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## SECTOR 6 — CHART INFORMATION

# SECTOR 6

## JAMAICA AND THE CAYMAN ISLANDS

**Plan.**—This sector describes the island of Jamaica and its surrounding area. The description begins with off-lying banks and dangers, then shifts to the Cayman Islands and continues with a description of the coast of Jamaica.

### General Remarks

**6.1** Jamaica and its surrounding area is understood to include, in addition to the island and its immediate vicinity, the Cayman Islands to the NW and offshore dangers to the NE, SE, and SW as far as Pedro Bank.

Jamaica is a largely mountainous island of luxurious vegetation and healthy climate, particularly in its higher elevations. It is grouped among the Greater Antilles, where it is third largest in size, and located in a position well to the W of the usual track between the Windward Passage and the Panama Canal and close aboard the track between the Yucatan Channel and the Trinidad area. This latter track commonly passes N of the island and N of the Cayman Islands.

Jamaica is the world's foremost producer of bauxite, with several ports specifically maintained for its transshipment, and a significant exporter of bananas and sugar cane.

The Cayman Islands lie well to the WNW of Jamaica, where they were discovered in 1503 by Columbus who named them Las Tortugas after the many turtles in the area. The islands are generally low-lying, rather well forested or brush-covered, and outside the usual traffic lanes of ocean vessels.

The water area about Jamaica contains numerous sunken dangers which, lying well offshore and with little advance warning of their existence, constitute a significant hazard to navigation. These dangers, particularly the Morant Cays, have been the site of many ship wrecks. Mariners are urged to exercise prudence when navigating within their proximity.

Particular caution should be exercised with regard to current which has a general set to the W at a velocity of about 1 knot.

**Winds—Weather.**—The main source of climate and current conditions affecting Jamaica is the trade winds as these partake of the general North Atlantic clockwise movement circulating around the semi-permanent area of high barometric pressure alternating between the Azores and Bermuda.

South of 25°N and over the islands of the Greater Antilles generally, the prevailing winds are NE to E, with NE wind common in the winter. In the summer winds are usually SE. Local variation occurs principally in consequence of an interplay with land and sea breezes.

Land and sea breezes depend for their development on the solar heating of land particularly strong from (June to August) and for their effect on local topography and coastal trend. Jamaica is so situated geographically with regard to prevailing winds that the daytime sea breeze is commonly augmented on the windward coast and largely diminished on the leeward coasts. Thus, Jamaica NE coast is a lee shore as much of the year with sea breeze augmented during summer while the SE coast, particularly in the area of Kingston Harbour and

Portland Bight, is somewhat sheltered shore where trade winds are light early in the year and often calm in the summer.

The Kingston Harbour and Portland Bight area has a nighttime land breeze, a lull at sunrise, an E sea breeze beginning in the early forenoon reaching a maximum by mid-afternoon followed by a decline at sunset and the renewal of the cycle with the return of the nighttime land breeze.

The West Indian hurricane, the main aberration within the general forces governing the production of climate conditions within the area under discussion develops more often than not well to the E and in the latitudes of the low barometric pressure doldrums. It travels slowly W within the belt of the NE trade winds and, with an increase in speed, generally recurves NE in about 30°N.

Jamaica lies rather on the edge of hurricane tracks such that the frequency of occurrence is about once every 2 or 3 years, though the interval has fluctuated greatly.

Similarly, Jamaica lies in an area where hurricane strength is often times less than maximum with the consequence of heavy rains but wind velocity more on the order of lesser storms or gales.

Northers are a lesser aberration within the general climate producing forces. They originate as an escape from the continental United States of large cold air masses which, in their movement S and SE can reach gusts of 60 knots or more but which, after traveling over Cuba, reach Jamaica N coast with a velocity seldom greater than 47 knots.

They bring widespread cloudiness, poor visibility and steady or gusty winds (depending on the drop in barometric pressure) and indicate their coming with a heavy cloud cover at the N or NW horizon. They tend to burst out of the N or W and then settle down for a day or two out of the NW and N.

Weather conditions are a function of geography and the trade winds with the result that tropical temperatures are high and the air moisture laden.

Rainfall is prevalent in May and June and again from August to November. It is less prevalent at other times.

The amount of rainfall is light on the lee side of the mountains as compared to the windward side.

**Tides—Currents.**—Ocean currents affecting the Jamaica coastal area are largely the result of the wind driven clockwise flow circulating around the North Atlantic basin. This flow, the North Equatorial Current, sets generally W. Upon reaching the Caribbean it branches such that one branch veers NW while the other continues on through the Lesser Antilles and along the S side of the Greater Antilles.

The N edge of the W setting branch passes along Jamaica's S side with a velocity of about 1 knot, the strength being greater the farther the distance offshore.

An offshoot of the NW setting branch sets WSW through Windward Passage, passes along Jamaica's N side and thereafter joins the current passing S of the island such that the

combined flow continues S of Little Cayman and then WNW into the Yucatan Channel.

The velocity of these currents and the general W set can be considerably influenced by prolonged W and SW winds.

Tidal rise and fall is about 0.3m with the result that tidal currents are weak and influenced by local conditions.

**Pilotage.**—Pilots for all ports in Jamaica are provided from Kingston. Vessels should pass their ETA and request for pilotage through their agent well in advance of arrival.

**Caution.**—Several acts of piracy have taken place at Kingston and Port Esquivel in the past. Vessels should take the appropriate precautions to guard against this, especially at open anchorages.

## Off-lying Banks and Dangers

**6.2 Off-lying banks and dangers lie with their greatest concentration to the NE and SE of the E extremity of Jamaica, and on Pedro Bank to the S and SW of Jamaica.**

No known dangers lie in the ocean depths of Cayman Trench, which is considered the deepest part of the Caribbean and separates Jamaica from Cuba to the N and the Cayman Islands to the NW.

**Formigas Bank** (18°31'N., 75°46'W.), a rocky bank with depths of less than 20.0m over the greater part and with a least depth of 5m near its NE end, lies about 43 miles NE of Morant Point. There are depths of 9 to 15m along its NW edge and of 24 to 73m along its SE edge.

The bank is steep-to on all sides and consists of rock and coral patches over sand. During strong breezes, the position of the N end of the bank is indicated by breakers and a heavy swell running over it.

An old stranded wreck, partly visible above water, is situated in position 18°31'45"N, 75°45'47"W. During HW (calm water), the wreck is visible at 0.3m above-water.

Three cylinders of the old main engine are visible and seem to lie in a ENE to WSW direction. The water depth in the immediate vicinity around the main body of the old wreck is 5 to 6m.

**Grappler Seamount** (18°24'N., 75°58'W.) lies 31 miles NNE of Morant Point. The bank consists of coral and has a least charted depth of 27m. It has been reported that the bottom is clearly visible in calm weather when over the bank. The sea is reported to break over the bank during fresh E winds.

**Henry Holmes Bank** (18°09'N., 76°06'W.) consists of two small detached banks that lie about 15 miles NNE of Morant Point. The banks lie about 2 miles apart in an E to W direction. The banks have a least depth of 36.6m.

A shoal, with a depth of 14.5m, lies about 1 mile SSW of the W bank. A detached bank, with depths of from 45 to 62m, lies 3 miles SE of Henry Holmes Bank.

**6.3 Albatross Bank** (17°40'N., 75°42'W.) lies about 30 miles ESE of Morant Point. The bank has a least charted depth of 18.5m. A smaller detached bank, with a least depth of 22m, lies off the NE extremity of Albatross Bank. A bank, with a depth of 27m, lies 6 miles SW of Albatross Bank with deep water in between.

A bank, with a depth of 29m, was reported to lie approximately 5 miles NW of Albatross Bank.

**Morant Cays** (17°24'N., 75°59'W.), about 32 miles SSE of Morant Point, consists of several small islets grouped closely together on the summit of a comparatively extensive crescent-shaped bank of coral.

A bank, with depths of less than 37m, extends 6.5 miles NE and 12.5 miles WSW from the group. A 17.5m patch lies on the edge of the bank, 4 miles WSW of South-West Cay. A depth of 17.5m was reported off the NE end of the bank, 7.5 miles NE of North-East Cay.

Morant Cays are low-lying, mostly uninhabited, and fronted by reefs over which the sea constantly breaks. They are reported radar conspicuous at 10 miles. Morant Cays are to be approached with caution. Currents in their vicinity are quite irregular both with regard to set and velocity (the latter having reached 3 knots), such that vessels navigating within their proximity at night are advised to pass well to the N.

North-East Cay is sometimes divided into three parts, the sea washing over the connecting sand spits. Several huts and a water tank stand on the S side of the cay. A coral head, with a depth of 3.2m, lies 0.5 mile W of the cay. A light is shown from Breezy Point on North-East Cay. A depth of 26.5m was reported 20 miles W of North-East Cay.

South-East Cay lies 1.2 miles SSW of North-East Cay. Sand spits, which extend from its ends, alter in shape with the seasons of the year; in summer the SW spit is washed away and deposited on the W side of the cay. South-West Cay lies 1 mile SW of South-East Cay. A rocky ledge extending from the cay is used as a pier. A dangerous wreck, with a depth of 1.4m, lies 0.7 mile NW of South-East Cay.

**Caution.**—The cays have been the scene of many wrecks, therefore, the greatest caution must be exercised when navigating in their vicinity.

## Pedro Bank

**6.4 Pedro Bank** (17°05'N., 78°20'W.), lying to the S and SW of Jamaica, is an extensive steep-sided and only partially examined plateau of sand and coral. The surface of the bank slopes gently from the elevated area of Pedro Cays to the W and N with depths from 13 to 30m. Fish traps or fish pots are often found on the bank, especially near the cays.

**Caution.**—Uncharted coral pinnacles may exist within the area of Pedro Bank, therefore, the greatest caution must be exercised when navigating in the vicinity.

**Portland Rock** (17°06'N., 77°27'W.) lies about 39 miles SSW of Portland Point, the S extremity of Jamaica.

The rock consists of two summits, and from the E or W, appears as two rocks. Temporary anchorage may be obtained in depths of 14m, 0.2 mile W of Portland Rock. Farther W, depths increase to 22m.

