpon fishing in the world; tournaments are held almost constantly during the season from late spring to early summer.

Two marinas lie southwest of marker 7. Fuel and other services (including pump-out) and a restaurant can be found there.

See "photomap" on Page 110 for additional information.



CAPE HAZE



Radio Manners

Please always remember that channels 9 and 16 are the "hailing" channels. This means, when your party replies, there should be an immediate suggestion of what "working" channel you will use. A backup can be named in case the first choice is busy.

After you get to your working channel, keep the traffic to a minimum, especially on weekends or other heavy use times.

The hailing formula should always be used: the name of the vessel you're calling repeated three times, then your vessel's name and call sign.

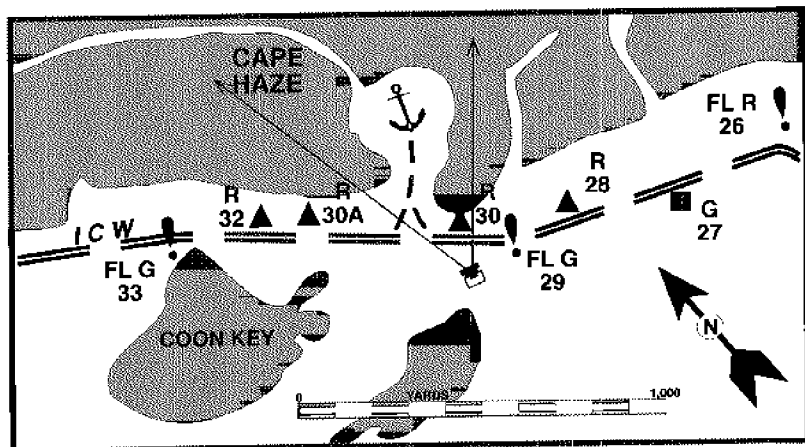
There's one "must". When a mayday call comes in, let the Coast Guard handle it and do not broadcast. Stand by in case you're in a position to act as a relay station, and render aid to a stricken vessel (if you can do so without endangering your own vessel or crew). When the Coast Guard switches the stricken vessel to a working channel, 16 is again free for other traffic.



Minimum Approach Depth: 13 ft.
Depth in Anchorage: 7-9 ft.



Lat 26°50.7'N / Lon 82°17.2'W
Use Chart 11425 for Navigation



Off mile 35.8 on the ICW: 8.3 statute miles from Boca Grande/Grande Bayou, 5.7 statute miles to Stump Pass.

At marker 30 on the Intracoastal Waterway, a large cove indents the northeastern banks.

It features 7 foot minimum depths and enough swing room for boats up to 48 feet. It is well sheltered from virtually all breezes, but the dredged bottom can present holding problems.

The shore is lined with residential development, but is not unattractive. Best behavior is essential. Shoreside neighbors are in close proximity. The cove eventually leads to a small canal lined with private docks, but there are no facilities and no room to anchor along this stream.

Shoreside Homes

Shoreside home owners are not usually pleased to have boaters anchor off the sea walls near their homes, try to bring dinghies to their docks, or walk across their property to get to stores, facilities, etc. Instead, look for public parks or boat ramps, or ask permission of neighboring marinas. In public areas, it might be best to lock your dink to something or see that it's attended.



STUMP PASS



#1 Stump Pass / East
Minimum Approach Depth: 6 ft.
Depth in Anchorage: 8 ft.
Lat 26°53.9'N / Lon 82°20.1'W



There are two anchorages, east and west. The east anchorage is between Thornton Key and an unnamed mangrove island to the north. The west anchorage lies at the southeast end of the channel between Peterson Island and Manasota Key.

As we go to press, Stump Pass has been dredged but not marked. Be forewarned: historically, the channel tends to wander and depths to change. The anchorage areas, however, have altered little over the years.

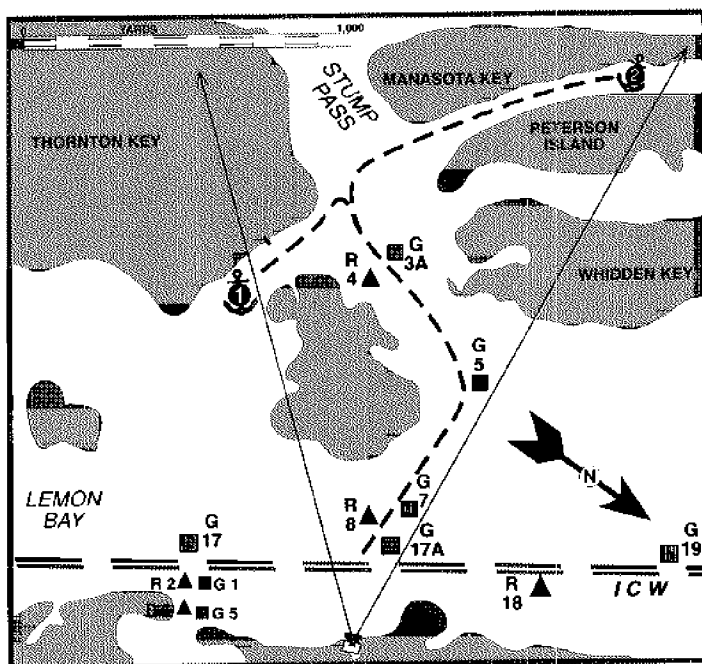
The east (#1) is the preferred anchorage. To enter it, leave the Intracoastal Waterway just south of marker 17A on the



well marked channel to the west. From green marker 5, veer south on the course line between the final pair of marks until the dock on Thornton Key is almost abeam to port. Swing in to the east, but don't turn too soon; a shoal is building out from the unnamed island to the north. Keep Thornton Key about 125 feet to starboard, then line up on the microwave tower on the mainland to the east.

Anchor within 100 feet of Thornton Key. Depths shoal to 3 feet closer to the unnamed island. A Bahamian moor is advised, as strong tidal currents are the rule. Although there is less protection, good depths persist in a narrow curve toward green marker 17 back on the ICW.

Use Chart 11425 for Navigation



Off mile 40.6 on the ICW: 5.7 statute miles from
Cape Haze, 3.3 statute miles to Englewood Beach.

#2 Stump Pass / West Minimum Approach Depth: 6 ft. Depth in Anchorage: 7 ft. Lat 26°54.1'N / Lon 82°20.7'W



Sea grass beds and shallows lie to port and starboard. Shelter is good from northeast through northwest breezes, depending on where the hook goes down. Thornton Key offers great beach walking and a good dinghy beach on its northeast point.

The west (#2) anchorage can be entered to starboard when the length of the cut is visible. Depths are about 6 feet up to a sign on the port shore designating the Port Charlotte Recreation Area. Beyond the sign, depths decrease to 3 feet. This place is known as Skier's Alley, for the large number of water-skiers who come here, especially on weekends and holidays. Pro-

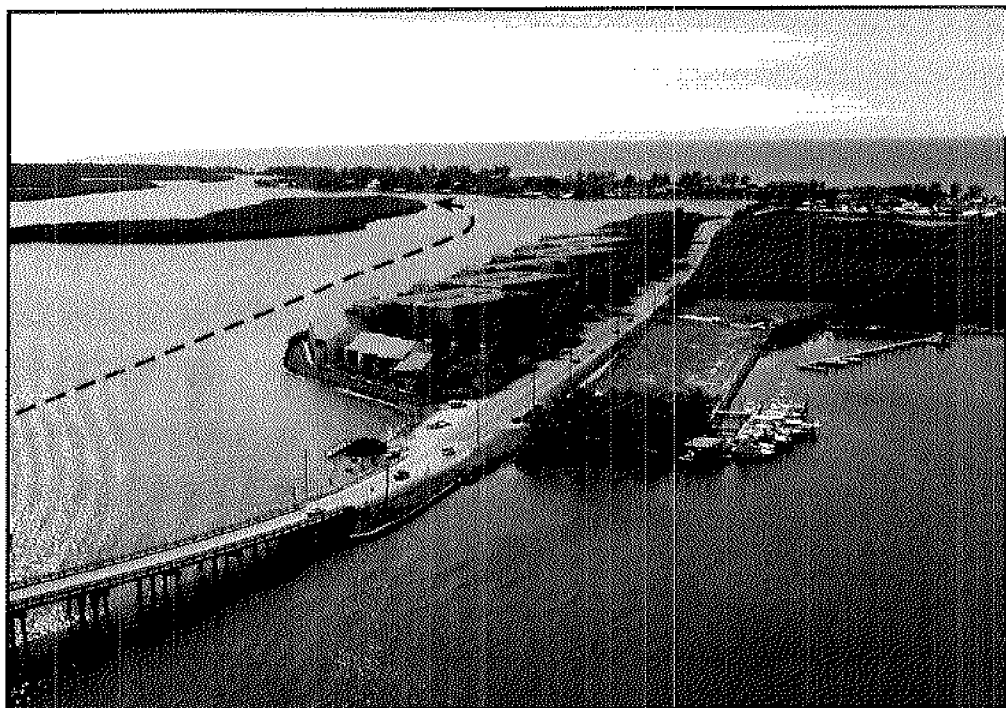
tection is excellent, but unless it is a weekday or the weather is heavy, this site is best visited by dinghy. When using this anchorage, consider anchoring bow and stern to make room for the skiers.

Vegetation at these anchorages is lush. The shores are undeveloped and lined with mangroves and Australian pines; bird life abounds. There is a county park on Manasota Key and the beaches of Knight Island border Stump Pass to the south.

Northeast of marker 17A on the ICW is a marina with a well-protected harbor, offering every amenity including pump-out facilities.



ENGLEWOOD BEACH



**Off mile 43.2 on the ICW: 3.3 statute miles from
Stump Pass, 2.5 statute miles to Lemon Bay.**

Southwest of marker 22 on the Intracoastal Waterway, a broad ribbon of deep water stretches to the south and leads to Englewood Beach. An anchorage, a small marina and several restaurants lie along its length.

The channel starts about halfway between marker 22 and the Englewood

Bridge. It is well marked but flanked by shoals and sea grass beds, so caution is advised. It carries 6 foot minimum depths, but not as far the charts indicate.

Part way in, a side cut in the channel runs west just as the main passage swings southeast. Minimum 6 foot

Reading the Tide Without the Tables

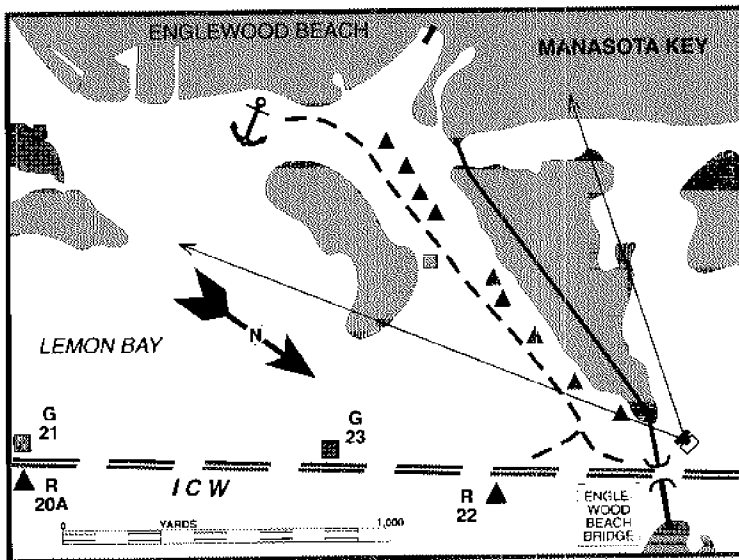
You should always have up-to-date tide tables with you, but sometimes well, you know. A glance at mangroves or dayboard pilings will serve as a good hint as to the state of the tide, and also tell you what sort of currents are apt to be affecting your vessel.



Minimum Approach Depth: 6 ft. Depth in Anchorage: 8 ft.



Lat 26°55.2'N / Lon 82°21.3'W
Use Chart 11425 for Navigation



depths on the southern side of this cut lead to a small resort and marina, which accepts transients for overnight or temporary dockage with water and power connections and showers. Just around the corner are three restaurants.

A commercial fishing boat uses this short channel to go down to the ICW at the bridge, so it is best to anchor further on to the southeast in the deep, straight stretch along the Englewood Beach shoreline. The anchorage is in charted 8 foot waters at the beginning of a no wake zone. This is a day and night channel, so be sure to show an anchor

light and use a Bahamian moor to minimize swing.

This spot has excellent protection courtesy of the adjoining southwestern banks of Englewood Beach and the charted shallows and islands to the northeast and east.

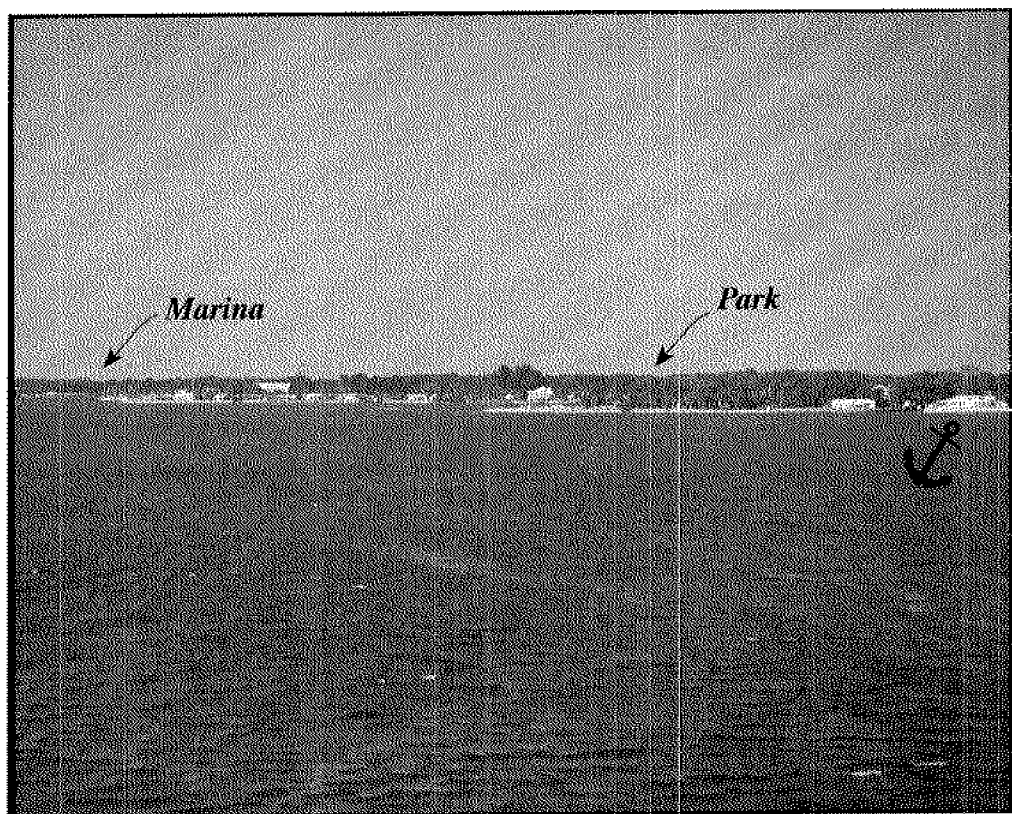
The small islands and shoals are undeveloped and surrounded by sea-grasses in their shallow waters, so stay clear. Pleasant neighborhoods occupy the beachside banks.

To leave this anchorage, retrace the way in. Do not try to exit following the channel to the southeast. Depths run out faster on the water than on the chart.

See "photomap" on Page 111 for additional information.



LEMON BAY



Bridges

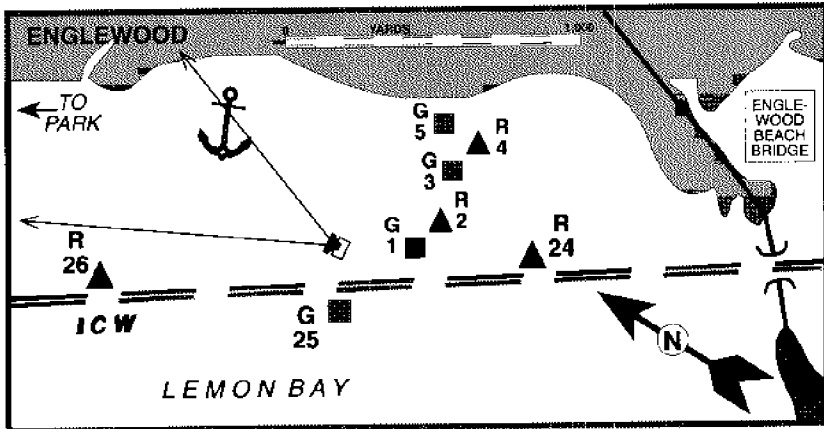
Because of the frequency, complexity and changes in timed bridge openings, we have elected not to attempt a list. However, to aid you in calling the bridge you're approaching, each bridge's name and location is identified in the four section maps. All bridges post their opening times on the span, but sometimes it's much safer and more convenient to call the bridge tender and ask. They generally monitor both 16 and 13 (but not for all bridges, unfortunately).

Thoughtful mariners will try to go through under power and in company with other vessels. This causes less delay of vehicular traffic and makes the bridge tender's job a little easier. Just be sure to satisfy yourself that there's plenty of room for maneuvering, and be aware of how the current and wind might set you down on the span.



Minimum Approach Depth: 6 ft.
Depth in Anchorage: 6 ft.

Lat 26°56.8'N / Lon 82°21.6'W
Use Chart 11425 for Navigation



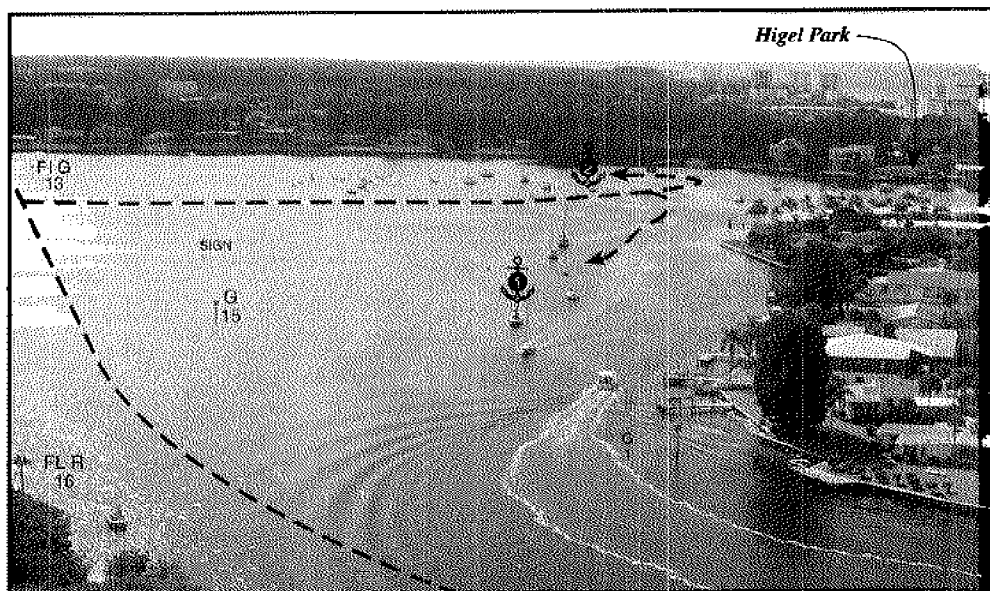
Off mile 44.5 on the ICW: 2.5 statute miles from Englewood Beach, 13.6 statute miles to Venice/Higel Park.

