

# Getting from Point A to Point B A quick look at Documents and Websites at your disposal.

by G.E.Hilton

We're going to take a look at an example coastal trip from Port Canaveral FL to Newport RI and how these websites and Free downloads fro the USCG and NOAA will help you. For our example, a passage from Port Canaveral to Newport RI is about 925 Nautical Miles in distance.

Assuming we're on a sailboat and we can manage 24 hours underway at about 5 Kts average speed over the ground, we should be able to handle 120 nm... to be safe let's drop that to 100 nm per day. Therefore to travel 925 nm at 100 nm / day, it will take us 9.25 days... again being the pragmatic optimist we'll make that an even 10 days, plus one for a crappy day. Adding a stop, maybe 12 days.

## WEATHER

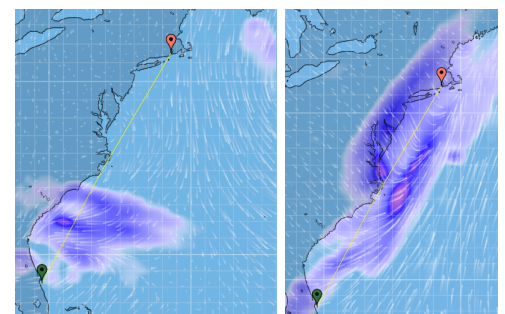
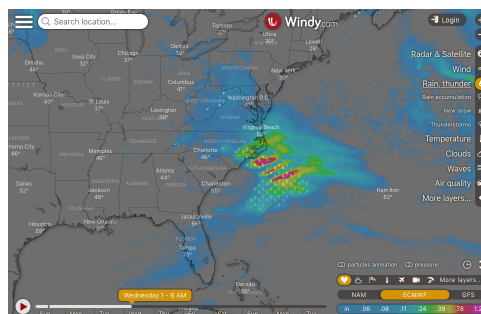
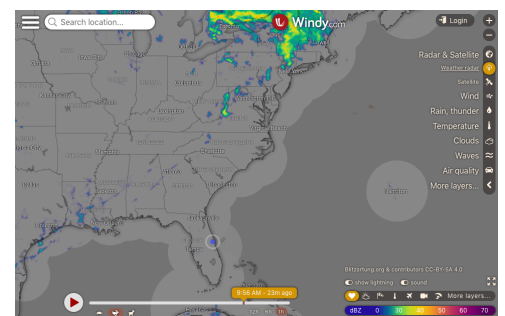
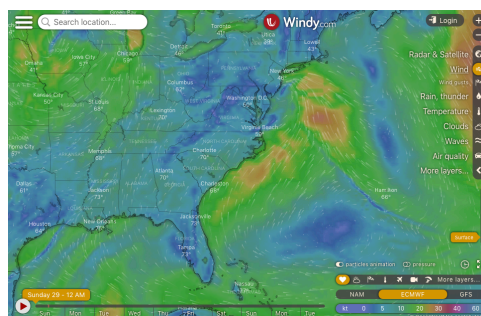
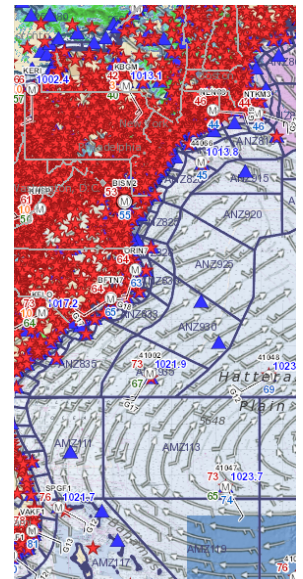
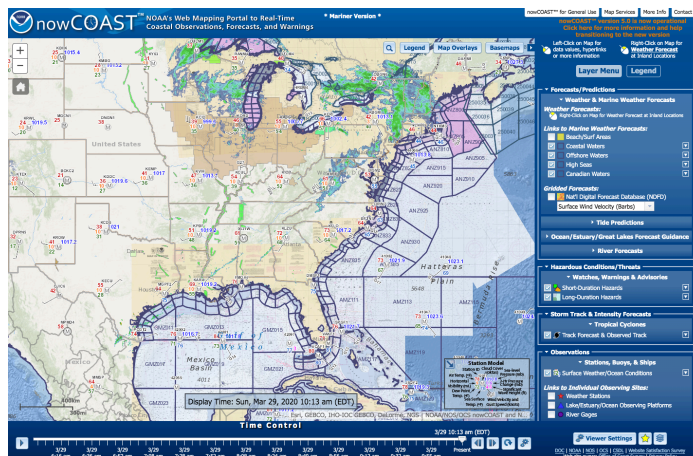
The next thing we need to do is take a look at the weather for our trip window. Assuming we were leaving on Day 1 we'll see what's up.