**Blower Rock** (17°03'N., 77°31'W.) lies 5 miles SW of Portland Rock, and is 0.6m high.

Shoal water, with a least depth of 4.3m, extends up to 1 mile W and S of the rock. In ordinary weather, the sea breaks heavily on the rock and a column of water thrown up can be seen at a good distance.

A group of rocky shoals, with a least depth of 12.5m, lie 4 miles NW of Blower Rock, with a 10.1m patch midway between. Willsteed Rock and Doyle Shoal, with depths of

12.2m and 14m, lie respectively 8 miles NW and NNW, respectively, of Blower Rock and on a bank with general depths of 18 to 20m.

**Shannon Rock** ( $17^{\circ}02'N.$ ,  $77^{\circ}40'W.$ ) lies about 9 miles WSW of Blower Rock. The sea breaks heavily over the rock, which is 0.5m high. Its S and W sides are steep-to, and soundings give no warning of its proximity.

A tongue of the bank extends 17 miles SW from Blower Rock terminating at a noll with a depth of 22.5m then falling away very rapidly. There is a dangerous rocky peak over which there is a least depth of 5.6m known as Beth Rock, which lies 7.5 miles SSW of Blower Rock.

Another rocky shoal on this tongue, over which there is a depth of 11m known as Page Shoal, lies 5 miles SW of Blower Rock.

Powell Knoll, with two heads about 0.4 mile apart, lies about 20 miles SW of Blower Rock. The knoll shows a least depth of 28.8m.

**6.5 Pedro Cays** ( $17^{\circ}00'N.$ ,  $77^{\circ}50'W.$ ), lying about midway along the S edge of the E half of Pedro Bank, are several small, flat, and low-lying cays mostly uninhabited.

Northeast Cay is covered with brush and has a group of palm trees growing on its NW side. The sea breaks over a reef on the S side of the cay.

A lighted beacon stands close to the N extremity of the cay. "E" Shoal, with a least depth of 1.8m, lies almost 2 miles E of Northeast Cay beacon. "G" Shoal, with a least depth of 6.4m, lies about 0.7 mile E of Northeast Cay beacon.

**Middle Cay** ( $17^{\circ}01'N.$ ,  $77^{\circ}47'W.$ ) lies 2.5 miles SW of Northeast Cay and is covered with low grass and bushes. A number of huts and a large shed stand on the SE part of the cay. A reef, upon which the sea breaks, extends 0.2 mile S and W from the cay.

Southwest Cay, the largest of the Pedro Cays, lies 2.3 miles SSW of Middle Cay and is a protected bird sanctuary. A conspicuous tree stands on the island.

**South Cay** ( $16^{\circ}57'N.$ ,  $77^{\circ}50'W.$ ) lies 3 miles SSW of Southwest Cay. It consists of coral and shells. A prominent wreck lies on the N side of the cay and is sighted long before the cay becomes visible. "D" Shoals and "C" Shoal lie between South Cay and Banner Reef.

**Anchorage.**—Anchorage can be taken in a depth of 10m, with Northeast Cay beacon bearing  $095^{\circ}$ , and distant 0.3 mile from the nearest point of land. Anchorage can be taken in a depth of 9m, with the NW extremity of Middle Cay bearing  $081^{\circ}$ , distant 0.3 mile. Anchorage may be taken in a depth of 9m, with the NW point of Southwest Cay bearing  $067^{\circ}$ , distant 0.5 mile.

**Banner Reef** ( $16^{\circ}52'N.$ ,  $78^{\circ}06'W.$ ), awash and 1.5 miles in length, lies 16 miles WSW of South Cay. The reef breaks, except in very calm weather, when surface ripples indicates its presence.

Numerous coral heads lie within a distance of 1.5 miles N and W of Banner Reef, and under no circumstances should this area be approached.

**Southwest Rock** ( $16^{\circ}48'N.$ ,  $78^{\circ}11'W.$ ) lies about 6 miles SW of Banner Reef. It is composed of dark brown dead coral and normally breaks. It can be approached close on its SE side.

Walton Bank, with a least depth of 25m, lies between Southwest Rock and the W end of Jamaica. Two banks lie to the E of Walton Bank and can best be seen on the area chart. Tidal rips are charted over the bank.

The dangers S and W of Pedro Bank are described in Pub. 148, Sailing Directions (Enroute) Caribbean Sea, Volume II.

## Cayman Islands

**6.6** From W to E, the Cayman Islands comprise Grand Cayman (the largest), Little Cayman (the smallest), and Cayman Brac (the highest). All the islands are inhabited, with Grand Cayman having the largest concentration.

Georgetown, located on Grand Cayman, is the only port of call for large vessels. Cayman Brac and Little Cayman are separated by a deep strait about 3 miles wide, and together are sometimes known as the Lesser Caymans.

**Cayman Bank** ( $19^{\circ}20'N.$ ,  $81^{\circ}35'W.$ ) lies about 9 miles WSW of the NW extremity of Grand Cayman. The bank is a steep-to coral and sand ridge which, with depths of 27 to 37m, can at times be detected by ambient surface water discoloration or by the presence of strong ripples.

A depth of 27m was reported to lie 2.5 miles NW of Cayman Bank.

**Pickle Bank** ( $20^{\circ}24'N.$ ,  $80^{\circ}27'W.$ ), with depths of 18m, coral, extends 2.7 miles NE-SW from a position 49 miles NNW of West End Point, Little Cayman.

Its edge, which is almost wall-sided, is clearly marked when over it. When on the bank, the white coral bottom with dark spots of weed, can be distinctly seen.

**Caution.**—Marine Conservation Regulations are in force in the Cayman Islands. These regulations establish three categories of Marine Parks; replenishment zones, marine park zones, and environmental zones. Consult local officials for details.

## Grand Cayman

**6.7 Grand Cayman** ( $19^{\circ}19'N.$ ,  $81^{\circ}17'W.$ ) is 20 miles long in an E-W direction and varies in width from 4 to 7 miles. No part of the island is more than 15m above sea level. The coast is mostly rocky, protected by coral reefs, and enclosing several harbors.

A barrier reef of coral, with passages available for small craft only, closely fronts much of the coast. The notable exception is the W side of the island where the coast is largely unencumbered. The island is radar conspicuous, particularly from the SE, at about 18 miles.

Gorling Bluff is a rounded, wooded cliff that forms the SE extremity of Grand Cayman. A light is shown on the bluff. A barrier reef, on which the sea breaks heavily at times, skirts the E coast. There are breaks in the barrier reef that afford small craft access to the coast.

A conspicuous stranded wreck, which is also a good radar target, lies on the barrier reef 0.2 mile S of the entrance to East Channel. Gun Bay is a settlement and lies close NE of Gorling Bluff. A radio tower, with an elevation of 91m, stands close S of Gun Bay.

The tidal currents off the E coast of the island are strong and irregular, and rips are formed SE of Gorling Bluff and NE of Collier's Point.

The coast between Gorling Bluff and the SW extremity of Grand Cayman is low, thickly wooded, and fringed by reefs. Blowholes are observed between Cottage Point and East End. Bodden Town lies in the middle part of the S coast. It is a settlement of white houses that are prominent from the SE.

Great Pedro Point is the extremity of a rounded projection 2 miles WSW of Bodden Town. Little Pedro Point lies 0.7 mile W of Great Pedro Point.

During N or NW winds, anchorage may be taken in depths of 18.3m, with Little Pedro Point bearing 101° and houses at the head of Spotts Bay bearing 354°. Landing can be effected on a sandy beach at the head of the bay by passing through a break in the reef.

**6.8 South Sound** (19°16'N., 81°22'W.), a reef harbor only available to small craft, lies between Sand Cay and South-West Point. South-West Point, which is low and sandy, is fringed with reefs. A house stands 0.5 mile N of the point and is conspicuous from offshore.

**Sand Cay** (19°16'N., 81°23'W.) is located on the W end of the reefs off South Sound, which is usually marked by breakers. A light is exhibited from a white tower, with a black guardrail, on Sand Cay. Hastings Rock, which lies 0.2 mile SSW of Sand Cay, has a least depth of 4m and is steep-to on its W side. A vessel rounding South-West Point from the E, should give the point a berth of at least 1 mile until it bears more than 000°.

The N coast, between Roger Wreck Point and Conch Point, 17 miles to the WNW, is low, mostly wooded and almost completely fringed with reefs. There are several openings in the reefs through which small craft can find shelter or access to the coast.

**Rum Point** (19°22'N., 81°16'W.) is located 10 miles W of Roger Wreck Point, and between them are three indentations in the coast, Bluff Bay, Old Man Bay, and Brinkleys.

**6.9 North Sound** (19°20'N., 81°20'W.) is a large indentation in the coast between Rum Point and Conch Point. The fringing reef stretches, from point to point, across the entrance. General depths within the sound are 1.8 to 3.7m, but are reported to be deeper than charted.

The usual anchorage is in the SW corner of the sound, 1.5 miles E of Georgetown Barcadere, the landing place for Georgetown. The reefs break the sea during N winds, making the anchorage quite comfortable.

The main channel is no longer in use. The entrance to North Sound is now in position (19°23'.0N, 81°19'.6W) to the E of Blower Reef.

Local knowledge is essential. A light is shown 1.5 miles SW of Conch Point.

The coast between Conch Point and Boatswain Point, 1.7 miles SW, and then to North-West Point, 0.7 mile farther SSW, is steep-to and has no fringing reef.

West Bay, entered between North-West Point and Low Point, 4 miles SSE, is fringed with foul ground. A wreck, used as a diving site, with a depth of 9m, lies 0.5 mile offshore 1.7 miles

N of Low Point. A conspicuous stranded wreck lies on the beach 0.2 mile S of Low Point.

**6.10 Georgetown** (19°18'N., 81°23'W.) ([World Port Index No. 10580](#)) is situated on the W coast of Grand Cayman, about 1.7 miles N of South-West Point.

**Depths—Limitations.**—The port area consists of an area of reclaimed land fronting the town. The West Wharf is 73m in length with depths alongside ranging from 4 to 6m. The South Wharf has a total length of 134m, inclusive of a finger pier with a berthing length of 61m on its N side which can accommodate vessels up to 4.2m in draft. Three ro-ro ramps are available. One is located at the head of South Wharf with a 3.3m depth. Another one is along the pier with a maximum depth of 7m and the other at the end of West Wharf with a 6m depth. Range lights, in line bearing 090°, mark the port area. However, it has been reported (1997) that the range is difficult to see; the lights blend in with the surroundings and may be obscured by cranes on the pier.