Northeast of the Intracoastal Waterway, between markers 25 and 26, a wide pool with 6 foot charted depths spreads to within 100-150 yards of shore.

This anchorage runs southeast all the way back to the old Englewood Marina channel which cuts northeast from the ICW at marker 24.

On the eastern shore, northeast of marker 28, is a public boat ramp, docks and a park accessible by dinghy from the anchorage. Further northwest along the ICW, at marker 30, a private channel leads to a marina and repair yard.

VENICE / HIGEL PARK



**Off mile 58 on the ICW: 13.6 statute miles from
Lemon Bay, 12.8 statute miles to Roberts Bay.**

From the Intracoastal Waterway, a well-marked channel breaks off to the west between green marker 13 and red marker 14 leading to the Venice Yacht Club and the city-owned Higel Park.

It's also possible to come in along the shore from green marker 1 to the south. As we go to press, this channel is unmarked, but Venice is in the process of setting up a managed harbor here, to include marking this channel. It may fill the harbor with permanent moorings. Provisions will be made for transient vessels, since this is the only harbor of refuge for miles. Check at the Higel Park dock.

Anchorage 1, north of Higel Park, carries 7-10 feet of water. If anchoring is still available, stay close to the shoal on a Bahamian moor; there is much traffic in the unmarked (at this writing) channel close to shore.

Anchorage 2 is off the point of Higel Park, beside the entrance to Pelican Cove with its heavy boat population. Additional marks are planned at this writing. If they have not yet been installed, be sure to leave plenty of access to the narrow entrance to the cove. Most of this area provides four feet of depth or less. Even so, a Bahamian moor is recommended.

Further on, in Higel Park, the city of Venice has constructed a wooden pier alongside a paved ramp. Side tie stays of up to 18 hours (once each ten days) are permitted. Ashore at Higel Park is a shelter house providing heads and trash facilities. Telephones are nearby. It is a short walk to restaurants and stores.

Fuel and other necessities can be had at the marina just inside the Venice jetties. Be alert entering, leaving or docking near the jetties. Strong tidal currents run constantly through Venice Pass.

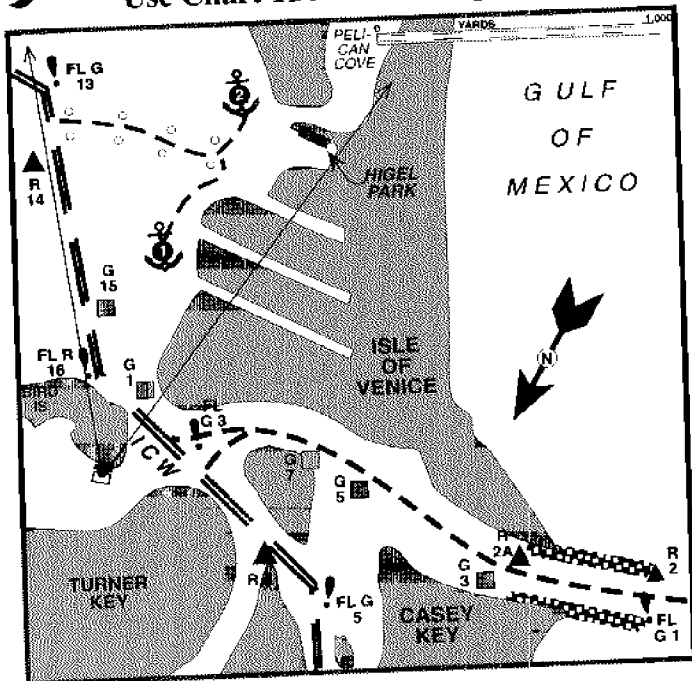


See "photomap" on Page 112 for additional information.

Minimum Approach Depth: 10 ft.
Depth in Anchorage #1: 7-10 ft.
Depth in Anchorage #2: 4-6 ft.



Lat 27°06.6'N / Lon 82°27.6'W
Use Chart 11425 for Navigation



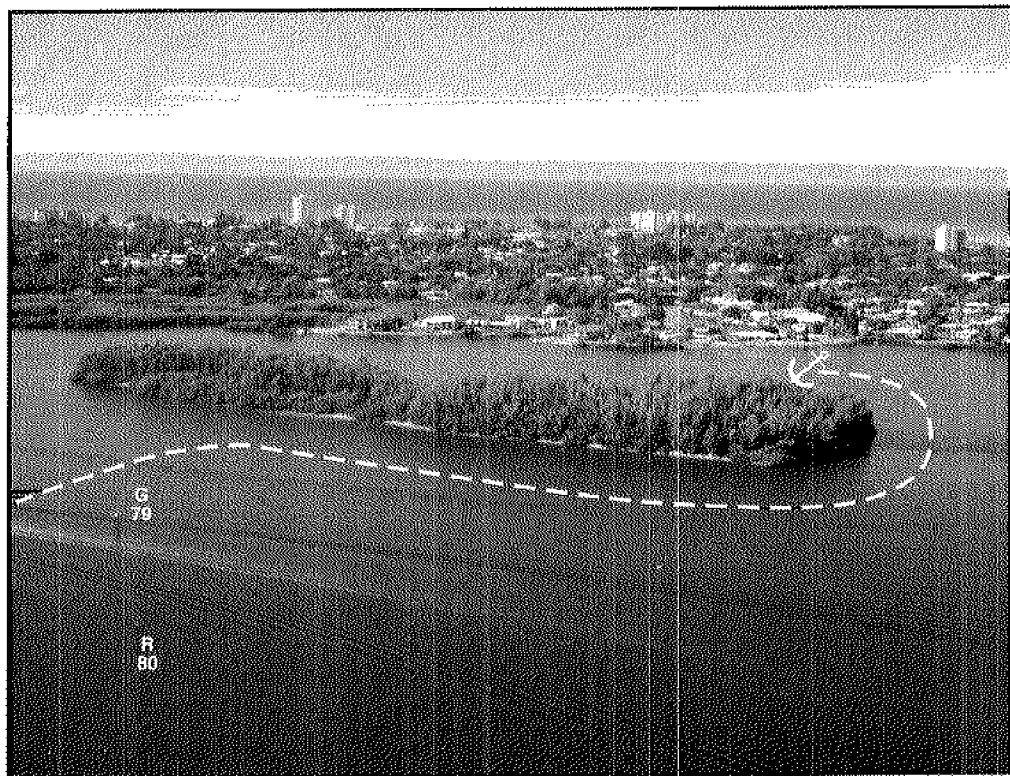
Breaking Out the Anchor

Most times, as you bring in the anchor rode while motoring slowly up to your anchor, a snubbed line will break the anchor out with just the momentum of the boat when the anchor line is vertical. Sometimes, however, the Gods frown on you, and, short of a winch, powering the hook out seems the only solution.

But there's another way, and it has some advantages: it's the buoyed trip line. A deeply set anchor will often come out with a gentle pull when the trip line is used, and it also shows other boaters where your anchors are. Look it up in Chapman and add the information to your knowledge of seamanship. What? You don't have a copy of Chapman? Get one. It's called "Piloting, Seamanship and Small Boat Handling", and may be the best money you'll ever spend.



ROBERTS BAY



Anti-chafing Gear

This important item can be as temporary as an old towel wrapped around the anchor line where it passes through the bow chock, or as permanent as a length of plastic hose left on the line and held in place by rolling hitches to allow its location to be fully adjustable. Whatever you come up with is fine, as long as it keeps the anchor line protected from damaging chafe.

This kind of wear can severely reduce the holding capacity of the anchor line: a night of sawing in 15 or 20 knots of wind can cause serious fray and require a splice, thus decreasing holding power by 10% - a chafed anchor line left unrepaired can ultimately ruin your cruise and more.

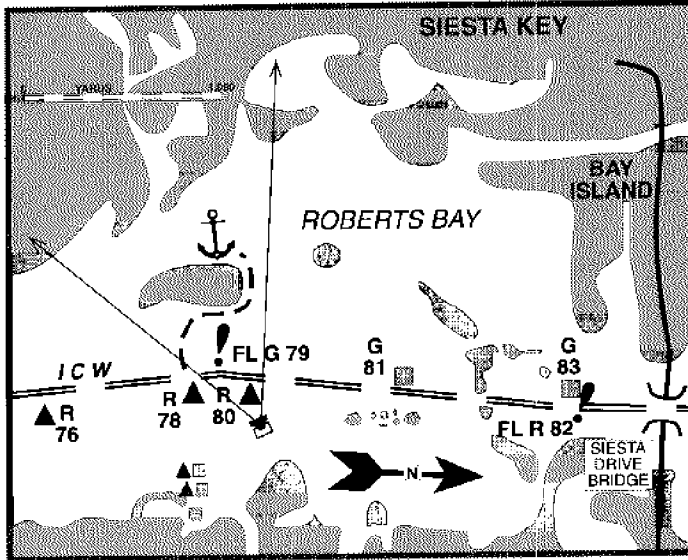
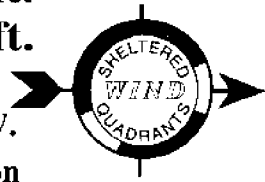
If you use the hose trick, be sure it comes out of the chain locker deck fitting cleanly, and does not impede the quick distribution of the anchor line. Set the anchor and then secure the anti-chafing gear in place.



Minimum Approach Depth: 5 ft. Depth in Anchorage: 6 ft.

Lat 27°17.2'N / Lon 82°33.0'W.

Use Chart 11425 for navigation



Off mile 70.8 on the ICW: 12.8 statute miles from Venice/Higel Park, 4.0 statute miles to Big Pass/Otter Key, 3.3 statute miles to Sarasota/Island Park.

The charted spoil west of marker 78 on the Intracoastal Waterway is actually a well-wooded island.

To reach it, cut almost due west from marker 78 and point toward the center of the island dead ahead. Depths of 5 feet are shown completely around the island, so anchoring for various wind conditions should be possible.

This anchorage has developed some potential crowding. It has become a valued spot for water skiers as well as a general "water sports" area, including personal watercraft. Multiple signs designating the bound-

aries of the recreation area hamper the way in.

The anchorage is still quite usable, especially for shelter from easterlies and westerlies. In heavy weather there will probably be few skiers or personal watercraft to bother you, but at other times be prepared for a little rock'n'roll. There is no development on the island, while a few private homes peek out from the Siesta Key shoreline to the west.

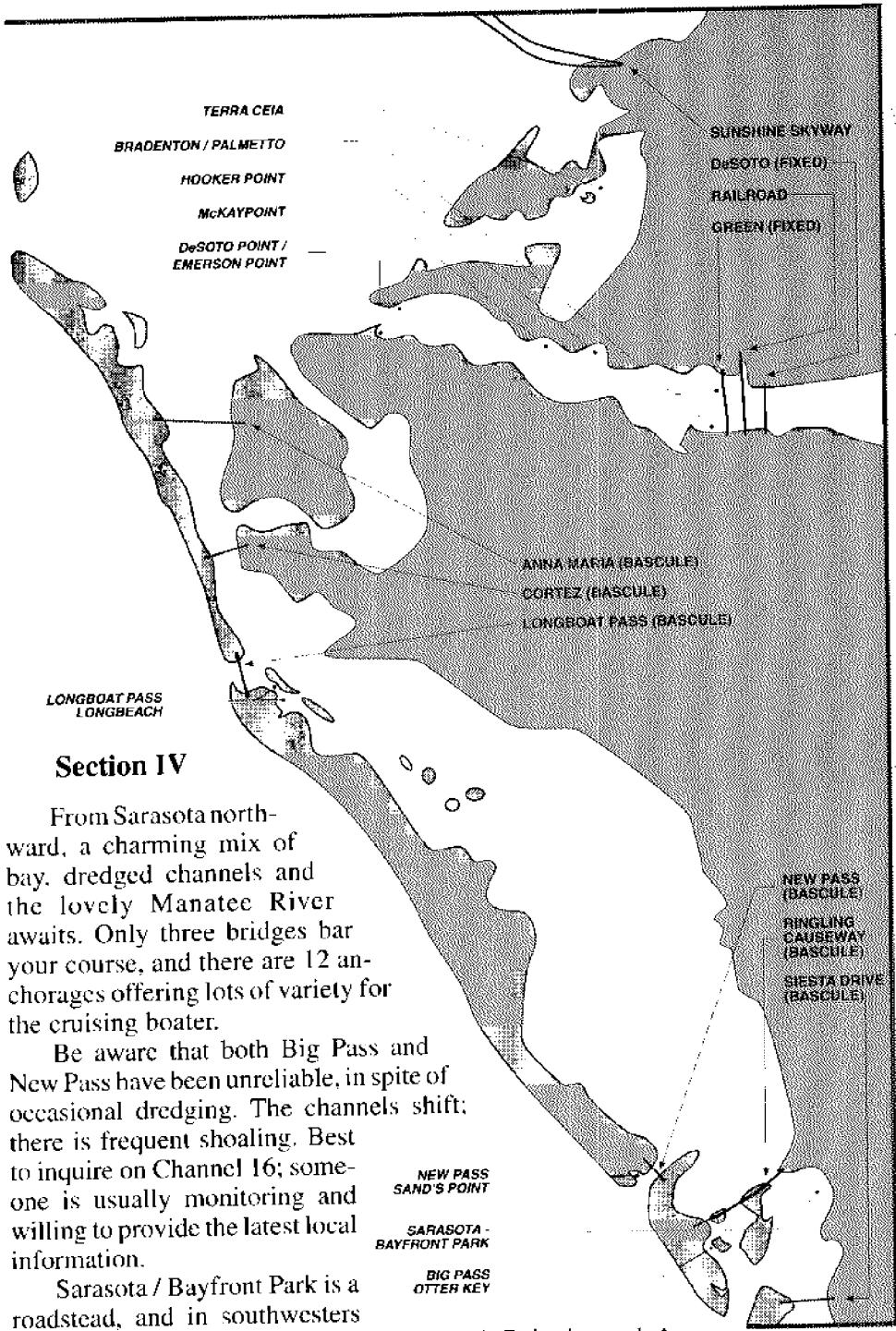
Vessels drawing a full 5 feet might want to bypass this anchorage and go on to Island Park, since heavy winds could reduce the amount of water available.



**Approximate distances
from pass to pass in the Gulf of Mexico
(in nautical miles)**

Cape Romano Red #16 to Capri Pass sea buoy	18.8 nm
Capri Pass sea buoy to Gordon Pass sea buoy	7.75 nm
Gordon Pass sea buoy to Doctors Pass sea buoy	4.85 nm
Doctors Pass sea buoy to San Carlos FI Green #1	23.5 nm
San Carlos FI Green #1 to Captiva Pass - Lat 26°36.5'N / Lon 82°14.3'W (along the territorial sea curve line)	25.2 nm
Captiva Pass to Boca Grande Pass sea buoy	5.8 nm
Boca Grande Pass sea buoy to Stump Pass - Lat 26°53.2'N / Lon 82°21.6'W	13.5 nm
Stump Pass to Venice Inlet - Lat 27°06.3'N / Lon 82°28.8'W	14.3 nm
Venice Inlet to Sarasota Big Pass sea buoy	10.6 nm
Sarasota Big Pass sea buoy to New Pass sea buoy	3.7 nm
New Pass sea buoy to Longboat Pass sea buoy	8.9 nm
Longboat Pass sea buoy to Tampa Bay Southwest Channel - Green #1 2.5 sec Bell	8.2 nm





Section IV

From Sarasota northward, a charming mix of bay, dredged channels and the lovely Manatee River awaits. Only three bridges bar your course, and there are 12 anchorages offering lots of variety for the cruising boater.

Be aware that both Big Pass and New Pass have been unreliable, in spite of occasional dredging. The channels shift; there is frequent shoaling. Best to inquire on Channel 16; someone is usually monitoring and willing to provide the latest local information.

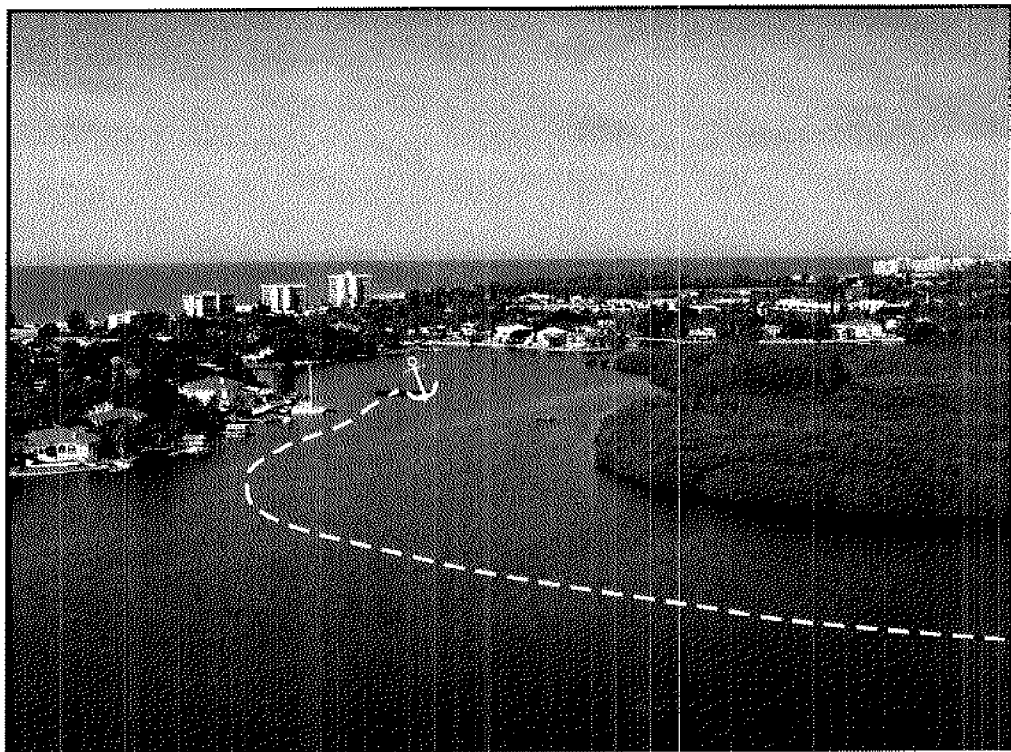
Sarasota / Bayfront Park is a roadstead, and in southwaters not to be relied upon. Use Otter Key or Sands Point instead. A few miles north, Longboat Pass and Longbeach are two of the better anchorages on the entire southwest coast, and except for some heavy tidal currents, good in nearly all weathers. Bradenton / Palmetto must also rate high as to facilities and shelter.

Note: For pass-to-pass distances on the outside see

Continues on page 59



BIG PASS / OTTER KEY



Is There Room at the Inn?

Most anchorages operate on a first-come, first-served basis. Proper anchorage behavior prescribes that new arrivals must never interfere with previously anchored vessels unless permission is asked and granted.