One of the data points I utilize is nowCOAST , the NOAA marine weather service. You'll find a link to this at my [captaingeorgia.com](http://captaingeorgia.com) website under Support (NOAA WEATHER)

The wind based on this looks to be in our favor at present with a run up past Norfolk and becoming a nice beam reach as we get up into the Northeast.

Let's look at [windy.com](http://windy.com), another one of my favorite weather data points. Windy shows us the same info and it looks to hold for at least the next 9 days... so our window is looking pretty good. But, we're not there yet.

It does look like we might hit a thunderstorm on day 3 in the early morning. So we need to take a look at where we'll be along the way each day. Therefore lets look at another of my favorite data points. This shows that same storm on day 3, and a front passing through 12 days out.

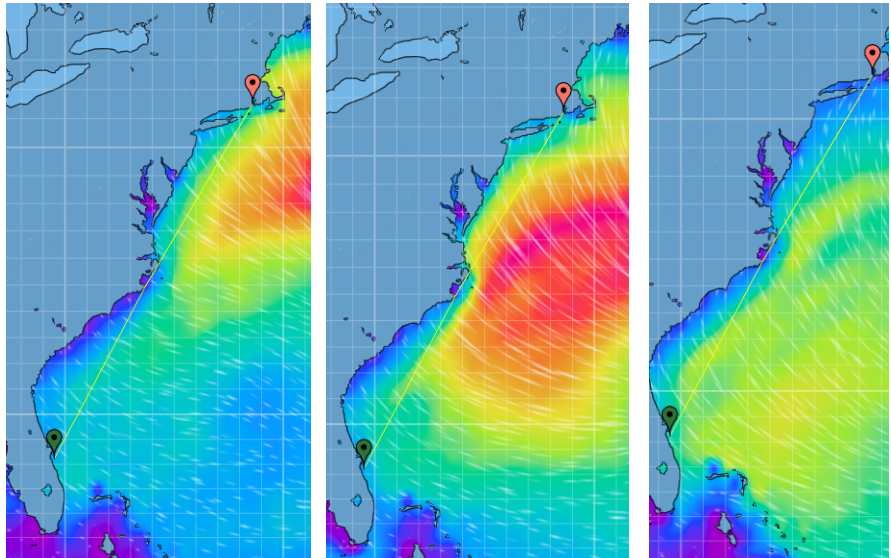


Looks like a bit of wave action is going to hit us on day 5, 6 and 7. Those are 15' waves on the 6th day.

**[predictwind.com](http://predictwind.com)** is another source for me.

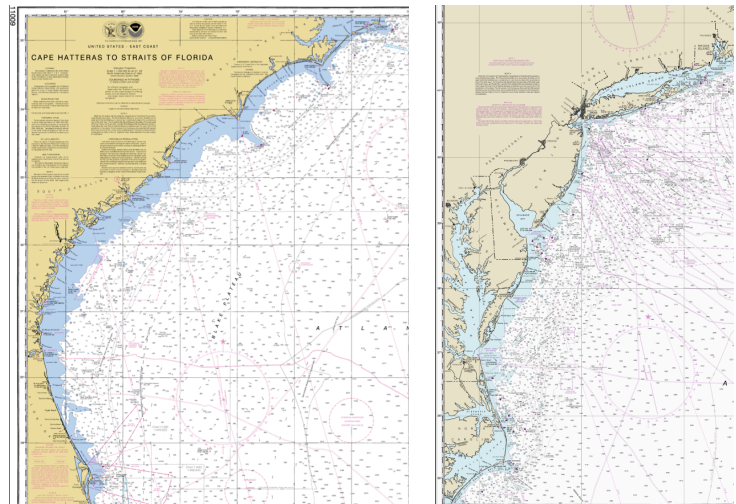
So based on Weather we might want to pop in near Southport NC or Moorehead City NC for a couple days.