Four mooring buoys are located 0.7 mile SW of the port. Unloading facilities are provided by submarine pipeline for refined petroleum products. Tankers up to 25,000 dwt can be accepted.

**Aspect.**—There are two churches in the town with black spires, the northernmost being a white building with a green roof close E of the port area. The other is a white building with a red roof.

The town, situated around the port area, contains many large white modern buildings. There are numerous radio masts in Georgetown.

Two groups of oil tanks stand on the coast about 0.5 mile WSW of the S radio mast. An aeronautical radiobeacon is also located in this area. Leading lights, in line bearing 090°, are shown from the pier head.

**Pilotage.**—Pilotage is available by request only. Pilot and pilot boat will choose the best anchorage and will guide the ship to the drop point to ensure that the anchor does not drop on coral.

**Anchorage.**—Georgetown anchorage is the only one off the island that is available for large vessels.

Recommended anchorages, in 15m, are with the light at the seaward end of the jetty bearing 145°, distant 0.2 mile or the same light bearing 156°, distant about 0.5 mile. A third anchorage to the N of the previously mentioned areas lies close WSW of the stranded wreck off low point. All three anchorages are marked by lighted buoys. The jetty light is difficult to identify by day at a distance.

Vessels commonly let go the anchor as soon as the charted 20m depth contour is crossed, and it is advisable to pick out a clear, sandy patch from among the numerous patches of coral which can be easily seen in the clear water.

These anchorage areas are well-sheltered from prevailing NE winds, but open to NW winds which occur between November and April, and send in a heavy sea.

"Northerns," usually preceded by heavy cloud banks and occasional lightning to the SW, are dangerous and should not be ridden out while lying in the anchorage. A strong wind in Yucatan Channel may generate a swell which makes the berths untenable. Anchorage can also be obtained in depths of 4 to 10m close W of the harbor.



Georgetown, Grand Cayman from S



Sand Cay from N

A prohibited anchorage area lies off the island's W side. Submarine cables are contained within it and lie off the island's SW side. They may be best seen on the area chart.

## Little Cayman

**6.11 Little Cayman** ( $19^{\circ}41'N$ ,  $80^{\circ}02'W$ ), the smallest of the Cayman Islands, is covered with thick brush, reef fringed, and sparsely inhabited. The island is about 9 miles long and 1 mile wide. The sea always breaks on the barrier reef that continuously fronts the S side of the island and encumbers free access to South Town, a small village at the head of the shoal water reef harbor South Hole Sound.

The S coast of Little Cayman is sandy, and for the most part is skirted by a reef on which the sea always breaks. The bottom off the coast is foul. A light is shown on East Point, the E extremity of the island.

**South Hole Sound** ( $19^{\circ}40'N$ ,  $80^{\circ}04'W$ ), a reef harbor, is available only to small craft with local knowledge. The entrance is located about 0.7 mile SW of Blossom Point.

Landing can be effected on the beach 1 mile SW of the point near South Town.

**Pilotage.**—Pilotage is available at Cayman Brac.

**Anchorage.**—Good anchorage can be obtained in 27m on a bearing of  $227^{\circ}$ , distant about 0.7 mile from the light near West End Point. This is a safe anchorage for large vessels during prevailing NE winds. The bottom is soft coral and sand. The anchorage position is approximately  $19^{\circ}39.0'N$ ,  $80^{\circ}07.0'W$ . Anchorage has also been reported to be available about 0.9 mile ESE of East Point.

**Anchorage Bay** ( $19^{\circ}40'N$ ,  $80^{\circ}06'W$ ) lies close NE of West End Point. The bay affords anchorage, in depths of from 15 to 18m, good holding ground, off a rocky but steep-to coast. A vessel should anchor with West End Point bearing  $206^{\circ}$  and Jackson Point bearing  $057^{\circ}$ .

Bloody Bay, immediately SW of Jackson Point, affords anchorage in depths of 15m, with the point bearing  $070^{\circ}$ , but caution is necessary, as the depths shoal rapidly.

An oil transshipment terminal was reported to be under construction on the N side of Little Cayman.

## Cayman Brac

**6.12 Cayman Brac** ( $19^{\circ}33'N$ ,  $79^{\circ}48'W$ ), 10 miles long, is covered with thick brush and rises abruptly at North East Point, its NE extremity.

Its summit, flat and bounded by steep limestone cliffs, slopes gradually to West End Point, its SW extremity; the cliffs terminate 1 mile from this point.

There is a narrow plain stretching the length of the N side of the island. The higher NE part of the island is reported to be radar conspicuous at 12 miles. North East Point is steep-to, though the sea breaking on the point gives it an appearance of being fringed with reefs. A light is shown on the point.

Booby Point is located 1 mile W of North East Point and Stake Bay Point, 4.5 miles farther WSW.

A water tower and dish aerial stand close SE and 1.5 miles SW, respectively, of Stake Bay Point.

Landing can be effected at Creek, about 2.5 miles WSW of North East Point, where there is a shallow channel through the

coral reef. This channel leads to a small wharf with a depth of 3.5m alongside.

Behind this wharf stands a small red-roofed building. A conspicuous white house, with a green roof, is situated close E of this position. A radio tower stands 1 mile SW of Stake Bay Point.

**6.13 Port of Creek** ( $19^{\circ}44'N$ ,  $79^{\circ}46'W$ ) has been put into operation at the "Creek" on the island.

Most port rules and regulations are those as obtained at the Port of Georgetown. There is a restriction of a maximum draft of 4.8m at any time.

**Depths—Limitations.**—The port area consists of two berths in the harbor. One is 61m in length accommodating vessels up to a maximum forward draft of 3m. The other is also 61m in length, accommodating vessels up to a 4.8m draft. Ro ro vessels up to a 4.8m draft can be accommodated.

Cayman Brac and the nearby Little Cayman Island are used for the purpose of lightering operations between tankers. Officials board tankers by launches from the shore. Oil transfer operations are carried out off both islands and the service tanker keeps in the lee of the larger tanker being lightered. Operations are occasionally interrupted due to bad weather and the amount of mooring lines between the two vessels may vary.

Principal imports and exports are cars, cement, diesel, gas, heavy equipment, and general cargo.

Stake Bay is an indentation between Stake Bay Point and Frenchman Point, 3.5 miles WSW. Scott Bay is an indentation between Frenchman Point and West End Point.

There are no known off-lying shoals, but in depths of less than 9m, there are a number of coral boulders that rise 1.8m from the bottom, especially in Stake Bay.

The S coast of Cayman Brac is skirted by a narrow, broken reef. There are no known off-lying shoals, but in depths of less than 9m there are a number of coral boulders that rise 1.8m from the bottom.

Landing can be effected at high water only, at a stone jetty close to the light near West End Point. Leading beacons lead in through a channel, with depths of about 0.9m, through the reef to the jetty. An aeronautical radiobeacon is reported in position  $19^{\circ}41.3'N$ ,  $79^{\circ}51.6'W$ .

**Pilotage.**—Pilotage is compulsory. The pilot boards in position  $19^{\circ}45.9'N$ ,  $79^{\circ}45.8'W$  or  $19^{\circ}40.2'N$ ,  $79^{\circ}52.9'W$ , and remains on board during all berthing, unberthing, and lightering operations, together with two assistants and two riggers to handle the fenders. Mooring can take place day or night. VHF channel 16, call sign "CBPA" (Cayman Brac Port Authority) is used for radio frequency information.

**Signals.**—Vessels should radio their ETA to the agent at least 72 hours in advance confirming 24, 12, and 4 hours prior to arrival. The agent call sign is "Cayman Harbor." The operations control call sign is "Cayman Energy." The pilot vessel, call sign is "Bonito," and may be contacted via VHF channel 16.

**Anchorage.**—The best anchorage is taken in Scott Bay, in depths of 16m, 0.5 mile NNE of West End Point. With a S wind, Stake Bay and the bight NE of Stake Bay Point also afford safe anchorage in depths over 9m. Should the wind shift, anchorage can be obtained off the S side of the island near

West End Point, care being taken to select a clean spot for the anchor, as the bottom is foul.

A safe anchorage, for large vessels during NE winds, is reported in a position 0.5 mile WSW of West End Point.

A ship that is anchored off West End Point should take care not to obstruct the runway of the airstrip. Large vessels can also anchor 0.7 mile off North East Point.

## Jamaica

**6.14 Jamaica** ( $18^{\circ}10'N$ ,  $77^{\circ}20'W$ ) is the third largest island of the Greater Antilles and is approximately 127 miles long, E to W, and about 46 miles wide at its greatest width. The terrain is largely mountainous with its greatest height at the E end of the island.

Offshore, the N shore of Jamaica is steep-to with no known sunken dangers greater than one mile seaward.

The S side of the island is comparatively steep-to for short distances at each extremity, and fronted by a broad, rather shoal water insular shelf.

**Tides—Currents.**—Jamaica lies in the track of the North Equatorial Current which sets between W and NW at rates of 0.5 to 1 knot. The flow of the current is complex and greatly affected by the winds. Dangerous sets in any direction, with rates up to 3 knots, can occur.

**Pilotage.**—Pilotage for all ports in Jamaica is provided from Kingston. Pilots should be ordered well in advance to allow for the necessary arrangements to be made.

**Anchorage.**—When anchoring off the N coast of Jamaica during the fall and winter, the possibility of a N gale should be kept in mind.

## Morant Point to Port Antonio

**6.15 Morant Point** ( $17^{\circ}55'N$ ,  $76^{\circ}11'W$ ), the E extremity of Jamaica, consists of a strip of low, swampy land that extends 2.5 miles E from a range of coastal hills. The point is well defined from the N and S and may be identified from the E by the light that stands on the point.

The point is fringed with a reef which extends about 0.2 mile offshore. The light on the point is reported to be radar conspicuous at a distance of 12 miles.

Overfalls may usually be observed near the edge of the coastal bank E of Morant Point, and the tidal currents in the vicinity attain a rate of from 1 to 3 knots.

Norseman Bank, with a depth of 31m, lies 4.5 miles SSE of Morant Point. Dingle Bank, with a least depth of 36m, lies 5.8 miles SSW of Morant Point.

