

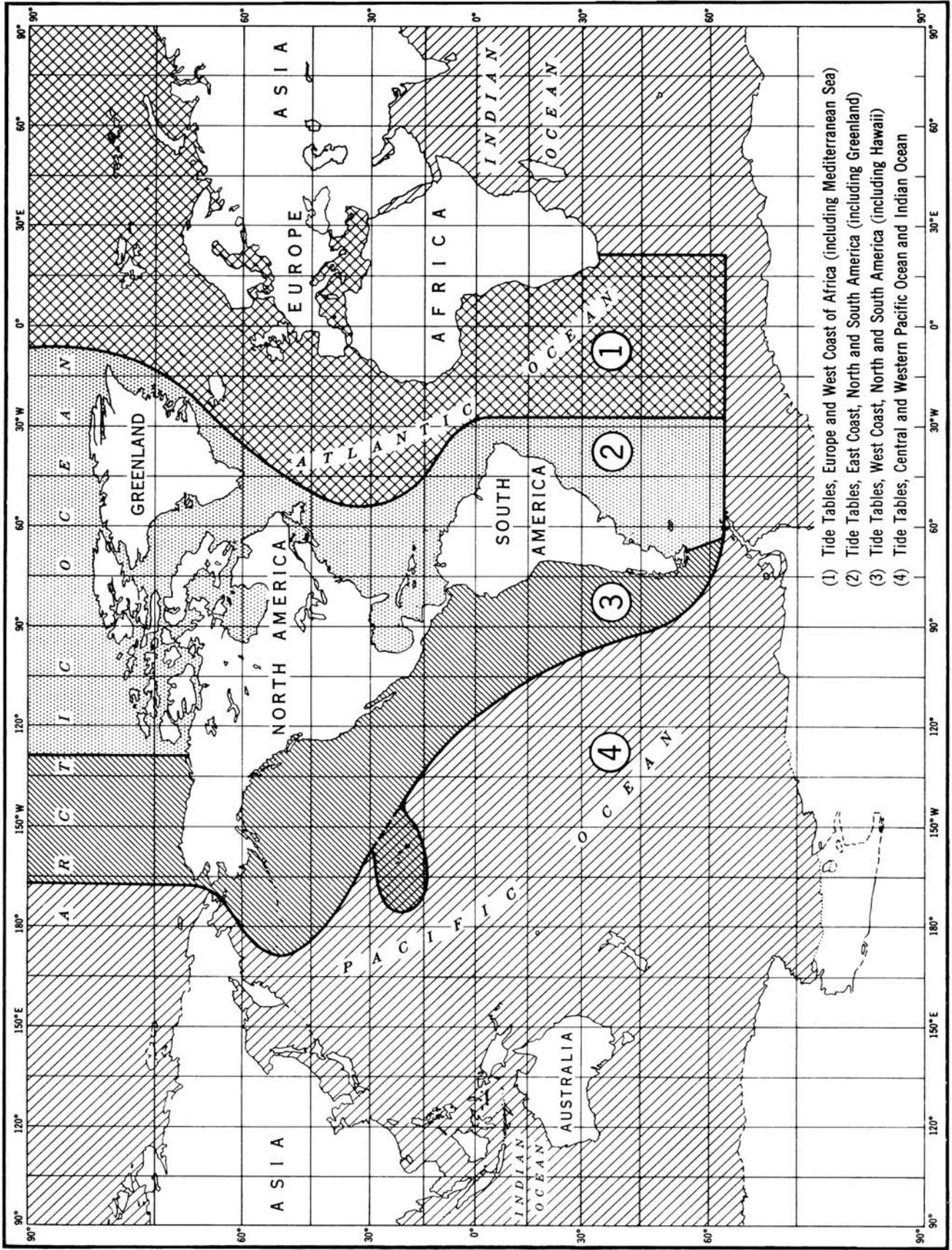
Tidal Current Tables 2009

# Atlantic Coast of North America



**Tidal Current Tables 2009 – Atlantic Coast of North America**

# INDEX OF TIDE TABLE COVERAGE



Tidal Current Tables 2009

# Atlantic Coast of North America

Issued 2008



## SOURCES OF ADDITIONAL INFORMATION

### ***THE NATIONAL OCEAN SERVICE IS NO LONGER PRINTING AND DISTRIBUTING THE TIDE AND TIDAL CURRENT TABLES***

Tide and Tidal current data continue to be updated, generated and published by the NOAA/National Ocean Service; however, the printing and distribution in book-form is now done by private companies working from information provided by NOS.

NOS now offers two new vehicles for obtaining predictions. First, the complete set of Tables as camera-ready page-images will be available on CD-ROM. The CD-ROM vehicle is primarily intended for use by private printers who wish to print in book-form the full set of Tables for distribution to resellers and the general public. Second, for domestic tide reference stations, limited predictions are available on the NOS, Center for Operational Oceanographic Products and Services (CO-OPS), web site, (<http://tidesandcurrents.noaa.gov/>).

In addition to predictions, the web site provides updated information on the status of the Tables as they are finalized each year. Notices concerning the most recent Table updates and publication cut-off dates are included.

For the names of companies printing and distributing the Tables, please call or write to:

National Ocean Service  
Products and Services Division, N/OPS3  
1305 East-West Highway  
Silver Spring, MD 20910  
301-713-2815, fax 301-713-4500

### **PUBLICATIONS:**

*United States Coast Pilots and Nautical Charts may be ordered from:*

FAA, National Aeronautical Charting Office  
Distribution Division, AJW-3550  
10201 Good Luck Road  
Glenn Dale, MD 20769-9700  
(301) 436-8301  
(800) 638-8972 toll free, U.S. Only  
<http://www.naco.faa.gov/>

*A list of authorized sales agents is published in the Nautical Chart Catalogs or may be obtained on request from the National Ocean Service. The publications may also be purchased across-the-counter at the NOAA, Distribution Branch office listed above.*

### **TECHNICAL ASSISTANCE:**

*Technical questions relating to **tide and current predictions**, as well as requests for **special predictions**, should be addressed to:*

National Ocean Service  
Products and Services Division, N/OPS3  
1305 East-West Highway  
Silver Spring, MD 20910  
(301) 713-2815

## SOURCES OF ADDITIONAL INFORMATION

Technical questions relating to ***actual tide observations, tidal datums, and other information necessary for engineering projects*** should be addressed to:

National Ocean Service  
Products and Services Division, N/OPS3  
1305 East-West Highway  
Silver Spring, MD 20910  
(301) 713-2877

Technical questions relating to *other publications and nautical charts* should be addressed to:

National Ocean Service  
Customer Affairs Branch  
1315 East-West Highway.  
Silver Spring, MD 20910  
(301) 713-2729

### **WEBSITES**

Center for Operational Oceanographic Products and Services  
(PORTS<sup>®</sup> \* Predictions \* Observations \* Bench Marks \* Tides Online \* Great Lakes Online)

**<http://tidesandcurrents.noaa.gov>**

Coastal Services Center - <http://www.csc.noaa.gov>

Marine Chart Division - <http://www.chartmaker.ncd.noaa.gov>

Ocean Predictions Center - <http://www.opc.ncep.noaa.gov>

National Centers for Environmental Predictions - <http://www.ncep.noaa.gov>

National Climatic Data Center - <http://www.ncdc.noaa.gov>

National Data Buoy Center - <http://www.ndbc.noaa.gov>

National Geodetic Survey - <http://www.ngs.noaa.gov>

National Geophysical Data Center - <http://www.ngdc.noaa.gov>

National Ocean Service - <http://www.nos.noaa.gov>

National Oceanic and Atmospheric Administration - <http://www.noaa.gov>

National Oceanographic Data Center - <http://www.nodc.noaa.gov>

National Weather Service - <http://www.nws.noaa.gov>

U.S. Coast Guard - <http://www.uscg.mil>

U.S. Geological Survey - <http://www.usgs.gov>

U.S. Naval Observatory - <http://www.usno.navy.mil>

U.S. Naval Oceanographic Office - <https://www.navo.navy.mil/>

### **CORRECTIONS:**

Corrections to this publication, after the date of printing, may appear in the Notice to Mariners. They may also appear in the Local Notice to Mariners, published weekly, by the various United States Coast Guard Districts.

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## IMPORTANT NOTICES

Daylight-saving time is not used in this publication. All daily tidal current predictions and predictions compiled by the use of Table 2 data are based on the standard time meridian indicated for each location. Predicted times may be converted to daylight-saving times, where necessary, by adding 1 hour to these data. In converting times from the Astronomical Data page on the inside back cover, it should be remembered that daylight saving time is based on a meridian 15° east of the normal standard meridian for a particular place.

NOS, in partnership with other agencies and institutions, has established a series of Physical Oceanographic Real Time Systems (PORTS<sup>®</sup>) in selected areas. These PORTS<sup>®</sup> sites provide constantly updated information on tide and tidal current conditions, water temperature, and weather conditions. This information is updated every six minutes. PORTS<sup>®</sup> sites are currently in operation at several major harbors with future sites to be added. The information is accessible through a computer data connection or by a voice response system at the following numbers:

PORTS <sup>®</sup> SITES	VOICE ACCESS	INTERNET ACCESS
CHERRY POINT		<a href="http://www.tidesandcurrents.noaa.gov">www.tidesandcurrents.noaa.gov</a>
CHESAPEAKE BAY	866-CH-PORTS (866-247-6787)	“
DELAWARE RIVER & BAY	866-30-PORTS (866-307-6787)	“
GULFPORT	888-257-1858	“
HOUSTON/GALVESTON	866-HG-PORTS (866-447-6787)	“
LOS ANGELES/LONG BEACH		“
LOWER COLUMBIA RIVER	888-53-PORTS (888-537-6787)	“
MOBILE BAY	877-84-PORTS (877-847-6787)	“
NARRAGANSETT BAY	866-75-PORTS (866-757-6787)	“
NEW HAVEN	888-80-PORTS (888-807-6787)	“
NEW YORK/NEW JERSEY	866-21-PORTS (866-217-6787)	“
PASCAGOULA	888-257-1857	“
PORT OF ANCHORAGE	866-AK-PORTS (866-257-6787)	“
SABINE NECHES	888-257-1859	“
SAN FRANCISCO BAY	866-SB-PORTS (866-727-6787)	“
SOO LOCKS	301-713-9596	“
TACOMA	888-60-PORTS (888-607-6787)	“
TAMPA BAY	866-TB-PORTS (866-827-6787)	“

### PUBLISHED CAUTIONARY NOTICES

Published in Local Notice to Mariners and United States Coast Pilot Notices

#### CHANGES TO 2008 EDITIONS OF THE NOS TIDAL CURRENT TABLES

three new tidal current reference stations have been added to the National Ocean Service tidal Current Tables for 2008. Table 2 "time" and "velocity" correction factors at secondary stations which are affected by these changes have been updated based on the new reference station data.

#### Tidal Current Tables - 2008 - Atlantic Coast of North America

1. Bucksport, Penobscot Bay, Maine (new)
2. George Washington Bridge, Hudson River (new)
3. Kingston-Rhinecliff, Bridge, Hudson River (new)

(Issued October 1, 2006)

## IMPORTANT NOTICES

### TIDAL CURRENT PREDICTIONS INSIDE U.S. ESTUARIES

At present there are several U.S. estuaries with operational Physical Oceanographic Real Time Systems (PORTS) installed. PORTS systems are presently being installed in several additional estuaries. Over the next ten years there are projected to be twenty or more additional systems installed. In the past, the tidal current reference station has always been located at the entrance to each estuary. All tidal current secondary stations both inside and outside (along the coast) have been referred to the reference station at the entrance to the estuary. This will no longer be the case in estuaries with an operational PORTS system.

Estuaries with an operational PORTS system will have at least two reference stations. One will be the historic station at the entrance to the estuary. All secondary stations along the coast will continue to be referred to this station. The second tidal current reference station will be the primary PORTS station within the estuary. All secondary locations within the estuary itself will be referred to this location. Depending on the circulation dynamics of the estuary, daily tidal current predictions may be provided for one or more additional stations within the estuary.

(Issued October 1, 1999)

### ARANSAS PASS – CORPUS CHRISTI BAY, TX

The Aransas-Corpus Christi Pilots have reported that published tidal current predictions for Aransas Pass deviate from observations by as much as two (2) hours. The published predictions must be used with extreme caution. The Pilots should be consulted for critical transits. Tidal Current predictions of the National Ocean Service (NOS) are derived from analysis of observed data at tidal harmonic frequencies which in turn are based on predictable astronomic positions of the moon and sun. The problem in many areas of the Gulf of Mexico, including the south Texas coast, is that localized meteorological conditions can significantly effect and alter the times of maximum flood and ebb currents. Real-time observation and reporting systems, such as the Physical Oceanographic Real Time System (PORTS) installed in the Galveston-Houston area, are the only means of providing accurate tidal current data for areas such as this.

(Issued July 17, 1997)

### BISCAYNE BAY/PORT OF MIAMI, FL

The Biscayne Bay Pilots report that recent dredging and construction by the US Corps of Engineers (COE) supporting Miami port expansion has significantly effected the currents in Miami Harbor. Both flood and ebb currents should be expected to be stronger than indicated in official published predictions. The actual times for maximum and slack currents should be expected to deviate from the published predictions. Funding to support a survey to obtain new data for more accurate tidal current predictions is not available at this time. Installation of a Physical Oceanographic Real Time System (PORTS), like the one in operation in Tampa Bay, would be the best solution for long term marine safety.

(Issued July 17, 1997)

### CHARLESTON HARBOR, SC

The US Army Corps of Engineers (CEO) is planning dredging and construction projects for Charleston Harbor in 1996-1997. Such projects in the past in other areas have resulted in dramatic changes in the observed tidal currents of those areas. Once dredging and/or construction operations commence, the Tidal Current predictions for this region should be considered questionable and potentially dangerous to rely upon. Tide predictions will also be affected but to a lesser degree. Funding for a real time system to monitor the Tidal Currents and a resurvey of the area after COE operations are complete is presently not available. Therefore, once COE operations begin and until such time as a real-time system is installed or a resurvey of the area conducted, the National Oceanic and Atmospheric Administration, National Ocean Service will be unable to provide accurate Tidal Current predictions necessary for marine safety and navigation in this area.