This would take out trip out to at least 12 days.



By extending out trip with a layover in Southport to 12 days we miss the big wave action and we'll miss the front passing through the Northeast.

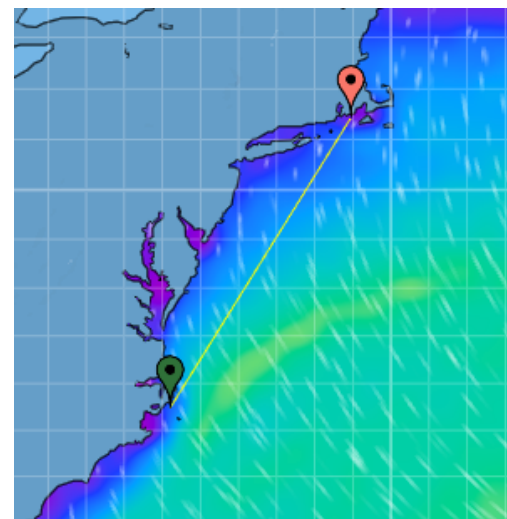
With this change we have an approximate 400 nm run to Southport and an approximate 500 nm run to Moorehead City, so that's 4 or 5 days. If we wait 2 days for wave action to settle again, we can head from, lets say, Moorhead City NC to complete our trip to Newport RI. Another 500 nm, adding in the trip to and from our stop off port.



Looking back on the various weather data points we can see that after that ugly wave action things settle for the next 5 days, which is exactly what we are looking for. The second half of our passage now looks pretty nice.

This part of our passage plan looks solid right now for our planned window.

- We depart on the morning of Day 1 from Port Canaveral FL
- Underway for 5 days arriving in Moorhead City NC on the morning of the 6th day.
- In port for day 6 and Day 7 Moorhead City NC
- Depart on the morning of Day 8
- 5 days underway
- A 12 day trip Arriving in Newport RI in the morning of Day 13.





**NOAA COAST PILOT**  
VOL 1 through 9

We have 3 ports involved in this trip.

Port Canaveral FL  
Moorhead City NC  
Newport RI

let's take a quick look at this ports using the NOAA COAST PILOT  
We'll need Coast Pilot VOL 4 for FL and Moorhead City. And, we'll need Coast Pilot Vol 2 for Newport RI

You'll find the Coast Pilots run North to South and have a huge amount of information, not only for ports, but for general navigation and safety as well.

When we look up Port Canaveral FL in the COAST PILOT 4 document we can find quite a bit of information: First the charts we'll need: 11478 and 11481

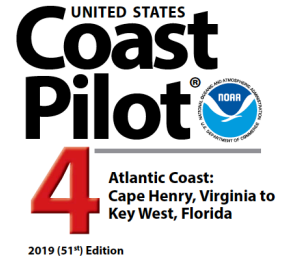
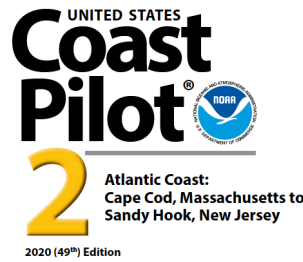
We'll also find some great information about the port. Tides and currents. Channels that are in use and rules governing them. Cautions concerning the National Fisheries Service. Dangers concerning restricted areas in the East Basin.

Weather in the area, Pilotage requirements, Towage issues, Quarantine requirements, Customs and Immigration info. Phone number for Port Operations, the USCG and others.

There is also data on the locks to enter to and from the ICW, general Harbor regulations, Wharf and Pier locations including exact LAT and LON data.

There is even data about the surrounding are and travel.