**Holland Bay** (Plantain Garden Bay) ( $17^{\circ}57'N$ ,  $76^{\circ}14'W$ ) lies 3 miles NW of Morant Point Light. A river flows into the head of the bay, which is not recommended as an anchorage. Booby South Point, its N entrance point, is about 12m high.

**Manchioneal Harbour** ( $18^{\circ}02'N$ ,  $76^{\circ}17'W$ ) ([World Port Index No. 10720](#)) lies about 9 miles NW of Morant Point. The harbor consists of a small community, fronting on a partially sheltered cove, having limited anchorage for small vessels in 9 to 13m. Local knowledge is essential.

Boston Bay lies about 8.5 miles NW of Manchioneal Harbour and is foul.

## Port Antonio ( $18^{\circ}11'N$ , $76^{\circ}27'W$ )

### [World Port Index No. 10710](#)

**6.16** Port Antonio lies about 21 miles NW of Morant Point. The port consists of an irregular coastal bight divided into two small deep-water bays with deep and clear approaches. The port is divided into East Harbour and West Harbour by Titchfield Peninsula and the off-lying Navy Island.

**Depths—Limitations.**—East Harbour is limited in deep water to the area just inside its entrance between Folly Point and Old Fort Point. Vessels up to 149m long, with a maximum draft of 7.9m, anchor as charted in about 21m, good holding ground, in a position ESE of Old Fort Point. This anchorage is open to "Northerns" which send in a heavy sea. East Harbour does not have the available facilities as in West Harbour.

West Harbour, the principal center of maritime activity for Port Antonio, is a small body of water entered through a narrow, comparatively deep water passage between Navy Island and Titchfield Peninsula. The channel into the harbor is well marked by ranges. A vessel up to 168m long, with a maximum draft of 7.9m, can anchor here.

A pier on the W side of Titchfield Peninsula is used for cruise ships and can accommodate vessels up to 167m long and drafts up to 7.9m. A minimum depth of 10m has been reported in West Harbour in the vicinity of the cruise ship pier.

Boundbrook Wharf is located 0.2 mile WNW of the head of West Harbour and can accommodate vessels up to 167m, with a depth of 7.9m, alongside. A mooring buoy is situated E of the SE corner of the wharf and is used by cruise ships at anchor.

Atlas Wharf, with depths of 3 to 4m alongside, is located 0.2 mile SE of Boundbrook Wharf.

**Aspect.**—Mitchell's House, a large concrete residence in ruins, situated 0.2 mile SE of the lighthouse on Folly Point, is conspicuous from the NE. The school, on the NE extremity of Titchfield Peninsula, is very prominent from seaward.

The dome of the court house, situated about 0.3 mile of a mile SSW of the school; the spire of a church, situated at Sommers Town; and a hotel, 0.5 mile SSW of the court house, are all conspicuous.

**Pilotage.**—Pilotage is compulsory for merchant vessels, and should be ordered through the vessel's agent at least 24 hours prior to arrival. Pilots will board vessels about 1 mile N of Folly Point and can be contacted by VHF channel 16.

**Anchorage.**—Anchorage berths are assigned by the harbormaster. Besides the berths already mentioned in the East and West Harbours, secure anchorage in all winds may be obtained by small vessels in the E part of West Harbour, about 0.2 mile NW of the courthouse dome.

The anchorage space is limited; a stern anchor should be laid out to prevent swinging. Anchorage is prohibited in the W part of West Harbour, W of a line drawn  $180^{\circ}$  through the landing place on the S point of Navy Island and the west edge of Atlas Wharf.

**Caution.**—The front beacon of the range marking East Harbour was reported to be missing, and the rear beacon was reported to be hard to see. The range is reported to be missing (2001). A submarine cable originating in East Harbour, as shown on the chart, must be avoided during anchoring. A

stranded wreck, best seen on the chart is found close E of the mooring buoy in West Harbour.

### Port Antonio to Oracabessa Bay

**6.17** Between Port Antonio and Oracabessa Bay, about 31 miles WNW, the coast continues mountainous until in the vicinity of Annotto Bay, where it becomes less rugged and elevated and more gentle in its upward slope inland.

Several deep ravines cut through the more steeply sloped portions and traverse small coastal plains which, together with adjacent areas, support a number of plantations.

**Hope Bay** (18°13'N., 76°34'W.), about 7 miles W of Port Antonio, is a small coastal indentation which, clear in its approaches but somewhat encumbered within its inner reaches, is rather difficult to make out from sea, though a white railroad bridge is conspicuous where it spans Swift River, W of the head of the bay. Anchorage is available to small vessels with local knowledge.

**Buff Bay** (18°14'N., 76°39'W.), a bight immediately W of Hope Bay, is remarkable for the white cliffs that rise along its shore. The head and W parts of the bay are foul, the bottom being composed of rocky pinnacles, on which the sea breaks 0.2 mile offshore, in depths of 9 or 11m.

There is a wharf in Orange Bay, the E side of the bay. A reef that lies E of the wharf is marked by an iron stake which is surmounted by a drum.

Vessels with local knowledge may obtain anchorage protected from NE winds, but usually exposed to swells close to the above reef. Anchorage off the town is only suitable for small craft.

**6.18 Annotto Bay** (18°17'N., 76°47'W.) ([World Port Index No. 10690](#)) lies about 7 miles WNW of Buff Bay, and is entered between Free Point and a position on the coast 2.7 miles NW. The town is situated at the head of the bay and is visible from seaward. The church and a metal-roofed store, both in the town, are conspicuous from offshore.

The bay is a largely deep-water coastal indentation that shoals abruptly along the greater part of its shoreline, and there it leaves a narrow bank with a scattering of sunken dangers, particularly along the side at Schoolmaster Shoal.

The anchorage in Annotto Bay, which is protected somewhat by Schoolmaster Shoal, is open to "Northerns" and is without sufficient swinging room.

The best anchoring position is with the church bearing about 129°, distant about 0.3 mile. Anchorage may be obtained N or S of this position. The holding ground farther SW is good, but the depths shoal very rapidly.

**Port Maria Bay** (18°23'N., 76°53'W.) ([World Port Index No. 10680](#)), about 9 miles NW of Annotto Bay, is a small, rapidly shoaling coastal indentation.

The port is divided into two parts by Cabarita Island and the sunken flat that joins the island to the head of the bay. A river flows into the part of the head of the bay.

Moderate-sized vessels up to 107m long can anchor in depths of 9 to 11m, about 0.2 mile W of Cabarita Island.

There is a pier for small craft in the port. Local knowledge is essential. A light is shown from Galina Point 2 miles NNW of the port.

**Oracabessa Bay** (18°24'N., 76°57'W.) ([World Port Index No. 10670](#)) lies about 4 miles WNW of Port Maria Bay. The bay is closely fronted by drying reefs which lie E and W of an unencumbered anchorage area extending offshore from the entrance to the Jack River. The bay is largely sheltered from prevailing E and NE winds, but is open to "Northerns" which in winter can frequently make the anchorage uncomfortable.

There is anchorage, in depths of 14 to 37m as best seen on the chart. Vessels also anchor in a depth of 37m, 0.1 to 0.2 mile off the reef extending from the W shore, but this anchorage is more exposed.

### Oracabessa Bay to Montego Bay

**6.19** Between Oracabessa Bay and Rio Nuevo Bay, 3.5 miles W, the coast consists of cliffs from 9 to 12m high.

Anchorage can be obtained in Rio Nuevo Bay by small vessels with local knowledge, but the space is very limited, the shore is very steep-to, and the anchorage is quite unprotected.

The coast between Rio Nuevo Bay and Frankfort Point, 2 miles WNW, rises in bluffs from 18 to 30m high.

The coast between **Frankfort Point** (18°26'N., 77°04'W.) and The Point, the E entrance point of Ocho Rios Bay 3.7 miles WSW, consists of rocky stretches alternating with sandy bays.

A conspicuous silver-colored tower was reported to stand about 1.5 miles SW of Frankfort Point.

### Ocho Rios (18°25'N., 77°07'W.)

#### [World Port Index No. 10660](#)

**6.20** Ocho Rios, on the E shore of Ocho Rios Bay, is a small community with extensive tourist facilities. The principal maritime activity is centered on the bauxite ore-loading facilities owned by the Reynolds Mining Company. It is the most easily discernible landmark in the harbor.

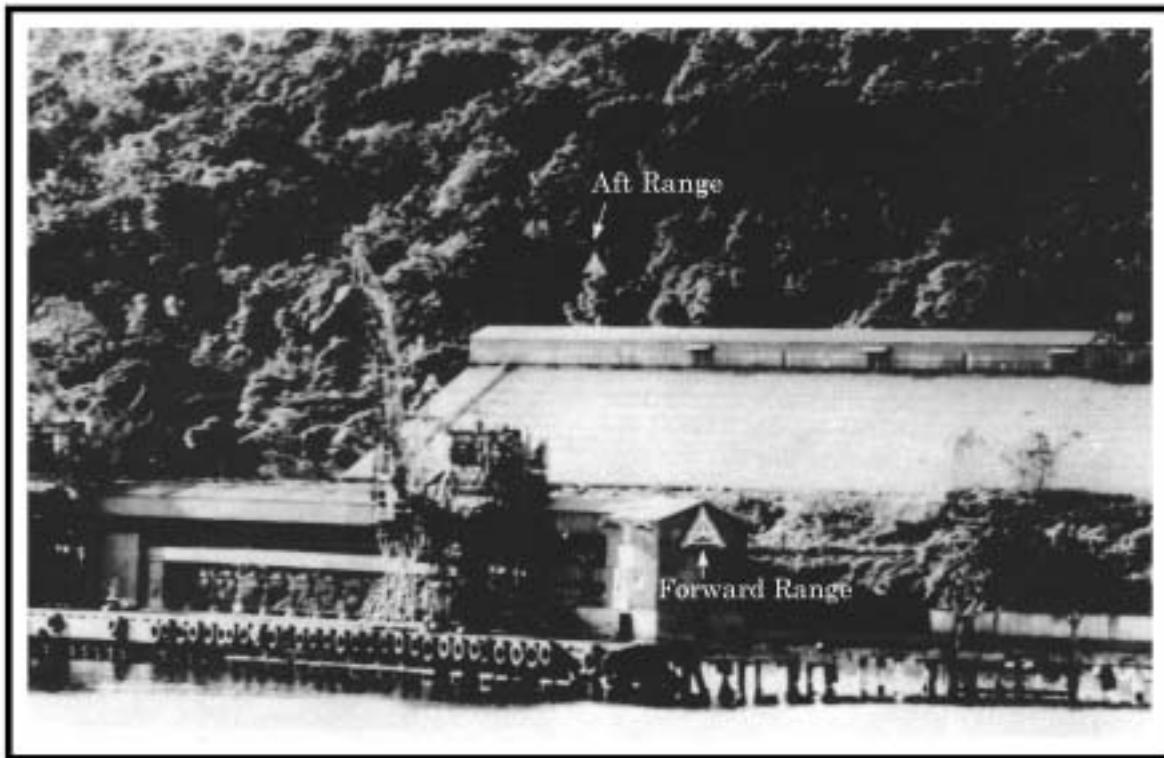
The bay, about 9.5 miles W of Oracabessa Bay, is a small, deep-water bay, having its NE approach encumbered by shoal water and a plainly visible sunken reef over which the sea always breaks. The approach from the NNW is deep and clear of all known dangers.