(Issued June 5, 1996)

## IMPORTANT NOTICES

### CHESAPEAKE & DELAWARE CANAL AND BALTIMORE HARBOR CONNECTING CHANNELS

The US Army Corps of Engineers (COE) is planning a project involving the Chesapeake & Delaware Canal (C&D) and the channels in the upper Chesapeake Bay connecting the canal to Baltimore, MD in 1996-1997. Such projects in the past in other areas have resulted in dramatic changes in the observed tidal currents of those areas. Once the project begins, the Tidal Current predictions for the C&D Canal and the channels connecting the canal to Baltimore should be considered questionable and potentially dangerous to rely upon. Tide predictions will be affected but to a lesser degree. Funding for a real-time system to monitor the Tidal Currents and a resurvey of these areas after COE operations are complete is presently not available. Therefore, once COE operations begin and until such time as a real-time system is installed or a resurvey of the area conducted, the National Oceanic and Atmospheric Administration, National Ocean Service will be unable to provide accurate Tidal Current predictions necessary for marine safety and navigation in this area.

(Issued June 5, 1996)

### ST. AUGUSTINE, FL – ATLANTIC INTRACOASTAL WATERWAY

The US Coast Guard (USCG) has reported a problem involving the Tidal Currents in the Atlantic Intracoastal Waterway (AICW) in the St. Augustine, FL area. The specific location is the Bridge of Lions over the waterway. Numerous accidents have occurred at this site which are related to the currents in the waterway. There is no National Ocean Service (NOS) Tidal Current Station at or near the Bridge of Lions. Thus the NOS cannot, at this time, make Tidal Current predictions for this location. The USCG states that the cause of the accidents is loss of maneuverability (control) as a vessel passes under the bridge. The loss of maneuverability results in the vessel striking the bridge supports. The USCG states in part:

“The affect of a ‘fair’ tide on a navigating vessel is to reduce the vessel’s ability to maneuver. When a vessel is proceeding with a current (fair tide), less water flows across the vessel’s rudders. This condition has the affect of reducing the vessel’s maneuverability for a given speed over ground (all other things being equal).

The Bridge of Lions is a difficult bridge to navigate, even under ideal conditions. This circa 1926 Bascule bridge has a horizontal clearance of only 76’ verses the 90’ horizontal clearance of most of the other bridges on this section of the AICW.”

In addition, according to the US Coast Pilot, Vol 4, Chapter 12, Tidal Currents in excess of 2 knots often run at right angles to the bridge opening. The Coast Pilot advises mariners to transit the bridge at minimal Tidal Current conditions. Funding for real-time monitoring of the Tidal Currents or a survey to obtain Tidal Current observations upon which to base Tidal Current predictions for this location is not presently available. A consortium of local, state, and federal officials in conjunction with the private sector and commercial shipping interests are presently studying various options to provide accurate Tidal Current predictions necessary for marine safety and navigation at this location.

(Issued June 5, 1996)

### WILMINGTON AND CAPE FEAR RIVER, NC

The US Army Corps of Engineers (COE) is due to begin dredging operations in the Wilmington and Cape Fear River area in 1997. The plans call for the deepening of the channel approaching Wilmington and extending up the Cape Fear River. Such actions in the past in other areas have resulted in dramatic changes in the observed tidal currents of those areas. Once dredging operations commence, the Tidal Current predictions for this region should be considered questionable at best and potentially dangerous to rely upon. Tide predictions will also be affected but to a lesser degree. Funding for a real-time system to monitor the Tidal Currents during the project and a resurvey of the area after COE operations are complete is presently not available. Therefore, once COE operations begin and until such time as a real-time system is installed or a resurvey of the area conducted, the National Oceanic and Atmospheric Administration, National Ocean Service will be unable to provide accurate Tidal Current predictions necessary for marine safety and navigation in this area.

(Issued June 5, 1996)

## IMPORTANT NOTICES

### HAMPTON ROADS, VA

Tidal currents in Hampton Roads and Elizabeth River have been significantly altered by dredging and construction of a new bridge/tunnel. Recent dredging by the U.S. Army Corps of Engineers has deepened the channels by 10 feet to a depth of 50 feet. Pilots and officials at the Norfolk Naval Base report hazardous conditions including significantly higher than predicted maximum current velocities, and significant deviation in the predicted times of maximum current. Mariners should exercise **EXTREME CAUTION** and **DISCRETION** in the use of published NOS tidal current predictions for this area. Funding for a Quality Assurance study and a full scale resurvey of the area is presently not available.

(Issued March 24, 1992)

### CHINCOTEAGUE CHANNEL, VA

United States Coast Guard (USCG) Personnel at the Chincoteague Coast Guard Station, VA report that the times of high and low water computed from differences in Table 2 of the East Coast Tide Tables are frequently off by as much as an hour. The channel is subject to shoaling and is frequently dredged. Exercise caution in using Table 2 Tide differences for this area.

(Issued May 17, 1991)

## INTRODUCTION

Current tables for the use of mariners have been published by the National Ocean Service (formerly the Coast and Geodetic Survey) since 1890. Tables for the Atlantic coast first appeared as a part of the tide tables and consisted of brief directions for obtaining the times of the current for a few locations from the times of high and low waters. Daily predictions of slack water for five stations were given for the year 1916, and by 1923 the tables had so expanded that they were then issued as a separate publication entitled Current Tables, Atlantic Coast. A companion volume, Current Tables, Pacific Coast, was also issued that year. In 1930 the predictions for the Atlantic coast were extended to include the times and velocities of maximum current.

In the preparation of these tables, all available observations were used. In some cases, however, the observations were insufficient for obtaining final results, and as further information becomes available it will be included in subsequent editions. All persons using these tables are invited to send information or suggestions for increasing their usefulness to the National Ocean Service, Products and Services Division, 1305 East-West Highway, N/OPS3, Silver Spring, Maryland 20910, U.S.A. The data for lightship stations are based on observations obtained through the cooperation of the U.S. Coast Guard. By cooperative arrangements, full predictions for Bay of Fundy Entrance (Grand Manan Channel) were furnished by the Canadian Hydrographic Service.

Daily predicted times of slack water and predicted times and velocities of maximum current (flood and ebb) are presented in table 1 for a number of reference stations. Similar predictions for many other locations may be obtained by applying the correction factors listed in table 2 to the predictions of the appropriate reference station. The speed of a current at times between slack water and maximum current may be approximated by the use of table 3. The duration of weak current near the time of slack water may be computed by the use of table 4.

## LIST OF REFERENCE STATIONS

<i>Station Names</i>	<i>Page</i>	<i>Updated</i>	<i>Data Series</i>
Aransas Pass (between jetties), Texas .....	136	1995	1 month (4/9/1990-5/7/1990)
Baltimore Harbor Approach (off Sandy Pt.), Maryland .....	84	1965	29 days beginning 8/14/1963)
Bay of Fundy Entrance ( Grand Manan Channel).....	4		
Bergen Point Reach (Bayonne Bridge), New York.....	60	1999	4 months (1/1/1998-4/30/1998)
Bolivar Roads, Galveston Bay, Texas .....	132	2000	453 days (5/22/1997-9/9/1998)
Boston Harbor (Deer Island Light), Massachusetts .....	20	1976	5 months (5/10/1971-10/26/1971)
Brandywine Shoal Light, Delaware Bay, Delaware .....	68	2004	1 month (11/22/02-12/23/02)
Bucksport, Penobscot Bay Maine .....	12	2008	1 month (7/14/2006-8/22/2006)
Cape Cod Canal, Massachusetts .....	24	1958	58 days, August 1955
Charleston Harbor (off Ft. Sumter), South Carolina.....	92	1997	2 months (5/26/1987-7/28/1987)
Chesapeake and Delaware Canal (Chesapeake City).....	88	2005	3 months (3/15/2004 -6/21/2004)
Chesapeake Bay Entrance, Virginia .....	80	1988	330 days beginning 3/30/1982
Delaware Bay Entrance .....	64	1987	221 days beginning 4/25/1984
Estes Head, Eastport, Maine.....	8	2000	16 months (5/22/1997-9/9/1998)
Galveston Bay Entrance, Texas.....	128	1970	58 days beginning 4/5/1935
George Washington Bridge, Hudson River .....	52	2008	3 months (8/14/2006-11/01/2006)
Hell Gate, East River, New York. ....	44	1970	35 days (1932)
Key West, Florida. ....	108	1967	29 days beginning 1/22/1954
Kingston-Rhinecliff Bridge, Hudson River .....	56	2008	3 months (8/14/2006-11/1/2006)
Miami Harbor Entrance, Florida.....	104	1987	29 days beginning 1/18/1985
Mobile Bay Entrance, Alabama.....	124	1944	29 days (1935)
Old Tampa Bay Entrance, (Port Tampa), Florida. ....	120	1994	2 months (6/25/1990-9/11/1990)
Philadelphia (Penns Landing), Delaware River, Pennsylvania....	76	2004	1 month (3/25/03-4/25/03)
Pollock Rip Channel, Massachusetts.....	32	1965	2 years (1934-1936)
<b>Portsmouth Harbor Entrance, New Hampshire.....</b>	<b>16</b>	<b>2007</b>	<b>2 months (5/9/2007-7/12/2007)</b>
Quonset Point, Narragansett Bay, Rhode Island.....	28	2003	1 year (7/1/2000-6/29/2001)
Reedy Point, Delaware Bay, Delaware .....	72	2004	1 month (3/11/03-4/21/03)
St. Johns River Entrance, Florida. ....	100	2000	3 months (4/16/1998-7/21/1998)
Savannah River Entrance, Georgia. ....	96	1999	2 months (5/7/1997-7/20/1997)
Tampa Bay Entrance (Egmont Channel), Florida.....	112	1994	13 months (8/20/1990-9/25/1991)
Tampa Bay (Sunshine Skyway Bridge), Florida .....	116	1994	8 months (8/22/1990-6/10/1991)
The Narrows, New York Harbor, New York. ....	48	2003	6 months (10/19/2001-4/30/2002)
The Race, Long Island Sound .....	36	1994	2 months (1/1/1989-3/12/1989)
Throgs Neck, Long Island Sound, New York.....	40	1994	5 months (4/2/1989-9/30/1989)
Vieques Passage, Puerto Rico .....	140	1967	15 days beginning 4/8/1965

\*New reference station.



# TABLE 1.— DAILY CURRENT PREDICTIONS

## EXPLANATION OF TABLE

This table gives the predicted times of slack water and the predicted times and speeds of maximum current (flood and ebb) for each day of the year at a number of stations on the Atlantic coast of North America. The times are given in hours and minutes and the speeds in knots.

**Time.**— The kind of time used for the predictions at each reference station is indicated by the time meridian at the bottom of each page. **Daylight-saving time is not used in this publication.** If daylight-saving time is required, add one (1) hour to the predicted time.

**Slack water and maximum current.**— The columns headed “Slack” contain the predicted times at which there is no current; or, in other words, the times at which the current has stopped setting in a given direction and is about to begin to set in the opposite direction. Offshore, where the current is rotary, slack water denotes the time of minimum current. Beginning with the slack water before flood, the current increases in speed until the strength or maximum speed of the flood current is reached; it then decreases until the following slack water, or slack before ebb. The ebb current then begins, increases to a maximum speed, and then decreases to the next slack. The predicted times and speeds of maximum current are given in the columns headed “Maximum.” Flood speeds are marked with an “F,” the ebb speeds with an “E.” An entry in the “Slack” column will be slack, flood begins if the maximum current which follows it is marked “F.” Otherwise the entry will be slack, ebb begins.

**Direction of set.**— The terms flood and ebb do not in all cases clearly indicate the direction of the current, the approximate direction toward which the currents flow are given at the top of each page to distinguish the two streams.

**Number of slacks and strengths.**— There are usually four slacks and four maximums each day. If one is missing in a given day, it will occur soon after midnight as the first slack or maximum of the following day. At some stations where the diurnal inequality is large, there may be on certain days a continuous flood or ebb current with varying speed throughout half the day giving only two slacks and two maximums on that particular day.

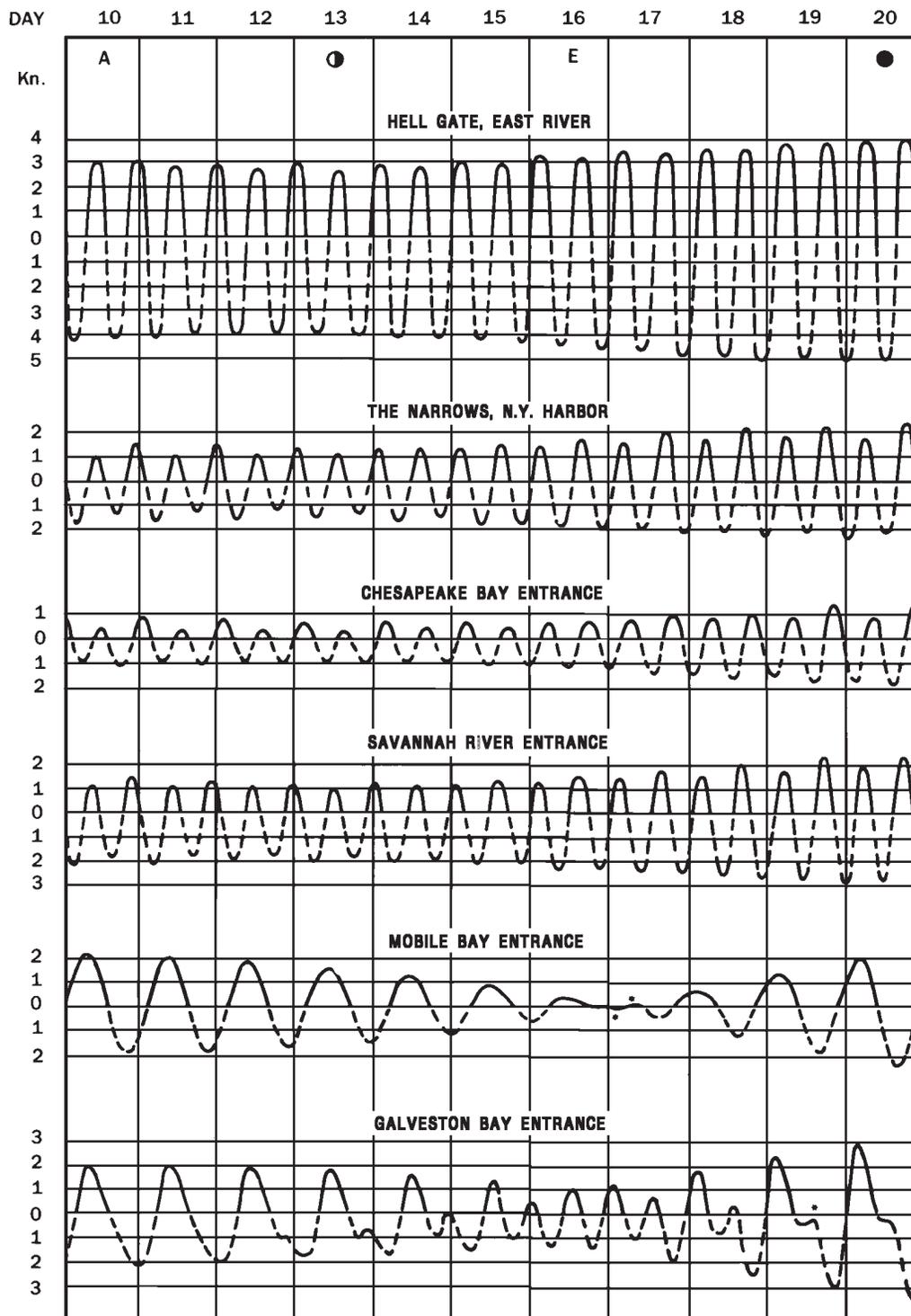
**Current and tide.**— It is important to note that the predicted slacks and strengths given in this table refer to the horizontal motion of the water and not to the vertical rise and fall of the tide. The relation of current to tide is not constant, but varies from place to place, and the time of slack water does not generally coincide with the time of high or low water, nor does the time of maximum speed of the current usually coincide with the time of most rapid change in the vertical height of the tide. At stations located on a tidal river or bay the time of slack water may differ from 1 to 3 hours from the time of high or low water. The times of high and low waters are given in the Tide Tables published by the National Ocean Service.