Approximately 1 mile southwest of ICW green 7, near marker 15A in Big Sarasota Pass, a broad channel breaks off to the north/northwest between Bird Key to the east and the shoals outlining Otter, St. Armand's and Lido keys to the west.

While fairly well marked, this channel and its offshoot into the Otter Key anchorage require caution.

For best depths, cut north some 100 yards southwest of marker 16 on the Big Sarasota Pass channel and point to come abeam of the first aid on the Sarasota Yacht Club channel, marker 2, by about 20 yards to its west/southwestern side. Once abeam of 2, stay about 25 yards to port of subsequent marks.

About halfway between markers 4 and 6, a small 6 foot deep channel with shallow sea grass beds on both sides makes off to the west just south of Otter Key, then opens out into a deep pool.

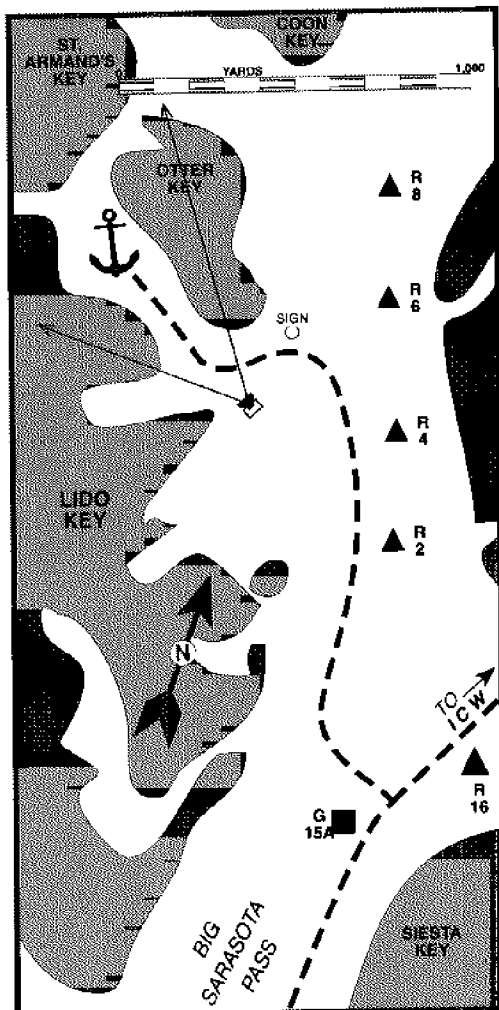
Turn into this channel, keeping the manatee sign and small piling to starboard. Head



**Minimum Approach Depth: 6 ft.
Depth In Anchorage: 9-13 ft.**



113 Lat 27°18.8'N / Lon 82°34.3'W
Use Chart 11425 for navigation



**4.0 statute miles
from Roberts Bay,
3.3 statute miles to
Sarasota/Bayfront
Park.**

*See "photomap" on
Page 113 for additional
information.*

for the corner of the bulkheaded shoreline, then, when about 50 feet from the corner, turn northwest into correctly charted 9-13 foot waters and drop the hook. This anchorage appears to provide excellent shelter from all winds, but the holding is tenuous on a dredged bottom of mud and silt.

There is plenty of swing room for even the largest pleasure craft, but the narrow entrance channel could be dif-

ficult for boats exceeding 45 feet.

The banks of Otter Key are undeveloped, but the shore of Lido Key is lined with sumptuous homes, private docks and sensitive residents. Best behavior is advised.

Shoals prevent further passage around the northern tip of Otter Key, and a 7 foot fixed bridge blocks the channel to the west. The way out is the way in.



SARASOTA / BAYFRONT PARK



Northeast of marker 8A on the Intracoastal Waterway, a deep channel leads to a large marina and restaurant right in front of downtown Sarasota.

The marina is protected by a hook shaped peninsula to the southeast, recently renamed Bayfront Park. Outside the hook is a broad basin with 8-11 foot depths that contains many private moorings and regularly plays host to dozens of anchored vessels. To enter, veer to the right about 100 yards southwest of the peninsula as you approach the marina.

As we go to press, the City of Sarasota is engaged in on-again off-again plans to manage this anchorage. Since the previous edition of this Guide, the City has forbidden landing dinghies anywhere in the park except at the snack bar / boat rental concession located at the northeastern-most point

of the anchorage. There you will also find public rest rooms and telephones. The concessionaire may charge a nominal fee for dinghy landing.

Sarasota is the only city that has not, when asked, signed an agreement with the Regional Harbor Board. There is a city ordinance limiting anchoring or mooring to 72 hours, but it has not been enforced. The ordinance also calls for the establishment of an anchorage here for longer stays, but this has not been done. It is possible that, by the time you call here, there will be an established anchorage and a mooring field, controlled by a harbormaster. Meanwhile, the bottom is owned by the State, not the City.

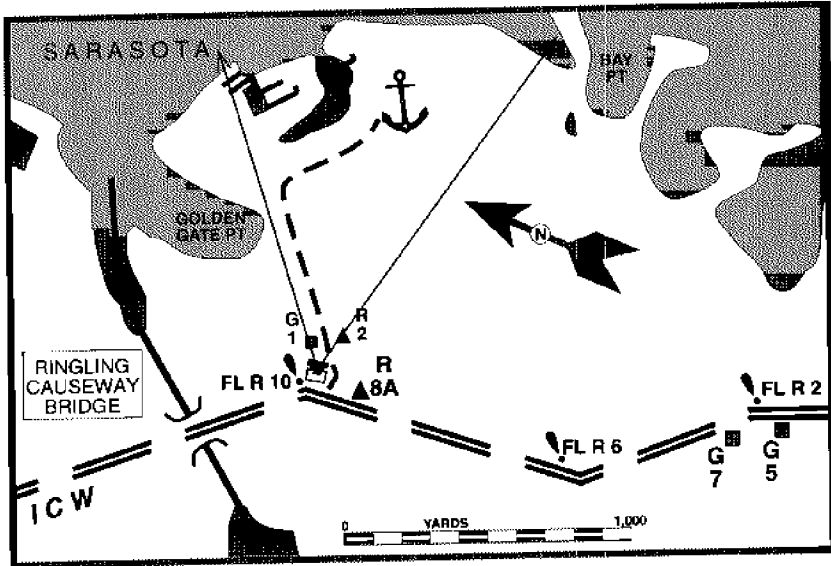
There is plenty of swing room for almost any craft to drop anchor, with good protection from easterly breezes and some



Minimum Approach Depth: 8 ft.
Depth In Anchorage: 8-11 ft.



Lat 27°19.8'N / Lon 82°32.8'W
Use Chart 11425 for Navigation



shelter from northerly or southerly winds. The anchorage is open to winds blowing across the ICW from the west and is exposed to storms coming on-shore through Big Sarasota Pass to the southwest. Soft mud on the bottom results in only fair holding, so set the anchor firmly and use plenty of scope.

The shores of Bayfront Park are backed by Sarasota's high-rise downtown skyline. Most groceries and a ship's store require motorized transportation, but the marina inside the hook offers gasoline, fuel, ice, and a pump-out station.

Downtown Sarasota offers a host of outstanding restaurants and watering holes just a short walk from the anchorage, as well as art galleries, antique shops, live theater, opera and ballet.

Bayfront Park itself is the site of many events throughout the year, including Fourth of July fireworks and a Christmas boat parade.

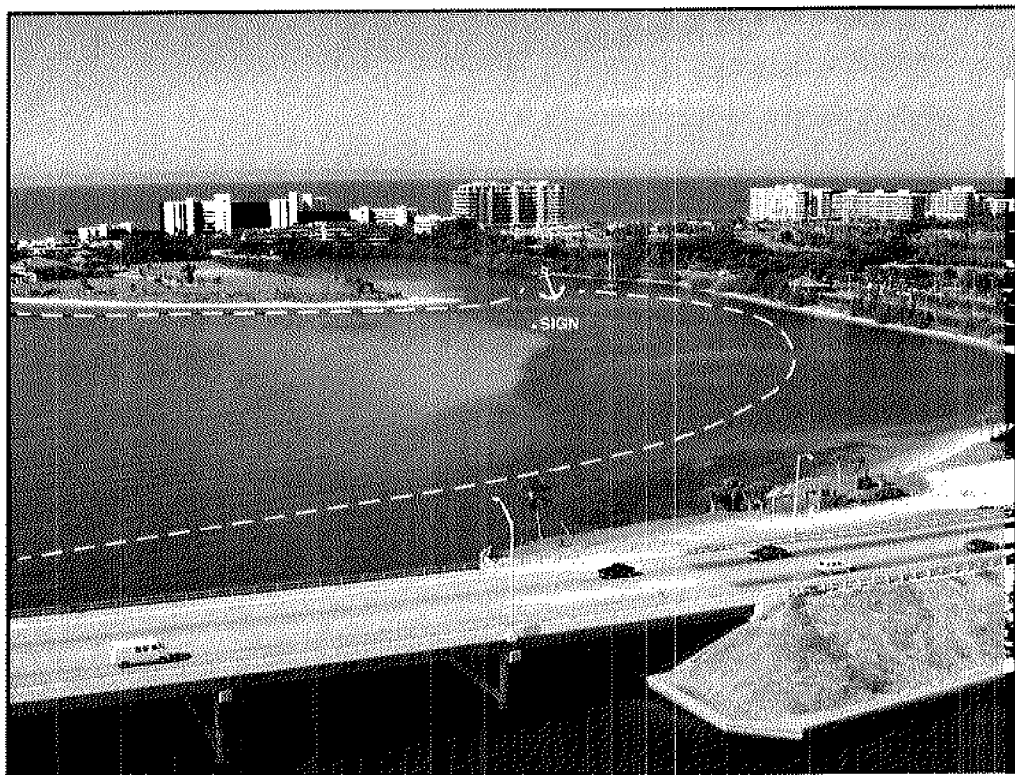
Just south of the anchorage, a short walk along the bay front, is a botanical garden; just north along US 41 is Van Wezel Performing Arts Center, a 2,000 seat auditorium. On the way to Van Wezel is Sarasota Quay, also reachable by water through a narrow channel east of marker 12 (northwest of the Ringling Causeway Bridge), featuring retail shops and half a dozen restaurants.

**Off mile 73.8 on the ICW:
3.3 statute miles from Big
Pass/Otter Key, 3.0 statute
miles to New Pass/
Sands Point, 11.6 statute miles to
Longboat Pass/Longbeach.**

See "photomap" on Page 114 for additional information.



NEW PASS / SANDS POINT



Kedging Off

You've gone aground. It'll be hours before the tide comes up, and it's getting dark, or you have to get home and can't wait: Try kedging off.

If you have a shallow draft vessel and no dinghy, you can jump in and push yourself off, with the crew rocking the boat to help you break free. If you're in a deeper draft vessel, take your anchor and all the line you can spare off in your dinghy, put it down where you think the deepest water is and take a strain on the line.

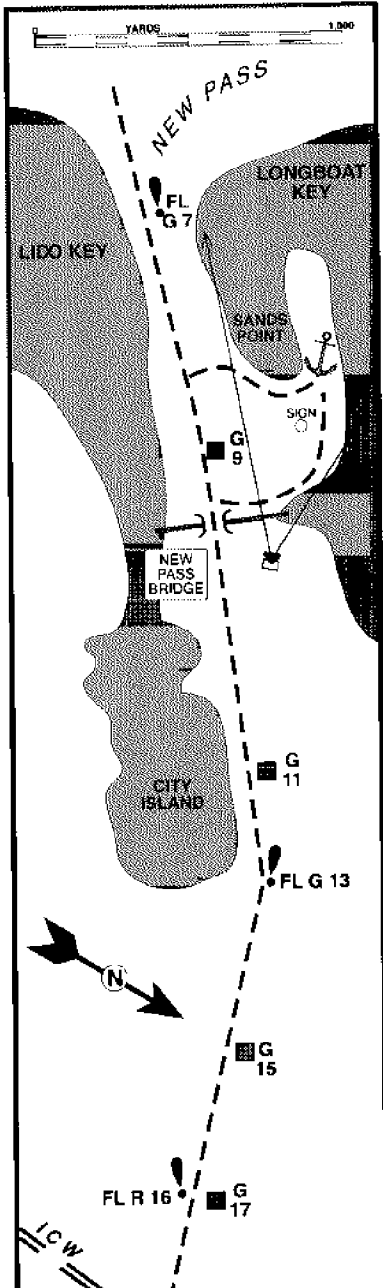
Put the line on a sheet winch or anchor winch and take in as much as you can (get yourself and your crew under cover in case of a line failure, since a line, snapping back from a break, is like a whip). Keep the strain on and you'll have every chance of getting free.



Minimum Approach Depth: 5 ft. Depth In Anchorage: 10-13 ft.



Lat 27°20.0'N / Lon 82°35.3'W
Use Chart 11425 for navigation



The deep cove on the northwestern bank of New Pass Inlet, just west of the bascule bridge, with its shallow entrances, is a tricky but rewarding anchorage.

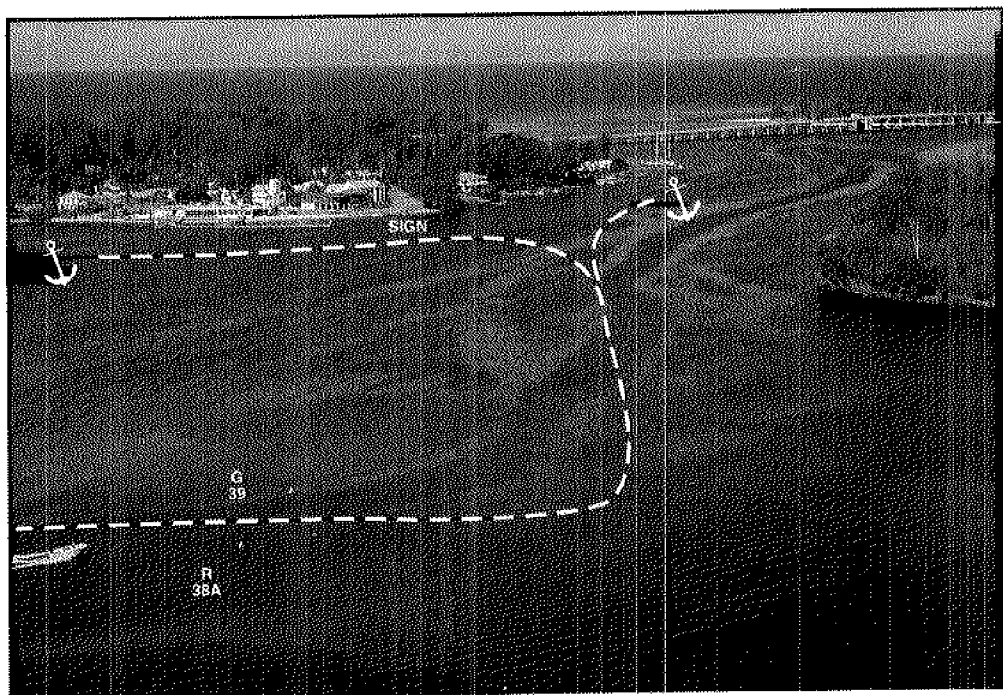
From the east, once through the bridge, hug the northern shore in a 5-7 foot channel. Or head further toward the pass, then cut right, keeping just off the point (and new docks) in a wash channel with minimum 5 foot depths. In between, beware of a long shoal that is building out from the point. Approaching from the Gulf, be aware that New Pass has been unreliable, in spite of occasional dredging. The channel shifts; there is frequent shoaling. Best to inquire on Channel 16 - someone is usually monitoring and willing to provide the latest local information.

Once inside this sheltered basin, boaters can dinghy to a small beach on the northern shore east of the Chart House Restaurant and shops, then walk across the bascule bridge and down a road to the left that leads to a public park with a fish camp, restaurant, bird sanctuary and the Mote Marine research center and aquarium (open to the public and well worth the trip and price of admission.)

Private docks have been installed at Sands Point along the southern shore of the basin by the owners to discourage shoreside visits at this popular weekend anchorage.

**5.5 statute miles
from Big Pass/
Otter Key, 3.0
statute miles**

LONGBEACH / LONGBOAT PASS



Off mile 84.8 on the ICW. 11.6 statute miles from Sarasota / Island Park, 11.8 statute miles to Manatee River / DeSoto Point.

From the gap between can buoy 39 and marker 40 on the Intracoastal Waterway, a wide swath of deep water stretches off to the west, leading to two popular, protected anchorages.

To enter this haven, depart the ICW about 75 yards south of marker 40. Do not get too close to 39. There is a patch of shoal water west of this aid, which is encroaching on the ICW.

The first anchorage, Longbeach, is on the tongue of charted 12-13 foot water stretching into a cove hard by the village of Longbeach. Minimum depths of 9 feet

run to within 75 yards of the western banks and even closer to the northwestern shores. There is shoal water to the southeast, but there is plenty of swing room for boats up to 50 feet with excellent protection from all but easterly winds. A Bahamian moor is advised; this anchorage can become crowded.

The surrounding shores are lightly developed, but two of the buildings are seafood restaurants, each with its own dock. A dinghy ride into Bishop Bayou ends at the rear of a large shopping center with cleats on the sea wall. A few blocks



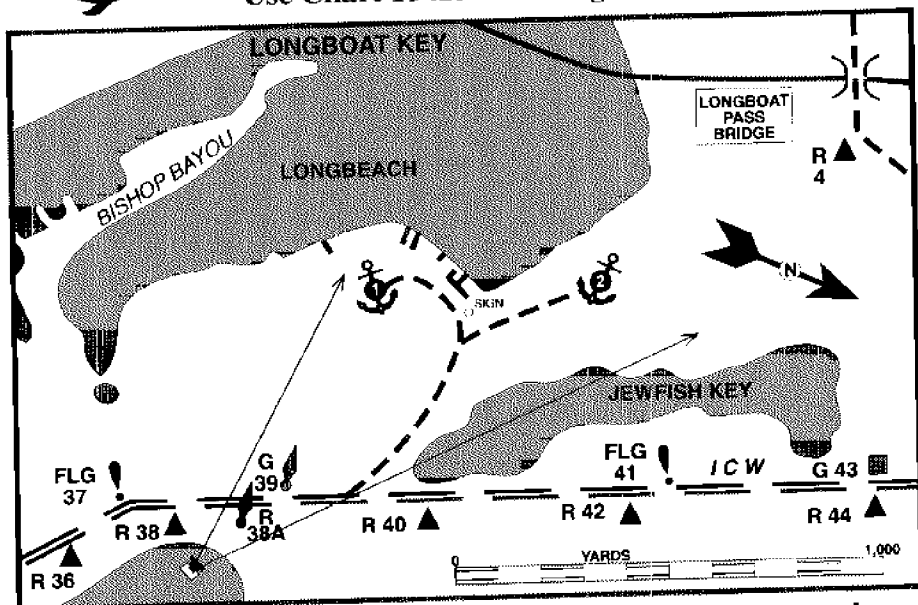
#1- Longbeach

Minimum Approach Depth: 9 ft.

Depth In Anchorage: 9-13 ft.

Lat 27°26.3'N / Lon 82°40.8'W.

Use Chart 11425 for Navigation.



#2- Longboat Pass

Minimum Approach Depth: 9 ft.

