

In the Vicinity of Key West Harbor Reference NOS chart 11434	
24	24°27.95'N., 081°48.65'W
25	24°23.00'N., 081°53.50'W
26	24°26.60'N., 081°58.50'W
27	24°27.75'N., 081°55.70'W
28	24°29.35'N., 081°50.00'W
29	24°27.95'N., 081°48.65'W

Area Surrounding the Marquesas Keys Reference NOS chart 11434 (The Marquesas Keys are described in Coast Pilot 5)	
30	24°26.60'N., 081°59.55'W
31	24°23.00'N., 082°03.50'W
32	24°23.60'N., 082°27.80'W
33	24°34.50'N., 082°37.50'W
34	24°43.00'N., 082°26.50'W
35	24°38.31'N., 081°54.06'W
36	24°37.91'N., 081°53.40'W
37	24°36.15'N., 081°51.78'W
38	24°34.40'N., 081°50.60'W
39	24°33.44'N., 081°49.73'W
40	24°31.20'N., 081°52.10'W
41	24°28.70'N., 081°56.80'W
42	24°26.60'N., 081°59.55'W

Area Surrounding the Dry Tortugas Reference NOS chart 11434	
43	24°32.00'N., 082°53.50'W
44	24°32.00'N., 083°00.05'W
45	24°39.70'N., 083°00.05'W
46	24°45.60'N., 082°54.40'W
47	24°45.60'N., 082°47.02'W
48	24°42.80'N., 082°43.90'W
49	24°39.50'N., 082°43.90'W
50	24°35.60'N., 082°46.40'W
51	24°32.00'N., 082°53.50'W

(51) The **Dry Tortugas** are a group of small keys and reefs 63 miles west from Key West. The group is about 11 miles long, in a northeast to southwest direction, and 6 miles wide. **Pulaski Shoal**, at the northeast end of the group, is 12 miles northwest of Rebecca Shoal. **Pulaski Shoal Light** (24°41'36"N., 82°46'23"W.), 56 feet above the water, is shown from a small black house on a hexagonal pyramidal skeleton tower on piles on the east side of the shoal.

(52) The keys are low and irregular, and have a thin growth of mangrove. In general, they rise abruptly from deep water and have fairly good channels between them. They are continually changing in size and shape. (Dry Tortugas is described in United States Coast Pilot 5.)

(53) **Coral Reefs**

(54) The Florida Reef Tract and its associated ecosystems extend in a sweeping arc north and east from Tortugas Bank near Key West, Florida, to St. Lucie Inlet on the southeast coast of Florida. Much of the southern reef tract, from Biscayne Bay south, is managed by **Biscayne National Park (BNP)** and the **Florida Keys National Marine Sanctuary (FKNMS)**. The **Florida Department of Environmental Protection (FDEP)** manages the northern reef tract from the northern border of Biscayne National Park northward to St. Lucie Inlet and includes all state waters from the mean high water line out to 3 miles. The seaward extent of the reef tract north of Biscayne National Park is approximately 3 miles from the shoreline. The reefs may be difficult to identify topside and can be hazardous because they are not marked by breakers in smooth weather.

(55) Vessel grounding and anchoring incidents can cause significant damage to reef habitats, potentially changing their biological composition and, as a result, the environmental health of coral reefs. Mariners are urged to use caution when navigating in these areas and to use mooring buoys (if available) for anchoring or anchor in sand beyond the reef edge. For additional information on the Florida Reef Tract, visit [dep.state.fl.us/coastal/programs/coral/ripr.htm](http://dep.state.fl.us/coastal/programs/coral/ripr.htm) (FDEP) and [floridakeys.noaa.gov](http://floridakeys.noaa.gov) (FKNMS).


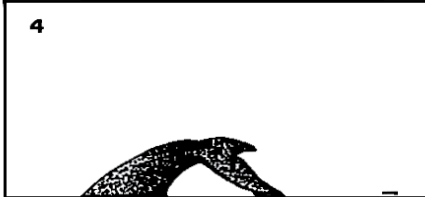

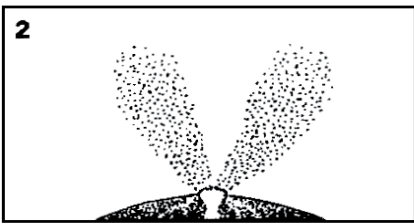
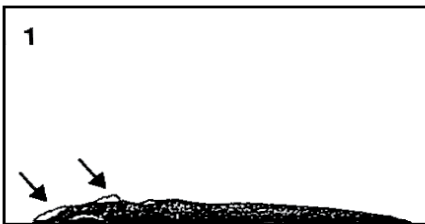
(56) **North Atlantic Right Whales**