**Variations from predictions.**— In using this table, bear in mind that actual times of slack or maximum occasionally differ from the predicted times by as much as half an hour and in rare instances the difference may be as much as an hour. Comparisons of predicted with observed times of slack water indicate that more than 90 percent of the slack waters occurred within half an hour of the predicted times. To make sure, therefore, of getting the full advantage of a favorable current or slack water, the navigator should reach the entrance or strait at least half an hour before the predicted time of the desired condition of current. Currents are frequently disturbed by wind or variations in river discharge. On days when the current is affected by such disturbing influences, the times and speeds will differ from those given in the table, but local knowledge will enable one to make proper allowance for these effects.

**TABLE 1.—DAILY CURRENT PREDICTIONS**

**Typical current curves.**— The variations in the tidal current from day to day and from place to place are illustrated on the opposite page by the current curves for representative ports along the Atlantic and Gulf Coasts of the United States. Flood current is represented by the solid line curve above the zero speed (slack water) line and the ebb current by the broken line curve below the slack water line. The curves show clearly that the currents along the Atlantic coast are semi-diurnal (two floods and two ebbs in a day) in character with their principal variations following changes in the Moon's distance and phase. In the Gulf of Mexico, however, the currents are diurnal in character. Because the dominant factor is the change in the Moon's declination, the currents in the Gulf tend to become semi-diurnal when the Moon is near the Equator. By reference to the curves, it will be noted that with this diurnal type of current there are times when the current may be erratic (marked with an asterisk), or one flood or ebb current of the day may be quite weak. Therefore, in using the predictions of the current, it is essential to carefully note the speeds as well as the times.

**TYPICAL CURRENT CURVES FOR REFERENCE STATIONS**  
(flood: Solid line, Ebb: Broken Line.)



\*Current weak and variable.

A discussion of these curves is given on the preceding page.

- Lunar data:
- A—moon in apogee
  - ◐—last quarter
  - E—moon on equator
  - new moon











# Estes Head, Eastport, Maine, 2009

F–Flood, Dir. 263° True E–Ebb, Dir. 088° True

April				May				June																		
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum												
	h	m	knots		h	m	knots		h	m	knots		h	m	knots											
1 W	0318	0636	2.5E	16 Th	0000	1.7F	1 F	0404	0741	2.5E	16 Sa	0405	0734	1.9E	1 M	0552	0931	2.5E	16 Tu	0509	0816	1.9E				
	0946	1202	2.2F		0347	0726		1.9E	1032	1301		2.1F	0405	0734		1.9E	1212	1556		2.3F	0509	0816	1.9E			
	1552	1909	2.1E		1018	1229		1.6F	1642	2018		2.2E	1032	1245		1.7F	1826	2204		2.6E	1129	1349	2.0F	1129	1349	2.0F
	2206				1618	1955		1.6E	2258				1635	2003		1.7E					1739	2054	1.9E	1739	2054	1.9E
					2237								2255													
2 Th	0416	0747	2.4E	17 F	0051	1.6F	2 Sa	0506	0848	2.5E	17 Su	0457	0828	1.9E	2 Tu	0046	0425	2.3F	17 W	0000	0215	1.9F				
	1046	1301	2.0F		0440	0823		1.9E	1134	1519		2.1F	0457	0828		1.9E	0654	1031		2.5E	0602	0913	1.9E			
	1653	2025	2.0E		1111	1357		1.5F	1745	2124		2.3E	1123	1338		1.7F	1311	1652		2.4F	1221	1442	2.0F	1311	1652	2.4F
	2309				1712	2053		1.6E					1728	2059		1.8E	1924	2302		2.6E	1831	2150	2.0E	1831	2150	2.0E
					2333								2349													
3 F	0519	0900	2.4E	18 Sa	0152	1.5F	3 Su	0611	0953	2.5E	18 M	0550	0922	1.9E	3 W	0145	0521	2.3F	18 Th	0055	0309	1.9F				
	1150	1417	1.9F		0536	0920		1.9E	0611	0953		2.5E	0550	0922		1.9E	0754	1129		2.5E	0657	1012	2.0E			
	1758	2136	2.1E		1207	1556		1.6F	1236	1620		2.2F	1215	1434		1.8F	1406	1746		2.4F	1315	1536	2.1F	1315	1536	2.1F
					1808	2150		1.7E	1848	2226		2.5E	1821	2152		1.9E	2019	2357		2.7E	1925	2249	2.2E	1925	2249	2.2E
4 Sa	0015	0355	2.0F	19 Su	0030	0421	1.6F	4 M	0106	0448	2.3F	19 Tu	0044	0301	1.7F	4 Th	0240	0615	2.3F	19 F	0150	0405	2.0F			
	0625	1008	2.4E		0633	1015	1.9E		0716	1054	2.6E		0644	1015	1.9E		0849	1223	2.5E		0752	1114	2.1E			
	1255	1639	2.1F		1301	1650	1.7F		1336	1718	2.4F		1307	1529	1.9F		1458	1837	2.4F		1409	1631	2.2E	1409	1631	2.2E
	1905	2243	2.3E		1904	2244	1.9E		1949	2326	2.7E		1914	2245	2.0E		2109				2018	2348	2.4E	2018	2348	2.4E

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.





## Bucksport, Penobscot Bay, Maine, 2009

F—Flood, Dir. 292° True    E—Ebb, Dir. 113° True

January				February				March																		
Slack	Maximum			Slack	Maximum			Slack	Maximum			Slack	Maximum													
	h	m	knots		h	m	knots		h	m	knots		h	m	knots											
1 Th	0137	0551	1.7E	16 F	0227	0620	2.6E	1 Su	0241	0655	1.8E	16 M	0326	0734	2.1E	1 Su	0128	0540	2.1E							
	0814	1210	1.9F		0919	1233	2.7F		0925	1320	1.9F		1038	1348	2.1F		0810	1203	2.1F	16 M	0204	0612	2.2F			
	1354	1812	1.8E		1448	1844	2.5E		1505	1919	1.7E		1552	2001	1.8E		1353	1802	1.9E	2026	0906	1228	2.2F			
	2042				2143				2143				2249				2026	1430	1836	1.9E	2117	0002	2.4F			
2 F	0222	0635	1.9F	17 Sa	0316	0712	2.4E	2 M	0331	0748	1.8E	17 Tu	0414	0831	2.0E	2 M	0215	0627	2.0E	17 Tu	0248	0702	2.0E			
	0902	1258	1.8F		1018	1325	2.5F		1118	1506	1.9F		1136	1442	2.0F		0901	1253	2.0F		0958	1319	2.0F			
	1441	1618	1.3E		1538	1938	2.3E		1558	2015	1.6E		1641	2058	1.7E		1443	1852	1.8E		1443	1852	1.8E	1516	1928	1.7E
		1700†	1.2E		2236				2235				2343				2117	2117	2.0F		2209	0051	2.2F			
3 Sa	0310	0727	1.6E	18 Su	0406	0808	2.3E	3 Tu	0423	0846	1.9E	18 W	0504	0926	1.9E	3 Tu	0306	0720	2.0E	18 W	0336	0757	1.8E			
	0954	1349	1.7F		1117	1418	2.3F		1118	1506	1.9F		1239	1534	1.9F		0958	1346	2.0F		1054	1412	1.9F			
	1531	1706	1.3E		1630	2034	2.0E		1653	2112	1.7E		1734	2151	1.6E		1536	1949	1.7E		1605	2025	1.6E			
		1757†	1.2E		2330				2332				1734	2151	1.6E		2213	2213	2.0F		2303	0143	2.0F			

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 † See page 144 for the remaining currents on this day.







## Portsmouth Harbor Entrance, N.H., 2009

F—Flood, Dir. 342° True     E—Ebb, Dir. 194° True

January				February				March											
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum					
1	h	m	knots	16	h	m	knots	1	h	m	knots	1	h	m	knots				
1	Th	0353	0621	1.4E	16	F	0438	0705	1.5E	1	Su	0426	0726	1.5E	16	M	0551	0823	1.4E
		1005	1214	1.1F			1051	1257	1.1F			1109	1321	1.1F			1220	1421	0.9F
		1553	1843	1.5E			1703	1931	1.5E			1659	1951	1.5E			1826	2044	1.2E
		2235					2316					2321					2200		
2	F		0043	1.1F	17	Sa	0530	0759	1.4E	2	M	0512	0817	1.5E	17	Tu	0643	0915	1.3E
		0431	0708	1.4E			1149	1351	1.0F			1204	1411	1.1F			1315	1515	0.8F
		1052	1301	1.1F			1759	2023	1.4E			1756	2043	1.4E			1919	2135	1.2E
		1637	1930	1.5E								0010	0230	1.2F			0120	0319	1.0F
		2316					0007	0210	1.1F			0606	0910	1.5E			0735	1008	1.3E
3	Sa		0126	1.1F	18	Su	0623	0854	1.4E	3	Tu	1301	1504	1.0F	18	W	1409	1613	0.8F
		0512	0756	1.4E			1246	1447	0.9F			1858	2136	1.4E			2012	2227	1.1E
		1141	1349	1.0F			1854	2116	1.3E			0104	0322	1.2F			0213	0412	0.9F
		1727	2019	1.4E			0058	0300	1.0F			0708	1006	1.5E			0827	1059	1.2E
		2359					0716	0951	1.4E			1401	1601	1.0F			1501	1711	0.8F
4	Su		0212	1.1F	19	M	1343	1548	0.8F	4	W	2003	2232	1.3E	19	Th	2103	2317	1.1E
		0555	0846	1.4E			1949	2209	1.2E			0202	0417	1.2F			0305	0504	0.9F
		1233	1439	1.0F			0808	1050	1.3E			0814	1103	1.5E			0917	1148	1.3E
		1822	2110	1.4E			1439	1701	0.8F			1502	1659	0.9F			1551	1800	0.8F
							2043	2302	1.2E			2107	2329	1.3E			2153		

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 If three consecutive entries are marked (F) the middle one is not a true maximum but an intermediate value to show the current pattern.