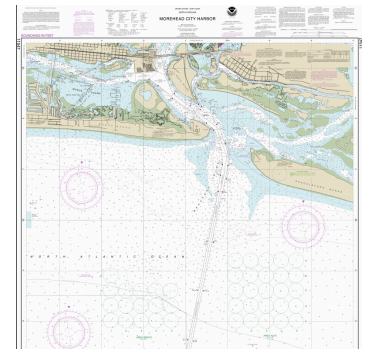
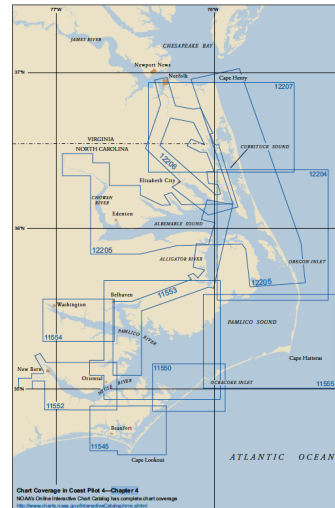
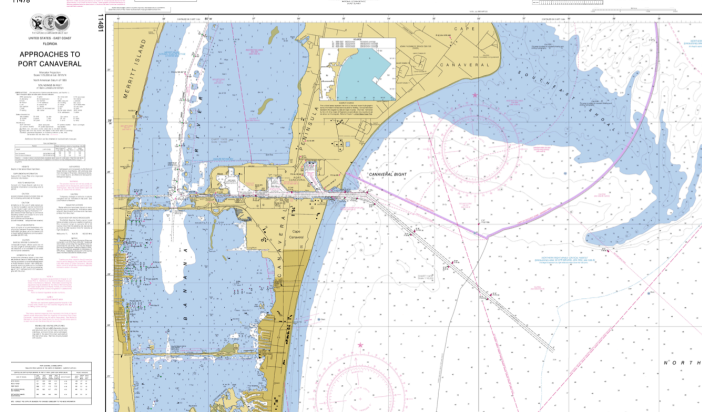
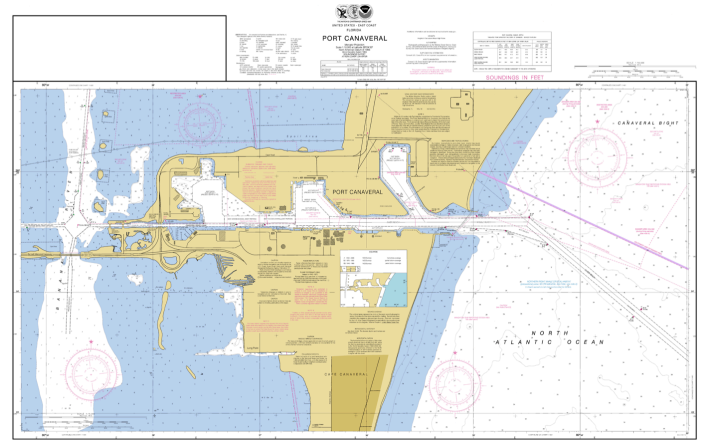
Let's take a look at Moorhead City NC, Our first port of call, also in COAST PILOT 4. Once again we can find the charts we need. 11547, Moorehead City harbor, and 11541 the ICW in that area.



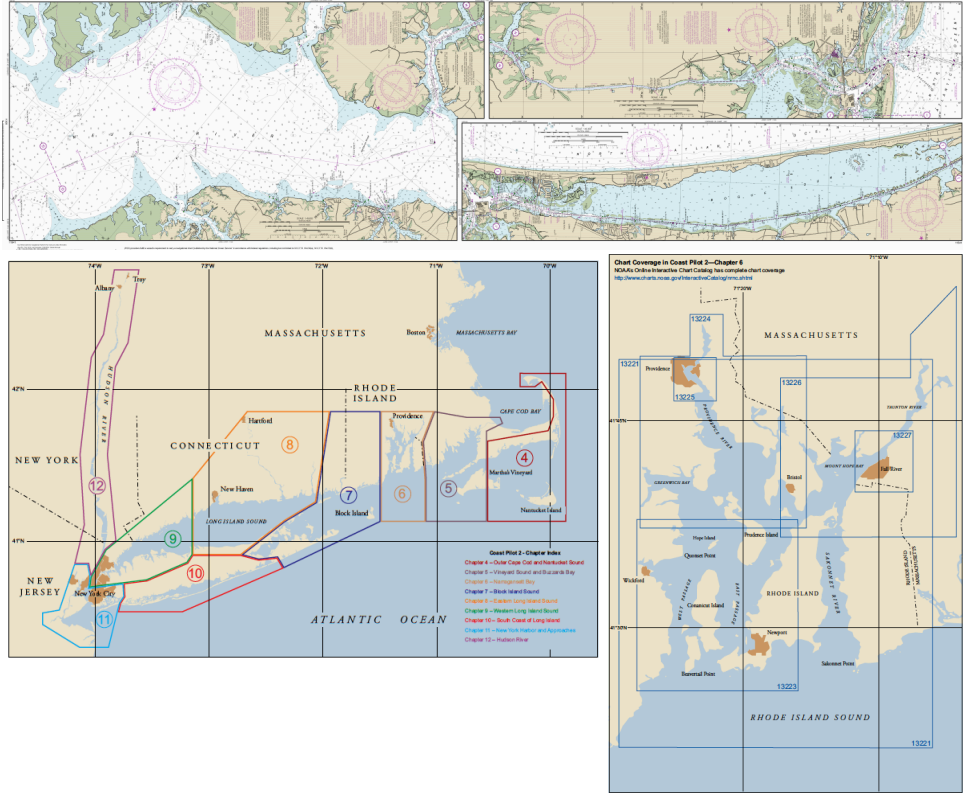
U.S. Department of Commerce  
Wilbur L. Ross, Jr., Secretary of Commerce  
National Oceanic and Atmospheric Administration (NOAA)  
RDML Timothy Gallahue, Ph.D., USN Ret., Assistant Secretary of Commerce for Ocean and Atmosphere and Acting Under Secretary of Commerce for Ocean and Atmosphere  
National Ocean Service  
Nicholas L. Leibund, Deputy Assistant Administrator for Ocean Services and Coastal Zone Management