(57) The North Atlantic right whale is one of the world's most endangered large whale species. North Atlantic right whales are found primarily in continental shelf waters between Florida and Nova Scotia. They migrate annually along the east coast between the feeding grounds off New England and Canada and the calving grounds off Florida, Georgia and South Carolina. Because right whales mate, rest, feed and nurse their young at the surface and often do not move out of the way of oncoming ships, they are highly vulnerable to being struck. Pregnant females and females with nursing calves appear to be particularly vulnerable to collisions with ships. Ship strikes and fishing gear entanglements are the two known sources of human-related mortality. Intentionally approaching within 500 yards of right whales is prohibited and is a violation of federal law. (See **50 CFR 224.103**, Chapter 2 for limits, regulations and exceptions.)

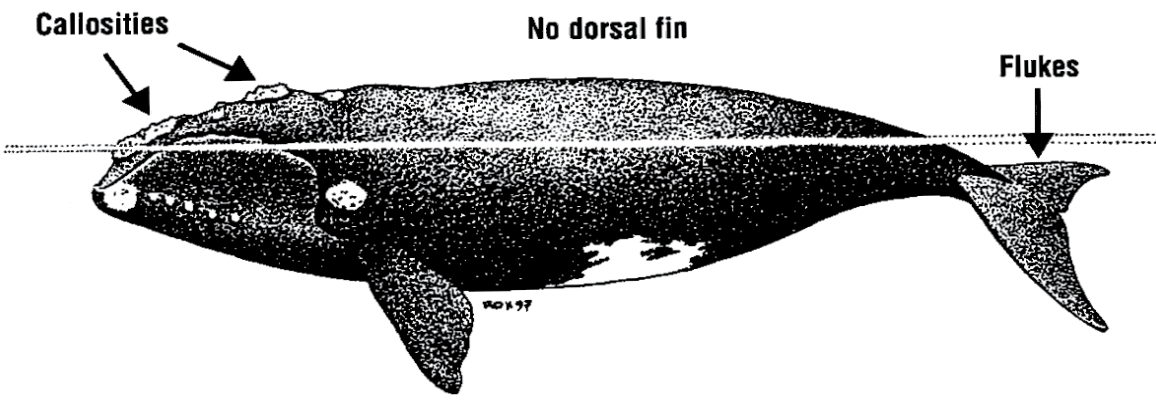
(58) **Description of North Atlantic right whale:** Right whales are large baleen whales. Adults are generally 45 to 55 feet in length and can weigh up to 70 tons. The body is mostly black, but irregularly shaped white patches may be present on the ventral surface. The best field

(59)

### North Atlantic right whale



- 1) Whitish patches of raised and roughened skin (called callosities) on top of the head (see arrows)
- 2) V-shaped blow easily visible from in front or behind the whale
- 3) No dorsal fin on the back
- 4) Tail flukes often lifted vertically when the animal dives
- 5) All black tail on the top and underside



Callosities                      No dorsal fin                      Flukes



identification marks are a broad back with no dorsal fin, irregular bumpy white patches (callosities) on the head, and a distinctive two-column V-shaped blow when viewed from directly behind or in front of the whale. The whales have broad, paddle-shaped flippers and a broad, deeply notched tail. (See diagrams and photographs.) Right whales are slow moving and seldom travel faster than 5 or 6 knots. They can stay submerged for 10 to 20 minutes and may appear suddenly when surfacing to breathe. They are often seen alone or in small groups. At times, right whales form large courtship groups of 20 to 30 animals.

(60) **Seasonal occurrence of North Atlantic right whales**—During seasons and in areas where right whales may occur, vessel operators should maintain a sharp lookout for whales and reduce speeds when consistent with safe navigation. In any given year oceanographic variability may affect the seasonal distribution of right whales. In 1986, right whales were frequently sighted within the Stellwagen Bank National Marine Sanctuary throughout the summer, and in the early spring of 1998 a large number of right whales were documented near the Narragansett/Buzzards Bay Traffic Separation Scheme. Two areas in U.S. waters have been designated as critical habitats for North Atlantic right whales; the northeastern foraging area and southeastern calving area. (See **50 CFR 226.203**, Chapter 2 for limits, regulations and exceptions).