## Portsmouth Harbor Entrance, N.H., 2009

F—Flood, Dir. 342° True    E—Ebb, Dir. 194° True

July					August					September																																																																																																																																																																																																																																																																																																																																																																																													
Slack		Maximum			Slack		Maximum			Slack		Maximum			Slack		Maximum																																																																																																																																																																																																																																																																																																																																																																																						
	h	m	h	m	knots		h	m	h	m	knots		h	m	h	m	knots		h	m	h	m	knots																																																																																																																																																																																																																																																																																																																																																																																
<b>1</b> W	0140	0343	0.9F	<b>16</b> Th	0107	0309	1.0F	<b>1</b> Sa	0311	0703	0.8F	<b>16</b> Su	0233	0431	0.9F	<b>1</b> Tu	0420	0639	0.8F	<b>16</b> W	0405	0605	1.0F	<b>17</b> Th	0458	0702	1.1F	<b>17</b> Th	0458	0702	1.1F	<b>18</b> F	0549	0757	1.1F	<b>18</b> F	0549	0757	1.1F	<b>19</b> Sa	0638	0849	1.2F	<b>19</b> Sa	0638	0849	1.2F	<b>20</b> Su	0727	0937	1.2F	<b>20</b> Su	0727	0937	1.2F	<b>21</b> M	0815	1025	1.2F	<b>21</b> M	0815	1025	1.2F	<b>22</b> Tu	0904	1112	1.2F	<b>22</b> Tu	0904	1112	1.2F	<b>23</b> W	0953	1200	1.2F	<b>23</b> W	0953	1200	1.2F	<b>24</b> Th	1044	1248	1.1F	<b>24</b> Th	1044	1248	1.1F	<b>25</b> F	1137	1337	1.0F	<b>25</b> F	1137	1337	1.0F	<b>26</b> Sa	1230	1427	1.0F	<b>26</b> Sa	1230	1427	1.0F	<b>27</b> Su	1324	1519	0.9F	<b>27</b> Su	1324	1519	0.9F	<b>28</b> M	1417	1613	0.9F	<b>28</b> M	1417	1613	0.9F	<b>29</b> Tu	1509	1707	0.9F	<b>29</b> Tu	1509	1707	0.9F	<b>30</b> W	1558	1757	0.9F	<b>30</b> W	1558	1757	0.9F	<b>31</b> Th	1618	1823	1.1F	<b>31</b> Th	1618	1823	1.1F	<b>1</b> W	0239	0459	0.9F	<b>2</b> Th	0239	0459	0.9F	<b>3</b> F	0336	0729	0.9F	<b>4</b> Sa	0430	0822	0.9F	<b>5</b> Su	0520	0908	1.0F	<b>6</b> M	0607	0946	1.0F	<b>7</b> Tu	0652	0929	1.0F	<b>8</b> W	0735	0950	1.0F	<b>9</b> Th	0818	1026	1.0F	<b>10</b> F	0859	1104	1.1F	<b>11</b> Sa	0939	1144	1.1F	<b>12</b> Su	1020	1226	1.1F	<b>13</b> M	1100	1308	1.1F	<b>14</b> Tu	1142	1352	1.1F	<b>15</b> W	1225	1439	1.1F	<b>16</b> Th	1312	1526	1.0F	<b>17</b> Th	1402	1619	1.2F	<b>18</b> F	1456	1712	1.2F	<b>19</b> Sa	1516	1742	1.6E	<b>20</b> Su	1516	1742	1.6E	<b>21</b> M	1608	1836	1.6E	<b>22</b> Tu	1648	1953	1.5E	<b>23</b> W	1726	2000	1.5E	<b>24</b> Th	1820	2053	1.4E	<b>25</b> F	1914	2149	1.3E	<b>26</b> Sa	2008	2246	1.3E	<b>27</b> Su	2045	2332	1.5E	<b>28</b> M	2100	2357	1.3E	<b>29</b> Tu	2136			<b>30</b> W	2203			<b>31</b> Th	2237			<b>1</b> W	0239	0459	0.9F	<b>2</b> Th	0239	0459	0.9F	<b>3</b> F	0336	0729	0.9F	<b>4</b> Sa	0430	0822	0.9F	<b>5</b> Su	0520	0908	1.0F	<b>6</b> M	0607	0946	1.0F	<b>7</b> Tu	0652	0929	1.0F	<b>8</b> W	0735	0950	1.0F	<b>9</b> Th	0818	1026	1.0F	<b>10</b> F	0859	1104	1.1F	<b>11</b> Sa	0939	1144	1.1F	<b>12</b> Su	1020	1226	1.1F	<b>13</b> M	1100	1308	1.1F	<b>14</b> Tu	1142	1352	1.1F	<b>15</b> W	1225	1439	1.1F	<b>16</b> Th	1312	1526	1.0F	<b>17</b> Th	1402	1619	1.2F	<b>18</b> F	1456	1712	1.2F	<b>19</b> Sa	1516	1742	1.6E	<b>20</b> Su	1516	1742	1.6E	<b>21</b> M	1608	1836	1.6E	<b>22</b> Tu	1648	1953	1.5E	<b>23</b> W	1726	2000	1.5E	<b>24</b> Th	1820	2053	1.4E	<b>25</b> F	1914	2149	1.3E	<b>26</b> Sa	2008	2246	1.3E	<b>27</b> Su	2100	2357	1.3E	<b>28</b> M	2136			<b>29</b> Tu	2203			<b>30</b> W	2237			<b>31</b> Th	2237		

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 If three consecutive entries are marked (F) the middle one is not a true maximum but an intermediate value to show the current pattern.



# Boston Harbor (Deer Island Light), Massachusetts, 2009

F—Flood, Dir. 254° True E—Ebb, Dir. 111° True

January				February				March															
Slack	Maximum		knots	Slack	Maximum		knots	Slack	Maximum		knots	Slack	Maximum		knots								
h m	h m	h m		h m	h m	h m		h m	h m	h m		h m	h m	h m									
<b>1</b> Th	0133 0812 1348 2035	0425 1025 1641 2250	1.0E 1.2F 1.1E 1.2F	<b>16</b> F	0225 0902 1449 2126	0643 1218 1910 2126	1.3E 1.1F 1.2E	<b>1</b> Su	0231 0920 1453 2137	0519 1131 1736 2353	1.2E 1.2F 1.1E 1.3F	<b>16</b> M	0338 1024 1612 2241	0104 1341 2037 0104	1.1F 1.2E 1.0F 1.1F	<b>1</b> Su	0119 0804 1340 2018	0411 1019 1624 2238	1.3E 1.3F 1.2E 1.4F	<b>16</b> M	0212 0857 1442 2111	0635 1206 1904 2111	1.3E 1.1F 1.0E
<b>2</b> F	0217 0900 1435 2120	0505 1112 1723 2337	1.1E 1.2F 1.1E 1.3F	<b>17</b> Sa	0320 1000 1547 2221	0742 1318 2010 0145	1.3E 1.0F 1.2E	<b>2</b> M	0320 1013 1546 2230	0610 1222 1830 2230	1.2E 1.2F 1.0E	<b>17</b> Tu	0433 1122 1712 2339	0203 0907 1441 2135	1.0F 1.2E 0.9F 1.0E	<b>2</b> M	0203 0853 1428 2108	0453 1105 1710 2325	1.3E 1.3F 1.1E 1.3F	<b>17</b> Tu	0300 0949 1534 2205	0733 1301 2003 2205	1.2E 1.0F 1.0E
<b>3</b> Sa	0304 0951 1525 2210	0552 1201 1812 2210	1.1E 1.2F 1.1E	<b>18</b> Su	0416 1100 1648 2319	0841 1419 2109 0244	1.3E 1.0F 1.1E	<b>3</b> Tu	0413 1110 1644 2329	0709 1317 1934 0141	1.1E 1.1F 1.0E	<b>18</b> W	0530 1220 1813	0302 1004 2231	0.9F 1.2E 1.0E	<b>3</b> Tu	0252 0948 1520 2205	0543 1154 1803	1.2E 1.2F 1.0E	<b>18</b> W	0352 1044 1630 2300	0832 1401 2101 2300	1.1E 0.9F 0.9E
<b>4</b> Su	0355 1045 1619 2302	0646 1254 1908 2302	1.1E 1.1F 1.0E	<b>19</b> M	0514 1200 1752	0939 1518 2206	1.3E 1.0F 1.1E	<b>4</b> W	0511 1210 1746	0821 1418 2056	1.1E 1.1F 1.0E	<b>19</b> Th	0628 1318 1915	0400 1058 2324	0.9F 1.2E 1.1E	<b>4</b> W	0345 1047 1619 2305	0642 1249 1910	1.2F 1.1E 0.9E	<b>19</b> Th	0447 1140 1728 2359	0929 1500 2157 2359	1.1E 0.9F 0.9E
<b>5</b> M	0449 1140 1716 2358	0748 1351 2011 2358	1.1E 1.1F 1.0E	<b>20</b> Tu	0613 1259 1859	1035 1614 2301	1.3E 1.0F 1.1E	<b>5</b> Th	0612 1309 1850	1033 1534 2311	1.2E 1.0F 1.1E	<b>20</b> F	0723 1409 2012	0454 1149 1726	1.0F 1.3E 1.0F	<b>5</b> Th	0444 1148 1724	0803 1352 2158	1.1E 1.0F 0.9E	<b>20</b> F	0543 1237 1826	1023 1557 2250	1.1E 0.9F 1.0E
<b>6</b> Tu	0544 1237 1815	0857 1452 2123	1.2E 1.1F 1.1E	<b>21</b> W	0711 1351 2010	1128 1707 2353	1.3E 1.0F 1.2E	<b>6</b> F	0714 1407 1953	1138 1716	1.3E 1.1F	<b>21</b> Sa	0815 1456 2057	0014 0545 1100	1.1E 1.0F 1.2E	<b>6</b> F	0549 1249 1831	0217 1027 2259	1.0F 1.1E 1.1E	<b>21</b> Sa	0639 1329 1920	1115 1649 2341	1.1E 1.0F 1.1E
<b>7</b> W	0641 1331 1914	1018 1600 2252	1.2E 1.2F 1.1E	<b>22</b> Th	0804 1441 2059	1218 1757	1.4E 1.1F	<b>7</b> Sa	0814 1502 2052	1234 1817 2148	1.4E 1.3F	<b>22</b> Su	0900 1538 2134	0100 0631 1320	1.2E 1.1F 1.3E	<b>7</b> Sa	0654 1349 1935	1126 1708 2356	1.3E 1.1F 1.2E	<b>22</b> Su	0733 1417 2010	1202 1737	1.2E 1.1F
<b>8</b> Th	0738 1428 2012	1138 1718	1.3E 1.2F	<b>23</b> F	0851 1528 2133	1305 1843 2133	1.4E 1.1F	<b>8</b> Su	0912 1556 2148	1326 1912	1.5E 1.4F	<b>23</b> M	0941 1618 2210	0143 0713 1320	1.2E 1.2F 1.3E	<b>8</b> Su	0757 1444 2035	1220 1806	1.4E 1.2F	<b>23</b> M	0822 1500 2054	1247 1821	1.2E 1.2F
<b>9</b> F	0834 1520 2109	1238 1823	1.4E 1.3F	<b>24</b> Sa	0931 1609 2205	1348 1925	1.4E 1.2F	<b>9</b> M	1007 1647 2241	1415 2002	1.6E 1.5F	<b>24</b> Tu	1020 1655 2246	0222 0752 1436	1.2E 1.2F 1.3E	<b>9</b> M	0856 1537 2131	0628 1311 1858	1.2F 1.5E 1.4F	<b>24</b> Tu	0908 1542 2135	1326 1901	1.2E 1.3F
<b>10</b> Sa	0929 1613 2203	1332 1919	1.5E 1.4F	<b>25</b> Su	1009 1648 2239	1429 2005	1.3E 1.2F	<b>10</b> Tu	1059 1736 2331	1505 2051	1.6E 1.5F	<b>25</b> W	1058 1732 2322	0254 0824 1455	1.2E 1.3F 1.4F	<b>10</b> Tu	0951 1627 2222	1400 1946	1.6E 1.5F	<b>25</b> W	0950 1622 2214	1326 1937	1.2E 1.4F
<b>11</b> Su	1022 1705 2257	1425 2013	1.5E 1.4F	<b>26</b> M	1046 1725 2313	1506 2040	1.3E 1.2F	<b>11</b> W	1150 1824	1554 2139	1.5E 1.5F	<b>26</b> Th	1136 1810	0303 0841	1.2E 1.3F	<b>11</b> W	1714 2310	2032	1.5F	<b>26</b> Th	1701 2253	2002	1.4F
<b>12</b> M	1115 1756 2349	1518 2105	1.5E 1.4F	<b>27</b> Tu	1123 1801 2349	1532 2107	1.2E 1.3F	<b>12</b> Th	1240 1912	1645 2227	1.5E 1.4F	<b>27</b> F	1216 1850	0308 0901	1.3E 1.3F	<b>12</b> Th	1800 2356	2117	1.5F	<b>27</b> F	1741 2332	2020	1.5F
<b>13</b> Tu	1207 1848	1613 2158	1.5E 1.4F	<b>28</b> W	1200 1840	1519 2112	1.2E 1.3F	<b>13</b> F	1330 2001	1739 2316	1.3E 1.3F	<b>28</b> Sa	1257 1931	0335 0937	1.3E 1.4F	<b>13</b> F	1847 2201	0400 0942	1.6E 1.4F	<b>28</b> Sa	1823 2052	0245 0839	1.3E 1.4F
<b>14</b> W	1259 1939	1710 2252	1.4E 1.3F	<b>29</b> Th	1240 1919	1538 2142	1.2E 1.4F	<b>14</b> Sa	1421 2052	1837 2052	1.2E	<b>14</b> Sa	1305 1932	0448 2245	1.5E 1.4F	<b>14</b> Sa	1932 2245	1711 2245	1.3E 1.4F	<b>29</b> Su	1908 2132	0316 0915	1.4E 1.4F
<b>15</b> Th	1353 2031	1809 2348	1.3E 1.3F	<b>30</b> F	1321 2000	1610 2221	1.2E 1.4F	<b>15</b> Su	1514 2146	1937 2146	1.1E	<b>15</b> Su	1352 2020	0540 1115	1.4E 1.2F	<b>15</b> Su	2020 2330	1806 2330	1.2E	<b>30</b> M	1956 2215	0353 0958	1.3E 1.3F
				<b>31</b> Sa	1405 2047	1650 2305	1.1E 1.4F													<b>31</b> Tu	2048 2303	0436 1044	1.3E 1.2F

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
At times of slack water before maximum ebb, the speed actually averages 0.3 knot in a direction of 184° true.



