



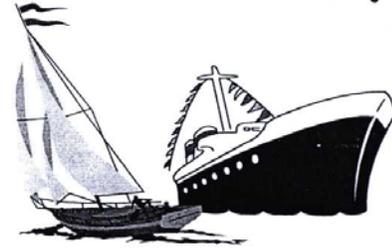
**US Army Corps
of Engineers®**
Jacksonville District



NOTICE TO NAVIGATION INTERESTS



In reply refer to:
CESAJ-PM-WN
P.O. Box 4970
Jacksonville, FL 32232-0019



CESAJ-PM-WN (1130)

18 March 2013

Okeechobee Waterway Anchoring and Mooring Policy

See the attached memorandum regarding anchoring and mooring guidance within the Okeechobee Waterway.

For additional information regarding this issue and others may be obtained by accessing the Jacksonville District website:

<http://www.saj.usace.army.mil/Missions/CivilWorks/Navigation/NoticestoNavigation.aspx>

US Army Corps of Engineers point of contact is Mr. Robert Schnell, Supervisory Biologist at 863-983-8101 ext. 236.

MEMORANDUM FOR RECORD

SUBJECT: U.S. Army Corps of Engineers, Jacksonville District, South Florida Operations Office, Okeechobee Waterway Anchoring and Mooring Policy

1. **PURPOSE:** This memorandum provides anchoring and mooring guidance within the Okeechobee Waterway from W.P. Franklin Lock extending east to St. Lucie Lock which consist of federally impounded waters operated and maintained by the U.S. Army Corps of Engineers (USACE), Jacksonville District, South Florida Operations Office to ensure a safe and unobstructed navigable waterway providing passage from the Gulf of Mexico to the Atlantic Ocean.

2. **AUTHORITY:** The guidance contained within this memorandum is in accordance with 16 U.S.C. § 460d, 33 U.S.C. § 1, 36 C.F.R. Part 327 and 33 C.F.R. 207.160. The Corps has the authority to regulate public use of federal water resource development projects in the public interest and the navigable capacity of waters of the United States.

3. **DEFINITIONS:** The following terms are defined for the purpose of this memorandum.

a. Okeechobee Waterway - Area of water connecting the W.P. Franklin Lock to the St. Lucie Lock via the Caloosahatchee River, Lake Okeechobee, and the St. Lucie Canal excluding privately excavated canals and tidal influenced waters from the Gulf of Mexico and Atlantic Ocean.

b. Vessel - All watercraft including, but not limited to, powerboats, cruisers, houseboats, sailboats, rowboats, canoes, kayaks, personal watercraft, and any other such equipment capable of navigation on water, whether in motion or at rest, but not including rafts.

c. Mooring - A vessel that is no longer underway and properly secured to an authorized permanent fixture.

d. Anchoring - Ability to maintain a vessel in one place utilizing properly placed anchors while displaying the proper anchor (navigation) lights from dusk to dawn or during poor visibility conditions.

4. **APPLICABILITY:**

a. This policy applies to all vessels anchoring or mooring in the Okeechobee Waterway.

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b. This policy may be modified as necessary to ensure a safe and unobstructed navigable waterway providing passage from the Gulf of Mexico to the Atlantic Ocean.

c. This policy does not create any rights or obligations.

5. STOPPAGE IN WATERWAY, ANCHORAGE OR MOORING: All stopped vessels should be securely anchored or moored in accordance with this policy.

a. Anchorage: No vessel shall anchor in the Okeechobee Waterway, except in case of an emergency or incidental to navigating the 152 mile waterway. Anchoring incidental to navigating the length of the waterway over multiple days is allowed to provide adequate rest for crew members while crossing the waterway to ensure the safety of the crew and other users on the waterway. Overnight anchoring shall not exceed 24 hours in one location and your vessel needs to show one days travel distance before anchoring again. Vessels shall not be attached or anchored to structures such as locks, dams, buoys or other structures along the Okeechobee Waterway or left without a sufficient crew to care for the vessel. All navigation lights shall be displayed in accordance with provisions of the Navigation Rules, International-Island, Commandant Instruction M16672.2 (series) to ensure the safety of all users and property on the waterway.

b. Mooring: Vessels stopped for longer than 24 hours should be moored or stored at designated areas approved by the District Commander, which consist of commercial authorized marinas/docks by the Lake Okeechobee & the Okeechobee Waterway Shoreline Management Plan for the safety of all users and activities. Vessels may not be used for overnight occupancy while moored unless such use is incidental to recreational boating or otherwise permitted by Federal, state or local law.

6. HABITATION AND RESIDENCY PROHIBITED: Vessels on the Okeechobee Waterway are not to be used as a place of habitation or residence.

7. ABANDONMENT AND IMPOUNDMENT OF VESSELS: Vessels shall not be abandoned, stored or left unattended within project waters unless properly moored in commercial facilities, community or corporate docks, or at any fixed or permanent mooring point. After a period of 24 hours, unattended vessels shall be presumed to be abandoned and may be impounded and stored at a storage point designated by the District Commander, who may assess a reasonable impoundment fee. Such a fee shall be paid before the impounded vessel is returned to its owner.

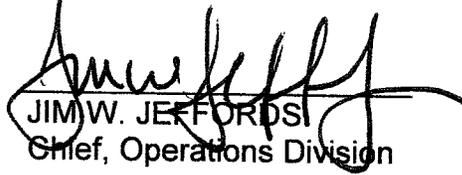
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REVIEWED AND CONCURRED:



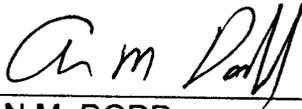
STEVEN R. DUNHAM
Chief, South Florida Operations Office

REVIEWED AND CONCURRED:



JIM W. JEFFORDS
Chief, Operations Division

APPROVED BY:



ALAN M. DODD
Colonel, Corps of Engineers
Commanding