**Depths—Limitations.**—Reynolds Jamaica Mines owns and operates a pier, 460m long, 12.8m depth alongside, which is used chiefly for the export of bauxite ore and bulk sugar. The bauxite pier is located in the SW corner of the bay. A warping buoy is moored nearby where it is used to brest vessels a short distance off the berth to avoid the effects of a swell that can sweep into the bay.

Lights at the loading facility and several multi-storied structures elsewhere are conspicuous landmarks from sea.

Cruise Ship Berth No. 1 accommodates vessels up to 198m long, with a draft of 8.4m. Cruise Ship Berth No. 2 accommodates vessels up to 213m long, with a draft of 9.6m.

**Aspect.**—In the approach, the range markers facing NW are distinguishable as white, pole mounted inverted triangles. The forward marker is mounted on a hillside below a shed, and the rear marker is behind and beyond the shed. The large ore handling facility is often used as an aid. It is the best approach to both the Reynolds Pier and the cruise ship pier.



### Ocho Rios—Reynolds Jamaica Mines Pier

Other distinguishing features are a large gray tank SE of the Reynolds pier, visible at 8 miles; four large high-rise apartments near the W jetty; and two hotels near the E jetty. Radar navigation is difficult due to the smooth coastline and few distinguishable landmarks.

During low sea states, the reef and sea buoy can be easily detected.

**Pilotage.**—Pilotage is compulsory for merchant vessels. Pilots board about 1 mile NE of the sea buoy in the entrance to the bay. Vessels must send their ETA 36 hours prior to arrival. The pilots may be contacted by VHF channel 16, but it has been reported that pilots are not always available.

**Anchorage.**—Vessels anchor in depths of 9 to 18m, mud and sand, about 0.1 mile from the front range light, bearing 210°. Small vessels can anchor closer in, depending on their draft.

**Caution.**—The range to the approach of the ore facility is reported to be difficult to identify during daylight hours.

**6.21 Saint Ann's Bay** (18°26'N., 77°12'W.) ([World Port Index No. 10650](#)) lies 5.5 miles WNW of Ocho Rios. The harbor consists of a small basin protected by a coral reef, and is entered through a narrow passage, with depths of more than 18m, that lies between the reefs that extend 0.6 mile W from Drax Hall Point on the E, and the E end of Lee Reef, 0.1 mile farther W.

**Pilotage.**—Pilotage is compulsory for merchant vessels with prior notification arranged through authorities in Kingston.

**Anchorage.**—Vessels make their approach from the N. Two lighted buoys mark the entrance to the anchorages. There are

three anchorages which can best be seen on the area chart. Vessels up to 122m long, with a maximum draft of 6.9m, can be accommodated.

The anchorages are somewhat sheltered from "Northerns" by Lee Reef, but after several days of sea breezes, a current is created which, setting E, can swing an improperly moored vessel into a position where, lying broadside to a prevailing sea, it can roll uncomfortably.

**6.22 Discovery Bay** (18°28'N., 77°24'W.) ([World Port Index No. 10640](#)) lies about 12 miles W of Saint Ann's Bay. The entrance is obstructed by a bar, with depths of less than 5m, through which a channel has been dredged to a width of 122m, and a depth of 12.2m.

Within the bay, the shores are mainly steep-to; there are general depths of more than 36m, but a spit, with depths of less than 6m, extends approximately 0.3 mile SSW from Fort Point.

**Depths—Limitations.**—Port Rhodes Pier, located in the SW portion of the bay, is a concrete wharf 205m long, 18m wide, and has a depth of 12.2m alongside. The largest vessel permitted to use the pier is 213m long, with a draft of 11.4m. Vessels dock day or night.

**Aspect.**—A conspicuous dome stands at an elevation of 34m on the SW shore. Range lights are established at the head of the bay. The rear light is exhibited from a framework tower, SSW of the head of the bauxite pier; the front light is exhibited from a post on the head of the bauxite pier. The lights in line, bearing 194°, lead on the centerline of the dredged channel into the bay.

**Pilotage.**—Pilotage is compulsory. Vessels should send their ETA and request for pilotage to their agents through Kingston at least 48 hours in advance, confirming 24 and 12 hours prior to arrival. Contact should be established with the pilot vessel, via VHF when within range. The boarding ground is located 1.5 miles NE of the channel entrance.

**Anchorage.**—The sea bed within Discovery Bay to a depth of 60m is the research area of the Discovery Bay Marine Authority. Anchorage is prohibited anywhere in the port due to the conservation of coral reefs. Vessels waiting to berth are required to remain underway within 2.5 miles of the entrance.

#### 6.23 Rio Bueno (18°29'N., 77°28'W.) ([World Port Index No. 10630](#)) lies 2.5 miles W of Discovery Bay.

**Depths—Limitations.**—The main jetty, operated by Caribbean Milling, extends 137m NNE from the W entrance point of the river; the largest vessel permitted to use the pier is 61m long, with a draft of 7m. Vessels secure to two dolphins NW of the jetty head. There are several smaller piers on the W side of the Cove.

**Aspect.**—The harbor is a small deep-water cove and may be identified by the church and houses on its W side, and by a large tank on the W entrance point of the river which empties into the head of the cove. A beacon is reported to stand 137m E of the mouth of the river.

**Pilotage.**—Pilotage is compulsory. The pilot is available from Kingston.

**Anchorage.**—Anchorage may be obtained in depths of about 28m, either on the SE side of the cove or on the edge of the bank on its W side, but it is unprotected from "Northerns." The depths change rapidly, and local knowledge is essential.

A vessel should moor, securing her stern to a black mooring buoy, at the head of the cove. The largest vessel permitted to use the anchorage is 122m long with a draft of 7.9m.

#### 6.24 Falmouth Harbour (18°29'N., 77°39'W.) ([World Port Index No. 10620](#)) lies about 12 miles W of Rio Bueno Harbour. The harbor is a small basin surrounded by reefs and shoals, its deep-water portion being a break in the main reef.

**Tides—Currents.**—When the sea breezes blow continuously for days, a current sometimes sets windward through the anchorage, at a rate varying with the force of the wind; the strength of this current frequently overcomes that of the wind, so that vessels often ride entirely by their stern moorings.

**Depths—Limitations.**—It is entered through a dredged channel between two spits, with depths of less than 5.5m, that extends 0.2 mile seaward from the main reef.

There was a least reported depth of 9.4m on the range line, but a depth of 4.5m lies close to the range, just NW of a buoy. The buoy is situated about 0.2 mile NNE of the front range structure.

The largest vessel permitted to use the anchorage is 122m long, with a maximum draft of 6.1m. Local knowledge is necessary.

**Aspect.**—The range is comprised of a lighted beacon situated on Central Wharf, in alignment with a beacon 0.1 mile SW, bearing 224.25°.

A number of navigational aids mark the dangers in Falmouth Harbour and can be best seen on the chart of the area.

**Anchorage.**—Anchorage may be obtained in depths of 11m, with **North Rock Beacon** (18°30'N., 77°39'W.) bearing about 013°, distant 0.1 mile. It is necessary to moor head and stern.

The coast between **Palmetto Point** (18°30'N., 77°41'W.) on the W side of Falmouth Harbour, and Dunns Hole, 11.2 miles W, then to Montego Bay Point, 5 miles WSW, and Sandy Point, the N entrance point of Montego Bay, 1 mile farther SSW, is mostly low, highly cultivated, and backed by hills of moderate elevation.

This stretch of coast is fringed with reefs that extend 0.2 mile offshore in most places, but off Long Bay, 5 miles W of Palmetto Point, depths of 5.5m extend 0.5 mile offshore.

Rose Hall Light is exhibited from a metal framework tower 8.5 miles W of Palmetto Point.

A conspicuous hotel was reported to stand 0.5 mile E of Rose Hall Light.

#### Montego Bay (18°28'N., 77°56'W.)

##### [World Port Index No. 10610](#)

**6.25** Montego Bay is the principal port on the N side of Jamaica and the second largest town on the island. It is a rapidly developing resort and tourist center. The port has a considerable fruit export trade, principally bananas.

**Depths—Limitations.**—A channel, 122m wide, leading to a turning basin measuring 0.3 mile from N to S and 0.3 mile from E to W, has been dredged to a depth of 10.1m. Extensive shoaling on the S face was reported.

An extension in the SE corner of the turning basin has a depth of 7.9m. It was reported that there was less water than charted in the SE basin.

Four berths are available. Cruise, ro-ro, and petroleum vessels can be handled. Vessel limitations at each berth are given in the following table:

Berth	Length	Draft
1	396m	9.1m
2	213m	9.1m
3	160m	9.1m
4	160m	9.1m

**Aspect.**—A conspicuous metal framework cross, outlined with red lights at night, stands on the crest of a hill 4 miles SE of the town church. An aero light is shown from **Montego Bay Airport** control tower (18°30'N., 77°55'W.), about 0.5 mile ESE of Montego Bay Point. A large white square tower with colored panels stands about 0.7 mile S of Montego Bay Point. Three radio masts stand close to the coast NE of the point. The middle tower is equipped with an aero radiobeacon.