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Again lots of great info about the approach and the harbor area. Once again we can find local weather data, information about Whale migration, additional chart information, Anchorages, Dangers, Coast Guard contact info, tides and currents, even very specific weather concerning Moorehead City Harbor. There is also data on Pilotage, wharves, harbor regs, small craft info, communications and more.



## CHARTS

by the way, you can find these charts, FREE on the NOAA website: <https://www.charts.noaa.gov/InteractiveCatalog/nrc.shtml> They are available free in various formats both usable on computers, online and printable.



HOME CHARTS PUBLICATIONS DATA LEARN CUSTOMER SERVICE ABOUT US ENDING RASTER CHART PRODUCTION

Paper Charts (RNC & PDF) Electronic Charts (ENC) Coast Pilot Help

Place Name  Submit

Available Product

NOAA ENC's (ENC) Vector files of chart features and available in 0-57 format.

NOAA ENC's support marine navigation by providing the official Electronic Navigational Chart used in ECDIS and in electronic charting systems.

NOAA ENC's are updated weekly with Notice to Mariners corrections.

Map Selection Information

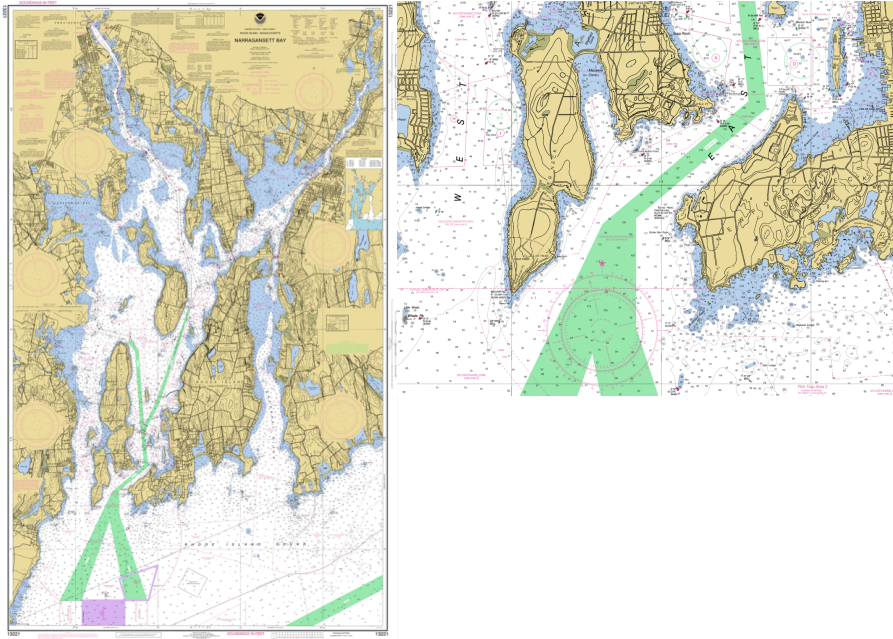


Let's take a quick look at our final port of call, Newport RI. This port will be in the COAST PILOT VOL 2. Chapter 6

Once again, we find all our chart data and more.