Depth In Anchorage: 9-14 ft.

Lat 27°26.4'N / Lon 82°40.9'W



inland runs the main road on Longboat Key; across the road and about a quarter mile further is access to Whitney Beach on the Gulf. This wide beach is largely in its natural state; development is well back behind the dunes. It is often deserted.

The second anchorage, Longboat Pass, is further northwest, just around the point from the restaurants and behind Jewfish Key, the thin, private island southwest of marker 41. This is an excellent anchorage if the wind is blowing from the northeast. Minimum depths are 9 feet and there is plenty of

swingroom. Watch for shoal water building westward from the north half of Jewfish Key.

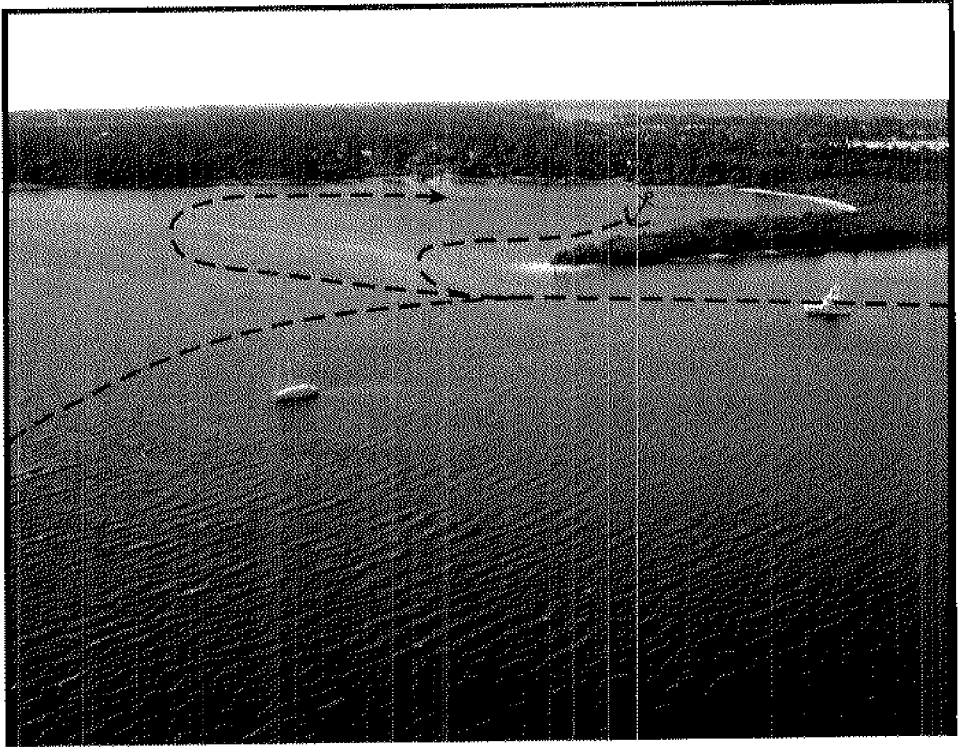
There can be strong tidal currents in each anchorage, so make sure the anchor is well set. **Be careful not to anchor in the sea grass found in and around both anchorages.**

Though it is possible to leave this harbor by hugging close alongside Longboat Pass Bridge to go out the pass (as many small craft do) it is not recommended. Many boats have gone aground in the attempt. Go out south of Jewfish Key, the way you came in.

See "photomap" on Page 115 for additional information.



DESOTO POINT / EMERSON POINT



Sea Grass

Healthy sea grass beds are vital to the food chain which supports marine life. In the cover they provide, small animals can flourish and grow, increasing the numbers on which larger fish feed. It is believed that these beds of grass also help filter impurities out of the water.

From the mariner's point of view, anything that helps keep the tidal environment healthy and increases the stock of aquatic animals is important, but another very considerable point is that sea grass provides about the worst holding you can imagine.

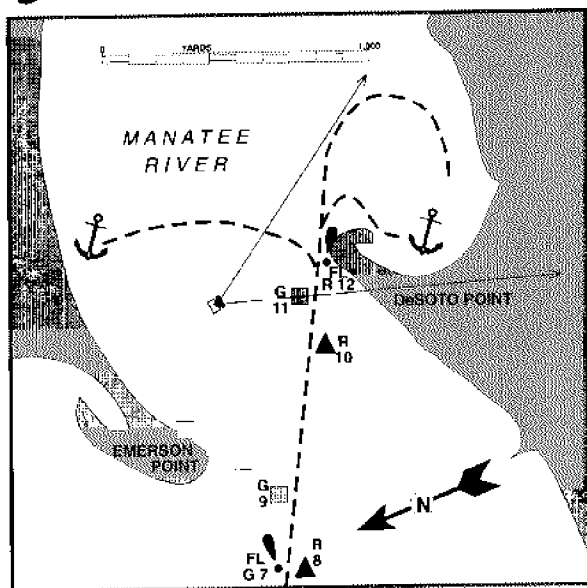
Danforth-style anchors slip along over the grass or enter very shallowly into the bottom and therefore come out when even slight stress occurs. The plow-type anchors fare better, but still damage the grass.

*The best rule to follow is to steer clear of these areas unless an emergency **forces** you to try to set your hook there. Then, using a trip line on a plow-type anchor could be the best choice.*

Minimum Approach Depth: 5 ft. Depth In Anchorage: 4-11 ft.

Lat 27°31.4'N / Lon 82°38.5'W
Use Chart 11425 for Navigation

116



DESOTO POINT



EMERSON POINT

11.8 statute miles
from Longbeach/
Longboat Pass,
1.3 statute miles to
McKay Point.

East of marker 12 on the Manatee River is a pocket of 6 foot water just inside DeSoto Point that offers good protection from western and southerly winds, but none from eastern or northerly breezes. In these conditions, it is safer to anchor across the river west of Emerson Point, in the lee of Snead Island.

To enter the anchorage, continue heading east about 100 yards past marker 12. Then turn sharply south, leaving land about 100 yards to the northwest side. Drop the hook shortly after coming into the protection of the point. The trick is to avoid the 2 foot shoals around the point, then stop before hitting the 4 foot shoals to the south.

Alternatively, proceed another

1/10 of a mile east past marker 12. Then begin easing east/southeast, then south and finally west to circumvent the shoal. Drop the hook after returning to the protection of the point.

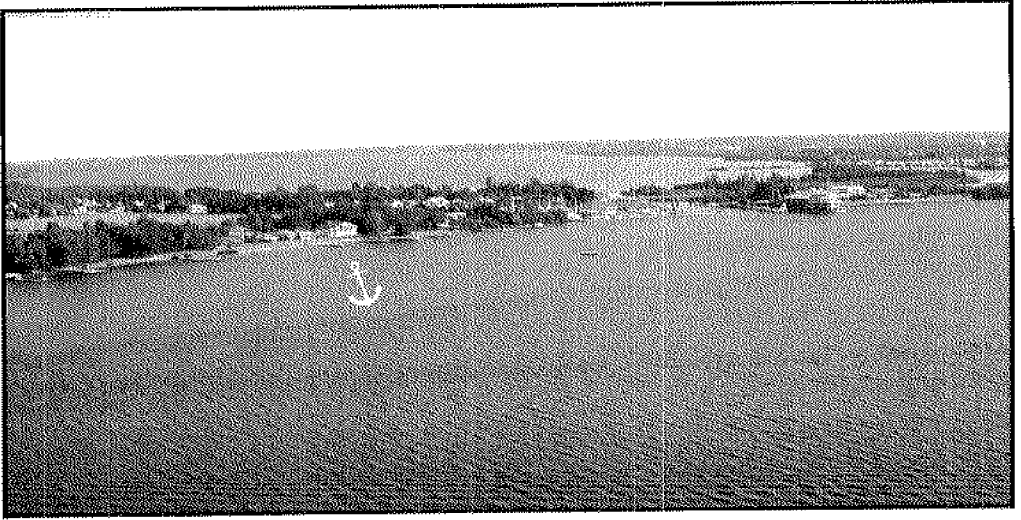
The surrounding shores are almost entirely in their natural state. The DeSoto National Memorial, which commemorates the landing of Spanish explorer Hernando DeSoto, is on the point, and is easily reached by dinghy.

The park offers a 20-minute movie which describes DeSoto's landing in 1539. There also is a museum and nature walk. Every spring, DeSoto's landing is reenacted here as part of a week-long festival.

See "photomap" on Page 116 for additional information.

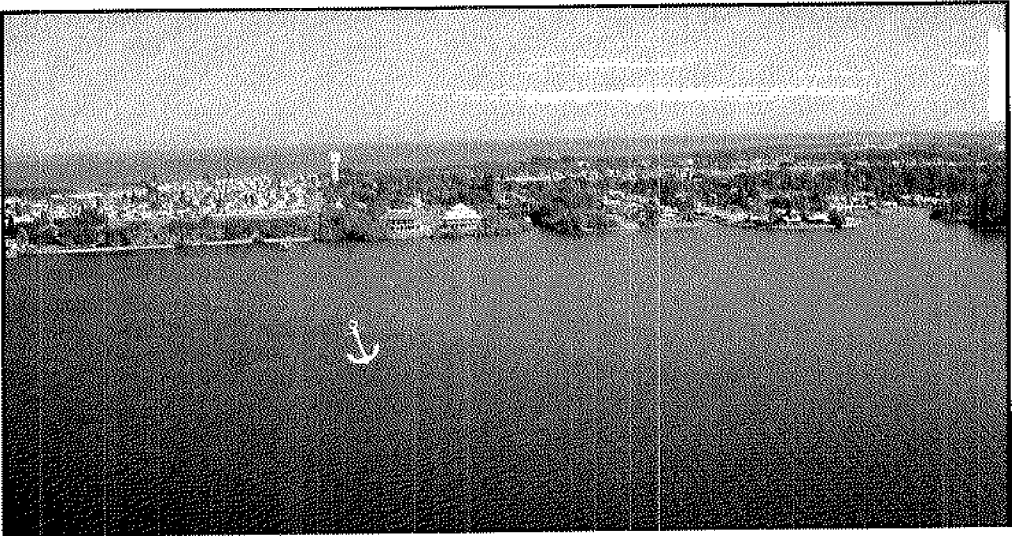


MCKAY POINT



**1.3 statute miles from DeSoto Point,
1.5 statute miles to Hooker Point.**

HOOKER POINT



**1.5 statute miles from McKay Point, 1.5 statute
miles to Palmetto / Bradenton (red #20).**



McKay Point

Minimum Approach Depth: 6 ft.
Depth In Anchorage: 5-9 ft.

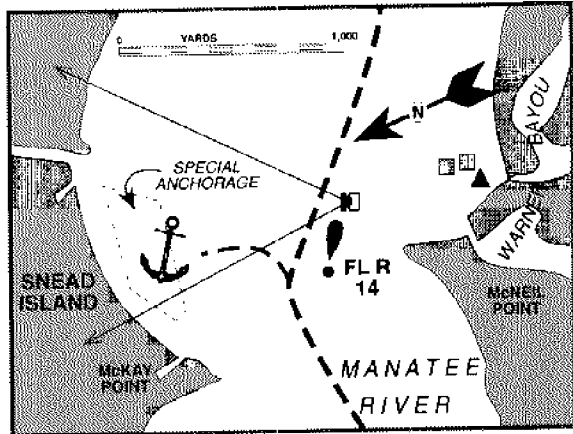


Just northeast of flashing red marker 14 lies one of two special anchorages on this part of the Gulf coast. It lies in 5-9 feet of water west of the docks of the Bradenton Yacht Club. Fore and aft moors are permitted. No anchor light is required.

The shores are privately owned. At the point stands a full service boat yard. East of the yacht club, a creek cuts through to Terra Ceia Bay, forming Snead Island, and offers a great opportunity for dinghy exploration.

There is good protection from northerly winds, and exceptional natural beauty. Birds and fish abound.

Lat 23°31.3'N / Lon 82°37.1'W
Use Chart 11425 for Navigation



Hooker Point

Minimum Approach Depth: 6 ft.
Depth In Anchorage: 6-8 ft.



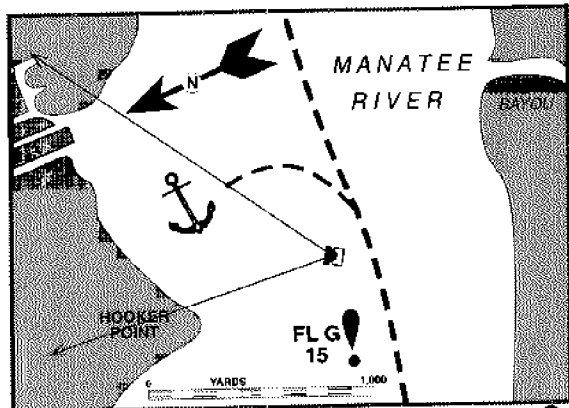
Northeast of marker 15 on the Manatee River, a patch of 6 foot deep water extends east and south of Hooker Point.

A charted marsh runs out from the point, but offers little protection; waters thin rapidly toward shore behind the land mass of the point. Don't get too close to shore.

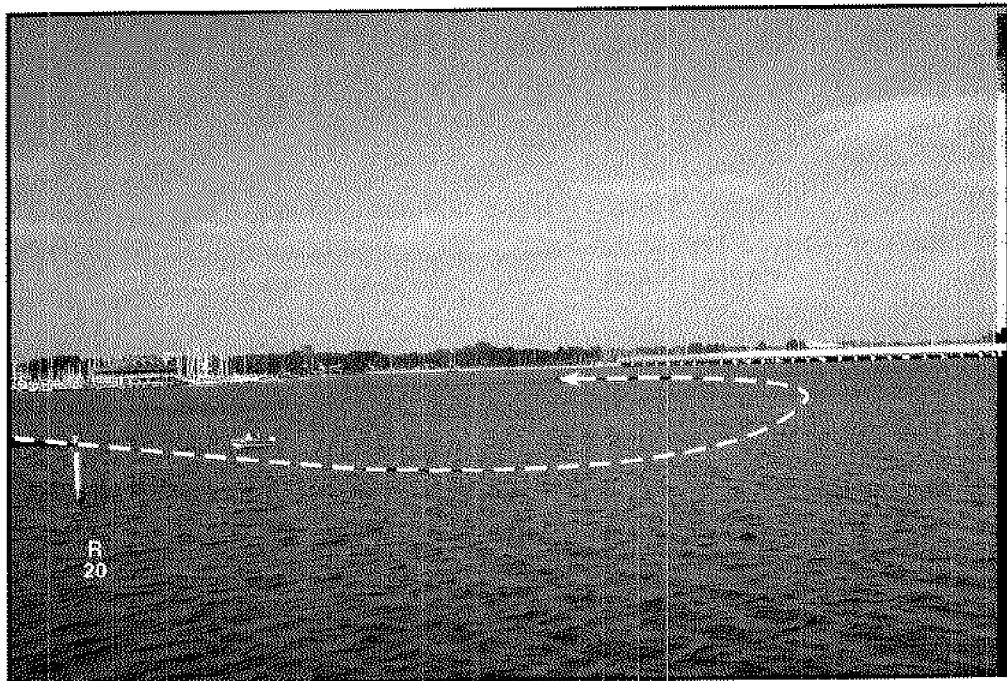
Set course for the first of several private homes fronting onto the western shores north of the point. As the main body of Hooker Point comes abeam, drop the anchor. Further north lie 4 foot depths.

The anchorage offers excellent protection from north and north-westerly breezes, but no protection from southerly blows.

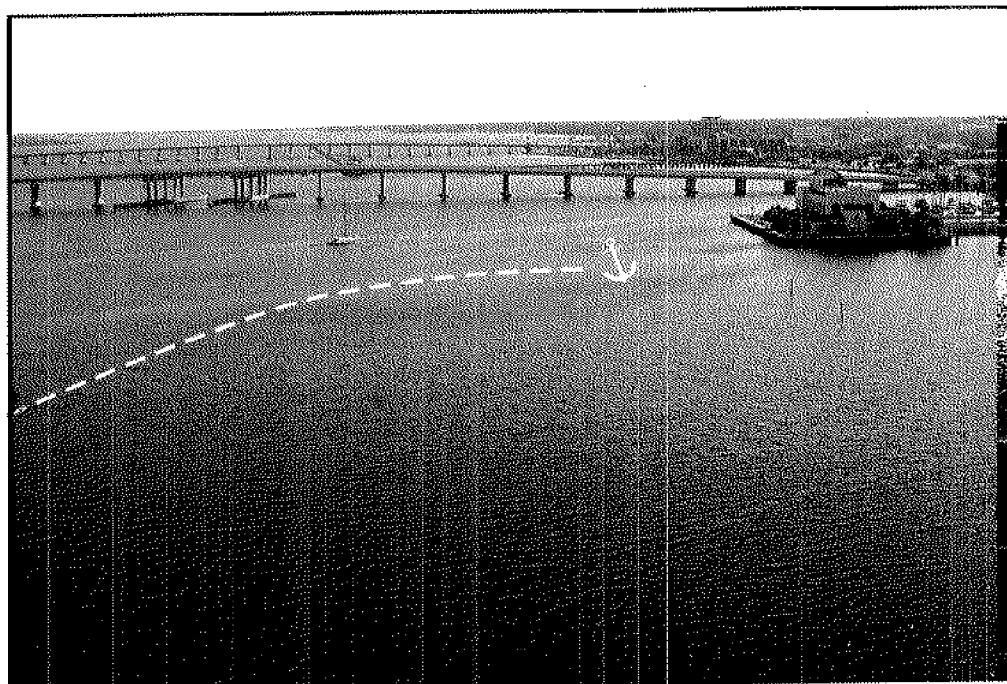
Lat 27°30.9'N / Lon 82°36.1'W
Use Chart 11425 for Navigation



PALMETTO



BRADENTON



**1.5 statute miles from Hooker Pt.
to red #20 at Palmetto / Bradenton.**

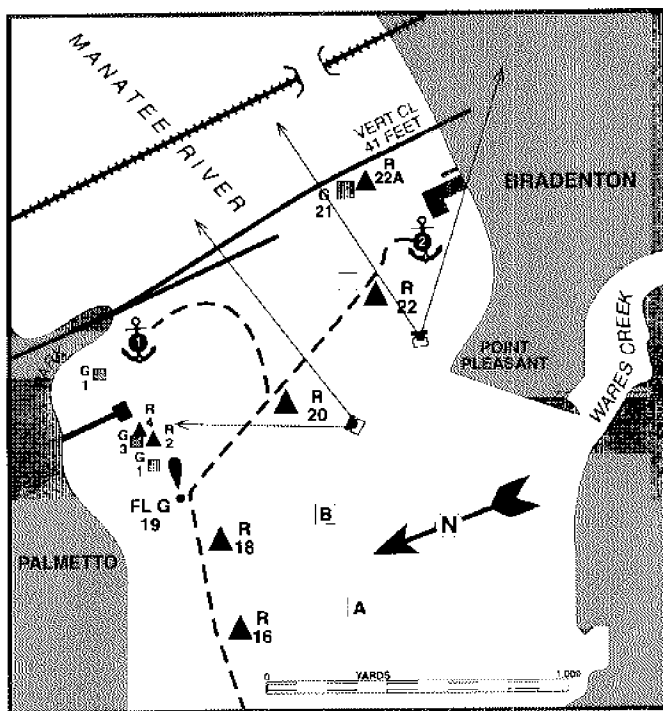
#1 Palmetto
Minimum Approach Depth: 5 ft.
Depth In Anchorage: 5-7 ft.