# Boston Harbor (Deer Island Light), Massachusetts, 2009

F—Flood, Dir. 254° True E—Ebb, Dir. 111° True

July				August				September									
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum			
h	m	h	m	h	m	h	m	h	m	h	m	h	m	h	m		
<b>1</b>				<b>16</b>		<b>1</b>		<b>16</b>		<b>1</b>		<b>16</b>		<b>16</b>			
W	0545	1004	1.2E	Th	0450	0739	1.1E	Sa	0731	1128	1.1E	Su	0617	0931	1.0E		
	1217	1540	1.1F		1129	1349	1.3F		1339	1701	1.0F		1257	1514	1.2F		
	1812	2233	1.3E		1716	2017	1.2E		1937	2354	1.3E		1840	2235	1.2E		
<b>2</b>				<b>17</b>				<b>2</b>				<b>17</b>					
Th	0056	0413	1.0F	F	0008	0220	1.2F	Su	0218	0533	1.0F	M	0134	0403	1.2F		
	0648	1059	1.2E		0545	0839	1.1E		0831	1219	1.2E		0718	1128	1.1E		
	1311	1635	1.1F		1223	1443	1.3F		1431	1752	1.1F		1355	1623	1.2F		
	1910	2327	1.4E		1810	2121	1.2E		2028				1940	2354	1.3E		
<b>3</b>				<b>18</b>				<b>3</b>				<b>18</b>					
F	0150	0507	1.1F	Sa	0101	0318	1.2F	M	0307	0622	1.1F	Tu	0230	0531	1.2F		
	0749	1152	1.2E		0642	0946	1.1E		0915	1308	1.2E		0818	1228	1.2E		
	1405	1727	1.1F		1319	1540	1.3F		1520	1840	1.1F		1451	1748	1.3F		
	2003				1906	2231	1.3E		2113				2039				
<b>4</b>				<b>19</b>				<b>4</b>				<b>19</b>					
Sa	0243	0559	1.1F	Su	0158	0420	1.2F	Tu	0350	0708	1.1E	W	0324	0634	1.3F		
	0845	1243	1.2E		0740	1104	1.1E		0952	1354	1.2E		0915	1322	1.3E		
	1457	1817	1.1F		1415	1640	1.3F		1605	1924	1.1F		1548	1854	1.3F		
	2053				2002	2351	1.3E		2154				2135				
<b>5</b>				<b>20</b>				<b>5</b>				<b>20</b>					
Su	0331	0648	1.1F	M	0251	0530	1.3F	W	0432	0751	1.1F	Th	0418	0729	1.4F		
	0933	1332	1.2E		0838	1233	1.2E		1027	1437	1.2E		1010	1415	1.4E		
	1543	1905	1.1F		1510	1744	1.3F		1648	2006	1.1F		●	1641	1951	1.4F	
	2138				2059				2233				2230				
<b>6</b>				<b>21</b>				<b>6</b>				<b>21</b>					
M	0418	0734	1.1F	Tu	0347	0642	1.3F	Th	0511	0830	1.2F	F	0508	0821	1.5F		
	1014	1418	1.2E		0934	1335	1.3E		1102	1517	1.2E		1102	1506	1.5E		
	1629	1950	1.1F		●	1607	1854	1.3F		1729	2045	1.1F		1734	2045	1.4F	
	2219				2154				2311					2323			
<b>7</b>				<b>22</b>				<b>7</b>				<b>22</b>					
Tu	0500	0818	1.1F	W	0439	0743	1.4F	F	0549	0906	1.2F	Sa	0559	0912	1.5F		
	1052	1502	1.2E		1030	1431	1.3E		1137	1553	1.1E		1153	1558	1.5E		
	1712	2032	1.1F		1700	2000	1.4F		1809	2116	1.1F		1827	2138	1.4F		
	2259				2249				2349								
<b>8</b>				<b>23</b>				<b>8</b>				<b>23</b>					
W	0541	0859	1.1F	Th	0531	0840	1.4F	Sa	0628	0929	1.2F	Su	0649	1003	1.4F		
	1130	1545	1.1E		1123	1526	1.4E		1213	1614	1.1E		1243	1651	1.5E		
	1755	2112	1.1F		1755	2100	1.4F		1849	2123	1.2F		1919	2231	1.3F		
	2338				2342								1919	2231	1.3F		
<b>9</b>				<b>24</b>				<b>9</b>				<b>24</b>					
Th	0620	0937	1.1F	F	0623	0935	1.4F	Su	0706	0934	1.3F	M	0739	1055	1.4F		
	1207	1625	1.1E		1216	1621	1.4E		1252	1559	1.1E		1334	1747	1.4E		
	1837	2146	1.1F		1849	2158	1.3F		1930	2150	1.2F		2012	2326	1.2F		
<b>10</b>				<b>25</b>				<b>10</b>				<b>25</b>					
F	0017	0438	1.2E	Sa	0036	0444	1.4E	M	0108	0403	1.1E	Tu	0200	0614	1.3E		
	0700	1009	1.1F		0715	1029	1.4F		0747	1008	1.3F		0831	1149	1.3F		
	1245	1659	1.1E		1308	1717	1.4E		1332	1627	1.2E		1425	1845	1.4E		
	1919	2200	1.1F		1943	2255	1.3F		2015	2229	1.2F		2108				
<b>11</b>				<b>26</b>				<b>11</b>				<b>26</b>					
Sa	0057	0447	1.1E	Su	0130	0542	1.4E	Tu	0151	0438	1.1E	W	0255	0713	1.2E		
	0740	1015	1.2F		0808	1124	1.3F		0829	1049	1.3F		0926	1246	1.2F		
	1324	1649	1.0E		1401	1815	1.4E		1415	1706	1.2E		1518	1944	1.3E		
	2001	2221	1.1F		2039	2353	1.2F		2101	2314	1.2F		2204				
<b>12</b>				<b>27</b>				<b>12</b>				<b>27</b>					
Su	0138	0444	1.1E	M	0225	0641	1.3E	W	0237	0520	1.1E	Th	0353	0813	1.1E		
	0820	1043	1.2F		0900	1220	1.3F		0916	1135	1.4F		1020	1344	1.1F		
	1405	1705	1.1E		1455	1913	1.3E		1501	1752	1.2E		●	1614	2042	1.3E	
	2046	2301	1.2F		2135				2151				2301				
<b>13</b>				<b>28</b>				<b>13</b>				<b>28</b>					
M	0222	0516	1.1E	Tu	0322	0741	1.2E	Th	0326	0609	1.1E	F	0453	0911	1.1E		
	0903	1123	1.3F		0956	1317	1.2F		1007	1224	1.3F		1119	1442	1.0F		
	1449	1742	1.1E		●	1550	2012	1.3E		●	1551	1844	1.2E		1711	2140	1.3E
	2132	2346	1.2F		2232				2245								
<b>14</b>				<b>29</b>				<b>14</b>				<b>29</b>					
Tu	0308	0557	1.1E	W	0421	0840	1.2E	F	0420	0705	1.0E	Sa	0556	1008	1.1E		
	0949	1209	1.3F		1051	1415	1.1F		1100	1317	1.3F		1216	1539	1.0F		
	1535	1828	1.2E		1646	2111	1.3E		1645	1944	1.2E		1809	2235	1.3E		
	2221				2330				2340								
<b>15</b>				<b>30</b>				<b>15</b>				<b>30</b>					
W	0358	0645	1.1E	Th	0522	0938	1.1E	Sa	0517	0810	1.0E	Su	0056	0413	1.0F		
	1038	1257	1.3F		1148	1512	1.1F		1158	1413	1.2F		0701	1102	1.1E		
	1624	1920	1.2E		1744	2207	1.3E		1741	2055	1.2E		1311	1633	1.0F		
	2313												1906	2327	1.3E		
<b>16</b>				<b>31</b>				<b>31</b>				<b>31</b>					
○				F	0029	0346	1.0F	M	0148	0505	1.0F	Tu	0115	0424	1.1F		
					0626	1035	1.1E		0800	1153	1.1E		0701	1120	1.2E		
					1244	1607	1.1F		1403	1724	1.0F		1339	1645	1.1F		
					1842	2302	1.3E		1958				1923	2344	1.3E		
													2009				

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 At times of slack water before maximum ebb, the speed actually averages 0.3 knot in a direction of 184° true.



# Cape Cod Canal (RR. Bridge), Massachusetts, 2009

F—Flood, Dir. 070° True    E—Ebb, Dir. 250° True

January				February				March																		
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum												
	h	m	knots		h	m	knots		h	m	knots		h	m	knots											
<b>1</b> Th	0030	0318	4.0E	<b>16</b> F	0111	0357	4.5E	<b>1</b> Su	0110	0414	4.2E	<b>16</b> M	0209	0502	4.2E	<b>1</b> Su	0556	0856	4.3F	<b>16</b> M	0042	0339	4.4E			
	0611	0906	3.8F		0704	1004	4.3F		0707	1005	4.0F		0812	1114	3.8F		1218	1524	4.4E		1218	1524	4.4E	0646	0948	4.1F
	1221	1533	4.3E		1322	1618	4.6E		1325	1637	4.2E		1446	1730	3.9E		1820	2118	4.2F		1909	2204	3.8F	1320	1606	4.1E
	1834	2136	4.1F		1929	2234	4.3F		1932	2231	4.0F		2036	2334	3.6F		2197	2204	4.1F		2197	2204	4.1F	1909	2204	3.8F
<b>2</b> F	0109	0401	4.0E	<b>17</b> Sa	0200	0448	4.4E	<b>2</b> M	0154	0503	4.1E	<b>17</b> Tu	0302	0555	3.9E	<b>2</b> M	0036	0346	4.4E	<b>17</b> Tu	0127	0426	4.1E			
	0653	0948	3.8F		0757	1057	4.1F		0757	1057	3.9F		0909	1214	3.6F		0641	0942	4.3F		0734	1036	3.8F	0734	1036	3.8F
	1304	1618	4.2E		1419	1711	4.3E		1422	1730	4.0E		1549	1827	3.6E		1307	1612	4.3E		1414	1656	3.7E	1414	1656	3.7E
	1917	2218	4.0F		2022	2326	4.0F		2023	2323	3.9F		2134				1907	2204	4.1F		1958	2252	3.5F	1958	2252	3.5F
<b>3</b> Sa	0151	0448	3.9E	<b>18</b> Su	0252	0540	4.2E	<b>3</b> Tu	0246	0558	4.1E	<b>18</b> W	0400	0653	3.8E	<b>3</b> Tu	0121	0436	4.3E	<b>18</b> W	0218	0518	3.9E			
	0740	1035	3.8F		0853	1156	3.8F		0855	1156	3.9F		1012	1326	3.4F		0733	1035	4.1F		0828	1132	3.6F	0828	1132	3.6F
	1353	1707	4.1E		1520	1806	4.0E		1529	1829	3.9E		1655	1929	3.4E		1406	1707	4.0E		2055	2349	3.2F	1514	1752	3.5E
	2004	2305	3.9F		2117				2123				2239				2000	2257	3.8F		2055	2349	3.2F	1909	2204	3.8F

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.







## Quonset Point, Narragansett Bay, Rhode Island, 2009

F—Flood, Dir. 021° True    E—Ebb, Dir. 200° True

January				February				March															
Slack	Maximum			Slack	Maximum			Slack	Maximum			Slack	Maximum			Slack	Maximum						
h m	h m	knots		h m	h m	knots		h m	h m	knots		h m	h m	knots		h m	h m	knots					
<b>1</b> Th	0127 0853 1345 2114	0.4E * 0.4E		<b>16</b> F	0211 0605 0703 1006 1432†	0.5E * * 0.3F 0.4E		<b>1</b> Su	0217 1011 1438 2228	0.4E * 0.4E *		<b>16</b> M	0326 0706 0822 1122 1540†	0.4E * * * 0.3E		<b>1</b> Su	0106 0853 1328 1815 1925†	0.5E * 0.5E * *		<b>16</b> M	0213 0603 0717 0958 1427†	0.4E * * * 0.4E	
<b>2</b> F	0206 0945 1422 2203	0.4E * 0.4E	1200	<b>17</b> Sa	0301 0645 0753 1059 1519†	0.4E * * * 0.4E	0029	<b>2</b> M	0301 1107 1524 2326	0.4E * 0.4E *		<b>17</b> Tu	0419 0807 0859 1211 1635	0.3E * * * 0.3E		<b>2</b> M	0153 0950 1416 1854 2004†	0.4E * 0.5E * *		<b>17</b> Tu	0301 0643 0802 1049 1513†	0.4E * * * 0.3E	
<b>3</b> Sa	0244 1037 1502 2254	0.4E * 0.4E		<b>18</b> Su	0351 0736 0836 1152 1609†	0.4E * * * 0.3E		<b>3</b> Tu	0351 1203 1618	0.4E * 0.4E		<b>18</b> W	0035 0534 1257 1755	0.3E 0.3E * 0.3E		<b>3</b> Tu	0242 1047 1506 1947 2037†	0.4E * 0.4E * *		<b>18</b> W	0349 0737 0837 1138 1602†	0.3E * * * 0.3E	
<b>4</b> Su	0325 1131 1547 2347	0.4E * 0.4E		<b>19</b> M	0014 0452 1241 1713	0.3E 0.3E * 0.3E		<b>4</b> W	0023 0455 1258 1728	* 0.3E * 0.4E		<b>19</b> Th	0118 0651 1340 1906	* 0.3E * 0.3E		<b>4</b> W	0334 1146 1559	0.4E * 0.4E		<b>19</b> Th	0001 0451 1224 1711	* 0.3E * *	
<b>5</b> M	0414 1224 1642	0.3E * 0.4E		<b>20</b> Tu	0102 0610 1326 1829	* 0.3E * 0.3E		<b>5</b> Th	0119 0329 1103 1558 2204	0.3F 0.627 1355 1847 0.4E		<b>20</b> F	0159 0745 1426 1958	* 0.3E * 0.3E		<b>5</b> Th	0008 0207 1000 1435 2040	0.3F 0.47 1242 1705 0.4E		<b>20</b> F	0043 0617 1306 1838	* 0.3E * *	
<b>6</b> Tu	0040 0523 1316 1757	* 0.3E * 0.4E		<b>21</b> W	0148 0715 1414 1929	* 0.3E * 0.3E		<b>6</b> F	0219 0440 1159 1706 2302	0.3F 0.739 1458 1950 0.4E		<b>21</b> Sa	0246 0830 1518 2043	* 0.4E * 0.4E		<b>6</b> F	0104 0313 1102 1541 2154	0.3F 0.606 1338 1827 0.4E		<b>21</b> Sa	0121 0718 1345 1935	* 0.3E * 0.3E	
<b>7</b> W	0134 0651 1413 1909 2220	* 0.4E * 0.4E		<b>22</b> Th	0238 0806 1508 2019	* 0.4E * 0.4E		<b>7</b> Sa	0326 0545 1249 1807 2356	0.3F 0.834 1602 2045 0.5E		<b>22</b> Su	0338 0911 1606 2125	* 0.4E * 0.4E		<b>7</b> Sa	0202 0423 1151 1649 2258	0.3F 0.721 1438 1934 0.5E		<b>22</b> Su	0202 0802 1429 2020	* 0.3E * 0.3E	
<b>8</b> Th	0235 0456 1150 1724 2314	0.3F 0.755 1518 2007 0.5E		<b>23</b> F	0332 0852 1601 2104	* 0.4E * 0.4E		<b>8</b> Su	0427 0641 1336 1901	0.4F 0.924 1657 2137 0.5E		<b>23</b> M	0423 0948 1644 2203	* 0.4E 0.3F 0.4E		<b>8</b> Su	0305 0527 1231 1749 2353	0.4F 0.815 1540 2029 0.5E		<b>23</b> M	0252 0840 1518 2058	* 0.4E * 0.4E	
<b>9</b> F	0344 0600 1245 1822	0.3F 0.848 1621 2100 0.5E		<b>24</b> Sa	0418 0936 1642 2148	* 0.4E * 0.4E		<b>9</b> M	0048 0731 1416 1952	0.519 1011 1746 2227 0.6E		<b>24</b> Tu	0100 0718 1322 1934	0.501 1021 1718 2237 0.4E		<b>9</b> M	0407 0622 1302 1843	0.4F 0.903 1636 2121 0.6E		<b>24</b> Tu	0346 0913 1606 2133	* 0.4E * 0.4E	
<b>10</b> Sa	0005 0656 1344 1916	0.44 0.940 1715 2152 0.5E		<b>25</b> Su	0036 0713 1324 1930	0.454 1016 1716 2228 0.4E		<b>10</b> Tu	0141 0820 1444 2041	0.608 1057 1834 2316 0.6E		<b>25</b> W	0143 0754 1355 2011	0.538 1051 1752 2309 0.5E		<b>10</b> Tu	0044 0712 1325 1932	0.4F 0.950 1724 2210 0.6E		<b>25</b> W	0040 0646 1242 1902	0.433 0.944 1647 2205 0.4E	
<b>11</b> Su	0056 0748 1444 2009	0.536 1029 1805 2243 0.5E		<b>26</b> M	0119 0748 1401 2006	0.528 1053 1749 2305 0.4E		<b>11</b> W	0236 0908 1509 2131	0.658 1142 1923 2311 0.4F		<b>26</b> Th	0225 0833 1430 2049	0.618 1123 1829 2343 0.5E		<b>11</b> W	0135 0758 1352 2019	0.548 1035 1810 2258 0.6E		<b>26</b> Th	0119 0806 1316 1940	0.515 1016 1726 2239 0.5E	
<b>12</b> M	0149 0839 1529 2101	0.626 1117 1856 2333 0.5E		<b>27</b> Tu	0204 0825 1436 2043	0.602 1126 1822 2340 0.4E		<b>12</b> Th	0005 0327 0955 1539 2220	0.5E 0.751 1229 2016 0.3F		<b>27</b> F	0306 0914 1507 2131	0.702 1159 1912 2311 0.3F		<b>12</b> Th	0225 0844 1425 2106	0.635 1119 1856 2345 0.6E		<b>27</b> F	0159 0806 1355 2022	0.556 1052 1805 2315 0.5E	
<b>13</b> Tu	0244 0930 1557 2153	0.719 1205 1950 2315 0.4F		<b>28</b> W	0249 0902 1509 2121	0.641 1158 1900 2316 0.3F		<b>13</b> F	0056 0412 1042 1613 2309	0.5E 0.845 1317 2110 0.3F		<b>28</b> Sa	0022 0345 0959	0.5E 0.756 1241 * 0.5E		<b>13</b> F	0309 0929 1502 2153	0.724 1203 1946 2315 0.3F		<b>28</b> Sa	0239 0850 1436 2107	0.641 1132 1850 2356 0.5E	
<b>14</b> W	0337 1020 1621 2244	0.815 1254 2044 2336 0.3F		<b>29</b> Th	0015 0728 1232 1946	0.4E 0.3F 0.4E * 0.4E	0331 0942	<b>14</b> Sa	0148 0547 0641 0938 1406†	0.5E * * * 0.4E		<b>29</b> Sa	0022 0345 0959	0.5E 0.756 1241 * 0.5E		<b>14</b> Sa	0033 0816 1013 1541 2240	0.5E 0.3F 0.5E 2039 0.3F		<b>29</b> Su	0321 0850 1519 2157	0.734 1216 1949 2315 0.3F	
<b>15</b> Th	0427 1110 1651 2336	0.911 1344 2138 2336 0.3F		<b>30</b> F	0053 0822 1311 2038	0.4E * 0.4E * 0.4E		<b>15</b> Su	0237 0622 0737 1030 1453†	0.4E * * * 0.4E		<b>30</b> M	0123 0908 1339 1742 1859†	0.5E * 0.4E * *		<b>15</b> Su	0042 0833 1305 1753 1856†	0.5E 0.3F 0.5E * *		<b>30</b> M	0404 1028	0.833 1305 1753 1856† 0.5E	
				<b>31</b> Sa	0134 0917 1353 1842 1944†	0.4E * 0.4E * *															<b>31</b> Tu	0451 1122	0.932 1357 1829 1938† 0.5E