There are numerous high buildings standing on the shore which are conspicuous from sea. Casa Montego Hotel, with a white square tower with colored panels, 35m high, situated about 0.8 mile S of Montego Bay Point, is prominent, especially when approaching from the W.

Red fixed obstruction lights are exhibited from each corner of the tower, which is also normally floodlit at night.

The Anglican Church, which has a white square tower with a flagstaff, 27m high, stands in the center of town of Montego Bay, 1 mile SSE of Casa Montego Hotel. It is conspicuous.

A cross on a conspicuous obelisk, 16m high, floodlit at night, stands on the E shoulder of a hill, about 0.3 mile NNW of the Anglican Church. There is a fort close NW.

A conspicuous hotel, marked by a red obstruction light, stands on the peninsula W of Montego Port. A number of oil tanks stand on the coast E of Montego Port.

Range lights are exhibited at the head of the bay. The rear mark is situated about 0.3 mile SSE of the Anglican church; the front mark is situated about 0.2 mile SW of the same church. This range is in line bearing 118.6°. Range lights also stand near the SE corner of the turning basin and mark the channel into the port. This range is in line bearing 200.7°. Both ranges are reported (1997) difficult to see.

Lighted buoys and beacons mark the channel limits into the port and can best be seen on the chart.

**Pilotage.**—Pilotage is compulsory for merchant vessels. Pilots board vessels 2 miles WNW of the front leading light at the head of the bay, but prior arrangements are necessary. Vessels should request a pilot 72 hours in advance and confirm ETA 48 and 24 hours prior to arrival. Pilotage is undertaken during daylight only.

The pilots communicate on VHF channels 11, 12, and 16. The pilot boat is available to assist with mooring.

**Anchorage.**—Anchorage is available in 11.9m, fair holding ground of mud, in a position at the intersection of the entrance range with the range established by charted stopping lights on the NE side of the bay near Breakwater Rock.

Beware of the foul patch contained within the anchorage area. Deep-draft vessels, with prior approval of the Kingston Harbour Master, may anchor in the berth designated Anchorage A, as shown on the chart.

Whenever anchoring in the bay, a vessel should pay out good scope of chain to prevent dragging into deeper water; the slope of the bank is generally steep. Small craft and yachts can obtain good anchorage off the Yacht Club on the W side of the bay.

The anchorage is well-sheltered from the usual NE to SE winds, but rapidly becomes untenable should the wind shift to the N or NW; these latter winds are quite strong and send in a considerable swell.

Winds of force 7 can arise with little or no warning. Under these conditions, vessels should drop a second anchor or consider standing out to sea.

**Caution.**—It was reported that the configuration of the port had been changed as a result of a recent hurricane. Extensive dredging is being carried out within the harbor.

Many of the aids have been destroyed. Caution is advised by all vessels entering the approaches to the port.

**6.26 Lucea** (18°27'N., 78°10'W.) ([World Port Index No. 10600](#)), located on a small bay, lies 12 miles W of Montego Bay. Lucea Harbour is entered between Lucea Point and Antonio Point, about 0.5 mile SW.

Antonio Point may be identified by Fort Charlotte on its E extremity. A large school building and a hospital lie close W of the fort.

**Depths—Limitations.**—The harbor has facilities for the lightering of bananas to vessels at anchor, and for the loading of molasses aboard vessels berthed at a T-head jetty (Lucea Marine Terminal), which lies on the E side of the bay. The largest vessel permitted to use the wharf is 167m long with a maximum draft of 9.1m. Two prominent tanks, 26m high, stand close E of the root of the jetty at Cane Point.

The sea breaks over the W side of the bay entrance, while the shelf on the E side dries in places before joining a coastal bank that continues E some 3 miles to Mosquito Cove. The harbor area of the bay contains fairly deep water.

**Pilotage.**—Pilotage is compulsory for Lucea Harbour and is available night and day; no less than 24 hours notice is required. The pilot boards 0.5 mile NW of Lucea Point.

**Anchorage.**—A vessel can obtain anchorage in a depth of 9m, with the W entrance point of the bay bearing 339°, and the clock tower charted on the W side of the bay bearing 260°. Anchoring farther E of this position is not recommended since vessels riding too far outside the shelter of the W entrance point of the bay become more exposed to "Norther," which at times send in heavy seas.

Vessels are required to anchor S of a line joining Antonio Point and Cave Point. The largest vessel that has used the anchorage was 137m long, with a draft of 7.3m.

**Mosquito Cove** (18°28'N., 78°08'W.), a narrow but well-sheltered inlet, is entered between reefs that closely fringe its entrance points.

The anchorage is only suitable for vessels not more than 90m long and of not more than a 5.5m draft. Local knowledge is desirable.

## Lucea to South Negril Point

**6.27** The coastline between Lucea Harbour and the W extremity of Jamaica, about 16 miles SW, is indented and for the greater part of its length, fronted by foul ground which limits access to smaller vessels with local knowledge. Inland, the terrain is largely hilly before giving way to the comparatively extensive low-lying marshes of The Great Morass area.

**Green Island Harbour** (18°24'N., 78°16'W.), about 7.5 miles SW of Lucea Harbour, is a small shoal water cove fronted by a reef outside of which moderate sized vessels anchor in 18m, with the aid of several range beacons.

The anchorage is opened to "Norther" which can send in a heavy sea. Orange Bay, a much encumbered cove, lies close SW of Green Island Harbour, and provides an anchorage for small vessels with local knowledge.

**Negril Harbour** (18°21'N., 78°22'W.) is entered between North Negril Point and Booby Cay, 1 mile S. The harbor is seldom visited, even by small craft, and is not recommended as an anchorage. Long Bay, close S of Negril Harbour, is entered between Booby Cay and South Negril Point, 4.5 miles SSW.

The N part of the bay is encumbered with a shallow flat on which are a number of rocky heads.

Anchorage may be obtained in Long Bay in depths of from 7.3 to 9m, rock and sand, 1.2 miles S of the drying portion of Sandy Reef, with South Negril Point bearing 202°.

A light is shown from a tower, 27m high, standing 1 mile S of the W extremity of South Negril Point. A conspicuous radio mast, 40m high, stands about 2 miles ENE of the light tower.

### Morant Point to Kingston

**6.28 Morant Point** ( $17^{\circ}55'N.$ ,  $76^{\circ}11'W.$ ) forms the E extremity of Jamaica and is discussed in [paragraph 6.15](#).

**South-East Point** ( $17^{\circ}54'N.$ ,  $76^{\circ}11'W.$ ) is located 1.2 miles SSW of Morant Point Light. A conspicuous stranded wreck lies close S of South-East Point. The coast between Morant Point and South Negril Point, about 127 miles WNW, is irregular and indented by numerous broad bays and open bights.

Offshore, the coast is closely fronted by the 200m curve for about 30 miles from each extremity of the island. In the middle part of the island, between Kingston and Black River Bay, the coast is fronted by a broad, largely shoal water insular shelf, which at the 200m curve drops away rapidly to considerable depths.

During weather with poor visibility, soundings are a useful guide to vessels approaching the shelf.

**6.29 Port Morant** ( $17^{\circ}52'N.$ ,  $76^{\circ}20'W.$ ) ([World Port Index No. 10740](#)), entered about 8.5 miles WSW of Morant Point, is a moderate sized, fairly deep-water inlet. The entrance to the harbor is narrowed by above and below-water dangers. The inner part of the inlet is encumbered by a scattering of shoal water patches and spits. The inlet can be readily identified from sea by a remarkable red cliff at its head. On the E side, the ends of the warehouses on Bowden Wharf show up prominently from the SSW. The port was reported closed to commercial navigation in 1991. Navigation aids are not being maintained.

Range lights, in line bearing  $005^{\circ}$ , are shown from the head of the bay.

**Pilotage.**—Pilotage is compulsory for merchant vessels. Vessels make their approach from the S using the lighted entrance range. Vessels are cautioned that buoys in Port Morant are not always reliable and that a heavy swell usually sets into the inlet.

**Anchorage.**—Anchorage for vessels up to 137m long, with a maximum draft of 6.9m, may be obtained in depths of 9m with the front range light bearing  $012^{\circ}$ , distant about 0.5 mile and also in a depth of 9m, with the same range light bearing  $359^{\circ}$ , distant about 0.4 mile. There is a wharf in the port with a depth of 5.5m alongside.

**6.30 Morant Bay** ( $17^{\circ}53'N.$ ,  $76^{\circ}25'W.$ ) ([World Port Index No. 10750](#)), 4.5 miles W of Port Morant, is a broad coastal indentation which is encumbered by shoal water patches, sunken rocks, and reefs over which the sea breaks heavily in places.

Several buildings and a water tower standing near the shore are conspicuous from sea.

Galatea Rock, with a least depth of 5m, lies 1.5 miles WSW of the water tower on the E side of the bay. There are depths of 5m and less, 0.3 mile E of the rock, and a reef lies 0.4 mile NE of it.

**Pilotage.**—Pilotage is compulsory.

**Anchorage.**—Anchorage may be obtained under the lee of the reef, abreast the town, in depths of 9 to 11m. Small craft may obtain anchorage within the reefs farther E. Local knowledge is essential.

**White Horses** ( $17^{\circ}52'N.$ ,  $76^{\circ}28'W.$ ) are prominent white cliffs of moderate height which stand about 4.5 miles W of Morant Bay. A conspicuous dish aerial stands 1.5 miles W of White Horses. Vessels are cautioned not to anchor in the area S of the cliffs in the area best seen on the chart, owing to the existence of submarine cables. Yallahs Hill, a conspicuous high peak, stands about 2 miles NW of White Horses.

Lamottes Bank is a shoal water patch of stones with a least depth of 7.3m and lies about 2 miles S of White Horses. Vessels should pass S of the bank.

**Salt Pond Bay** ( $17^{\circ}52'N.$ ,  $76^{\circ}33'W.$ ), immediately W of Yallahs Point, affords shelter for small craft from the trade winds, which sometimes blows strongly for three or four days. Vessels with local knowledge may anchor in Yallahs Bay, W of Salt Pond Bay. The best anchorage is S of the central part of the bay, 0.3 mile offshore, in depth of 18.3m. With S winds, a heavy sea rolls into the bay and vessels must be prepared to leave should the winds show signs of shifting to the S. A conspicuous water tower stands 3 miles WNW of Yallahs Point.