#2 Bradenton
Minimum Approach Depth: 6 ft.
Depth In Anchorage: 6-8 ft.



Lat 27°30.4'N / Lon 82°34.7'W at red marker 20
Use Chart 11425 for Navigation



There are two anchorages, one on each side of the Manatee River.

In northerly winds, leave the channel near red marker 20 and curve to the left and back toward the marina on the northern banks.

Opposite the entry to the marina is a park with fresh water and bathrooms. There is a substantial pool of good water and a paved ramp where a dinghy can be landed and secured. Grocery and hardware stores are within walking distance in Palmetto. Gasoline, diesel fuel and pump-out are available at the marina. Keep a lookout

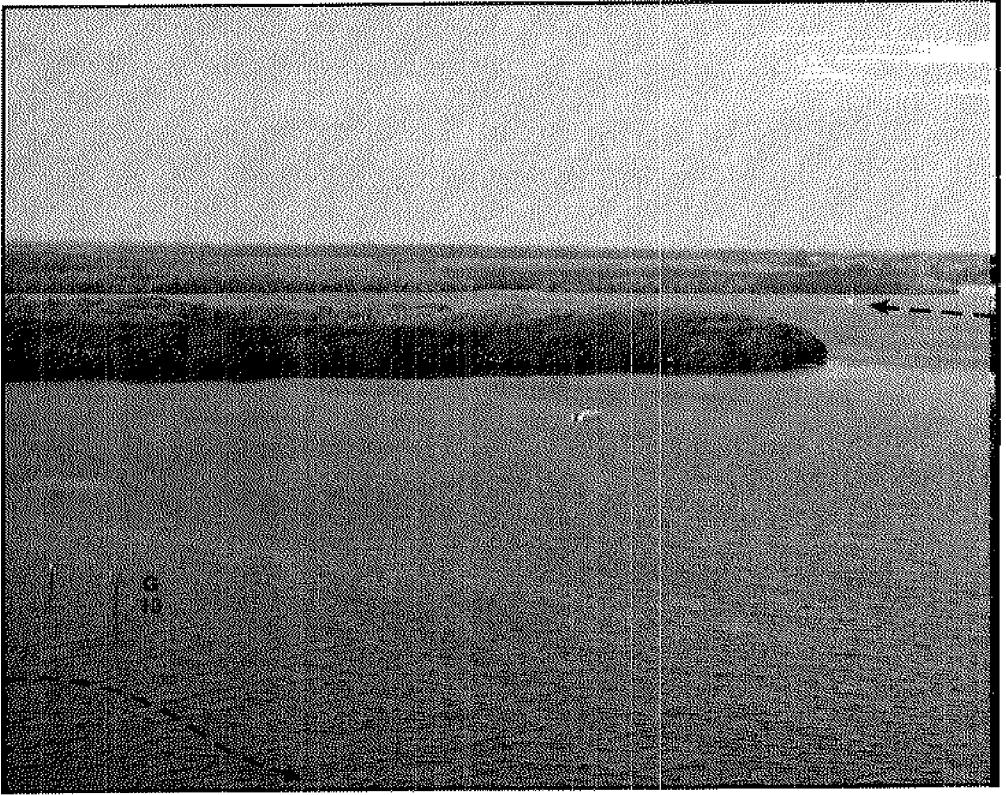
for the 3 foot patch of water shown on the chart.

In southerly breezes, anchor off the channel south of red marker 22 in a good sized area with 6-8 feet of water just off the Twin Dolphin Marina located at the west end of a two-mile-long river front park.

There is no easy access to facilities, but the Bradenton library is across the street, downtown Bradenton is another block inland and a few blocks east are the Southwest Florida Museum of Natural History and Bishop Planetarium.



TERRA CEIA



Depending on whether you're going north or south, this anchorage can be either the beginning or the end of your adventures along the southwest coast of Florida. Our hopes go with you for fair winds and blue skies. Your comments are welcome, also. You may write to:

BAIL
PO Box #15014
Sarasota, FL 34277-1014

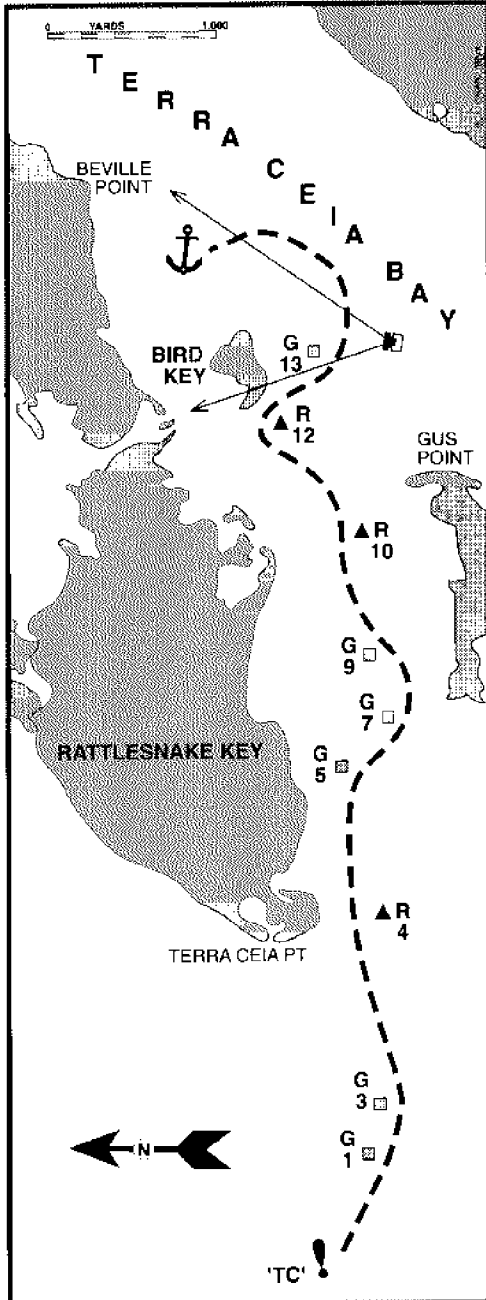
or EMAIL us at:
bailinc@home.com.

We'd like to hear from you!



Minimum Approach Depth: 5 ft. Depth In Anchorage: 5-8 ft.

Lat 27°33.3'N / Lon 82°35.8'W
Use Chart 11414 for Navigation



The main entrance to Terra Ceia Bay makes off to the east from Tampa Bay just north of Snead Island at marker TC.

The entrance channel shows minimum depths of 5 feet, but careful navigation is required to avoid straying into depths as little as 3 feet.

Be especially careful of the segment between markers 3 and 5. A close look at the navigation chart will reveal a 3 foot shoal on the right of the course, which causes the course line to bend slightly to port and then return. Begin curving back when Terra Ceia Point comes abeam.

The balance of the channel is twisty but well-marked, with markers close enough to make navigation easy.

After passing green 13, curve around to port to avoid the shoal building out from the eastern point of Bird Key, then anchor between the island and Beville Point, where 5-8 foot depths can be held to within 200 yards of the northerly banks.

There is good holding, minimal tidal currents and plenty of swing room. This secluded anchorage offers protection from west to north-easterly winds.

It is not possible to go ashore in Terra Ceia Bay, since the surrounding land is all private, despite a sparsely populated appearance.

6.9 nautical miles
from DeSoto Point /
Emerson Point.



Minimum Required Safety Equipment for Recreational Boats

EQUIPMENT	Class A: less than 16'	Class 1: 16' to less than 26'	Class 2: 26' to less than 40'	Class 3: 40' to less than 65'
Personal Flotation Device (PFD) Must say USCG Approved Must be in service-able condition Must be properly stowed	One approved Type I, II, III or IV PFD for each person on board or being towed on water skis, etc.	One approved Type I, II, or III PFD for each person on board or being towed on water skis, etc.; and, in addition, one throwable device		
Fire Extinguisher Must say USCG Approved Must be in service-able condition	At least one B-I type approved hand portable fire extinguisher. (Not required on outboard motorboats less than 26 feet and not carrying passengers for hire if the construction of such motorboats will not permit entrapment of explosive or flammable gasses or vapors and if fuel tanks are not permanently installed.)	At least two B-I type approved hand portable fire extinguishers OR At least one B-II type approved hand portable fire extinguisher.	At least three B-I type approved hand portable fire extinguishers OR At least one B-I type PLUS one B-II type approved hand portable fire extinguishers.	Note: A type V hybrid PFD may be substituted for a Type I, II, or III device but it must be actually worn whenever the vessel is underway and the person is not in the cabin or other enclosed area. Class A & Class I: Every person under six years of age on board must wear an approved Type I, II or III PFD while vessel is underway. Personal Watercraft: Every person operating, riding on, or being towed behind must wear an approved Type I, II, III, or V PFD.
Visual Distress Signal Required on the high sea and coastal waters only	Must carry approved visual distress signals for nighttime use.	Must carry visual distress signals approved for both daytime and nighttime use.	Note: When an approved fixed fire extinguishing system is installed in machinery space(s), it may be counted in place of one B-I hand portable fire extinguisher. Some extinguishers require specific mounting brackets for approval.	
Bell and Whistle (Sound producing device)	Must carry an efficient sound producing device. The sound producing device need not meet any particular specification, as long as the vessel can produce the signals as required by the Navigation Rules.	Must carry a whistle and a bell. Whistle must be heard for 1/2 nautical mile.		
Backfire Flame Control and Ventilation	Required on all boats having gasoline engines installed after April 25, 1940, except outboard motors. Specific requirements are contained in the USCG publication "Federal Requirements and Safety Tips for Recreational Boats," or check with your local U. S. Coast Guard Auxiliary Flotilla.			

SAFETY & EQUIPMENT

They can save your life

Boaters who are beginners or have been on the beach for a while may find the information in this section helpful; in fact all of us can. It's a summary of the equipment requirements, lights, rules of the road and navigation aids. A more complete treatment is available from the U. S. Coast Guard, your local Coast Guard Auxiliary Flotilla, your local Squadron of the United States Power Squadrons or the Florida Marine Patrol. We thank all of them for helping to keep us safe while on Florida's waters and we have drawn freely from their materials in putting together this section of the guide.

If your boat meets the equipment requirements and suggestions mentioned in this section you may be able to display a Florida Marine Patrol or U. S. Coast Guard Auxiliary Safety Decal on your boat. For more information, contact your local Florida Marine Patrol or U. S. Coast Guard Auxiliary Flotilla.

Whether just starting out or continuing your boating education you can find out what boating safety education is available locally by calling 1-800-366-BOAT. This national toll-free number, sponsored by BOAT/U. S., provides information about boating safety courses offered by the U.S.C.G. Auxiliary, the U. S. Power Squadrons, and other organizations.

For authoritative boating safety literature or answers to boating safety questions, call the U. S. Coast Guard toll free at 1-800-368-5647.

Do your part to make boating safer and more enjoyable. Become an educated boat operator.

ADDITIONAL RECOMMENDED EQUIPMENT

Besides meeting the legal requirements, prudent boaters carry additional safety equipment. The following additional items are suggested, depending on the size location and use of your boat. No doubt you will add a few items of your own, not already on this list:

Anchor and a Spare	Food & Water	Replacement Parts & Hardware
Anchor Rode	Heaving Line	Ring Buoy
Batteries	Mirror	Searchlight
Binoculars	Navigation Equipment	Spare Fuel
Boat Hook	1) Charts	Spare Propeller
Bucket & Sponge	Dividers	Sun Block
Compass	Pencils	Sunburn Lotion
Docking Lines	Ruler	Tide Table
Extra Clothing	2) Loran or GPS	Tool Kit
Fenders	Paddles or Small Outboard	Whistle or Horn
First Aid Kit	Pump or Bailer	VHF Radio
Flashlight		

NAVIGATION RULES or "RULES OF THE ROAD"

RIGHT OF WAY

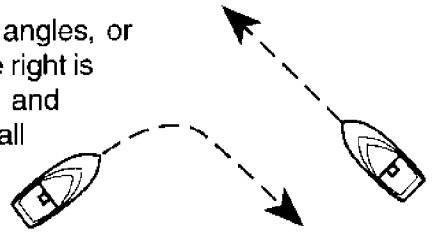
On the water, the stand-on (privileged) boat has the right-of-way and the give-way (burdened) boat must give way.

MANEUVERING

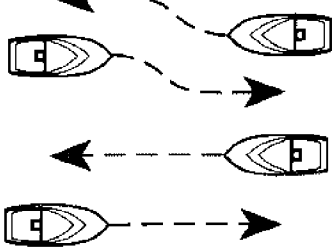
The following diagrams indicate the proper and safe way to maneuver in several situations. These "rules of the road" are used on waters throughout the country.

CROSSING

When two vessels are approaching at right angles, or nearly so, with risk of collision, the boat on the right is the stand-on vessel and must hold course and speed. The other boat, the give-way vessel, shall keep clear by directing its course to the starboard and pass astern of the stand-on vessel or, if necessary, slow, stop or reverse.



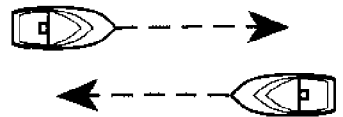
HEAD TO HEAD / PORT TO PORT



When meeting head-on, or nearly so, either vessel shall signal its intention with one short blast which the other vessel shall answer promptly. Each vessel shall then turn to its starboard and pass the other vessel on its port side. When two powerboats are meeting head to head or nearly so, neither is the stand-on (privileged) vessel.

STARBOARD TO STARBOARD

When a starboard passing situation is desired for convenience or safety, either vessel shall signal two short blasts, which the other shall answer promptly with two short blasts, and each shall pass with the other vessel on its starboard.

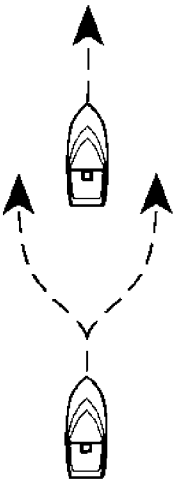


OVERTAKING

When two vessels are running in the same direction and the vessel astern desires to pass, it must give two short one-second blasts to pass on the port side of the overtaken vessel, or one short blast to pass on the starboard side.

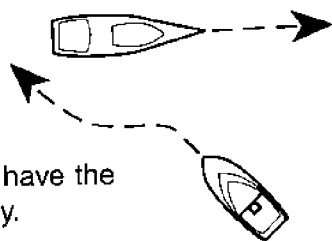
A vessel approaching another vessel from the stern and overtaking is the give-way vessel and shall keep out of the way of the overtaken vessel. The vessel being overtaken, the stand-on vessel, shall hold its course and speed.

If the course is not safe for passing, the vessel being overtaken shall indicate so by sounding five or more short, rapid blasts. This danger signal must be used on both inland and international waters.

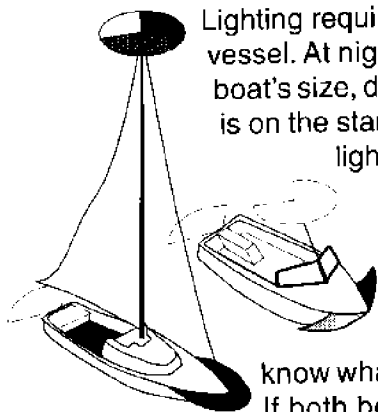


Sailboats not under power and boats propelled by oars or paddles have the right of way over vessels under power. Sailing vessels under power, or under sail and power are considered to be power-driven.

Large, deep draft vessels in narrow channels also have the right-of-way because of their limited maneuverability.



LIGHTS

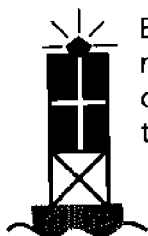


Lighting requirements vary with the size, type and activity of a vessel. At night, navigation lights provide information about a boat's size, direction, and speed to other vessels. A green light is on the starboard side, and red on the port. If you see a red light, stop or give way; that vessel is crossing from your right and has the right of way. Generally, if you see a green light, you are the stand-on vessel; maintain course and speed.

Always use common sense. This is particularly important at night. The other boater may not know what the lights mean. Proceed slowly, with caution. If both boats obey the Navigation Rules, the maneuver is completed without danger and collision is avoided.

All anchored vessels more than 7 meters and less than 20 meters long must display an anchor light from dusk to dawn, unless in a U.S. Coast Guard designated anchorage.

AIDS TO NAVIGATION



Buoys, daybeacons and other aids are placed along coasts and navigable waters to mark safe water or hidden danger. Each mark conveys specific information. Numbers increase from seaward until the intracoastal waterway is intersected.

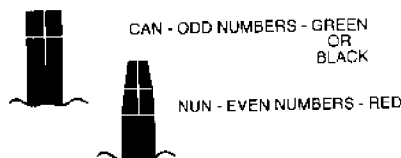
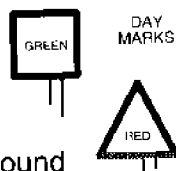
Virtually all marks follow the traditional rule of "Red Right Returning", and assume a clockwise transit of the state.

Thus, you are "returning" as you go south and west on the east coast, and north and west on the west coast.

As you go "in" to anchorages, restaurants or marinas, follow the red right returning rule.

The opposite also holds true. Heading counter-clockwise around the state or going out to sea, red buoys are on the left and green buoys on the right. Reds are always even-numbered, greens are always odd.

Remember that sometimes aids can be missing, adrift or off the charted position. And many floating aids are regularly moved in order to "keep up" with shifting shoals and passages.



For full information on lights, shapes and aids, buy Chart #1 or call the Coast Guard hotline: 800-368-5647.

PROTECTING OUR WATERS

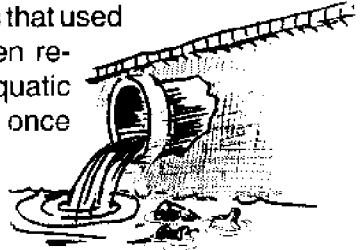
or

A Guide To Responsible Anchoring

Not so long ago, the waters of Southwest Florida were clear. In most of the bays and tributaries, rivers and coves, you could actually see the bottom. Vegetation and wildlife were in harmony. The waterways were full of fish and shellfish, manatees and dolphins. It was a boater's paradise.

Today, many of the waters are becoming murky. Fish are less abundant. Our productive oyster and scallop fisheries are gone and shellfish in many areas are unfit to eat. The manatee is in danger of extinction.

Most of the damage has come from our use of the land adjoining tidal and bay waters. In some areas, mangroves that used to line the shores of our waterways have been removed, and with them the shelter where aquatic wildlife flourished. The rivers and streams that once brought clear water to our salt-water bays now carry fertilizers, pesticides and even sewage products that disrupt the natural ecology.



The deterioration of our waterways must be stopped. As boaters, we can do our part to restore and protect our waters.

Manatees, when you can find them, often carry the cross-hatch scars of propellers. Trash, at least some of it from boats, litters the bottom and the shoreline, much of it extremely dangerous to birds and sealife. Oil and fuel from our motors may be insignificant culprits after they are dispersed, but when they first hit the water they are lethal to plants and animals. So are some of the chemicals with which we wash our boats' decks and topsides, paint their bottoms, or brighten up their teak and metalwork.