(61)

Seasonal occurrence of North Atlantic right whales		
Location	Season	Comments
Central Gulf of Maine (Jordan Basin, Cashes Ledge)	April-June October-December	
Cape Cod Bay	December-May	
Great South Channel, northern edge of Georges Bank	March-July	
Bay of Fundy, Scotian Shelf (Browns Bank, Roseway Basin)	July-October	Most of the population can be found in this area during this time.
Jeffreys Ledge	October-December	Whales are frequently sighted in this area.
Stellwagen Bank National Marine Sanctuary	Year-round	Peak sightings occur in the early spring with infrequent sightings in the summer.
New York to North Carolina	November-April	The migration corridor between right whale habitats is within 30 miles of the Atlantic coast.
South Carolina, Georgia and Florida calving area	November-April	Calving right whales have been sighted as far north as Cape Fear, NC and as far south as Miami, FL with rare sightings in the Gulf of Mexico.

(62) **Mandatory Speed Restrictions:** Vessels 65 feet or greater in length overall (LOA) are subject to mandatory speed restrictions of 10 knots or less in seasonal management areas (SMA) along the U.S. East Coast during times when

right whales are likely to be present (See following maps for locations of SMAs). The Northeastern SMA speed restrictions are in place from January 1 through May 15 in Cape Cod Bay, from March 1 through April 30 off Race Point and from April 1 through July 31 in the Great South Channel. Speed restrictions in the Mid-Atlantic U.S. SMAs are in place from November 1 to April 30 and include Block Island Sound, entry into the Ports of New York/New Jersey, Delaware Bay, Entrance to Chesapeake Bay, and the Ports of Morehead City and Beaufort, NC, and within a continuous boundary approximately 20 nautical miles from shore around the major ports of Wilmington, NC, Charleston, SC, and Savannah, GA. Speed restrictions are in place in the Southeastern U.S. SMA from November 15 to April 15; this area extends from shore approximately 30 nautical miles eastward and contains the major ports of Brunswick, GA, Fernandina Beach, FL, and Jacksonville, FL. (See **50 CFR 224.105**, Chapter 2 for regulations, limitations and exceptions and complete description of the SMAs.) Boundaries of the SMAs are shown on NOAA Electronic Navigational Charts US2EC02M, US2EC03M, US2EC04M and US2GC12M. NOAA Fisheries may also establish voluntary Dynamic Management Areas (DMAs) when right whales are present in areas and times not covered by the SMAs. Information about established DMAs will be announced over NOAA’s customary maritime communication media. Mariners are encouraged to avoid or reduce speeds to 10 knots or less while transiting through DMAs.

(63)

**Area to be avoided**

(64)

In order to significantly reduce the risk of ship strikes to the North Atlantic right whale, an area to be avoided was established in the Great South Channel, east of the Boston Harbor traffic lanes. Ships of 300 gross tons and above should avoid the area bounded by lines connecting the following geographical positions:

(65)

41°44'08"N., 69°34'50"W.;

(66)

42°10'00"N., 68°31'00"W.;

(67)

41°24'53"N., 68°31'00"W.; and

(68)

40°50'28"N., 68°58'40"W. between the period of April 1 through July 31.

(69)

**Early Warning and Sighting Advisory Systems:**

As weather and conditions permit, dedicated seasonal programs of aerial and vessel surveys are conducted in the northeast and southeast U.S. to provide whale sighting information to mariners. Surveys typically occur in the following locations at the specified times: a) Cape Cod Bay, the Gulf of Maine, the Great South Channel, and Rhode Island, Block Island and Long Island Sounds from January through July; b) South Carolina/North Carolina border south to Crescent Beach, FL, from December through March. Survey planes occasionally use VHF-FM channel 16 to contact ships directly if whales have been spotted in close proximity to that vessel. However, many right whales go undetected by surveys. Seasonal

right whale advisories and sighting reports are broadcast periodically for these and surrounding areas by Coast Guard Broadcast Notice to Mariners, NAVTEX, NOAA Weather Radio, Cape Cod Canal Vessel Traffic Control and the Bay of Fundy Vessel Traffic Control and are included in the return message from the Right Whale Mandatory Ship Reporting (MSR) systems. General sighting information may be obtained by sending an e-mail to *ne.rw.sightings@noaa.gov* (northeast) or *se.rw.sightings@noaa.gov* (southeast).