### Kingston (Port Bustamante) ( $17^{\circ}57'N.$ , $76^{\circ}47'W.$ )

[World Port Index No. 10770](#)

**6.31** Kingston Harbour is a well-sheltered spacious bay which is considered to be one of the finest natural harbors in the world. Depths within the harbor area range from 13 to 18m. Depths at the berths range from 8.4 to 11.1m. The harbor lies to a considerable extent landlocked between the insular mainland and the Palisadoes, a long, narrow, low lying sandy spit or peninsula that closes the bay seaward.

The bay is deep throughout much of its E part, where anchorages are available, but considerably shallower in its middle and W parts. Major deep-water alongside berthing facilities front the mainland. Inland, the terrain is generally flat, and continuing as the rather extensive Liguanea Plain, rises to interior high hills and mountains, the latter is particularly distinctive to the E and NE.

### Winds—Weather

Winds are most common out of the ESE, and usually increase in force in the early forenoon.

### Tides—Currents

Ocean currents generally set to the W. Tidal action in the harbor entrance is slight with tidal current rather irregular.

A current commonly flows out of the harbor and sets seaward through South Channel with a velocity of 0.2 knot as far as Drunkenmans Cay, where it turns to the W, and at times increases to 2.5 knots. Inside Kingston Harbour, tidal currents set athwart Ship Channel such that caution is recommended in transit, particularly during the ebb.

## Depths—Limitations

Kingston Harbour approach from the SE is deep and clear. The approach from the S and SW is encumbered by the California Bank and subsequently by a wide scattering of above and below-water dangers that front much of the seaward side of the Palisadoes, and extending completely across the harbor entrance, continue well to the SW.

The above-water dangers are commonly reef-fringed and quite low-lying and consists of small patches of sand and coral grown over with scrub vegetation.

Two passages for ocean vessels lead through these encumbering dangers. East Channel, the better and deeper passage, leads close S of the Palisadoes and more or less directly to the harbor entrance in a least depth of 12.2m.

South Channel leads approximately N from the open sea to the entrance in depths not recommended for vessels drawing more than 5.5m. Ship Channel, the inner continuation of these two channels, has a maintained depth of 11.9m, and a width of 244m at its narrowest point. The recommended maximum draft for entering the port is 12m.

Newport West Quay has 11 berths. Their specifications are, as follows:

Berth	Length	Depth	Draft
1	159m	7.6m	6.8m
2	182m	9.1m	8.3m
3	182m	10.0m	9.2m
4	182m	10.3m	9.5m
5	182m	10.0m	9.2m
6	182m	9.7m	8.9m
7	182m	10.0m	9.2m
8	182m	9.4m	8.6m
9	182m	10.3m	9.5m
10	182m	11.8m	12.0m
11	182m	11.8m	12.0m

In the immediate vicinity of these berths, the clear turning area is 0.2 mile; elsewhere, there is adequate swinging room for the largest vessel. The largest vessel permitted to use Berth 1 is 152m long. The largest vessels permitted to use Berths 2 thru 11 are 213.5m in length without a bow thruster, and 274.5m with a bow thruster. The ro-ro facilities are located at Berth No. 9 and Berth No. 1, where there is a 24.3m ramp.

A removable barge is at Berth No. 8. Full container facilities are available at Berths 9, 10, and 11.

Gordon Cay, located SW of Newport West Quay, has been reported (1996) to have two berths, which can accommodate vessels up to 305m long, with a maximum draft of 12m. A turning basin, with a diameter of 600m, lies at the E tip of Gordon Cay.

Petrojam Kingston Refinery can accommodate vessels up to 228m long, with a maximum draft of 11.3m. Day and night berthing is possible.

Esso Bunkering pier will take a vessel up to 168m in length, with a draft of 9.9m. Each berth consists of a platform, 60m long, with mooring buoys off each end.

Newport East Quay is situated close E of the above oil platforms. The approach channel, 76m wide, is entered close SE of the Esso Bunkering Pier.

Wherry Wharf and Rapid Wharf, at Newport East, can each accommodate a vessel 107m long, with a maximum draft of 6.9m.

A vessel drawing 6.5m reported grounding in the vicinity of Beacon No. 6.

King Street and Orange Street Cruise Ship Piers are located on the waterfront S of Parish Church. Each can accept a vessel up to 238m in length, with a draft of 9.1m. Shell Rockfort Pier is a T-head berth, accessible by vessels up to 183m long, with a maximum draft of 9.1m.

The Caribbean Cement Company Pier, 0.1 mile SW of the conspicuous chimney mentioned earlier, will accept a vessel 152m in length, with a draft of 8.3m. Texaco Eastern Pier lies 0.1 mile SSE of the Cement Works Pier.

The maximum dimensions for a vessel able to use the pier are 168m in length and a draft of 7.8m. Jamaica Gypsum Pier is located about 0.4 mile SSE of the Texaco Piers. The pier, which has a conspicuous unloader situated on it, will accept a vessel up to 172m in length, with a maximum draft of 8.5m.

## Aspect

**Catherines Peak** (18°04'N., 76°42'W.) lies about 8 miles N of the E extremity of Kingston Harbour. The lights from the town of Newcastle, close W of Catherines Peak, are visible for a considerable distance. Three chimneys standing near the NE side of the harbor are prominent. A number of other landmarks can best be seen on the area chart.

A pair of range lights leads through East Channel. Lazaretto Cairn, the rear range structure, is a very large white stone structure; however, the front range, located close N of Rackhams Cay, is a black structure and has been reported (1994) to be difficult to see. The channel is right of the range in the vicinity of Rackhams Cay when inbound.

## Pilotage

Pilotage is compulsory for merchant vessels. Vessels should notify the port of their ETA 72 hours in advance, confirming or amending it 48 and 24 hours before arrival.

When in range of the pilot station, ships can communicate by VHF channel 11. Pilots usually board in the vicinity of East Middle Lighted Buoy, but in rough weather vessels may be requested by the pilots to proceed in until conditions are suitable for boarding.

## Regulations

A vessel entering or leaving the harbor should not attempt to pass another vessel:

1. Between a line joining Rackhams Cay and Gun Cay, and a line joining West Middle Rock Lighted Buoy and Harbor Shoal Beacon

2. Between a line joining Two Sisters Lighted Beacon and Burial Ground Lighted Beacon, and a line joining Middle Ground Lighted Beacon and Esso Platform No. 7 Lighted Beacon.

All vessels are required to observe carefully the movements of other vessels to avoid meeting in the above passages.

When two vessels are approaching the above passages from opposite directions, the vessel entering the harbor has the right of way. The vessel leaving the harbor shall keep clear until the other vessel has passed.

An outbound vessel shall not pass Middle Ground Lighted Beacon when an inbound vessel is observed to be between Harbor Shoal Lighted Beacon and Middle Ground Lighted Beacon.

A vessel shall give warning of her approach to Port Royal Point by sounding one prolonged blast when 1 mile from the point. The signal shall be answered with one prolonged blast by a vessel approaching the point from the opposite direction.

Overtaking is prohibited in East Channel and Ship Channel, between Lime Cay and Hunts Bay Lighted Beacon.

Quarantine and customs procedures require unexempted vessels to proceed no farther into Kingston Harbour than the harbor entrance, where they anchor in position close W of Chevannes light beacon and there await inspection. Vessels with free pratique hoist the M flag of the International Code of Signals.

A vessel should not exceed 10 knots when within the harbor limits.

The use of rat guards on all securing hawsers is required by law, and vessels must haul off at least 2.5m from the wharves at night.

## Anchorage

There are five special anchor berths in the E section of the harbor. The berths are marked from A to E and are clearly shown on the harbor chart. These berths are allocated only by the Harbor Master.

All five berths are available to vessels with drafts up to 10.4m, however, berths A, B, and C are restricted to vessels 305m in length or less.

Vessels anchoring off Port Royal, should on arrival do so W of **Chevannes Beacon** ( $17^{\circ}56.5'N$ ,  $76^{\circ}51'W$ ). The area shows charted depths of 11.9 to 16.4m over a bottom shown as coral, shells and soft mud, bottom quality not stated.

Vessels using this anchorage are limited to a maximum length of 305m and a maximum draft of 12.2m.

Anchorage is prohibited within an area which extends for 0.1 mile on either side of a submarine cable which crosses the harbor from Newport East Quay to Port Royal.

Vessels are cautioned not to anchor in the vicinity of the pipelines leading to the oil berths between Newport East and Newport West.

Anchoring in Ship Channel, or within 30m of its boundaries, is prohibited.

No vessel or boat may enter the area within a 0.3 mile radius of the W end of the runway of Norman Manley Airport.

## Portland Bight

**6.32 Portland Bight** ( $17^{\circ}50'N$ ,  $77^{\circ}06'W$ ) is entered between Polink Point and the E extremity of the land under Portland Ridge, 12 miles SW. There are two channels which lead through the entrance. East Channel, with a least depth of 11.3m, passes NE of Bare Bush Cay, and Main Channel, with a least depth of 12.5m, passes SW of Bare Bush Cay.

Within the bay, a shoal water coastal bank fronts the shore throughout, with the exception of Rocky Point, and leaves a well defined, comparatively deep-water central portion that is rather unencumbered.

Main Channel is entered 3 miles SSW of Bare Bush Cay light. The range lights for Main Channel stand on **Pigeon Island** ( $17^{\circ}48'N$ ,  $77^{\circ}05'W$ ). In line the range lights bear  $343.5^{\circ}$ .

The range lights on Pigeon Island were reported to be of very low intensity and unreliable.

East Channel is marked by lights in line bearing  $294.75^{\circ}$ . The front light in this range is common to the range for the Main Channel. The channel is left of the range when inbound.

**Caution.**—Mariners are cautioned that a considerable number of sailing boats may be encountered, particularly at night when fishermen from Old Harbor Bay proceed to sea with a land breeze and return with the sea breeze beginning in the early forenoon.

**6.33 Port Esquivel** (Longs Wharf) ( $17^{\circ}53'N$ ,  $77^{\circ}08'W$ ) ([World Port Index No. 10772](#)) lies on the NW side of Portland Bight. The maximum permissible length to enter the port is 198m with a draft of 11m. The entrance to the channel is marked by lighted buoys moored 0.5 mile to seaward of the reefs, which are awash at LW. The channel is marked by lighted buoys and beacons.