Perhaps the greatest damage we do as boaters is with our anchors and propellers. The seagrass beds offer shelter and food to waterlife, and these beds have been shrinking. While most of the damage comes from the shoreside population, we boaters have contributed. Unless we clean up our act, the peace and beauty of our bays and estuaries will continue to deteriorate. If we don't do it voluntarily, there are many government bodies that may do it for us, by increasing the restrictions on our freedom to use the waterways. And it will be our fault.

A major purpose of BAIL is to help restore our waters, and protect our waterway rights, through voluntary, responsible action. We hope you will help. Some suggestions follow.

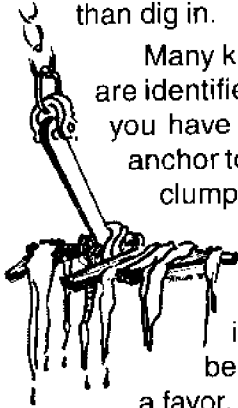
THE RIGHT WAY

Anchoring

Federal law permits free use of the waterways of our nation, including the right to anchor. The only legitimate restrictions to this use are to ensure unobstructed and safe navigation and to prevent destruction of the environment.

It follows that boaters should not anchor in channels, and should not anchor in places that damage the bottom, particularly in seagrass or coral reef areas. In Southwest Florida those restrictions are not burdensome. There are many fine anchorages, including those described in this guide.

Seagrass beds are normally not good places to anchor anyway, because the anchors commonly used here don't hold well in them. Most anchors, especially the Danforth type, tend to slide over the grass rather than dig in.



Many known seagrass beds are identified in this guide, but if you have trouble getting your anchor to set, and you pull up clumps of grass on your anchor when you weigh it to try again, try somewhere else in the anchorage. You'll be doing the bay habitat a favor, and yourself as well.

If You Brought It Aboard, Take It Ashore

The Head: Federal regulations prohibit pumping raw sewage over the side. At this writing there are many more places in Southwest Florida where you can get your holding tank pumped out than were available when

the previous edition was published.

In response to federal and local regulations and financial encouragement, even more pump-out facilities should be available in the future. In addition, as boaters seek out and use these facilities, the law of supply and demand will encourage even more rapid installation.

Meanwhile, what can you do?

Consider taking along a portable potty, which has its own suitcase-like holding tank. It should do for a week-end cruise, or longer for a crew of one or two. Lug it ashore and empty it in a toilet at the end of your cruise. It won't be the highlight of your trip, but you can feel good about doing your part.

Another alternative is to install a U. S. Coast Guard certified type I or II Marine Sanitation Device (or head), which pre-treats the sewage and can be legally discharged in open waters.

If you can, try to include a visit to a pump-out station near the end of your cruise. A list of known pump-out stations as of press time can be found on page 100. Check it out.

Trash and Garbage: If your boat is over 26 feet long, federal law says you must display a MARPOL trash card and a card that says, at minimum, "Oil Discharge is Prohibited."

MARPOL is an international treaty that specifies how far from land various types of waste may be discharged. Plastics may not be dumped anywhere in the water, anywhere in the world. For most of us along-shore cruisers, MARPOL means don't dump garbage over the side, period. Take all your garbage ashore. **All** of it.

(continued on next page)

THE RIGHT WAY (cont'd.)

Hydrocarbons (Oil and Fuel and More): It is against the law to dump any oil-based product overboard: engine oil, engine cleaners, gas or diesel. (The penalty can be up to \$25,000 in civil penalties, \$50,000 in fines, and five years in jail!) Even when you take them ashore, they must be disposed of properly at a registered discharge station. Many marinas, boat yards and filling stations will accept these products, but don't mix them together. Uncontaminated engine oil can be recycled; oil and fuel mixtures can't.

Other Bad Things: Batteries of all kinds, especially storage batteries, can be a hazard to the environment. Please don't even think of tossing them over the side. The same is true of anti-freeze. Local boats aren't likely to have anti-freeze aboard, but the many boats that visit from northern states maybe tempted to jettison it when they get here. Batteries and anti-freeze should be taken ashore, and disposed of in the same manner as hydrocarbons - take them to a marine or automotive shop that accepts them.

(continued on next page)



SIGNS

OF THE TIMES

Efforts to protect endangered species by imposing speed limits and erecting the signs to post them, and ringing sea grass and special use areas with markers and buoys have had a dangerous result - hundreds of uncharted, unlighted and non-reflective signs littering navigable waters. (There's a cement post in open, 9-10 foot water in Sarasota Bay, for example, marking an artificial reef. It's unlighted, gives no control depth or description of the direction or limits of the reef)

We don't deny the need for some signs or markers, but the proliferation of them, unlighted and sited by people unaware of the potential danger of these obstacles, is now becoming so great that many mariners have urged us to call attention to these "accidents waiting to happen".

Owners of small power boats, long accustomed to moving freely to and from favorite fishing grounds at night, are especially at risk. Check your insurance policies carefully, boaters, and GOOD LUCK!

THE RIGHT WAY (cont'd.)

Cleanliness Isn't Always Pure

Many cleaning products are water pollutants.

Check this list and consider using the more environmentally friendly alternate.

<u>CLEANER (BAD)</u>	<u>ALTERNATE (GOOD)</u>
Bleach	Borax or hydrogen peroxide
Detergent & Soap	Elbow grease
Scouring Powders	Baking Soda
Floor Cleaner	One cup white vinegar in two gallons water
Window Cleaner	One cup vinegar in one quart warm water, rinse and squeegee
General Cleanser	Bicarbonate of soda and vinegar; lemon juice combined with borax paste
Head Cleaner	Pour in baking soda and use brush
Shower Cleaner	Wet surface, sprinkle on baking soda, rub with scouring cloth
Aluminum Cleaner	Two teaspoons cream of tartar in one quart of hot water
Brass Cleaner	Worcestershire sauce or paste made of equal parts salt, vinegar and water
Copper Cleaner	Lemon Juice and salt
Chrome Cleaner/Polish	Apple cider vinegar to clean; baby oil to polish
Fiberglass Stain Remover	Baking soda paste
Drain Opener	Plumber's snake or disassemble: chemicals should not be used in thru-hulls
Mildew Remover	Paste using equal parts of either lemon juice and salt or vinegar and salt
Furniture Polish	Three parts olive oil and one part white vinegar
Hand Cleaner	Baby oil or margarine

Most of the "good" alternates require more elbow grease and time than the harsh "baddies."

Recently, however, a number of excellent cleaning compounds based on citrus oils have come on the market. They are expensive, but a little goes a long way. The citrus is a powerful solvent, and can damage some plastics. They are OK on polyester (the resin most used for "fiberglass"

boats) and vinyls. And most of them are environmentally friendly. But check the label to make sure they don't contain butylcellusolve, cellul-solve, butyloxyethanol, potassium or sodium hydroxide, or phosphate.

You *can* keep your boat clean without harmful chemicals. And remember the prime rule:

**If you bring it aboard,
take it ashore!**

PUMP-OUT STATIONS

FACILITY	CITY	COUNTY	WATER BODY
Marco Island Yacht & Sailing	Marco Island	Collier	Capri Pass
Marco Island Yacht Club	Marco Island	Collier	Marco River
Marco River Marina Wiggins	Naples	Collier	Wiggins Pass
Pelican Isle Yacht Club	Naples	Collier	Wiggins Pass
Misliis Marina	Naples	Collier	Johnson Bay
Naples City Dock	Naples	Collier	Naples Bay
Naples Yacht Club, Inc.	Naples	Collier	Naples Bay
Old Naples Seaport	Naples	Collier	Naples Bay
Southpointe Marina, Inc.	Naples	Collier	Naples Bay
Bonita Bay Marina	Bonita Springs	Lee	South Estero Bay
Compass Rose	Ft. Myers Beach	Lee	Hurricane Bay
Fish Tale Marina	Ft. Myers Beach	Lee	Estero Bay
Mid-island Marina	Ft. Myers Beach	Lee	Estero Bay
Moss Marine	Ft. Myers Beach	Lee	Estero Bay
Ft. Myers Beach Marina	Ft. Myers Beach	Lee	Matanzas Pass
Island Bay Marina	Ft. Myers Beach	Lee	Matanzas Pass
Palm Grove Marina	Ft. Myers Beach	Lee	Matanzas Pass
Semmer Docks	Ft. Myers Beach	Lee	Matanzas Pass
Snug Harbor	Ft. Myers Beach	Lee	Matanzas Pass
Tarpon Point Marina	Cape Coral	Lee	Caloosahatchee River
Caloosa Isle Marine	Ft. Myers	Lee	Caloosahatchee River
City of Ft. Myers Yacht Basin	Ft. Myers	Lee	Caloosahatchee River
Deep Lagoon Marina	Ft. Myers	Lee	Caloosahatchee River
Gulf Harbor Marina	Ft. Myers	Lee	Caloosahatchee River
Jack's Marine South	Ft. Myers	Lee	Caloosahatchee River
Landings Marina	Ft. Myers	Lee	Caloosahatchee River
Paradise Yacht Club	Ft. Myers	Lee	Caloosahatchee River
Royal Palm Yacht Club	Ft. Myers	Lee	Caloosahatchee River
Hancock Bridge Marina	N. Ft. Myers	Lee	Caloosahatchee River
Marinatown Marina	N. Ft. Myers	Lee	Caloosahatchee River
Sanibel Marina	Sanibel	Lee	San Carlos Bay
McCarthy's Marina	Captiva	Lee	Roosevelt Channel
Tween Waters Marina	Captiva	Lee	Roosevelt Channel
South Seas Plantation Resort	Captiva	Lee	Pine Island Sound
Burnt Store Mar & Ctry Club	Burnt Store	Lee	Charlotte Harbor
Fisherman's Vill. Yacht Basin	Punta Gorda	Charlotte	Charlotte Harbor
Charlotte Harbor Yacht	Port Charlotte	Charlotte	Charlotte Harbor
Millers Marina	Boca Grande	Lee	Charlotte Harbor
Uncle Henry's Marina Resort	Boca Grande	Charlotte	Gasparilla Sound
Palm Island Resort Marina	Cape Haze	Charlotte	Lemon Bay
Stump Pass Marina	Englewood	Charlotte	Lemon Bay
Weston's Resort	Englewood	Charlotte	Lemon Bay
Chadwick Cove	Manasota Key	Charlotte	Lemon Bay
Gulfwind Marine of Venice	Venice	Sarasota	ICW - Venice Cut
Dona Bay Marina	Nokomis	Sarasota	Dona Bay
South Bay Yacht Club	Osprey	Sarasota	Dryman Bay
Gulf Wind Marine	Sarasota	Sarasota	New Pass
Marine Operations/Marina Jack	Sarasota	Sarasota	Sarasota Bay
Sarasota Yacht Club	Sarasota	Sarasota	Sarasota Bay
Longboat Key Moorings	Longboat Key	Sarasota	Sarasota Bay
Buccaneer Inn Marina	Longboat Key	Manatee	Sarasota Bay
Bowlees Creek Marina	Bradenton	Manatee	Sarasota Bay
Bradenton Beach Marina	Bradenton Beach	Manatee	Sarasota Bay
Perico Harbor Marina	Bradenton	Manatee	Anna Maria Sound
Seafood Shack	Cortez	Manatee	Anna Maria Sound
Cove Sound Yacht Club	Cortez	Manatee	Anna Maria Sound
Five O'clock Marina	Anna Maria	Manatee	Lake LaVista
Galati Marine and Yacht Basin	Anna Maria	Manatee	Bimini Bay
Regatta Point Marina	Palmetto	Manatee	Manatee River

Addendum A



Anchorage Photomaps

Photomaps of some anchorages have been prepared by the cartographic staff, Florida Sea Grant Program, University of Florida, Gainesville, with support from the West Coast Inland Navigation District, the Florida Department of Environmental Protection, the Southwest Florida Aquatic Preserves, and the NOAA Coastal Services Center. Maps show depths, bay bottom type, sea grass beds, selected navigation aids, and hazards. Channel center-lines of suggested routes are marked, for approaching and transiting anchorages, where thoughtful skippers will want to use extra care in avoiding sensitive marine habitats and shoal areas.

Bathymetry is in feet, and the datum is mean lower low water. Field mapping was by Differential Global Positioning System (DGPS) and traverse methods. Bottom sediment type and sea grass areas were observed by divers.

All sea grass beds should be considered nonnavigable and not suitable for anchoring. Mariners must bear all responsibility for seamanship, piloting, and navigation. These photomaps are not intended to be used for navigation in lieu of current U.S. Government nautical charts.

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Note: refer to "LEGEND" (page 102) for all photomaps.

Legend

Bottom Characteristics

- | | |
|---|--|
| <ul style="list-style-type: none"> Silt/Mud–Soft Silt/Mud–Hard Silt–Sand–Shell Shell–Sand Oysters | <ul style="list-style-type: none"> Rock Shell Sand Sea Grass |
|---|--|

Depth (feet)

- | | | |
|---|---|---|
| <ul style="list-style-type: none"> 0 to 3 >3 to 6 >6 to 9 | <ul style="list-style-type: none"> >9 to 12 >12 | <ul style="list-style-type: none"> Wreck Hazard Piling Navigation Aid |
|---|---|---|

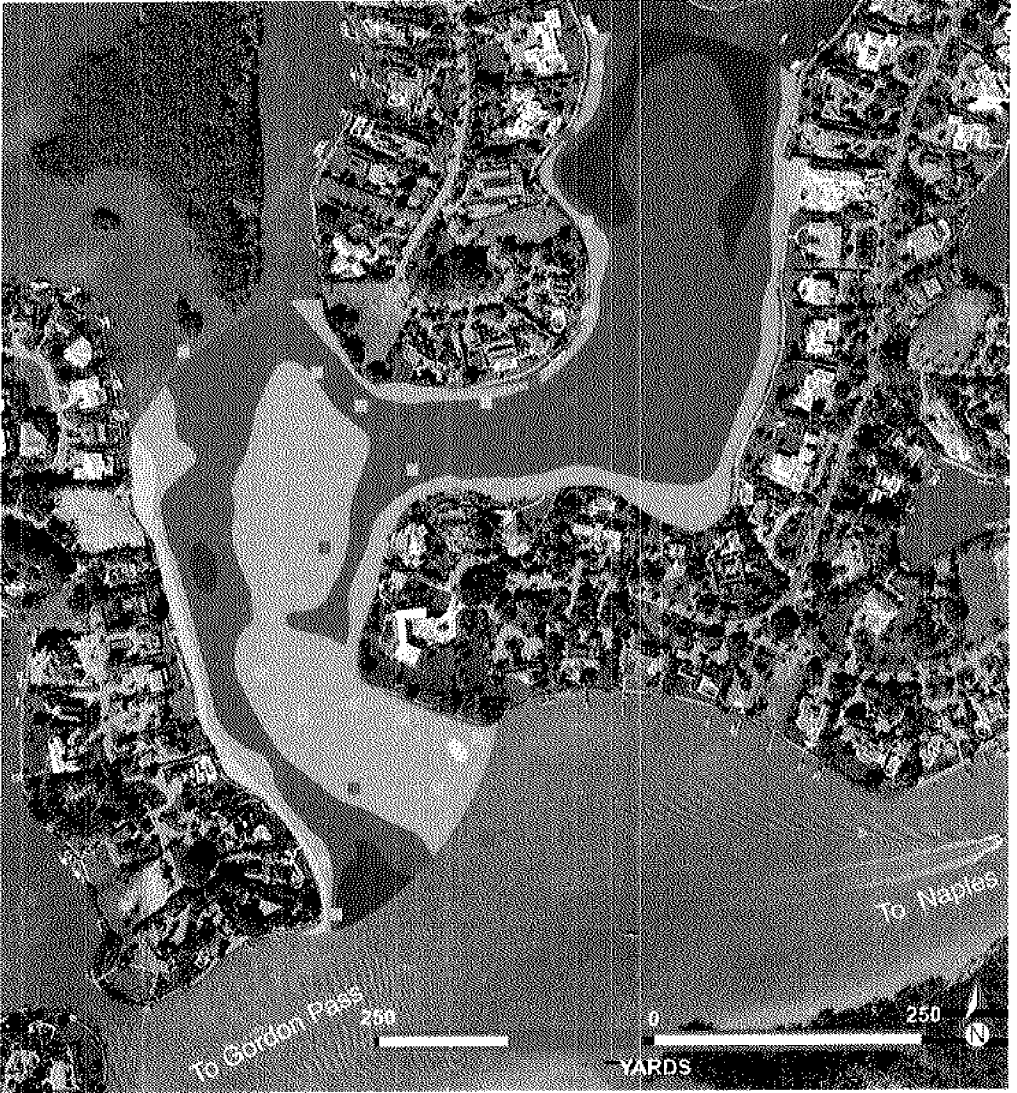
Channel Center Line* Depth (feet)

Some photo maps include an approach channel center line and its legend. Here is an example:

- | | |
|--|--------------|
| | 5 |
| | 6 |
| | 7 or greater |

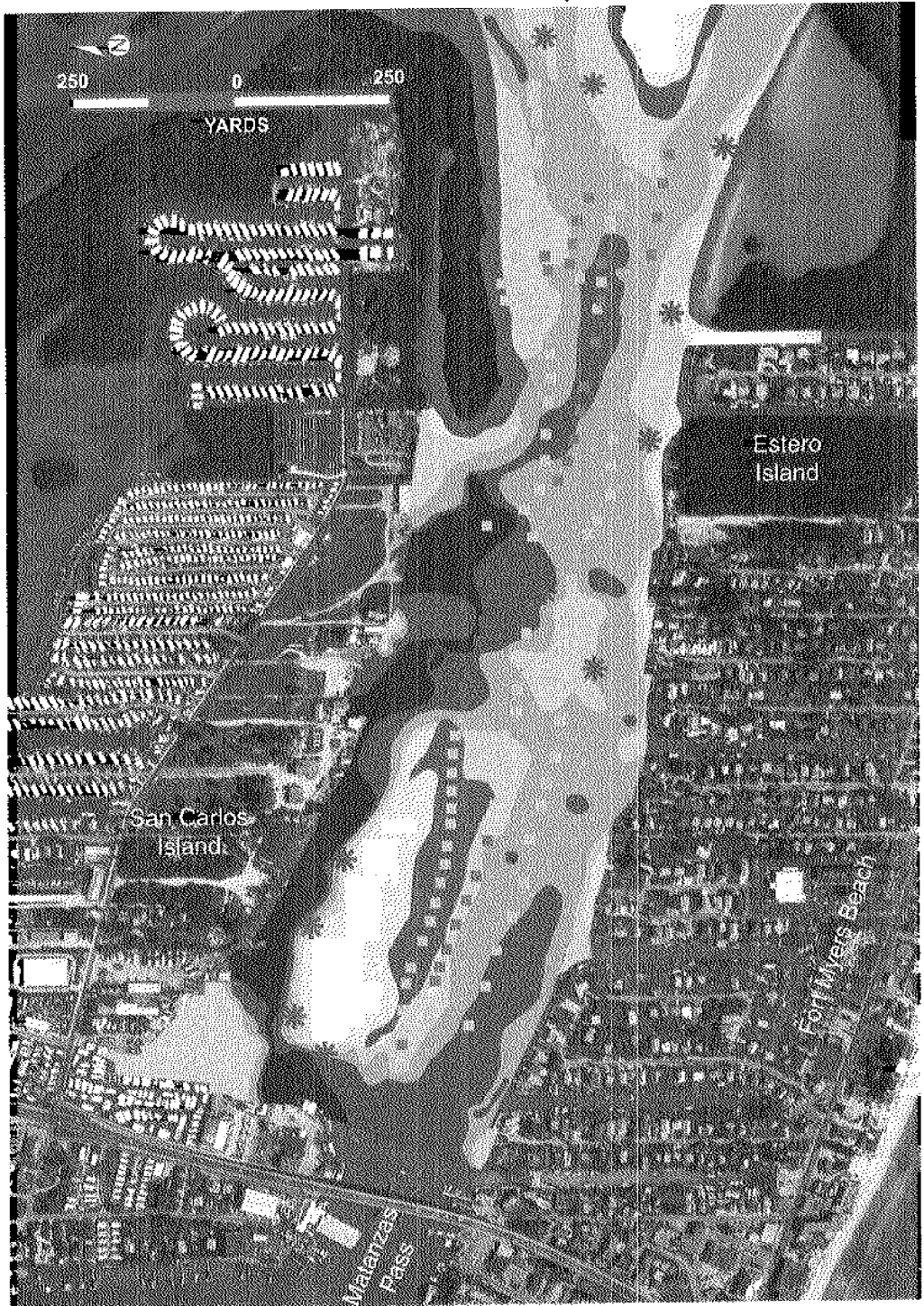
*The center line depicts the suggested route to approach and transit the anchorage.