Lets find our charts, starting with a nice small scale chart 13221, giving us a nice overview.

The next chart we want is 13223.



Again, by using the COAST PILOTS volumes we can find a huge amount of data on our port of calls.

In Coast Pilot 2 , under Narragansett Bay there is a plethora of data. LAT and LON for quite a few things including buoys and locations, Additional cart data, traffic lanes, Security systems, tides and currents, Weather in the area, navigational data, prominent features, even a Climatological Data Chart showing weather data by the month. Small craft info, anchorages, and much, much more.

So far, we've employed 3 data sets for weather

[WINDY.com](http://WINDY.com)

[predictwind.com](http://predictwind.com)

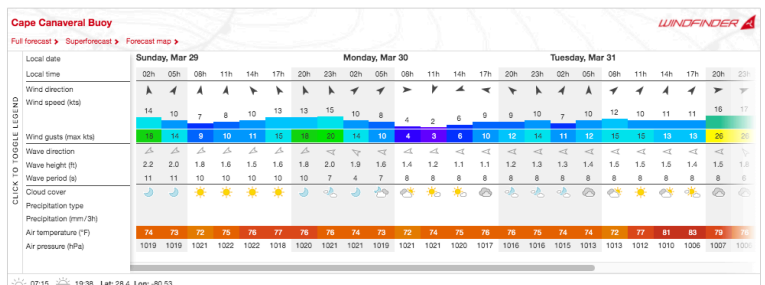
[captaingeorgia.com](http://captaingeorgia.com)

( Easy link to NOAA)

there are a few more you can see some of them on my Support page of [CaptainGeorgia.com](http://CaptainGeorgia.com) such as: [windfinder.com](http://windfinder.com)

We've also employed a method to get free charts from NOAA

<https://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>



And we've employed the NOAA Coast Pilot volumes (again free to download) at:

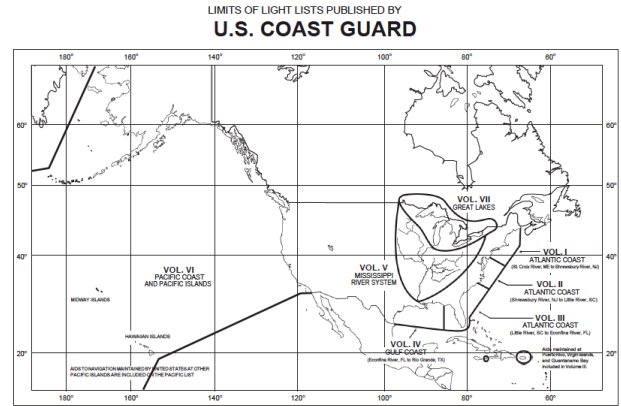
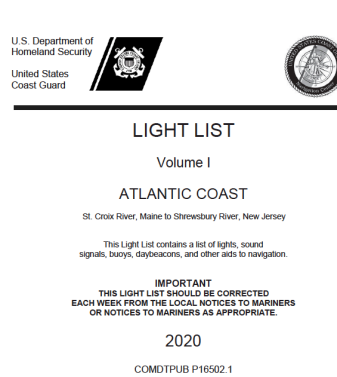
<https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html>

## LIGHT LISTS

There are yet more books and data available to you for planning:

There are the USCG light lists: 3 volumes free to download at

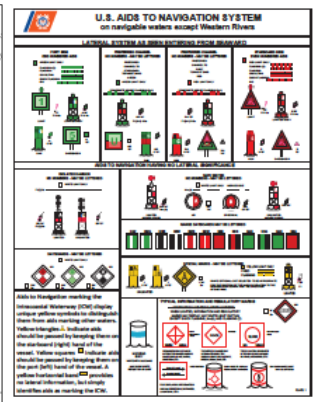
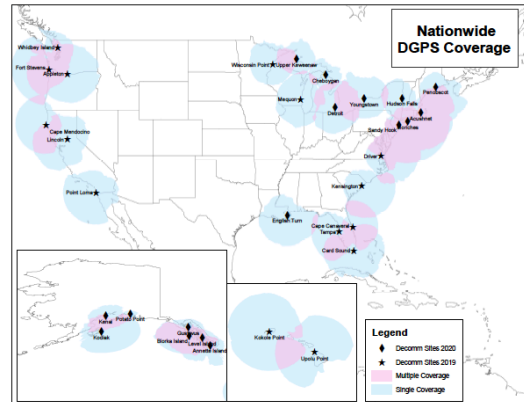
<https://www.navcen.uscg.gov/?pageName=lightlists>



The Light lists provide amazing amounts of data on Buoys, Beacons and other aids to navigation.

