

Dead Reckoning

I. Cruise Planning

1. Plot course from end of Venice Jetty ($27^{\circ} 06.72' N - 82^{\circ} 28.29' W$) to Mo (A) 16ft 7M "LP" ATON off Longboat Pass.

a. What is the course to steer -- true and magnetic?

True: _____ Magnetic: _____

b. What is the distance (NM) from the Jetty to "LP"?

c. How long will it take to get to "LP" at 20 knots?

d. What kind of ATON is "LP"?

2. What is the position of "LP"?

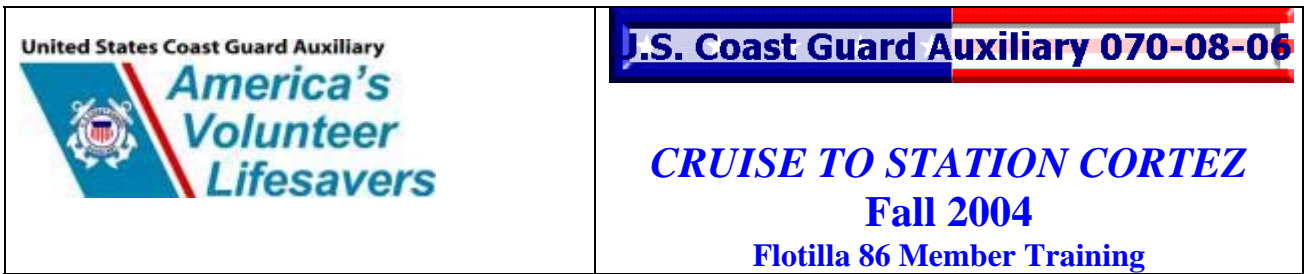
Latitude: _____

Longitude: _____

Enter this waypoint in your GPS, and check your distance calculation.
[Use the Jetty as your reference]

3. Plot your DR position every half hour assuming you leave the Jetty at 0930 and maintain 20 knots. Label with a semi-circle and the time.

4. What will your latitude be at 1000?



Latitude: _____

5. On the chart, locate the radio tower [RTr] NE of Midnight Pass and Bird Key. At what time should it be abeam (R090)?

6. Locate the Tank 0.9 mi NE of Stickney Pt. Bridge.

7. How close will you pass to G“1” Fl G 4sec?

- Will it be to port or starboard? _____
- What time should you pass it? _____
- Label as a DR waypoint.

8. Note the dangerous shoals outside Big Sarasota Pass. Draw a danger bearing from the BLDG on Coon Key (behind Lido and St Armands Keys) along the edge of the light blue shallow water.


Select the right label for the danger point:

- a. “NLT 011”
- b. “NMT 011”

9. Draw a LOP to the Tank found in 6 above at 095 degrees, and label it “NMT 095”.

10. At what time should the bell buoy G“2” be abeam, off New Pass?

11. Can you identify any ATONs we should be able to see while transiting Longboat Key?

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12. What is the bearing of the channel into Longboat Pass, past R”2” and G”3”?

13. Where is the ColRegs line near Longboat Pass?

14. If an outbound vessel gives you two short blasts when you are near Mo (A) “LP” what should your response be?

Where do you think he plans to go?

I. Cruise Log


✈ *Trip to Station Cortez*

1. Boats leave Venice Jetty at 10-minute intervals, starting at 0930.

- ☞ Adjust your DR times for your starting time.
- ☞ Maintain 15-knot speed, if safe. Try to maintain course by compass without correcting by GPS.

1. Log times of the following:

- a. Radio tower abeam _____
- b. Tank abeam _____
- c. Passing G “1” off Big Sarasota Pass _____
- d. (Can you find it?? Stay on your course.)
- e. New Pass bell buoy abeam _____
- f. Description:

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g. Mo (A) “LP” abeam _____

*** Turn to C052, toward bridge.

h. At bascule bridge _____

i. At St. Cortez _____

3. Exactly 30 minutes after your start, take bearings on the RTr and Tank and plot and label your position. Don’t cheat by using the GPS!

4. When off Sarasota Pt, take bearings on the Tank and the BLDG on Coon Key (the only tall building behind Lido and St Armands). Plot and label. Are you in the danger zone?

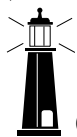
5. At “LP” turn right to course 052 for the bridge.

*** Note submerged pile charted near G “7” and G “47” at the merge with the ICW.

6. Proceed NW on ICW past Fl R 4 sec “48” to G “49” before turning to starboard onto approx C120 to Station Cortez docks.

*** Note TOA at Station Cortez docks. Await docking/anchoring instructions from OOD. We should arrive before noon.

↗ ***Return Trip to Venice***



On the return trip the shoals outside Big Sarasota Pass present a serious danger area. Take bearings periodically from the BLDG on Coon Key (behind Lido and St Armands Keys) along the edge of the light blue shallow

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water and verify that they are less than 011° until you can see the Tank 0.9 mi NE of Stickney Pt. Bridge and this bearing is less than 095° .