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

\* Current weak and variable.

† See page 144 for the remaining currents on this day.



# Quonset Point, Narragansett Bay, Rhode Island, 2009

F—Flood, Dir. 021° True    E—Ebb, Dir. 200° True

July				August				September											
Slack	Maximum		Slack	Maximum		Slack	Maximum		Slack	Maximum		Slack	Maximum						
	h	m	h	m	knots		h	m	h	m	knots		h	m	h	m	knots		
<b>1</b> W	0917	1305	0433	0514	0.3E	<b>16</b> Th	1213	1643	0157	0704	0.3E	<b>1</b> Tu	0826	1525	0304	0518	0802	0.5E	
	1513	1805	*	0.4E			*	0.3E		1423	*		0.4E	*	0.4E	1126	1534	0.4F	
										1944	0.4E		2052	0.4E		1751	2036	0.5E	
<b>2</b> Th	0954	1356	0133	0627	0.3E	<b>17</b> F	1305	1810	0250	0757	0.4E	<b>2</b> W	0909	1610	0352	0030	0406	0.4F	
	1614	1911	*	0.3F			*	0.3E		1518	*		0.4E	*	0.4E	0615	0855	0.5E	
										2032	0.4E		2132	0.4E		1220	1633	0.4F	
<b>3</b> F	1034	1714	0226	0727	0.4E	<b>18</b> Sa	1402	1928	0346	0845	0.4E	<b>3</b> Th	0649	1906	0431	0058	0458	0.4F	
			*	0.3F			*	0.4E		1607	*		0.4E	*	0.4E	0706	0945	0.6E	
										2117	0.5E		1906	2208	0.5E	●	1933	2210	0.5E
<b>4</b> Sa	1115	1550	0323	0817	0.4E	<b>19</b> Su	1231	1728	0431	0930	0.4E	<b>4</b> F	0723	1941	0504	0129	0546	0.4F	
	1805	2052	*	0.5E			1901	2159		1223	1652		0.4E	○	0.5E	0754	1034	0.6E	
										1903	2145		0.5E			1403	1811	0.4F	
<b>5</b> Su	1156	1637	0417	0905	0.4E	<b>20</b> M	1231	1728	0107	0719	0.5E	<b>5</b> Sa	0757	2018	0536	0204	0632	0.4F	
	1849	2138	*	0.3F			1826	2113		1013	0.5E		0.5E		0843	1121	0.6E		
										1316	1742		0.3F		1453	1900	0.3F		
<b>6</b> M	0055	0459	0055	0703	0.3F	<b>21</b> Tu	0106	0448	0142	0755	0.3F	<b>6</b> Su	0832	2057	0609	0242	0723	0.3F	
	1239	1714	0.3F	0.5E			0648	0926		1054	0.5E		0.5E		1453	1841	0.3F		
	1928	2222	0.5E				1231	1708		1439	0.3F		0.3F		2057	2345	0.5E		
							●	1919	2203	2012	2314	0.5E				2153	1535	1953	
<b>7</b> Tu	0132	0744	0159	0535	0.3F	<b>22</b> W	0741	1323	0218	0831	0.3F	<b>7</b> M	0911	2138	0646	0250	0646	0.3F	
	1323	1747	0.4F	0.5E			1758	2010		1131	0.5E		0.5E		0.5E	0911	1207	0.5E	
	2006	2303	0.5E				2010	2251		1435	0.3F		0.3F		1531	1930	0.3F		
										2049	2348	0.5E		2138		2138			
<b>8</b> W	0213	0824	0247	0608	0.3F	<b>23</b> Th	0833	1417	0253	0907	0.3F	<b>8</b> Tu	0735	2025	0023	0105	0441	0.4E	
	1409	1819	0.3F	0.5E			1107	2101		1206	0.4E		0.4E		0.5E	0601	0713	0.4E	
	2043	2343	0.5E				0.5E			1518	1908		0.3F		0.3F	0713	0837	0.4E	
										2127			0.3F		0.3F	0837	1330	0.4E	
<b>9</b> Th	0253	0903	0325	0642	0.3F	<b>24</b> F	0925	1512	0326	0907	0.4E	<b>9</b> W	0837	2025	0105	0601	0713	0.4E	
	1455	1855	0.4E	0.3F			1157	2152		0720	0.3F		0.4E		0.4E	0601	0713	0.4E	
	2121		0.3F				1944			1241	0.4E		0.4E		0.4E	0713	0837	0.4E	
										1958	*		0.3F		0.3F	0837	1330	0.4E	
<b>10</b> F	0022	0721	0356	0721	0.5E	<b>25</b> Sa	1017	1604	0056	0809	0.4E	<b>10</b> Th	0634	2025	0141	0543	0634	0.4E	
	1239	1940	0.4E	*			2243			1319	0.4E		0.4E		0.4E	0543	0648	0.4E	
										2052	*		0.4E		0.4E	0648	0939	0.3F	
<b>11</b> Sa	0059	0805	0116	0510	0.4E	<b>26</b> Su	1109	1655	0135	0626	0.4E	<b>11</b> F	0720	2025	0230	0619	0743	0.4E	
	1318	2032	0.4E	*			2334			0733	*		0.4E		0.4E	0619	0743	0.4E	
										0903	*		0.4E		0.4E	0743	1033	0.4E	
<b>12</b> Su	0135	0852	0207	0606	0.4E	<b>27</b> M	1202	1435	0217	0702	0.4E	<b>12</b> Sa	0827	2025	0318	0705	0830	0.4E	
	1355	2123	0.4E	*			0026			0815	*		0.4E		0.4E	0705	0830	0.4E	
										0958	*		0.4E		0.4E	0830	1128	0.4E	
<b>13</b> M	0209	0658	0207	0606	0.4E	<b>28</b> Tu	0026	0254	0300	0752	0.4E	<b>13</b> Su	0800	2226	0409	0803	0911	0.4E	
	0742	0938	*	0.4E						0850	*		0.4E		0.4E	0911	1219	0.4E	
	1430	2045	0.4E	0.4E						1056	*		0.4E		0.4E	1219	1659	0.3E	
	2306									1524	0.4E		0.3E		0.3E	1659	2043	0.3E	
<b>14</b> Tu	0245	1027	0343	0735	0.4E	<b>29</b> W	0841	1152	0349	1154	0.4E	<b>14</b> M	0918	2317	0519	0305	0918	0.3F	
	1506	2306	0.4E	*						1618	0.3E		0.4E		0.3E	0918	1330	0.3F	
													0.4E		0.4E	1544	1844	0.4E	
<b>15</b> W	0324	1120	0207	0621	0.4E	<b>30</b> Th	0020	0439	0128	0639	0.3E	<b>15</b> Tu	0413	2357	0205	0413	0702	0.3F	
	1548	2359	0.3E	*			0020	0439		1250	*		0.3F		0.3F	0702	1429	0.3F	
										1737	0.3E		0.4E		0.4E	1027	1429	0.3F	
<b>16</b> Th	0324	1120	0207	0621	0.4E	<b>31</b> F	0109	0554	0214	0737	0.3E	<b>16</b> W	0413	2357	0205	0413	0702	0.3F	
	1548	2359	0.3E	*			0109	0554		1435	*		0.4E		0.4E	1027	1429	0.3F	
										2010	0.4E		0.4E		0.4E	1651	1946	0.4E	

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

\* Current weak and variable.

† See page 144 for the remaining currents on this day.

