

Wexford Harbour Yachting Guide Policies and Procedures

1. Navigation

Wexford Plantation Homeowner's Association ("Wexford") has a harbour ("Harbour") which is a locked harbour ("Lock") with its own tide and current system. The winding waterways present potential problems for skippers. These regulations are intended to enhance the safety for everyone using the Harbour and not to impose rules or restrictions to make the Harbour difficult to use.

1.1 Coastguard Inland Navigation Rules:

All the rules contained in U.S. Coast Guard Navigation Rules (COMDTINST – M16672.2D) apply in the Harbour (download at: <http://www.uscg.mil/vtm/navrules/navrules.pdf>).

1.2 Harbour Approach Channel:

1.2.1 NOAA Chart 11516

Vessels navigating in Broad Creek to approach the Wexford Lock are advised to use NOAA Chart: 11516 (Ribaut Island, Skull Creek, South Carolina).

1.2.2 Harbour Entrance Coordinates:

Coordinates: 80° 45' 40.7880" W and 32° 10' 41.1240" N, or
Longitude: -80.76133 and **Latitude** 32.17809 (decimal)

1.2.3 Approach Wexford via Broad Creek

Approach Broad Creek from the vicinity of the Harbor Town Marina entrance. Marks on the approach to and inside of Broad Creek are privately maintained and generally only mark shoals. Leave "G1" marking Calibogue Shoal well to port and "R2" to starboard. Parallel the row of private docks, to starboard on Calibogue Cay, about 100' off, near the middle of the creek. Depths along this area should be 13'–20' MLW. After passing the last dock, begin easing toward the port side of the channel and leave Buck Island to port and marker #4 to starboard. The channel has good center depth from the northeast tip of Buck Island, until it turns to starboard or eastward toward Palmetto Bay Marina.

Leave Palmetto Bay Marina to starboard about 100'–150', pass under the Cross Island Bridge (clearance 65' MLW). At night be especially careful of boats anchored near Palmetto Bay Marina. Depths at center creek in this area are 18'–20' MLW.

The next marker to starboard is the entrance to the Wexford approach channel. It is a lighted day marker, number #2, flashing red every 4 seconds. To approach this channel stay 150'–200' off of the marsh island between #6 and #2 and make a turn to starboard between #2 and day marker #1. Do not cut between these markers and the shore as there are submerged rocks along the shore. This area is marked by a sign reading "Danger Submerged Rocks".

Between Markers #2 and #1 a cross current exists on a strong ebb or flood tide. Skippers should be aware of this current and use enough power to quickly cross this area. Leave the even numbered markers (red) to starboard, the odd (green) to port approaching the Lock. Between day markers #5 and #6 a turn is made to starboard to line up between day markers #7 and #8. After passing #7 a slow turn can be made to port to put #10 directly astern and #9 on the port side.

With #9 close to port and #10 dead astern you should be headed for the Lock with the approach dock to starboard. In addition to the approach channel there is also a turning basin extending for approximately 350' in a southwest direction from day marker #10. This basin has a width of 40' and a depth of 6' MLW in February 2004. At the end of the channel is a day marker reading "Danger". If this basin is used, be careful of shoaling after passing day marker #12 to starboard. Markers from #2 to the Lock & turning basin are equipped with reflective tape either green or red.

1.2.4 Channel Day Markers

Leave even numbered day markers (red) to starboard and odd markers (green) to port.

1.2.5 Channel Entrance Cross Currents

Strong crosscurrents occur near the channel entrance during the ebb and flood tides.

1.2.6 Channel Depth

The channel is dredged to about 8 feet at Mean Low Water. However shoaling occurs between dredging and skippers are advised that the depth may be considerably less.

1.2.7 Lock Entrance Currents

At low tide, whirlpool currents may be caused by water exiting the Lock gates. Skippers must allow for this or wait until the currents subside. At high tide water entering the flushing pipes to the north of the entrance may cause a slight right to left current.

1.3 Navigation in the Harbour:

1.3.1 Depth

Depth in the Harbour is about 8 feet.

1.3.2 Navigation Markers

No navigation markers are installed in the Harbour.

1.3.3 Bridges

No boat of any size may pass under any of the bridges within the Harbour because there is a large pipe under each bridge submerged at surface level. In addition rip-rap near each bridge extends out into the channel. Because of these hazards, each bridge is marked with a danger sign.

1.3.4 Safe Speed

Idle Speed is the only safe speed in the Harbour for both sailboats and power boats. The entire Harbour is a no-wake zone.

1.4 Tide and Current in the Harbour:

1.4.1 The Tidal Range

The tidal range in the Harbour is normally controlled between 6" - 18", usually a few inches below the bottom of the bulkhead cap. The tidal range in Broad Creek affects this control and the range may be exceeded due to extremely high or low tides.

1.4.2 Currents

Current in the Harbour is normally negligible. However, near high tide water entering the Harbour through flushing pipes north of the Lock may circulate the water and cause a left to right cross current at the inner Lock gate.

1.5 Lock Regulations:

1.5.1 Operation

Only Wexford Staff may operate the Lock gates.

1.5.2 Notification

Skippers must notify the Harbour Center in advance – see *Communications* below. Contact the Harbour Center by radio prior to entering the approach channel from Broad Creek, wait to receive the all clear from the Harbour Center staff. This will avoid having to pass an outbound vessel in the narrow approach channel or cutting in front of another member already waiting in Broad

Creek. Approach speed should be “idle speed”. The Harbour staff controls the priority of entry and exit since they can most efficiently and safely move the traffic. Skippers should keep in mind that there may be adverse currents in the Lock area. (Section 1.4.2).

1.5.3 Approaching the Lock

Skippers must proceed with caution. The amber light means the Lock controls are activated. The red light means the Lock doors are operating. When the doors are fully open, the red light goes off and stays off indicating it is safe to enter.

1.5.4 Skipper Responsibility

Each skipper is responsible for navigating safely in and out of the Lock, using adequate fenders, and positioning the vessel during the change in water level employing engines and/or dock-lines.

1.5.5 Dock Line Handling in the Lock

Never cleat dock lines in the Lock. Hold the lines and play them in or out as required. There are several recessed ladders on either side of the Lock. In addition to being used as a means of access they may also be used as a handhold while the boat is moving up or down the Lock side.

1.6 Communications about Lock Operations:

1.6.1 Use VHF Channel 14 only.

Channel 14 is designated by the FCC for port operations and is monitored by the Harbour Center. Use VHF-14 **only** to contact the Harbour Center or another vessel in, or approaching, the Harbour, e.g., “Wexford Harbour, this is *Motivation* requesting a Lock-Out.”

1.6.2 Communicating at Night – or in an Emergency:

When no Harbour Center staff is on duty, call Wexford Security at 686-8818.

1.6.3 For Other than *Port Operations*,

Make contact on Channel 14 (or 16) and then switch to another channel.

1.7 Maintenance of an Unobstructed Channel

Anchoring is prohibited throughout the Harbour except in an emergency.

Parallel rafting alongside docks is prohibited.

Crab pots or fishing lines may not be placed in the channel.