

The ABA Beaconsm

Publication for American Boating Association Associate Members

Boating Destination

Cruising the Intracoastal Waterway - Third of a Three-Part Series: Florida

by W. Lynn Seldon, Jr. - Boating and Travel Writer

In previous issues, we provided a general overview of the ICW, which runs 1,095 miles from Norfolk, Virginia, to Miami, Florida, as well as specific details about the 715-mile passage from Virginia to the Florida state line. In this issue, we provide more detailed information about the passage along the entire eastern coastline of the Sunshine State.



ICW at West Palm Beach, FL

The ICW in Florida is about 380 miles long. Boaters will pass through varied boating conditions, lots of interesting history (yes, Florida has lots of it), many marinas, stunning waterfront homes, quiet sections, and busy boating lanes. It's an ideal way to see Florida by boat. Those with tall masts shouldn't have a problem, in that all but two bridges have a 65-foot clearance and those two are around 64 1/2 feet (twin highway bridges at Mile 720.9) and 56 feet (Julia Tuttle Causeway Bridge at Mile 1087.2).

The ICW enters Florida from Georgia around Mile 715. The northern section of Florida's ICW

tends to be much quieter in general, with many stretches of marshes and wide rivers where there's typically little traffic. The additional attraction of interesting cities like Jacksonville and historic St. Augustine make this section one of the ICW's most enjoyable.

The first point of interest in Florida is

Amelia Island and Fernandina Beach. This resort area and the marinas are often crowded, but they are well worth a stop in off-season (fall to spring). To the south, boats enter the wide St. Johns River at Mile 739.5. The bustling downtown area of Jacksonville is 16 miles upstream for those who have time to explore it. Otherwise, the ICW cuts across the often heavily trafficked river and enters a 23.8-mile land-cut, starting at Pablo Creek.

The St. Augustine Municipal Marina is at Mile 778.3 and it's an ideal base for exploring this charming city. The restored part of the downtown area and the Castillo de San Marcos are among the many highlights.

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Cruising the Intracoastal Waterway - continued from page 1

The cruise down to Daytona Beach is typically quiet and interesting with many smaller facilities and attractions. Once in Daytona Beach proper (around Mile 830), there are several marinas to serve as bases directly in the downtown area. Once a spring fling for rowdy college students, Daytona Beach has become a year-round resort haven for families, boaters, and many others.

To the south, New Smyrna Beach (around Mile 845) marks the beginning of central Florida proper. Basically, for ICW cruisers, this means the generally wide and enjoyable Indian River. At the upper end, the Indian River is about four miles across, narrowing to about 1 1/2 miles in width at the end of its 120-mile length.

This section includes the only unattended opening bridge on the entire ICW (Mile 876.7), which closes automatically when a train approaches (eight-minute warning to approaching boats). Boaters will also get glimpses of the towering vehicle-assembly building (and maybe a rocket or two) at the John F. Kennedy Space Center. All along the way, boaters will also see the famed citrus groves that have made Indian River fruit world-famous.

Several cities, including Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce, Port St. Lucie, and Jupiter, also dot the Indian River area. All make for great stops in this interesting part of Florida.

The Palm Beaches mark the start of southern Florida. From the water, boaters will enjoy views of huge homes, private docks, some serious yachts, and a large number of marinas with every service imaginable.

Down here, one town or city essentially flows into the next, making boating traffic a frequent issue. Restricted bridges and frequently slow cruising speeds make this an area for patience at the helm.

Highlights of southern Florida boating on the ICW include the elegance of the Palm Beaches and Boca Raton, the vibrancy of Fort Lauderdale, and everything that has made Miami and Miami Beach a neon-hot destination for boaters and other visitors. The large condominium buildings will often make cruising feel more like walking in Manhattan, but it's an experience few boaters will ever forget.

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Boat Shows

Representative boat shows are listed below. For a full boat show listing, please visit *ABA onlinesm*, www.americanboating.org.

March 9-12, 2000

Lansing Center Sportfishing, Boat & Travel Show, MI

(616) 530-1919

www.showspan.com

Reno Boat, Sport & RV Show, NV

(775) 852-7469

www.bigshows.com

March 10-12, 2000

Savannah Boat Show, GA

(912) 270-3848

March 16-19, 2000

Strictly Sail New England, CT

(312) 946-6262

www.boatshows.com

Florida State Boat and Sports Show, FL

(305) 531-8410

www.boatshows.com

Central New England Boat Show, MA

(508) 836-2222

Spring Boating Expo, MI

(800) 932-2628

www.mbia.org

March 17-19, 2000

New Hampshire Boat Show, NH

(207) 865-1196

www.theshowoffice.com

March 24-26, 2000

The Maine Boat Show, ME

(207) 865-1196

www.theshowoffice.com

March 29- April 2, 2000

Tacoma Dome Boat Show, WA

(253) 756-2121

www.otsusa.com

April 6-9, 2000

Charleston Int'l In-Water Boat Show, SC

(312) 994-5080

The Boat & Yacht Show, NJ

(800) 940-7642

www.showmanagement.com

April 7-9, 2000

Hampton Roads Boat Show, VA

(804) 977-3716

April 12-16, 2000

Newport Boat Show, CA

(949) 757-5959

www.goboatingamerica.com

April 27-30, 2000

Fort Lauderdale Spring Boat Show, FL

(800) 940-7642

www.showmanagement.com

Chesapeake Bay Spring Boat & Yacht Expo, MD

(410) 268-8828

www.usboat.com

Long Island In-Water Boat Show, NY

(516) 691-7050 ☒

Cruising the Intracoastal Waterway - *continued from page 2*

Near the end of the ICW the Miami River runs right through the middle of downtown Miami. The departure point for Key Biscayne (Mile 1095) essentially marks the end of this phenomenal East Coast boating adventure.