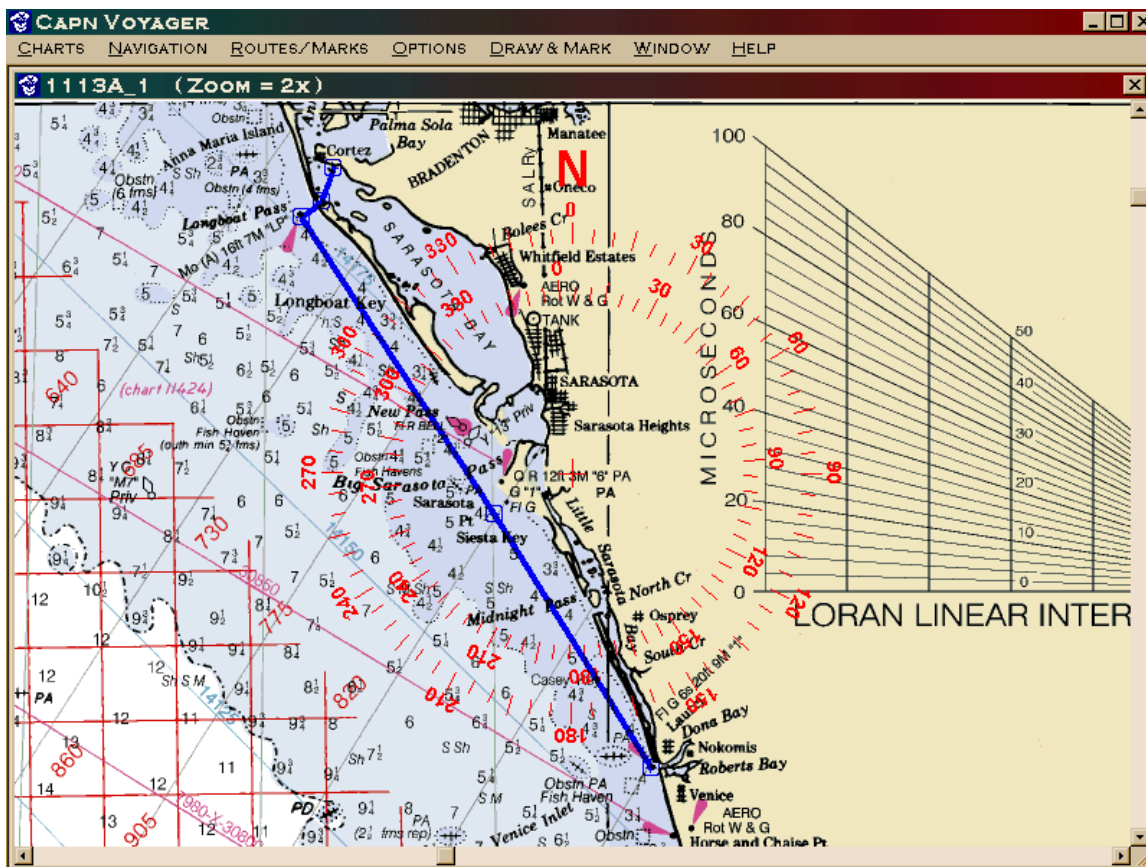


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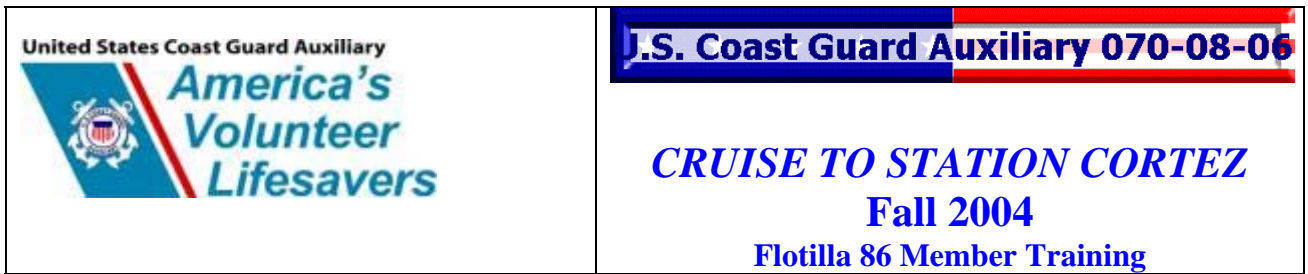
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Navigation Information:

Leg	Begins at W...	Leg (C°)	Distance	Speed	Time	Latitude	Longitude
001	Venice	332° C	10.5 nm	15.00	09:30:00	27° 06.683' N	082° 28.285' W
002	Big Pass	331° C	12.5 nm	15.00	10:12:00	27° 15.599' N	082° 34.486' W
003	Longboat P...	057° C	.89 nm	15.00	11:01:57	27° 26.069' N	082° 42.108' W
004	Longboat B...	022° C	1.25 nm	15.00	11:05:30	27° 26.602' N	082° 41.314' W
005	Cortez	End	n/a	15.00	11:10:29	27° 27.791' N	082° 40.890' W



Venice Inlet, about 26 miles NW of Port Boca Grande, affords a passage from the Gulf to the Intracoastal Waterway, Roberts, Dona, and Lyons Bays. A dredged channel leads E from the Gulf between parallel jetties for about 0.5 mile to the Intracoastal Waterway. In July 1986, the controlling depth in the channel was 6 feet. Daybeacons mark the channel. Venice Inlet Light 1 (27° 06.8'N., 82° 28.2'W.), 30 feet above the water, is shown from a skeleton structure with a square green daymark on the outer end of the N jetty.



An unmarked fish haven is about 1 mile SW of Venice Inlet.

Midnight Pass, 6 miles NNW from Venice Inlet, between Casey Key and Siesta Key, once afforded a passage from the Gulf to Little Sarasota Bay and the Intracoastal Waterway. In July 1988, it was reported that this the pass is so closed that it can not be discerned from either the Gulf side or from Little Sarasota Bay.

Currents - In Midnight Pass the flood current sets NE with an average velocity of 1.8 knots, and the ebb sets SW at an average velocity of 1.4 knots.

Big Sarasota Pass, 12 miles NNW from Venice Inlet, leads from the Gulf of Mexico to the S end of Sarasota Bay and the Intracoastal Waterway. The pass lies between Siesta Key and Lido Key, and is marked by buoys, lights, and daybeacons. A lighted buoy marks the channel approach. In December 1986, the pass had a reported controlling depth of 4 feet. The approach channel over the bar and the channel through the pass are subject to continual changes. Mariners are advised to exercise extreme caution. Several large hotel buildings at the S end of Lido Key and along the shore of Siesta Key are prominent.

In 1980, a submerged wreck was reported in the channel approach in about 27° 16'26" N., 82° 34'25" W. Caution is advised while navigating in the area.

Currents - In Big Sarasota Pass the flood current sets N with an average velocity of 1.5 knots, and the ebb sets S with an average velocity of 1 knot.

Three fish havens marked by buoys are from 1.1 to 2.2 miles offshore between Big Sarasota Pass and New Pass.

New Pass, 2 miles NNW from Big Sarasota Pass, between Lido Key and Longboat Key, affords passage from the Gulf of Mexico to Sarasota Bay and



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the Intracoastal Waterway. A dredged channel leads from the Gulf through the pass and crosses the Intracoastal Waterway to a turning basin at Payne Terminal. The channel approach is marked by a lighted bell buoy, and the channel is marked by lights and daybeacons. In April 1993, the controlling depth was about 1 foot from the channel entrance to Light 7. Greater depths to about 5 feet were available, with local knowledge, in the marked area S of the dredged channel to Light 7. Above Light 7, the controlling depths were 6.5 feet (7.5 feet midchannel) to the highway bridge, thence 6.5 feet to the Intracoastal Waterway, thence 8 feet in the remainder of the channel and turning basin except for lesser depths along the N and E edges of the basin. The channel is subject to shoaling; local knowledge is advised.

State Route 789 bridge over the pass has a bascule span with a clearance of 23 feet. (See 117.1 through 117.59, and 117.311, chapter 2, for regulations.)

Currents - In New Pass the flood current sets NE with an average velocity of 1.6 knots, and the ebb sets SW with an average velocity of 1 knot.

Longboat Pass, about 9 miles NNW of Big Sarasota Pass, between Longboat Key and Anna Maria Island, affords passage from the Gulf of Mexico to the N end of Sarasota Bay and the Intracoastal Waterway. A dredged channel, marked by a light and daybeacons, leads from the Gulf to the Intracoastal Waterway. In May 1993, the controlling depth was 5 feet from the entrance light through the shoal area to Daybeacons 2 and 3, thence 8 feet in the N half and 12 feet in the S half of the channel to the highway bridge, thence 9.5 feet in the W half and 7.5 feet in the E half of the channel to the Intracoastal Waterway. Greater depths may be available with local knowledge. The channel is subject to changes at the entrance. Shoaling extends W and S in an arc from the S end of Anna Maria Island and also W from the NW end of Longboat Key. State Route 789 bridge over the pass has a 45-foot bascule span with a clearance of 17 feet. (See 117.1 through 117.59 and 117.299, chapter 2, for drawbridge regulations.) The bridgetender may be contacted on 813-355-7107 and on VHF-FM, channel unknown.

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Currents - In Longboat Pass the flood current sets E with an average velocity of 1.8 knots, and ebb sets W with an average velocity of 1.6 knots.