- (70) **Precautions when transiting right whale habitat and areas of recently reported right whale sightings:** NOAA recommends the following precautionary measures be taken to avoid adverse interactions with North Atlantic right whales:

(71) Before entering right whale habitat (See “Seasonal Occurrence” table), check Coast Guard Broadcast Notices to Mariners, NAVTEX, NOAA Weather Radio, Mandatory Ship Reporting (MSR) system, Cape Cod Canal Vessel Traffic Control and the Bay of Fundy Vessel Traffic Control as well as other sources for recent right whale sighting reports. Local ship pilots also have information on whale sightings and safe local operating procedures.

(72) Review right whale identification materials and maintain a sharp watch with lookouts familiar with spotting whales. Although right whales are large, their dark color and lack of a dorsal fin can make them difficult to spot.

(73) Avoid transiting through the right whale habitats and areas where right whales have recently been sighted. If transiting between ports within critical habitats, minimize transit distance. Route around observed or recently reported right whales and anticipate delays due to prudent seamanship in response to whale sightings. Avoid transits at night or during periods of low visibility.

(74) If a right whale is sighted from the ship or reported along the intended track of the ship, mariners should exercise caution, post a lookout and reduce speed to 10 knots when consistent with safe navigation. If a right whale is sighted, a vessel must steer a course away from the right whale and immediately leave the area at slow safe speed. Do not assume right whales will move out of the way of an approaching vessel. Mariners should keep in mind that it is illegal to approach a right whale closer than 500 yards. (See **50 CFR 224.103**, Chapter 2 for limits, regulations and exceptions.)

(75) Any whale accidentally struck, dead whale carcass, and sighting of an injured or entangled whale should be reported immediately to the Coast Guard or NOAA National Marine Fisheries Service noting the precise location, date and time of the accident or sighting. Call 866-755-6622 for reports to NOAA for the area from Virginia to Maine or 877-942-5343 (877-WHALE-HELP) for the area from North Carolina to Florida. In the event of a strike or sighting of a dead, injured or entangled whale, the following information should be provided:

- (76) location, date, and time of the accident or sighting of a carcass or an entangled whale,  
 (77) speed and course of the vessel,  
 (78) vessel specifications such as size and propulsion,  
 (79) water depth,  
 (80) environmental conditions such as visibility, wind speed and direction,  
 (81) description of the impact,  
 (82) fate of the animal, and  
 (83) species and size, if known.

(84) **Recommended two-way routes to avoid whales:** To reduce the possibility of vessel strikes with right whales, two-way routes were developed for vessels entering and transiting through Cape Cod Bay and arriving and departing the ports of Brunswick, GA, Fernandina Beach, FL, and Jacksonville, FL. The routes were developed from an analysis of historical right whale sightings and are designed to reduce the likelihood of adverse interactions between large vessels and right whales. The routes are found on the latest NOAA Nautical Charts. In July 2007, the northern leg of the Boston Traffic Separation Scheme (TSS) was shifted to direct ship traffic away from an area of high whale density. Use of the modified TSS is expected to considerably reduce the risk of striking a whale.

(85) **Mandatory Ship Reporting systems (MSR) WHALES-NORTH and WHALESOUTH**

(86) Mandatory Ship Reporting (MSR) systems require all vessels 300 gross tons or greater to report to the U.S. Coast Guard upon entering two designated reporting areas off the east coast of the United States. (See **33 CFR 169**, Chapter 2, for limits and regulations.) Sovereign immune vessels are exempt from the requirement to report but are encouraged to participate.

(87) The two reporting systems will operate independently of each other. The system in the northeastern United States will operate year round, and the system in the southeastern United States will operate each year from November 15 through April 15. Reporting ships are only required to make reports when entering a reporting area during a single voyage (that is, a voyage in which a ship is in the area). Ships are not required to report when leaving a port in the reporting area nor when exiting the system.

(88) Mariners should check all MSR messages carefully before transmittal to ensure the message includes the correct address and format. Additional greeting or comments in the message will preclude message receipt by the MSR system. Failure to receive a timely return message from the MSR system that provides locations of recent right whale sightings and precautionary guidance should be reported to the local Sector Office of the U.S. Coast Guard.

(89) **Northeastern reporting system/southeastern reporting system** (See **33 CFR 169.105** and **169.115**, Chapter 2, for limits.)