Gordon Pass/Green #13



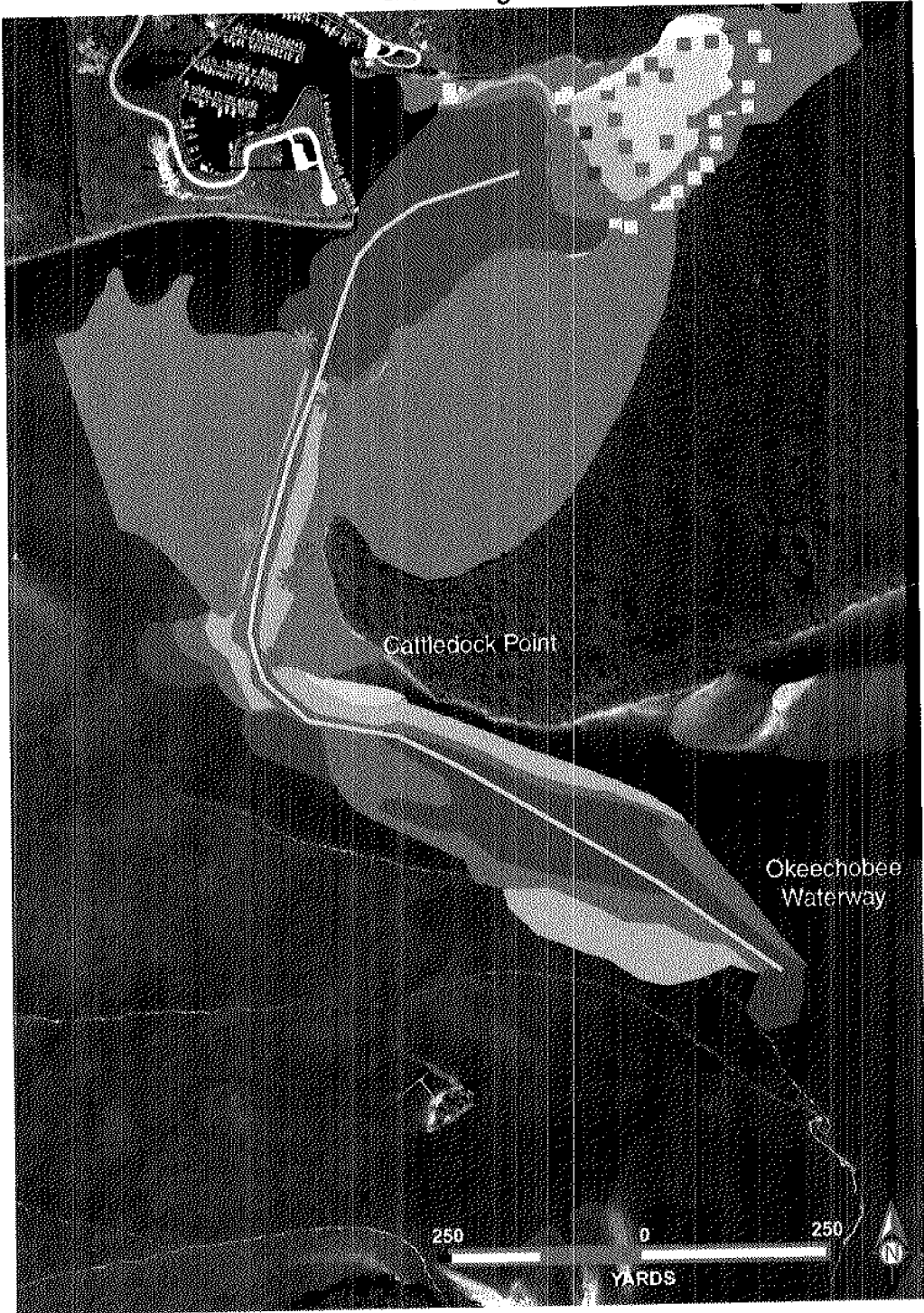
Note: refer to "Legend" (page 102)

Matanzas Pass/Ft. Myers Beach



Note: refer to "Legend" (page 102)

Glover Bight



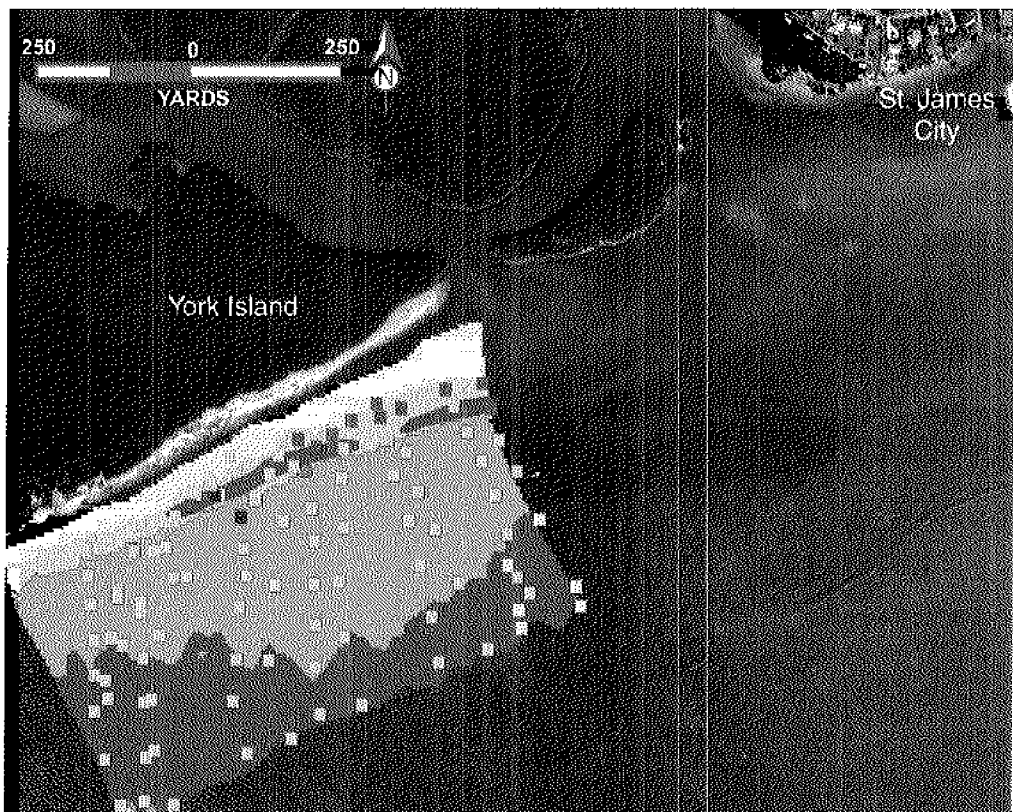
CHANNEL CENTER
LINE DEPTH (FEET)



7 or greater

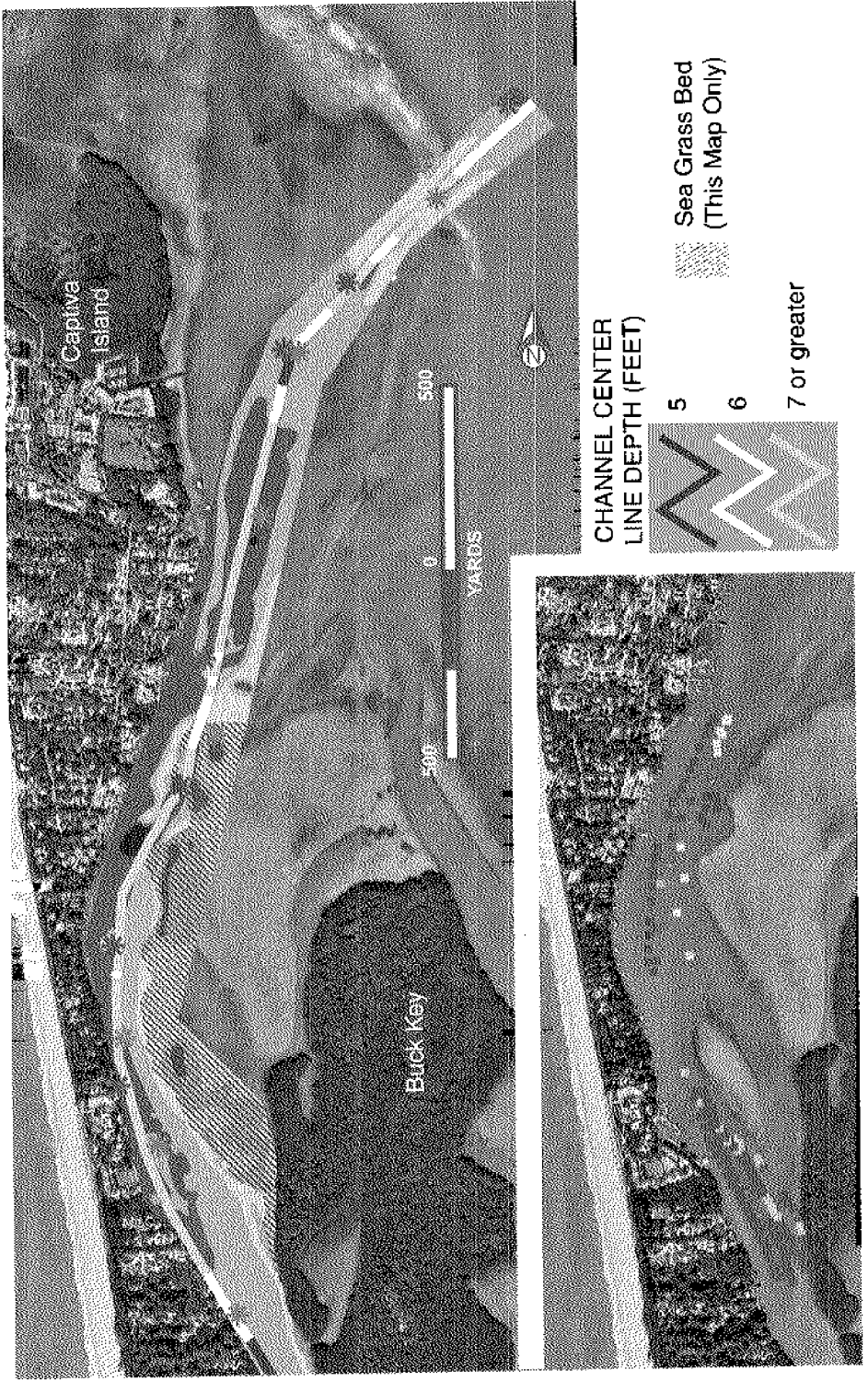
Note: refer to "Legend" (page 102)

York Island/St. James City



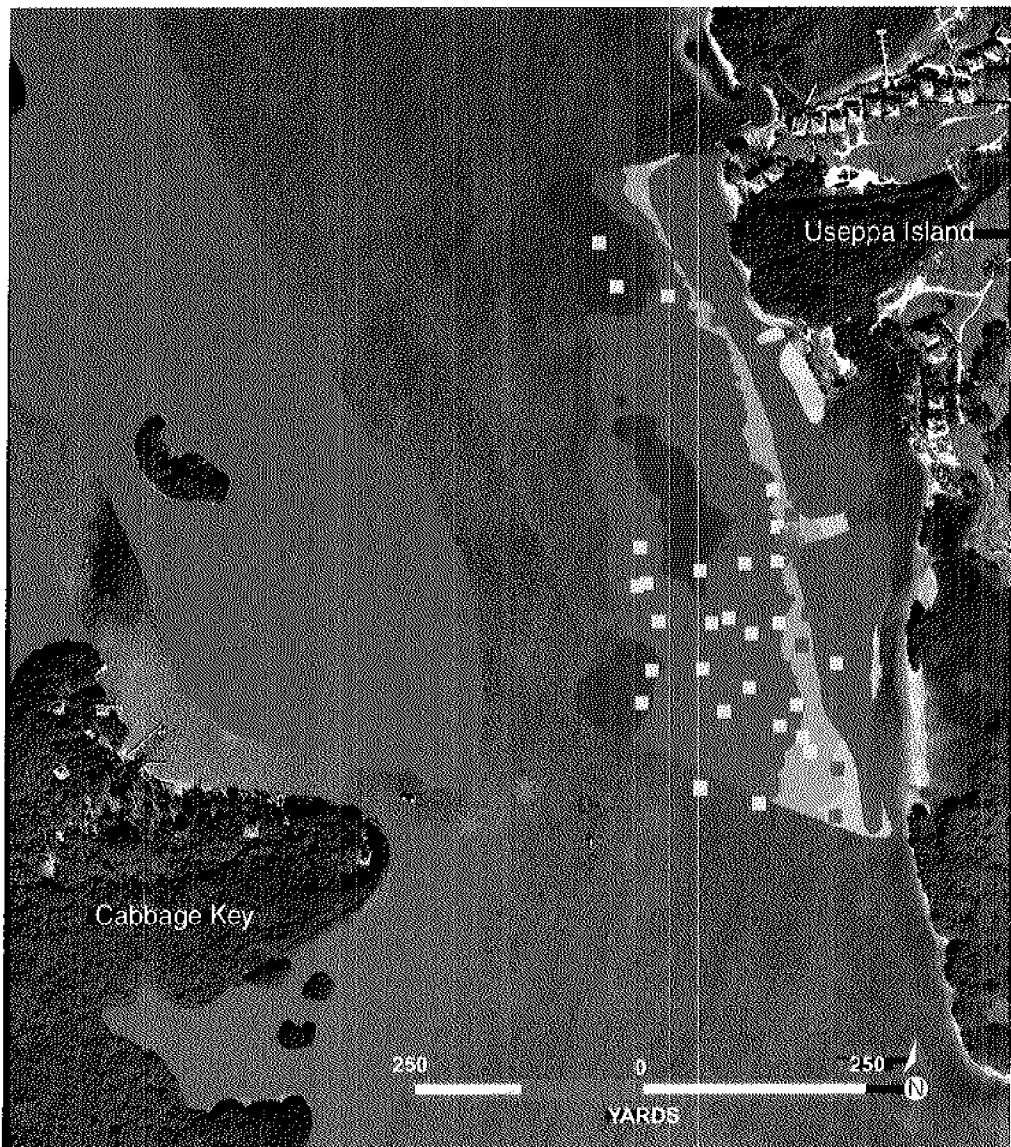
Note: refer to "Legend" (page 102)

Roosevelt Channel/Tween Waters



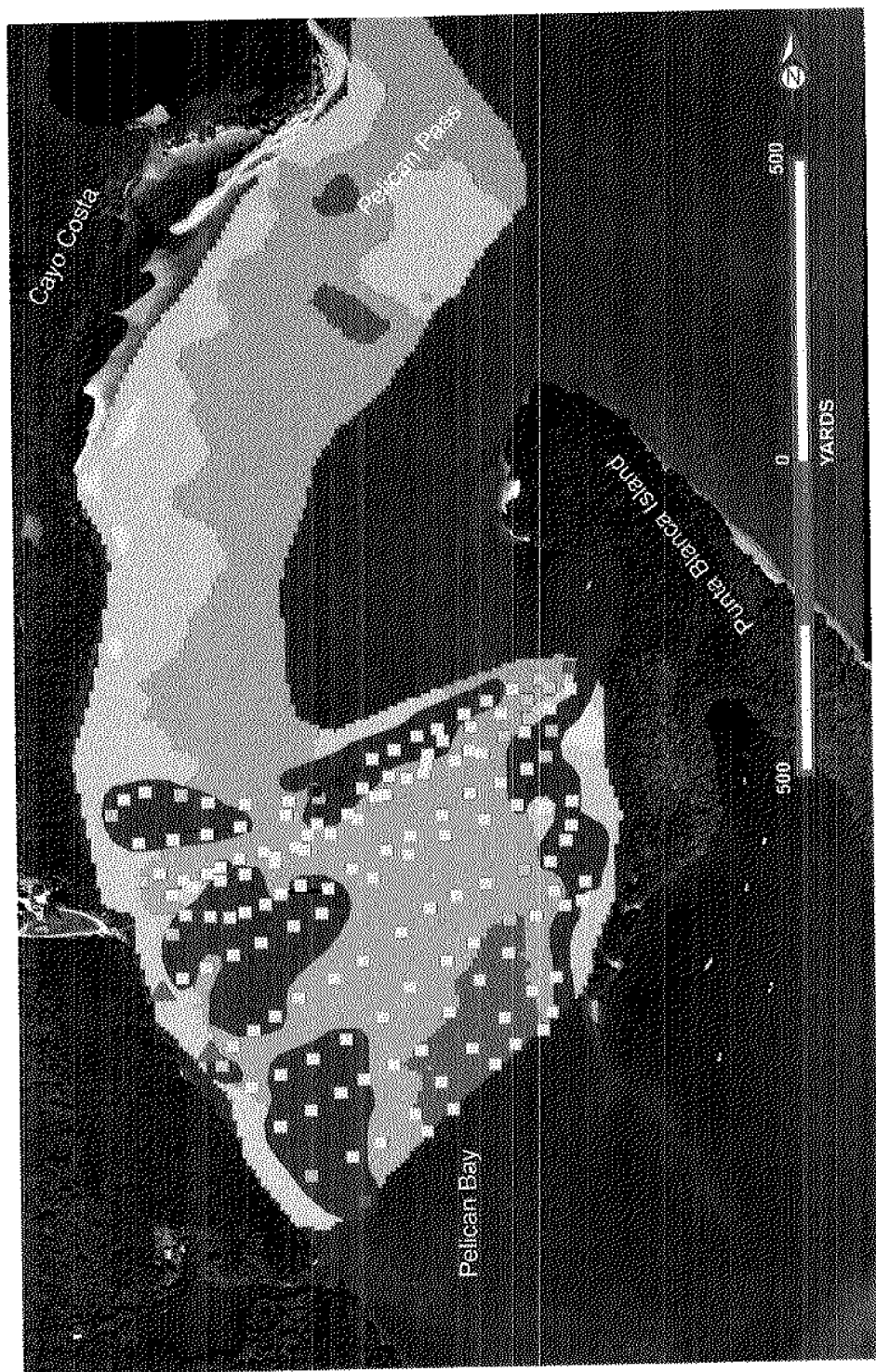
Note: refer to "Legend" (page 102)