A concrete pier, its W side 213m long and its E side 198m long, projects into a turning basin. Vessels up to 198m in length with a draft of 11m can be accommodated on each side.

A cargo pier, 76m long, can accommodate a vessel 67m long with a draft of 4.9m.

**Pilotage.**—Pilotage is compulsory and should be ordered through the vessel's agent at least 48 hours in advance, confirming 24 hours prior to arrival. Pilots normally board off the buoys marking the dredged channel to Port Esquivel, but will board off the seaward approaches, about 2 miles SE of Bare Bush Cay by request. The pilot vessel, call sign "Silver Spray," may be reached on VHF channel 16.

Rocky Point lies about 4.5 miles S of Port Esquivel, and is the site of a bauxite loading facility. Vessels load from a T-headed pier, 192m long which has a least depth of 10.7m alongside. A loading chute stands about midway along the pier head, so that in loading, vessels must shift within the berth so as to bring their hatches into proper position under the chute opening. Tugs are not available, but a launch is on call for the running of lines ashore.

Vessels up to 231m in length and 10.7m draft could be accommodated at the berth.

It has been reported (1997) that vessels transit Portland Bight during daylight hours only and that vessels are not allowed to dock at Rocky Point when wind speeds exceed 15 knots.

**Anchorage.**—There is anchorage throughout Portland Bight. The holding ground is good, but the anchorages are exposed to fresh sea breezes in most places. The breeze usually springs up in the late morning and blows steadily until late in the evening. It produces a choppy sea, but there is no noticeably large swell. The direction of the breeze and the chop is consistently from the ESE.

Anchorage can be obtained under the lee of Pigeon Island, off a bight in the reef on the NW side of the island, in depths of

13 to 15m, but the island, being low, affords little protection in a storm.

The anchorage off Old Harbor Bay Village is in depths of about 7m with the white house at Marlie Mount in line with the church, bearing 353°, but the church is hard to identify.

The anchorage in Salt River Bay is under the lee of **Salt Island** (17°50'N., 77°08'W.), and vessels anchor as convenient, taking care to avoid the reefs off Burial Ground Point and Long Island which are usually visible in daylight. Depths at this anchorage vary between 5.5 to 9m, with good holding ground.

Anchorage may be obtained, in depths of 7 to 10m, good holding ground, on the N side of the approach to West Harbour. There is anchorage, in depths of 13m, in a bight in the reefs NE of Portland Ridge Light.

## Off-lying Banks

**6.34 Blossom Bank** (17°51'N., 77°59'W.), whose center lies 13 miles W of Great Pedro Bluff, is between 4 and 5 miles across. The bank has depths of 30 to 46m, with many coral heads with less than 30m. The least known depth is a head with 22.2m at the N extremity, but owing to the irregular nature of the coral, lesser depths may exist.

**New Bank** (18°00'N., 78°05'W.), whose S end lies 15 miles W of Parottee Point, is 5 miles long from N to S, and about 3 miles wide from E to W. It has general depths of 22 to 40m, with many coral heads, particularly near its SE edge. The least known depth is a head with less than 18.8m, but lesser depths may exist due to the irregular nature of the coral. Depths of less than 18m were reported on the bank.

**Caution.**—Fish traps moored by heavy tackle and floats, which might cause damage to propellers, may be encountered on Blossom Bank and New Bank.

**6.35 Carlisle Bay** (17°45'N., 77°16'W.) lies about 7 miles NW of Portland Point and immediately NW of Rocky Point. Robertson Shoal, on which there are rocks awash at LW, lies 1 mile W of Rocky Point. The shoal breaks heavily during strong winds.

A pier stands 2.5 miles NW of Rocky Point. Anchorage may be obtained in depths of 7.3m, with the above pier bearing 047°, and Rocky Point bearing 117°.

Between Carlisle Bay and Cuckold Point, 14 miles NW, a broad shoal water insular shelf fronts the coast for much of its length before narrowing and disappearing entirely at the W extremity of the island. Brune Bank, with a least depth of 8.2m, lies 8 miles SSE of Cuckold Point. A shoal, with a depth of 13.1m, lies 7.5 miles SSE of Brune Bank.

Between Portland Point and Cuckold Point the 200m depth contour lies 15 miles offshore, and close within it the bottom rises steeply to depths from 20 to 27m.

Alligator Reef, on which are a number of rocky heads that dry, lies 2.5 miles SSW of Cuckold Point. The depths between the reef and the coast W of Cuckold Point are very irregular.

Anchorage may be obtained in Alligator Pond Bay, 0.5 mile offshore, in depths of 8.2m, sand. The anchorage is sheltered from E winds by Cuckold Point and Alligator Reef, but a heavy swell rolls in with W and SW winds.

A white concrete water catchment area, situated in the hills 2 miles NNW of Cuckold Point, and a conspicuous white cliff,

119m high, near the coast 1.2 miles W of Alligator Pond, are useful marks when approaching Port Kaiser.

**6.36 Little Pedro Point** (Port Kaiser) (17°52'N., 77°36'W.) ([World Port Index No. 10775](#)) lies about 5.5 miles WNW of Cuckold Point. The port consists of a finger pier extending seaward from Little Pedro Point. The pier is used for loading bauxite and a vessel 213m long with a draft of 11m can be accommodated. This pier is in an exposed position and vessels sometimes must lie off during bad weather. Tankers use the end of the pier for mooring.

The rear structure of a pair of leading lights, used to assist vessels approaching the pier, stands 0.2 mile off Little Pedro Point; the front light is shown from the head of the pier. The lights in line bear 347.5°.

**Pilotage.**—Pilotage is compulsory. Pilots board 1 mile S of the pier head. Vessels waiting to berth anchor 1 mile SW of the pier. Vessels normally berth by letting go the port anchor close SE of the pier head, then swinging the stern in the turning area through W until berthed, bow S, alongside the W side of the pier.

The ETA of vessels should be radioed 48 and 24 hours in advance. Vessels are berthed both day and night.

**Great Pedro Bay** (17°51'N., 77°45'W.) lies about 8 miles W of Little Pedro Point. The bay affords temporary anchorage in depths of 8.2m, 0.5 mile NW of Great Pedro Bluff, but the anchorage is unsafe and the bay is gradually silting up.

A heavy swell occasionally rolls into the bay, especially after a continuance of E or SE winds.

**6.37 Black River** (18°01'N., 77°53'W.) ([World Port Index No. 10780](#)) lies at the head of Black River Bay, and about 11.5 miles NW of Great Pedro Bluff. Lighters are used to move cargo from Black River to vessels lying at anchor in the bay.

The bay is encumbered with reefs, but affords anchorage to vessels less than 122m long with a maximum draft of 6.7m. A triangular beacon marks the inner limit of the anchorage. The town of Black River lies W of the river mouth.

A hospital, situated 0.5 mile W of the town, is a good landmark. A conspicuous house, as shown on the chart, is a good approach landmark to the anchorage from the W.

Vessels making for the anchorage are cautioned that charted hydrography is based largely on older surveys and that the charted approach bearings are based on landmarks reported difficult to identify.

**Parker Bay** (18°06'N., 77°59'W.), an indentation in the coast 3 miles NW of Seals Cove, affords good anchorage for small vessels with local knowledge, sheltered by the reefs. The entrance channel, which is narrow, has a least depth of 4.6m in the fairway. There are depths of 5.5m in the bay.

**6.38 Bluefields** (18°10'N., 78°02'W.) ([World Port Index No. 10790](#)) is a settlement near the head of an indentation and lies about 4.5 miles NW of Parker Bay. It may be identified by its church, which stands 1.2 miles NE of **Belmont Point** (18°09'N., 78°02'W.), and the houses of a large estate farther N. The overseer's house, which is conspicuous, lies 0.2 mile NW of the church. A church, Weslayan Chapel, stands on Friars Cap Point.

Anchorage may be obtained inside a ridge of coral heads, in depths of 10m, with the chapel bearing 030° and the overseer's house bearing about 081°. Local knowledge is essential.

Vessels of deep draft may anchor close outside the above rocky ridge, in depths of 16.5 to 18.3m, but caution is necessary.

**6.39 Savanna la Mar** (18°12'N., 78°08'W.) ([World Port Index No. 10800](#)) lies about 14 miles E of the W extremity of Jamaica, and consists of a community lying at the seaward limit of a comparatively large, quite flat and somewhat swampy plain that extends well inland to surrounding high hills and mountains.

Dolphin Head, one of the higher elevations of the area, stands about 10 miles to the NNW where it serves as a useful landmark in the approach from sea. Two white beacons, standing on the shore about the same distance NE and NW of the conspicuous ruins of a fort in the town, are remarkable and similarly useful in the approach. Two adjacent chimneys at Frome, 5 miles W of the town of Savanna La Mar, are conspicuous.

The town is fronted seaward by an encumbered steep-to insular shelf that curves in a gentle arc between the low-lying,

reef fringed Bluff Point and St. Johns Point, about 8.5 miles to the WSW.

Great Breaker is the outermost of a chain of reefs, many of which dry, that extends 4.5 miles WSW from Bluff Point.

Several passages lead through the ridge to anchorages off the town. Lee Passage, to the E of Great Breaker, is the deepest with a least depth of 6.4m in the fairway.

Pilotage is compulsory for merchant vessels, and entry is made in daylight hours. Pilots board vessels 1.5 miles S of the entrance buoy marking Lee Passage. South East Channel and East Channel are not recommended.

Anchorage may be obtained inside Lee Passage in depths of 7.3m with the ruined fort bearing 037°, distant about 2 miles.

The largest vessel permitted to use this anchorage is 152m long with a draft of 5.8m. Vessels of deep draft can anchor on the bank outside the reefs, but caution is necessary as the edge is steep-to. When the wind is strong, this anchorage is not desirable.

**Little Bay** (18°13'N., 78°16'W.), 2.2 miles NW of St. Johns Point, and Homers Cove, 0.7 mile farther NW, are the only places where landings can be effected between St. Johns Point and West Point, situated 1.5 miles S of South Negril Point. This stretch of coast is steep-to.