DETAILS

As stated in the last two issues, one of the best cruising guides to the ICW is *The Intracoastal Waterway, Norfolk to Miami: A Cockpit Cruising Handbook*, by Jan and Bill Moeller (published by International Marine, 800/262-4729). The National Oceanographic and Atmospheric

Administration (NOAA) publishes "strip charts" for the entire ICW, but most boaters find them unwieldy to use in the cockpit. One better option is *The Intracoastal Waterway Chartbook: Norfolk to Miami*. Edited by John and Leslie Kettlewell and also published by International Marine, this book has reproductions of all the NOAA charts, as well as other helpful charts and information. In addition, International Marine's *Tide Tables and Tidal Current Tables* are highly recommended. ☒

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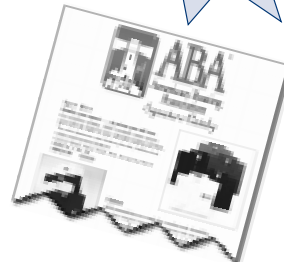


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The Big Squeeze

Death by choking known by EMTs and medical examiners as “Cafe Coronary” because it mimics so many characteristics of a heart attack, also has some important similarities to drowning. The victim gasps for air, becomes cyanotic (turns blue) with insufficient blood oxygen, and often grasps at his or her chest to relieve the pain of pressure on the lungs. Death is usually preceded by unconsciousness.

Now the similarities go further to include the Heimlich maneuver, for the past three decades a standard emergency response to choking and more recently adapted as an effective first-aid treatment to reverse the tragedy of drowning. In 27 incidents reported by the National Pool and Water Association for one recent year, an astonishing 24 drownings were averted by the use of the Heimlich maneuver alone; only three had to be given CPR, and every one of the victims survived.

However, there can be a couple of big differences between what happens in the environment of a swimming pool and in a lake or open ocean. For one thing, most pool water is treated with chemicals which can be extremely caustic, so the faster such water can be removed from the lungs, the lower the risk of subsequent pneumonia or long-term damage. In either setting, time is obviously of the essence.

Probably the biggest difference between the two settings is that the Heimlich maneuver, CPR or any other life-saving response is far easier to administer when the victim has been removed from deep water to the shallow end of the pool or to dry land. But even in the middle of a lake or on the open ocean, it's still a viable option that can make the difference between life and death.

In either setting, the rescuer takes a position behind the victim, passes his arms under the victim's arms, joining his hands about halfway

between the victim's navel and breastbone, just below the rib cage. He makes a fist of one hand with the thumb toward the victim's abdomen, then using both hands drives his fist sharply inward and upward toward the solar plexus. This action is repeated as often as necessary - typically four or five times - until no more water comes out of the subject's mouth.

This is obviously a lot easier on land than in the water. When the rescuer is swimming, a flotation device should be wedged between his chest and the victim's back to keep the body in an upright position with the face safely clear of the water. The rescuer also should take care that his own head is out of the way if the victim should suddenly rear back during this exercise, a not uncommon part of the gag reflex associated with the coughing up of water.

The Heimlich maneuver doesn't always result in immediately restored breathing even on land. In the water, the problem can be that the airway is closed due to the patient being bent forward; the solution is to reposition the flotation device further down the back so the person's head is forced backwards and the airway opens.

Once on deck, the victim should be laid on his back with his head turned to one side. The rescuer should wrap his legs around the victim's opposite thigh, and repeat the maneuver until water no longer comes from the mouth or until breathing is restored. If the patient still fails to respond, check the pulse and use rescue breathing or CPR.

In describing this technique in *Sea* magazine, Captain Victoria Sandz offers a frontal compression approach - similar to the above but focused on the center of the breastbone rather than below the ribs - when the victim is pregnant or too large for the rescuer to embrace effectively from behind. ☐

Boater Quiz

What I Meant Was . . .

Nautical terms can sometimes sound a lot different from their actual meaning. Take this multiple choice quiz, for example.

1. Fall away
 - a. Sink
 - b. Drive sideways in tide or wind
 - c. Make a fast exit from crow's nest
2. Creeper
 - a. Four-clawed bottom drag
 - b. Reefed mainsail
 - c. Barefoot watchman
3. Scrowl
 - a. Fathometer reading
 - b. Barge towline
 - c. Timber used in place of figurehead
4. Scupper
 - a. Caulking tool
 - b. Drain hole
 - c. Barnacle remover
5. Raffee
 - a. Arbiter of racing disputes
 - b. Triangular sail
 - c. Castaway clinging to flotsam
6. Rake
 - a. Slant of bow, stern, funnels, masts
 - b. Sled on a dredge
 - c. Graze a pier on docking
7. Crank
 - a. Boat unable to bear much sail
 - b. Assistant harbor master
 - c. Lantern hoist
8. Thwart
 - a. Beam
 - b. Stymie
 - c. Seat
9. Careen
 - a. Sail outside a channel
 - b. Lay vessel on side to clean hull
 - c. Create wake in no-wake zone
10. Bitter
 - a. Inboard end of anchor line
 - b. Essential additive in *mare nostrums*
 - c. Tiny tender

Key to Answers: 1b; 2a; 3c; 4b; 5b; 6a; 7a; 8c; 9b; 10a