## Quonset Point, Narragansett Bay, Rhode Island, 2009

F—Flood, Dir. 021° True E—Ebb, Dir. 200° True

October				November				December								
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum		
h	m	h	m	h	m	h	m	h	m	h	m	h	m	h	m	
<b>1</b>				<b>16</b>		<b>1</b>		<b>16</b>		<b>1</b>		<b>16</b>				
Th	0259	*		F	0554	0837	0.5E	Su	0352	*		M	0023	0504	0.4F	
	0845	0.4E			1220	1612	0.4F		0924	0.4E			0713	0956	0.5E	
	1528	*			1823	2101	0.5E		1241	1632	0.3F		1332	1730	0.3F	
	2100	0.4E							1839	2130	0.4E		●	1932	2210	0.5E
<b>2</b>				<b>17</b>				<b>2</b>				<b>2</b>				
F	0347	*		Sa	0019	0436	0.4F	M	0026	0442	0.3F		0103	0549	0.4F	
	0923	0.4E			0645	0927	0.6E		0655	0957	0.4E		0800	1042	0.5E	
	1616	*			1306	1704	0.4F		1318	1717	0.3F		1408	1813	0.3F	
	2134	0.4E			1911	2147	0.5E	○	1921	2207	0.5E		2016	2256	0.5E	
<b>3</b>				<b>18</b>				<b>3</b>				<b>3</b>				
Sa	0026	0429	0.3F	Su	0052	0524	0.4F	Tu	0106	0526	0.3F		0147	0632	0.3F	
	0648	0957	0.4E		0733	1015	0.6E		0738	1034	0.5E		0845	1128	0.5E	
	1306	1658	0.3F	●	1350	1751	0.4F		1358	1801	0.3F		1448	1856	0.3F	
	1910	2206	0.4E		●	1957	2232	0.5E		2005	2248	0.5E		2100	2341	0.5E
<b>4</b>				<b>19</b>				<b>4</b>				<b>4</b>				
Su	0100	0507	0.3F	M	0130	0610	0.4F	W	0149	0610	0.3F		0234	0716	0.3F	
	0723	1029	0.5E		0821	1101	0.6E		0825	1115	0.5E		0930	1214	0.5E	
	1345	1738	0.3F		1433	1837	0.3F		1442	1849	0.3F		*	*	*	
○	1948	2238	0.4E		2042	2317	0.5E		2052	2332	0.5E					
<b>5</b>				<b>20</b>				<b>5</b>				<b>5</b>				
M	0137	0544	0.3F	Tu	0212	0657	0.3F	Th	0235	0702	0.3F		0029	04E		
	0802	1101	0.5E		0908	1148	0.5E		0915	1200	0.5E		0804	*		
	1425	1819	0.3F		1512	1925	0.3F		1529	1945	0.3F		1303	0.4E		
	2029	2314	0.5E		2126	*			2143	*			2033	*		
<b>6</b>				<b>21</b>				<b>6</b>				<b>6</b>				
Tu	0217	0624	0.3F	W	0256	0003	0.5E	F	0323	0020	0.5E		0118	0.4E		
	0844	1138	0.5E		0748	0748	0.3F		0803	0803	0.3F		0853	*		
	1504	1907	0.3F		1237	*	0.5E		1009	1251	0.5E		1351	0.4E		
	2113	2355	0.5E		2017	*			1617	2045	0.3F		2121	*		
<b>7</b>				<b>22</b>				<b>7</b>				<b>7</b>				
W	0259	0714	0.3F	Th	0052	0.4E		Sa	0112	0.5E		Su	0207	0.4E		
	0931	1220	0.5E		0512	*			0556	*			0612	*		
	1545	2003	0.3F		0558	*			0646	*			0719	*		
	2201	*			0842	*			0905	0.3F			0939	*		
<b>8</b>				<b>23</b>				<b>8</b>				<b>8</b>				
Th	0041	0.5E		F	1327†	0.4E		Su	1105	1345†	0.5E		1436†	0.4E		
	0540	*			0142	0.4E			0206	0.5E			0252	0.3E		
	0638	*			0544	*			0502	1004	0.3F		0655	*		
	0818	*			0702	*			1203	1438	0.5E		0756	*		
	1308†	0.5E			0933	*			1818	2239	0.3F		1024	*		
	0131	0.5E			1418†	0.4E							1515†	0.3E		
<b>9</b>				<b>24</b>				<b>9</b>				<b>9</b>				
F	0612	*		Sa	0231	0.4E		M	0033	0300	0.5E		0334	0.3E		
	0723	*			0623	*			0605	1102	0.3F		1110	*		
	0921	*			0749	*			1302	1531	0.4E		1553	0.3E		
	1400†	0.4E			1021	*		○	2041	2336	0.3F		2331	*		
	0222	0.5E			1504†	0.3E										
<b>10</b>				<b>25</b>				<b>10</b>				<b>10</b>				
Sa	0654	*		Su	0318	0.3E		Tu	0132	0355	0.4E		0418	0.3E		
	0759	*			0711	*			0731	1200	0.3F		1155	*		
	1021	*		○	0826	*			1401	1629	0.4E		1636	0.3E		
	1452†	0.4E			1108	*			2138	*						
	0047	0314	0.4E		1550†	0.3E										
<b>11</b>				<b>26</b>				<b>11</b>				<b>26</b>				
Su	0621	1120	0.3F	M	0408	0.3E		W	0231	0030	0.3F		0011	*		
	1319	1546	0.4E		1153	*			0927	1254	0.3F		0533	*		
○	2105	2355	0.3F		1646	0.3E			1501	1743	0.4E		1239	*		
									2221	*			1748	*		
<b>12</b>				<b>27</b>				<b>12</b>				<b>27</b>				
M	0148	0411	0.4E	Tu	0016	*		Th	0331	0122	0.3F		0050	*		
	0743	1217	0.3F		0520	*			1043	1349	0.3F		0656	0.3E		
	1420	1652	0.4E		1234	*			1604	1854	0.4E		1322	*		
	2207	*			1804	0.3E			2251	*			1856	0.3E		
<b>13</b>				<b>28</b>				<b>13</b>				<b>28</b>				
Tu	0249	0523	0.4E	W	0053	*		F	0433	0216	0.3F		0129	*		
	0913	1312	0.3F		0643	0.3E			1136	1448	0.3F		0741	0.3E		
	1523	1816	0.4E		1313	*			1706	1949	0.4E		1410	*		
	2253	*			1905	0.3E			2315	*			1939	0.3E		
<b>14</b>				<b>29</b>				<b>14</b>				<b>29</b>				
W	0353	0642	0.4E	Th	0129	*		Sa	0532	0315	0.3F		0216	*		
	1030	1409	0.3F		0736	0.3E			1220	1550	0.3F		0817	0.3E		
	1629	1922	0.4E		1355	*			1800	2037	0.5E		1507	*		
	2327	*			1948	0.3E			2346	*			2017	0.4E		
<b>15</b>				<b>30</b>				<b>15</b>				<b>30</b>				
Th	0457	0744	0.5E	F	0208	*		Su	0414	0.4F			0319	*		
	1130	1511	0.4F		0817	0.3E			0625	0908	0.5E		0851	0.4E		
	1730	2013	0.5E		1445	*			1257	1644	0.3F		1606	*		
	2353	*			2023	0.3E			1848	2124	0.5E		2057	0.4E		
				<b>31</b>								<b>31</b>				
				Sa	0256	*						W	0000	0444	0.3F	
					0852	0.4E							0654	0937	0.5E	
					1541	*							1312	1708	0.3F	
					2056	0.4E							1909	2150	0.5E	
												○	2334	*		
														0401	0.3F	
														0614	0.4E	
														1242	1639	
														1837	2119	
															0.3F	
															0.5E	
															0.5E	

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

\* Current weak and variable.

† See page 144 for the remaining currents on this day.







## Pollock Rip Channel, Massachusetts, 2009

F—Flood, Dir. 035° True    E—Ebb, Dir. 225° True

October						November						December																																																																																																																																																																																																																																		
Slack			Maximum			Slack			Maximum			Slack			Maximum			Slack			Maximum																																																																																																																																																																																																																									
	h	m	h	m	knots		h	m	h	m	knots		h	m	h	m	knots		h	m	h	m	knots		h	m	h	m	knots																																																																																																																																																																																																																	
1 Th	0042	0417	2.1F	0717	1009	1.7E	1312	1638	2.0F	1932	2222	1.7E	16 F	0054	0428	2.2F	0728	1022	1.8E	1325	1654	2.1F	1951	2245	1.9E	1 Su	0126	0448	2.0F	0755	1038	1.9E	1347	1708	2.1F	2020	2300	1.8E	16 M	0222	0548	2.0F	0840	1136	1.8E	1439	1813	2.3F	2116	1 Tu	0135	0448	1.8F	0800	1043	1.9E	1352	1715	2.1F	2037	2313	1.7E	16 W	0254	0617	1.9F	0904	1202	1.7E	1504	1842	2.2F	2146	17 Th	0336	0659	1.8F	0946	1240	1.7E	1544	1922	2.2F	2227	18 F	0416	0737	1.8F	1027	1317	1.7E	1623	1959	2.2F	2307	19 Sa	0455	0814	1.7F	1108	1354	1.7E	1701	2035	2.1F	2347	20 Su	0534	0850	1.7F	1149	1432	1.7E	1740	2111	2.1F	2352	21 M	0614	0928	1.7F	1233	1514	1.7E	1821	2149	2.0F	2411	22 Tu	0657	1010	1.7F	1319	1558	1.7E	1905	2230	2.0F	2419	23 W	0742	1054	1.7F	1408	1645	1.6E	1951	2315	1.9F	2426	24 Th	0829	1143	1.7F	1500	1735	1.6E	2041	25 F	0917	1234	1.7F	1553	1827	1.5E	2133	26 Sa	1007	1327	1.7F	1648	1920	1.5E	2226	27 Su	1058	1421	1.8F	1742	2015	1.5E	2321	28 M	1148	1514	1.9F	1835	2108	1.5E	2411	29 Tu	1238	1605	2.0F	1927	2201	1.6E	2511	30 W	1327	1654	2.1F	2017	2252	1.6E	2617	31 Th	1416	1742	2.2F	2107	2343	1.7E	2716	31 Fr	1500	1836	1.6E	2211	2504	1.8E	2311	31 Sa	1600	1942	1.8E	2311	2504	1.8E	2311	31 Su	1700	2042	1.9E	2311	2504	1.8E	2311

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.





# The Race, Long Island Sound, 2009

F—Flood, Dir. 302° True E—Ebb, Dir. 112° True

July				August				September															
Slack	Maximum		knots																				
h m	h m	h m		h m	h m	h m		h m	h m	h m		h m	h m	h m									
<b>1</b> W	0036 0637 1241 1901	0324 0929 1541 2206	2.2F 2.5E 2.5F 2.9E	<b>16</b> Th	0528 1133 1755	0837 1439 2114	2.3E 2.4F 2.8E	<b>1</b> Sa	0206 0807 1407 2022	0503 1056 1708 2328	1.9F 2.1E 2.1F 2.7E	<b>16</b> Su	0117 0719 1321 1941	0400 1018 1621 2253	2.3F 2.5E 2.7F 3.2E	<b>1</b> Tu	0311 0915 1520 2127	0607 1207 1815 2317	2.2F 2.4E 2.3F	<b>16</b> W	0252 0901 1514 2124	0546 1201 1810 2314	3.1F 3.5E 3.3F
<b>2</b> Th	0136 0737 1338 1956	0429 1027 1639 2302	2.1F 2.4E 2.4F 2.9E	<b>17</b> F	0036 0633 1234 1856	0319 0937 1538 2214	2.1F 2.3E 2.6F 3.0E	<b>2</b> Su	0257 0859 1458 2110	0556 1148 1758 2310	2.0F 2.2E 2.2F	<b>17</b> M	0218 0822 1425 2042	0504 1119 1724 2351	2.6F 2.9E 3.0F 3.6E	<b>2</b> W	0350 0955 1601 2207	0643 1249 1853 2354	2.4F 2.7E 2.5F	<b>17</b> Th	0342 0951 1607 2215	0637 1253 1901 2354	3.4F 3.8E 3.5F
<b>3</b> F	0232 0833 1431 2046	0528 1122 1732 2353	2.1F 2.3E 2.4F 2.9E	<b>18</b> Sa	0138 0738 1336 1957	0421 1037 1639 2312	2.3F 2.5E 2.8F 3.3E	<b>3</b> M	0343 0945 1544 2154	0639 1235 1841 2354	2.2F 2.4E 2.3F	<b>18</b> Tu	0313 0919 1525 2138	0603 1217 1822 2338	3.0F 3.3E 3.3F	<b>3</b> Th	0426 1031 1640 2244	0716 1327 1929 2354	2.6F 2.9E 2.7F	<b>18</b> F	0429 1039 1657 2303	0724 1341 1949 2354	3.6F 4.0E 3.6F
<b>4</b> Sa	0322 0924 1520 2133	0618 1212 1819 2333	2.2F 2.3E 2.4F	<b>19</b> Su	0237 0839 1437 2055	0522 1136 1738 2305	2.6F 2.8E 3.0F	<b>4</b> Tu	0423 1027 1626 2233	0715 1316 1919 2333	2.3F 2.5E 2.5F	<b>19</b> W	0404 1011 1620 2231	0045 0656 1310 1916	3.9E 3.3F 3.6E	<b>4</b> F	0500 1105 1716 2319	0748 1404 2004 2319	2.8F 3.1E 2.8F	<b>19</b> Sa	0513 1124 1744 2350	0809 1427 2035 2350	3.7F 4.1E 3.5F
<b>5</b> Su	0407 1010 1605 2216	0039 0701 1257 1901	3.0E 2.3F 2.4E 2.4F	<b>20</b> M	0332 0936 1535 2151	0009 0619 1232 1835	3.6E 2.9F 3.1E 3.3F	<b>5</b> W	0500 1104 1705 2310	0748 1356 1955 2310	2.5F 2.7E 2.6F	<b>20</b> Th	0452 1101 1712 2321	0136 0745 1401 2006	4.1E 3.6F 3.9E 3.7F	<b>5</b> Sa	0532 1138 1752 2354	0822 1441 2041 2354	2.9F 3.2E 2.8F	<b>20</b> Su	0557 1208 1830	0852 1512 2119	3.6F 3.7E 3.3F
<b>6</b> M	0449 1052 1647 2255	0121 0739 1340 1940	3.0E 2.3F 2.4E 2.5F	<b>21</b> Tu	0424 1029 1631 2245	0102 0713 1326 1929	3.9E 3.2F 3.4E 3.5F	<b>6</b> Th	0534 1139 1742 2346	0821 1433 2031 2346	2.6F 2.8E 2.6F	<b>21</b> F	0538 1148 1803	0224 0833 1449 2055	4.1E 3.7F 4.0E 3.6F	<b>6</b> Su	0604 1210 1828	0857 1518 2119	2.9F 3.2E 2.8F	<b>21</b> M	0641 1252 1917	0935 1557 2204	3.4F 3.7E 3.0F
<b>7</b> Tu	0527 1131 1727 2333	0814 1420 2017 2333	2.4F 2.5E 2.5F	<b>22</b> W	0513 1121 1725 2337	0804 1418 2022 2337	3.5F 3.7E 3.6F	<b>7</b> F	0607 1212 1819	0854 1511 2108	2.7F 2.9E 2.6F	<b>22</b> Sa	0624 1235 1852	0311 0918 2143	4.0E 3.7F 3.5F	<b>7</b> M	0637 1244 1907	0935 1557 2159	2.9F 3.2E 2.7F	<b>22</b> Tu	0725 1337 2005	1019 1643 2249	3.0F 3.4E 2.7F
<b>8</b> W	0603 1208 1805	0240 0848 1459 2055	3.1E 2.5F 2.6E 2.5F	<b>23</b> Th	0602 1211 1819	0244 0854 1510 2113	4.2E 3.6F 3.8E 3.6F	<b>8</b> Sa	0020 0638 1245 1856	0327 0929 1548 2146	3.1E 2.7F 2.9E 2.6F	<b>23</b> Su	0058 0709 1322 1942	0358 1004 1625 2231	3.8E 3.5F 3.8E 3.2F	<b>8</b> Tu	0106 0713 1321 1950	0414 1015 1639 2242	2.9E 2.9F 3.1E 2.6F	<b>23</b> W	0208 0811 1424 2056	0504 1104 1732 2338	2.8E 2.6F 3.0E 2.3F
<b>9</b> Th	0010 0638 1244 1844	0318 0924 1538 2133	3.0E 2.5F 2.6E 2.5F	<b>24</b> F	0028 0649 1301 1913	0334 0943 1601 2205	4.1E 3.7F 3.8E 3.5F	<b>9</b> Su	0055 0711 1319 1935	0405 1006 1627 2226	3.0E 2.8F 2.9E 2.6F	<b>24</b> M	0146 0756 1410 2034	0446 1050 1714 2319	3.4E 3.2F 3.5E 2.8F	<b>9</b> W	0147 0754 1405 2039	0458 1059 1726 2331	2.7E 2.8F 3.0E 2.4F	<b>24</b> Th	0259 0902 1516 2151	0554 1154 1824	2.4E 2.3F 2.6E
<b>10</b> F	0045 0712 1319 1923	0356 1000 1618 2213	3.0E 2.5F 2.6E 2.4F	<b>25</b> Sa	0119 0737 1351 2007	0423 1032 1652 2256	3.9E 3.6F 3.7E 3.2F	<b>10</b> M	0131 0746 1355 2017	0444 1045 1709 2309	2.8E 2.7F 2.9E 2.4F	<b>25</b> Tu	0237 0844 1500 2129	0535 1138 1805 2129	3.0E 2.9F 3.1E	<b>10</b> Th	0236 0842 1456 2135	0547 1149 1820	2.5E 2.6F 2.9E	<b>25</b> F	0356 0959 1614 2252	0649 1249 1922	1.9E 2.0F 2.3E
<b>11</b> Sa	0122 0747 1356 2005	0435 1039 1659 2255	2.9E 2.5F 2.6E 2.3F	<b>26</b> Su	0211 0826 1442 2103	0513 1121 1744 2349	3.6E 3.3F 3.5E 2.9F	<b>11</b> Tu	0212 0825 1436 2105	0526 1128 1755 2356	2.6E 2.6F 2.8E 2.3F	<b>26</b> W	0331 0937 1554 2228	0011 0627 1230 1900	2.4F 2.6E 2.5F 2.8E	<b>11</b> F	0334 0940 1557 2240	0644 1246 1920	2.2F 2.3E 2.8E	<b>26</b> Sa	0458 1103 1717 2355	0749 1350 2023	1.9E 1.8F 2.2E
<b>12</b> Su	0201 0823 1434 2049	0516 1119 1743 2340	2.7E 2.5F 2.6E 2.2F	<b>27</b> M	0305 0917 1536 2201	0605 1213 1838 2201	3.2E 3.0F 3.2E	<b>12</b> W	0259 0909 1524 2200	0613 1216 1846	2.5E 2.5F 2.7E	<b>27</b> Th	0430 1035 1654 2331	0108 0723 1327 1959	2.0F 2.2E 2.1F 2.5E	<b>12</b> Sa	0442 1048 1708 2350	0748 1350 2026	2.3E 2.4F 2.8E	<b>27</b> Su	0602 1209 1820	0852 1457 2124	1.9E 1.7F 2.2E
<b>13</b> M	0243 0903 1516 2139	0600 1203 1829	2.6E 2.5F 2.6E	<b>28</b> Tu	0402 1011 1632 2303	0045 0700 1307 1935	2.5F 2.8E 2.7F 2.9E	<b>13</b> Th	0354 1002 1621 2303	0050 0707 1310 1944	2.2F 2.3E 2.4F 2.7E	<b>28</b> F	0534 1138 1756	0211 0824 1430 2101	1.8F 2.0E 1.9F 2.3E	<b>13</b> Su	0555 1201 1820	0235 0856 2133	2.2F 2.4E 2.9E	<b>28</b> M	0053 0701 1310 1918	0343 0953 1601 2220	1.7F 2.0E 1.8F 2.3E
<b>14</b> Tu	0331 0947 1603 2234	0028 0647 1251 1920	2.1F 2.4E 2.4F 2.6E	<b>29</b> W	0503 1109 1730	0145 0757 1405 2035	2.2F 2.4E 2.4F 2.7E	<b>14</b> F	0459 1104 1726	0808 1411 2047	2.2E 2.4F 2.8E	<b>29</b> Sa	0638 1242 1858	0322 0927 2202	1.7F 1.9E 2.4E	<b>14</b> M	0057 0705 1313 1928	0344 1003 1608 2236	2.4F 2.6E 2.6F 3.2E	<b>29</b> Tu	0145 0753 1403 2009	0439 1046 1655 2309	1.9F 2.2E 2.0F 2.5E
<b>15</b> W	0426 1037 1656 2334	0121 0740 1343 2016	2.1F 2.3E 2.4F 2.7E	<b>30</b> Th	0006 0606 1210 1830	0250 0857 1507 2135	1.9F 2.2E 2.2F 2.6E	<b>15</b> Sa	0010 0610 1212 1835	0254 0913 1515 2151	2.1F 2.3E 2.5F 3.0E	<b>30</b> Su	0134 0738 1341 1953	0430 1027 1640 2258	1.8F 2.0E 1.9F 2.5E	<b>15</b> Tu	0158 0806 1417 2029	0448 1105 1712 2334	2.7F 3.0E 2.9F 3.5E	<b>30</b> W	0230 0838 1450 2055	0523 1133 1741 2353	2.2F 2.5E 2.3F 2.7E
<b>31</b> F	0108 0709 1310 1928	0359 0958 1610 2234	1.9F 2.1E 2.1F 2.6E	<b>31</b> M	0108 0709 1310 1928	0359 0958 1610 2234	1.9F 2.1E 2.1F 2.6E	<b>31</b> M	0226 0830 1434 2043	0524 1121 1732 2346	1.9F 2.2E 2.1F 2.7E	<b>31</b> M	0226 0830 1434 2043	0524 1121 1732 2346	1.9F 2.2E 2.1F 2.7E								