Useppa Island/Cabbage Key



Note: refer to "Legend" (page 102)

Pelican Bay

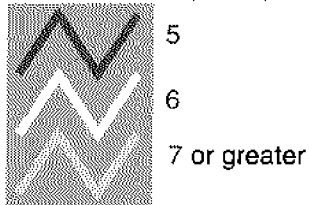


Note: refer to "Legend" (page 102)

Boca Grande/Grande Bayou

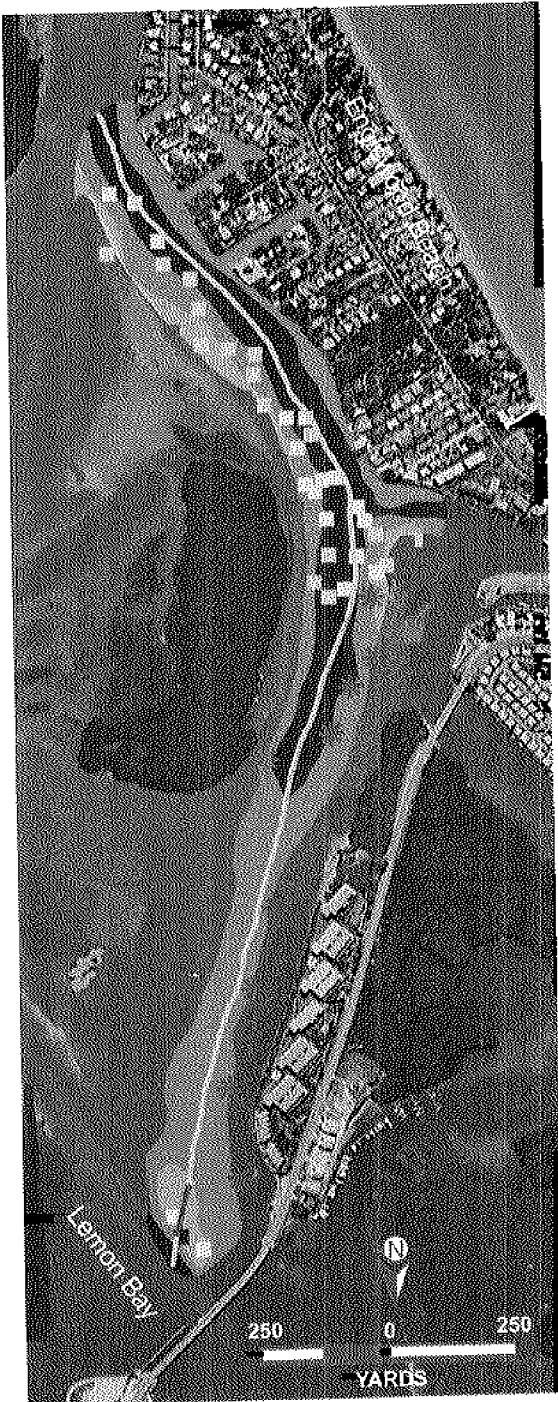


CHANNEL CENTER LINE DEPTH (FEET)

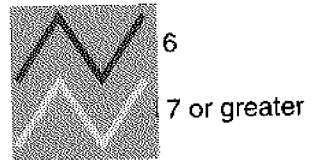


Note: refer to "Legend" (page 102)

Englewood Beach



CHANNEL CENTER
LINE DEPTH (FEET)



Note: refer to "Legend" (page 102)

Venice/Higel Park



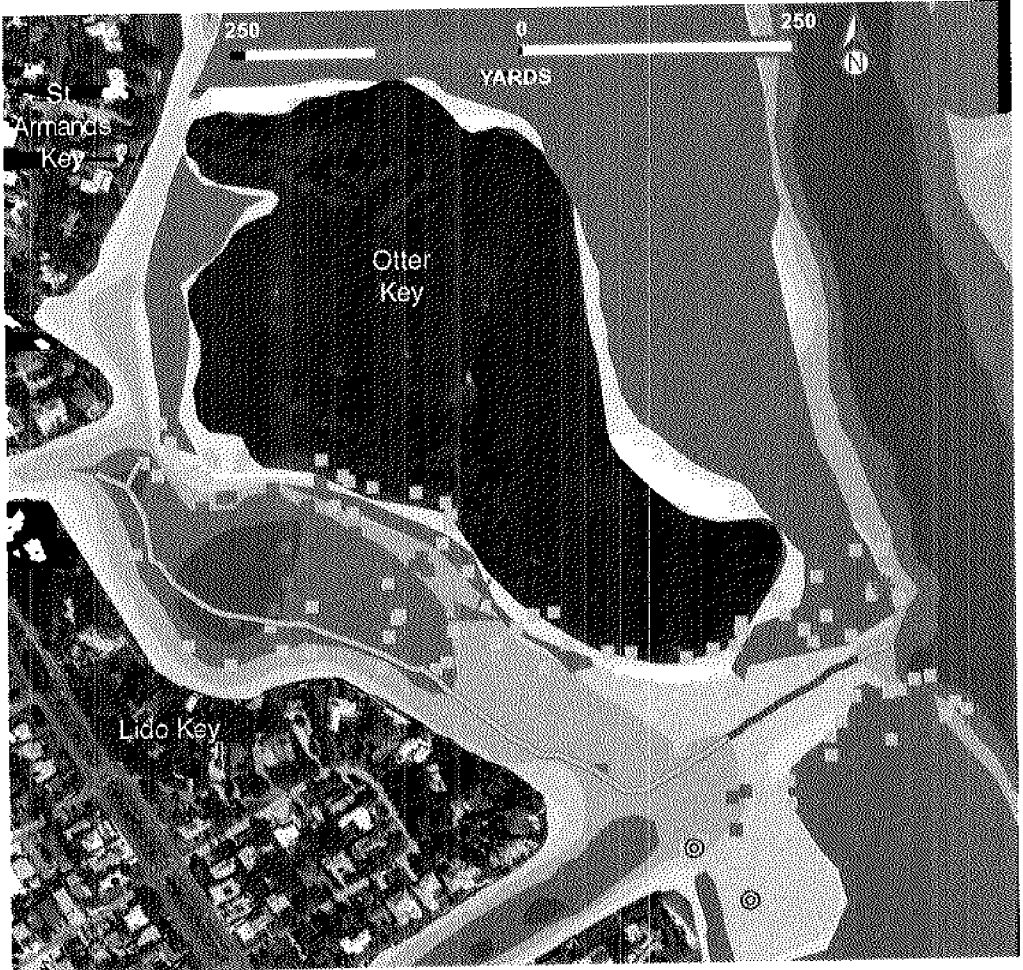
CHANNEL CENTER
LINE DEPTH (FEET)



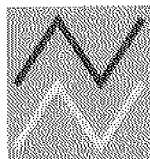
7 or greater

Note: refer to "Legend" (page 102)

Otter Key/Big Pass



CHANNEL CENTER
LINE DEPTH (FEET)



6

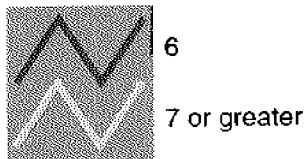
7 or greater

Note: refer to "Legend" (page 102)

Sarasota / Bayfront Park



CHANNEL CENTER LINE DEPTH (FEET)

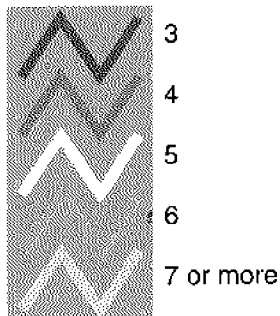


Note: refer to "Legend" (page 102)

Longbeach/Longboat Pass



CHANNEL CENTER LINE DEPTH (FEET)



Note: refer to "Legend" (page 102)

DeSoto Point/Emerson Point



Note: refer to "Legend" (page 102)

Addendum B

The purpose of this addendum is to provide both resident and transient boaters with an easy-to-use site selection guide to anchorages in southwest Florida. The information is based on local boaters' knowledge, as provided by numerous boating organizations, and on a Sea Grant College Program research project involving several hundred volunteer boaters.

All of these anchorages were selected to accommodate vessels with a draft of 5 feet or greater (many can accommodate a draft of 6 feet or more) with the exception of 3 anchorages which have an approach channel depth of 4 feet (Yacht Club Colony, Power Plant Slough, and Point Blanco #2). The average distance between anchorages on the Gulf Intracoastal Waterway is 4.85 miles, but be forewarned: depending on the particular stretch of waterway, weather conditions and crowding, it may be necessary to travel a much farther distance to reach appropriate and available shelter.

Table 1 gives an overall rating for each anchorage, based on boaters' top four anchorage selection criteria. Ratings for each of these four criteria are also indicated for each anchorage in the table. Site ratings used throughout this publication are based on the opinions of surveyed boaters who used and evaluated these anchorages. This information will help you plan an enjoyable trip while at the same time will provide key information if storm protection is, or becomes, a priority.

Table 2 provides information on the recreational characteristics of the selected anchorages. These factors were generally considered to be of secondary importance compared to the selection criteria listed in Table 1. Most of the terms used in the table are self-explanatory. Special waterfront dining facilities are included under "Entertainment". Anchorages where shorefront residents and businesses cater to visiting boaters are listed under "Hospitality". Not surprisingly, it is difficult to find a pristine, well-protected area that also provides support facilities and recreational amenities. Therefore, the overall recreational characteristics often differ from the rating for principal anchoring criteria for a given anchorage.

Table 3 offers additional information on the characteristics of shoreline development bordering the anchorage and the intensity of anchorage use. The anchorage size categories were based on the following criteria for normal weather conditions: Small size: 10 vessels or less; Medium size: 11-20 vessels; Large size: more than 20 vessels. Sixty percent of the anchorages are classified as small, while the fewest number of anchorages (20%) fall into the large category. Small size anchorages generally are stressed when the number of boats exceeds the suggested limit. Stress may take several forms: environmental impacts from anchoring on sensitive marine habitats such as sea grass beds; and community conflicts through crowding, noise, pollution, traffic, or trespassing.

Lastly, you can determine from Table 3 if the anchorage is located in an aquatic preserve, meaning that the area has received special recognition by the State of Florida for its environmental quality and importance. Remember, as a responsible boater, it is up to you to take all possible steps to minimize your impact on local waters. Your future enjoyment of Florida's bay waters depends upon it.

Table 1. Ratings of anchorages according to the most important criteria in selecting an anchorage

Anchorage	Most Important Reasons for Selecting an Anchorage*				Overall Site Rating+
	Storm Protection	Bottom Holding	Scenic Beauty	Tranquility	
Capri Pass/Coconut Island	3	1	1	2	M
Factory Bay	2	2	2	3	M
Little Marco Island	3	1	1	2	M
Gordon Pass/Green #13	1	3	2	3	M
Naples City Harbor	1	3	2	3	M
Sanibel/Point Ybel	3	1	2	3	M
Matanzas Pass/Ft. Myers Beach	1	1	3	3	H
Punta Rassa	3	1	2	3	M
Glover Bight	1	3	2	2	M
Bimini Basin	1	3	2	3	M
Yacht Club Colony	1	3	2	3	M
Power Plant Slough	1	2	2	1	H
Sanibel-Dixie Beach	3	1	2	3	M
York Island/St. James City	3	2	2	3	L
Ding Darling/Tarpon Bay	3	2	2	1	M
Chino Island	3	2	2	1	M
Roosevelt Channel/Tween Waters	2	2	2	3	M
Safety Harbor	1	2	2	3	H
Captiva Pass	3	1	1	2	M
Useppa Island/Cabbage Key	2	1	2	3	M
Point Blanco #1	2	3	2	3	L
Point Blanco #2	1	2	2	1	H
Pelican Bay	2	2	1	1	H
Matlacha	2	2	3	3	M
Charlotte Harbor/Punta Gorda#2	3	2	3	3	L
Charlotte Harbor/Punta Gorda#3	3	2	3	3	L
Boca Grande/Grande Bayou	1	3	3	3	M
Cape Haze	1	3	2	3	M
Stump Pass/East	2	1	2	1	H
Stump Pass/West	2	1	2	3	M
Englewood Beach	1	1	2	3	H
Lemon Bay	2	2	3	3	M
Venice/Higel Park #1	1	3	3	3	M
Venice/Higel Park #2	1	3	3	3	M
Roberts Bay	1	2	2	3	H
Big Pass/Otter Key	1	3	2	3	M
Sarasota/Bayfront Park	2	1	2	3	M
New Pass/Sands Point	1	3	2	3	M
Longbeach/Longboat Pass #1	2	2	2	3	M
Longbeach/Longboat Pass #2	3	1	2	3	M
DeSoto Point/Emerson Point	2	1	2	3	M
McKay Point	2	1	2	3	M
Hooker Point	2	1	2	2	H
Palmetto	3	2	3	3	L
Bradenton	3	2	3	3	L
Terra Ceia	2	2	1	1	H

*Condition

1 - Good 2 - Fair 3 - Poor

+ Rating

H - High M - Medium L - Low

Table 2. Recreational characteristics of anchorages and overall site ratings

Anchorage	Recreational Characteristics of Anchorages*												Overall Site Rating+		
	Activities					Facilities				Qualities					
	Fishing	Swimming	Day Sailing	Skiing	Rowing	Beach Combing	Shopping	Entertainment	Park	Marina	Clean Water	Hospitality		Campanerie	Isolation
Capri Pass/Coconut Island						●					●		●		M
Factory Bay	●	●	●				●	●		●					M
Little Marco Island	●		●							●		●	●		M
Gordon Pass/Green #13	●		●												L
Naples City Harbor							●	●		●		●			L
Sanibel/Point Ybel	●	●	●	●	●	●		●	●	●	●				H
Matanzas Pass/Ft. Myers Beach			●	●	●		●	●		●		●			M
Punta Rassa	●	●		●	●										M
Glover Bight					●				●						L
Bimini Basin			●		●		●		●	●					L
Yacht Club Colony					●										L
Power Plant Slough	●	●	●	●	●								●		M
Sanibel-Dixie Beach	●	●	●	●	●	●				●					H
York Island/St. James City	●	●	●	●	●					●					M
Ding Darling/Tarpon Bay	●	●	●		●				●	●				●	H
Chino Island	●	●	●	●						●			●		H
Roosevelt Channel/Tween Waters	●	●	●	●			●	●		●		●			M
Safety Harbor	●	●	●		●		●	●							M
Captiva Pass	●	●	●	●	●	●				●		●	●		H
Useppa Island/Cabbage Key	●	●			●			●		●	●	●			H
Point Blanco #1	●		●							●					M
Point Blanco #2			●		●			●						●	L
Pelican Bay	●	●	●	●	●			●		●		●	●		H
Mallacha	●	●	●	●	●	●	●	●	●						M
Charlotte Harbor/Punta Gorda #2	●	●					●								M
Charlotte Harbor/Punta Gorda #3	●	●					●	●	●						L
Boca Grande/Grande Bayou							●	●		●		●			L
Cape Haze			●		●										L
Stump Pass/East	●				●	●			●	●		●	●		H
Stump Pass/West	●	●		●	●	●				●		●			H
Englewood Beach	●	●	●	●	●		●	●							M
Lemon Bay	●	●	●	●	●		●	●	●	●	●				H
Venice/Higel Park #1					●			●	●						L
Venice/Higel Park #2					●		●	●	●						M
Roberts Bay	●	●	●												M
Big Pass/Otter Key	●				●										L
Sarasota/Bayfront Park			●		●			●	●	●	●	●			L
New Pass/Sands Point	●	●	●	●	●	●		●		●		●			H
Longbeach/Longboat Pass #1	●	●	●	●	●		●	●		●	●	●			H
Longbeach/Longboat Pass #2	●	●	●	●	●	●	●	●		●		●			H
DeSoto Point/Emerson Point		●	●		●				●			●			L
McKay Point									●						L
Hooker Point	●														L
Palmetto	●		●				●	●	●	●					M
Bradenton	●		●		●			●		●					M
Terra Ceia	●		●	●						●			●		M

* ● - Present

+Ratings


H - High M - Medium L - Low

Table 3. Shoreside Conditions and Anchorage Use Profiles.

Anchorage	Shoreside Profile			Anchorage Use Profile		Size	Aquatic Preserve
	Natural	Public Access	Developed Commercial Access	Private	Low Use		
Capri Pass/Cocoon Island	•		•		•	S	•
Factory Bay	•					M	
Little Marco Island	•			•		S	•
Gordon Pass/Green #13	•		•			S	
Naples City Harbor	•					S	
Sanibel/Point Ybel	•		•			L	
Matanzas Pass/Ft. Myers Beach	•	•				L	•
Punta Rassa	•		•			S	
Glover Bight	•					M	
Bimini Basin		•		•		S	
Yacht Club Colony						S	
Power Plant Slough	•			•		M	
Sanibel/Dixie Beach	•					M	•
York Island/St. James City	•					L	•
Ding Darling/Tarpon Bay	•					L	•
Chino Island	•					M	•
Roosevelt Channel/Tween Waters			•			S	•
Safety Harbor	•		•			S	•
Captive Pass	•					L	•
Useppa Island/Cabbage Key	•		•			M	•
Point Blanco #1	•					S	•
Point Blanco #2	•					L	•
Pelican Bay	•	•				S	•
Mattacha	•					L	•
Charlotte Harbor/Punta Gorda #2	•	•				S	•
Charlotte Harbor/Punta Gorda #3	•	•				M	•
Boca Grande/Grande Bayou	•		•			S	•
Cape Haze	•					S	•
Stump Pass/East	•					S	•
Stump Pass/West	•					S	•
Englewood Beach	•		•			S	•
Lemon Bay		•				M	•
Venice/Higel Park #1		•				S	
Venice/Higel Park #2		•				S	
Roberts Bay				•		S	
Big Pass/Otter Key				•		S	
Sarasota/Bayfront Park		•				L	
New Pass/Sands Point		•				M	
Longbeach/Longboat Pass #1		•				M	
Longbeach/Longboat Pass #2		•				S	
DeSoto Point/Emerson Point	•	•				L	
Mickey Point	•					S	
Hooker Point	•					S	
Palmetto		•				S	
Bradenton		•				M	
Terra Ceia	•					S	•

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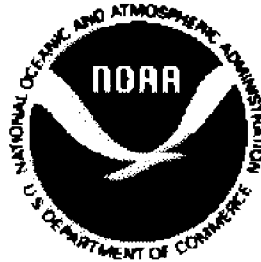
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*  *Anchorage included in Addendum A - See page 101*



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