They offer light characteristics and how to read and understand them at night or by sound signals.

USCG district contact info, phone numbers, emails, etc. They provide data and info on navigation. DGPS coverage areas. Contact info for Aids to Navigation teams around the country.



**BLOCK ISLAND SOUND AND APPROACHES (Chart 13205)**

West Passage	Point Judith Light	41-21-39.691N 071-28-53.025W	Oc (3)W 15s 5s fl 2s ec. 2s fl 2s ec. 2s fl 2s ec.	65 16
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Octagonal tower, lower half white, upper half brown. 65  
HORN: 1 blast ev 15s (2s bl). Fog signal is radio activated, during times of reduced visibility, turn marine VHF-FM radio to channel 83A/157.175Mhz. Key microphone 5 times consecutively, to activate fog signal for 45 minutes.

The most important piece of information in the light list is the data on the navigational item. Here's an example of the Block Island Light. you get LAT and LON, light and sound data, distance it can be seen, what it looks like, and how it works. This information is available for every single important Navigational marker in the United States.



Here's another document you should look at **NOTICE TO MARINERS** Providing up to date Maritime Safety information for your passage. You can sign up by email for the **NOTICE TO MARINERS**, **NAVIGATIONAL WARNINGS**, and **PUBLICATION UPDATES**.

<https://msi.nga.mil/NGAPortal/MSI.portal>

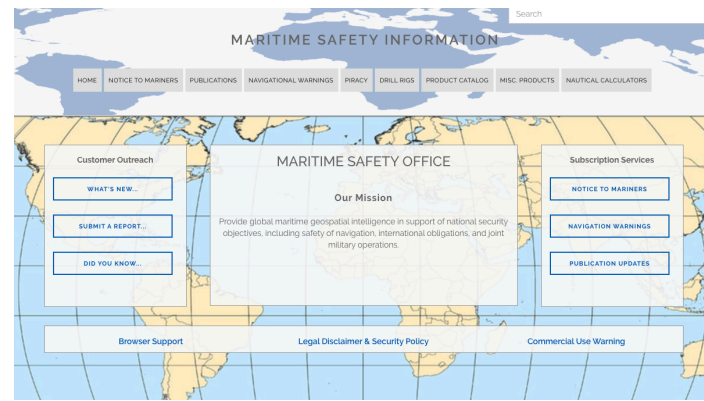
Notices are issued by each **U.S. Coast Guard District** to disseminate important information affecting navigational safety within that District. This Notice reports changes and deficiencies in aids to navigation maintained by the Coast Guard. Other marine information such as new **charts**, channel depths, naval operations, and regattas is included. Since temporary information of short duration is not included in the weekly **Notice to Mariners**, the *Local Notice to Mariners* may be the only source of such information. Small craft using the **Intracoastal Waterway** and small harbors not normally used by oceangoing vessels need it to keep charts and publications up-to-date.


Since correcting information for U.S. charts in the *Notice to Mariners* is obtained from the Coast Guard Local Notices, it is normal to expect a lag of 1 or 2 weeks for the *Notice to Mariners* to publish a correction from this source.

The *Local Notice to Mariners* may be obtained free of charge by contacting the appropriate Coast Guard District Commander. Vessels operating in ports and waterways in several districts must obtain the *Local Notice to Mariners* from each district.

I highly recommend you keep a digital copy of your charts, COAST Pilots Volumes and Light lists on your vessel... They are awesome documents with amazing information.

Cheers  
geo





**U.S. Department  
of Homeland Security  
United States  
Coast Guard**

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**LOCAL NOTICE TO MARINERS**

**District 8 GULF** **Week: 03/20**

8TH DISTRICT LOCAL NOTICE TO MARINERS  
GULF OF MEXICO  
Ecorfina River, FL to the Rio Grande, TX  
LIGHT LIST VOLUME IV  
NOTICE NUMBER 03/20  
January 22, 2020

References: COMDTPLUB P16502.4, Vol. IV, 2020 Edition and Coast Pilot 5.  
Both publications, along with corrections, are available for download at:  
<https://nauticcharts.noaa.gov/publications/coast-pilot/index.html>  
[https://www.navcen.uscg.gov/pdf/lightlists/Lightlist\\_V4\\_2020.pdf](https://www.navcen.uscg.gov/pdf/lightlists/Lightlist_V4_2020.pdf)

COAST GUARD DISTRICT 8, WATERWAYS, (504) 671-2327, 7:00 a.m. until 3:30 p.m. (CST)  
NIS WATCHSTANDER PHONE (703) 313-5900 24-HOURS A DAY  
INTERNET ADDRESS: [HTTPS://www.navcen.uscg.gov](https://www.navcen.uscg.gov)  
COMMENTS REGARDING SECTION VI - PROPOSED CHANGES MAY ALSO BE EMAILED TO: [LocalNoticeFeedback@uscg.mil](mailto:LocalNoticeFeedback@uscg.mil)  
GULF OF MEXICO LNM VIA INTERNET <https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=8&ext=g>

BROADCAST NOTICE TO MARINERS COVERED IN THIS EDITION

ORIGINATING UNIT	BEGINNING BNMS	THROUGH	ENDING BNMS
CCGB	BNM 0003 - 20 (DB)		BNM 0004 - 20 (DB)
SECTOR MOBILE (MO)	BNM 0039 - 20 (MO)		BNM 0039 - 20 (MO)
SECTOR NEW ORLEANS (NO)	BNM 0022 - 20 (NO)		BNM 0039 - 20 (NO)
SECTOR HOUSTON-GALVESTON (GA)	BNM 0004 - 20 (GA)		BNM 0040 - 20 (GA)
SECTOR CORPUS CHRISTI (CC)	BNM 0015 - 20 (CC)		BNM 0021 - 20 (CC)

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**ABBREVIATIONS**

<p><b>A through H</b></p> <p>ADRIFT - Buoy Adrift AICW - Atlantic Intracoastal Waterway A - Alternating B - Buoy BW - Breakwater B - Blast BNM - Broadcast Notice to Mariner B - Blue C - Canadian CHAN - Channel CGD - Coast Guard District C/O - Cut Off CONT - Contour CRK - Creek CONST - Construction DAYMK/Daymk - Daymark DBN/Dcn - Daybeacon DBD/DAYBD - Dayboard DEFAC - Defaced DEST - Destroyed DISCON - Discontinued DNG/DAMGD - Damaged ec - eclipse EST - Established Aid ev - every EVAL - Evaluation EXT - Extinguished F - Fixed fl - Flash fl - Flashing</p>	<p><b>I through O</b></p> <p>I - Interrupted ICW - Intracoastal Waterway IMCH - Improper Characteristic INL - Inlet INOP - Not Operating INT - Intensity ISL - Islet Iso - Isophase kHz - Kilohertz LAT - Latitude LB - Lighted Buoy LBB - Lighted Bell Buoy LWB - Lighted Horn Buoy LGB - Lighted Gong Buoy LONG - Longitude LNM - Local Notice to Mariners LT - Light LT CONT - Light Continuous LTR - Letter LWB - Lighted Whistle Buoy LWP - Left Watching Property MHz - Megahertz MISS/MISNG - Missing Mo - Morse Code MRASS - Marine Radio Activated Sound Signal MSLD - Misleading N/C - Not Charted NGA - National Geospatial-Intelligence Agency NO/NUM - Number NOS - National Ocean Service</p>	<p><b>P through Z</b></p> <p>PRIV - Private Aid Q - Quick R - Red RACON - Radar Transponder Beacon Ra ref - Radar reflector RBN - Radio Beacon REBUILT - Aid Rebuilt RECOVERED - Aid Recovered RED - Red Buoy REFL - Reflective RSL - Range Rear Light RELIGHTED - Aid Relit RELOC - Relocated RESET ON STATION - Aid Reset on Station RFL - Range Front Light RIV - River RRASS - Remote Radio Activated Sound Signal s - seconds SEC - Section SHL - Shoaling sl - silent SIG - Signal SND - Sound SPM - Single Point Mooring Buoy SS - Sound Signal STA - Station STRUCT - Structure St M - Statute Mile TEMP - Temporary Aid Change TMK - Topmark</p>
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