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

# The Race, Long Island Sound, 2009

F—Flood, Dir. 302° True    E—Ebb, Dir. 112° True

October				November				December											
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum					
1	h m	h m	knots	16	h m	h m	knots	1	h m	h m	knots	1	h m	h m	knots				
1	Th	0310	0602	2.4F	16	F	0318	0616	3.3F	0343	0638	2.9F	16	M	0427	0723	3.1F		
		0917	1216	2.8E			0930	1233	3.8E			0952	1302	3.4E			1038	1344	3.7E
		1532	1821	2.5F			1553	1846	3.3F			1620	1907	2.8F			1708	1958	2.9F
		2136					2158					2223					2313		
2	F		0034	2.9E	17	Sa	0405	0702	3.5F	2	M	0421	0718	3.1F	17	Tu	0510	0804	3.0F
		0347	0638	2.7F			1016	1320	4.0E			1031	1343	3.6E			1120	1427	3.5E
		0954	1255	3.1E			1640	1932	3.3F			1701	1949	3.0F			1750	2037	2.8F
		1611	1858	2.7F			2245					2303					2355		
		2214					2245					2303					2355		
3	Sa		0112	3.0E	18	Su	0449	0745	3.4F	3	Tu	0501	0800	3.2F	18	W	0552	0844	2.8F
		0422	0713	2.9F			1100	1408	3.8E			1110	1425	3.7E			1201	1508	3.4E
		1029	1333	3.3E			1725	2015	3.2F			1742	2031	3.0F			1832	2117	2.6F
		1648	1936	2.8F			2330					2345					1832	2117	2.6F
		2251					2330					2345					1832	2117	2.6F

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

# Throgs Neck, Long Island Sound, New York, 2009

F—Flood, Dir. 015° True    E—Ebb, Dir. 193° True

January				February				March							
Slack		Maximum													
h	m	h	m	h	m	h	m	h	m	h	m	h	m	h	m
<b>1</b>	Th	0520	0916	<b>16</b>	F	0634	0939	<b>1</b>	Su	0624	1027	<b>16</b>	M	0739	1052
		1139	1516			1252	1556			1244	1623			1402	1709
		1742	2139			1903	2203			1848	2251			2017	2317
		2347													
<b>2</b>	F	0605	1005	<b>17</b>	Sa	0730	1030	<b>2</b>	M	0717	1119	<b>17</b>	Tu	0846	1144
		1226	1604			1350	1649			1337	1718			1505	1804
		1829	2229			2006	2255			1944	2344			2133	
<b>3</b>	Sa	0035	0424	<b>18</b>	Su	0832	1122	<b>3</b>	Tu	0815	1212	<b>18</b>	W	0322	0630
		0654	1056			1450	1743			0815	1212			1000	1236
		1316	1655			2113	2347			2046				1608	1900
		1919	2320											2238	
<b>4</b>	Su	0126	0517	<b>19</b>	M	0937	1214	<b>4</b>	W	0258	0643	<b>19</b>	Th	0430	0725
		0746	1147			1551	1838			0919	1305			1103	1328
		1410	1749			2217				1541	1915			1705	1953
		2014								2154				2334	
<b>5</b>	M	0222	0612	<b>20</b>	Tu	1038	1306	<b>5</b>	Th	0408	0743	<b>20</b>	F	0529	0819
		0843	1239			1649	1932			1028	1359			1157	1420
		1507	1844			2315				1649	2014			1756	2044
		2114								2307					
<b>6</b>	Tu	0322	0708	<b>21</b>	W	1134	1357	<b>6</b>	F	0522	0841	<b>21</b>	Sa	0620	0909
		0943	1332			1742	2024			1140	1452			1245	1510
		1608	1940							1754	2110			1839	2133
		2217													
<b>7</b>	W	0425	0805	<b>22</b>	Th	1225	1448	<b>7</b>	Sa	0629	0937	<b>22</b>	Su	0705	0957
		1045	1424			1829	2114			1245	1545			1325	1559
		1709	2036							1853	2203			1917	2219
		2321													
<b>8</b>	Th	0531	0901	<b>23</b>	F	0647	0937	<b>8</b>	Su	0727	1030	<b>23</b>	M	0743	1043
		1148	1516			1310	1537			1342	1636			1358	1647
		1808	2130			1911	2202			1946	2255			1949	2302
<b>9</b>	F	0635	0955	<b>24</b>	Sa	0731	1024	<b>9</b>	M	0819	1121	<b>24</b>	Tu	0818	1126
		1249	1608			1351	1626			1433	1726			1424	1734
		1904	2223			1948	2247			2035	2344			2020	2345
<b>10</b>	Sa	0734	1049	<b>25</b>	Su	0810	1109	<b>10</b>	Tu	0909	1210	<b>25</b>	W	0850	1208
		1346	1659			1423	1714			1520	1816			1453	1821
		1957	2314			2020	2330			2122				2054	
<b>11</b>	Su	0830	1140	<b>26</b>	M	0845	1153	<b>11</b>	W	0956	1259	<b>26</b>	Th	0924	1250
		1440	1750			1450	1801			1605	1905			1527	1907
		2049				2050				2207				2130	
<b>12</b>	M	0309	0616	<b>27</b>	Tu	0918	1236	<b>12</b>	Th	1041	1347	<b>27</b>	F	1002	1333
		0923	1232			1520	1848			1650	1955			1605	1955
		1533	1840			2121				2252				2211	
<b>13</b>	Tu	0400	0707	<b>28</b>	W	0952	1318	<b>13</b>	F	1127	1435	<b>28</b>	Sa	1043	1417
		1015	1322			1554	1935			1734	2044			1647	2043
		1624	1931			2157				2336				2255	
<b>14</b>	W	0450	0757	<b>29</b>	Th	1029	1401	<b>14</b>	Sa	1215	1525	<b>14</b>	Sa	1055	1406
		1106	1413			1632	2022			1821	2134			1701	2016
		1715	2021			2236								2304	
<b>15</b>	Th	0541	0848	<b>30</b>	F	1110	1445	<b>15</b>	Su	0023	0348	<b>15</b>	Su	0520	0842
		1158	1504			1713	2110			0645	1001			1136	1454
		1807	2112			2319				1305	1616			1742	2106
										1913	2225			2347	
				<b>31</b>	Sa	0536	0936								
						1155	1532								
						1758	2200								

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.



Throgs Neck, Long Island Sound, New York, 2009

F—Flood, Dir. 015° True E—Ebb, Dir. 193° True

Table with columns for July, August, and September. Each month column contains sub-columns for Slack and Maximum, with time (h m) and current speed (knots) listed for each day of the month.

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

# Throgs Neck, Long Island Sound, New York, 2009

F—Flood, Dir. 015° True E—Ebb, Dir. 193° True

October				November				December							
Slack	Maximum		knots	Slack	Maximum		knots	Slack	Maximum		knots				
h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m				
<b>1</b> Th	0038	0309	0.9F	<b>16</b> F	0046	0323	1.0F	<b>1</b> Su	0058	0416	0.9F	<b>16</b> W	0231	0501	0.9F
	0623	0928	0.7E		0641	0943	0.8E		0656	1025	0.7E		0825	1121	0.7E
	1243	1534	0.9F		1303	1548	1.1F		1310	1640	1.0F		1442	1724	1.0F
	1855	2154	0.7E		1915	2211	0.8E		1929	2251	0.7E		2047	2345	0.7E
<b>2</b> F	0111	0357	0.9F	<b>17</b> Sa	0133	0413	1.1F	<b>2</b> M	0135	0504	1.0F	<b>2</b> W	0152	0527	1.0F
	0658	1012	0.7E		0729	1032	0.8E		0737	1110	0.7E		0801	1132	0.8E
	1313	1622	1.0F		1350	1638	1.1F		1350	1728	1.0F		1412	1751	1.0F
	1930	2237	0.7E		2001	2259	0.8E		2007	2335	0.7E		2026	2357	0.8E
<b>3</b> Sa	0137	0445	0.9F	<b>18</b> Su	0217	0502	1.1F	<b>3</b> Tu	0214	0552	1.0F	<b>3</b> Th	0240	0616	1.0F
	0731	1055	0.7E		0814	1120	0.8E		0820	1155	0.7E		0851	1221	0.8E
	1344	1709	1.0F		1433	1727	1.1F		1432	1816	1.0F		1500	1841	1.0F
	2003	2320	0.7E		2045	2345	0.8E		2048				2113		
<b>4</b> Su	0206	0532	1.0F	<b>19</b> M	0259	0550	1.0F	<b>4</b> W	0257	0641	1.0F	<b>4</b> F	0329	0707	1.0F
	0806	1138	0.7E		0857	1207	0.8E		0905	1241	0.7E		0943	1312	0.8E
	1419	1756	1.0F		1513	1815	1.1F		1517	1905	1.0F		1551	1931	1.0F
	2036				2126				2131				2202		
<b>5</b> M	0241	0619	1.0F	<b>20</b> Tu	0338	0639	1.0F	<b>5</b> Th	0343	0730	1.0F	<b>5</b> Sa	0420	0758	1.0F
	0844	1220	0.7E		0938	1253	0.8E		0954	1330	0.7E		1037	1404	0.7E
	1457	1843	1.0F		1553	1904	1.0F		1605	1955	1.0F		1644	2022	1.0F
	2113				2206				2218				2254		
<b>6</b> Tu	0319	0706	0.9F	<b>21</b> W	0417	0728	1.0F	<b>6</b> F	0432	0821	1.0F	<b>6</b> Su	0514	0849	1.0F
	0925	1304	0.7E		1020	1340	0.7E		1046	1422	0.7E		1134	1458	0.7E
	1539	1931	1.0F		1632	1952	0.9F		1656	2046	0.9F		1741	2114	1.0F
	2154				2246				2308				2349		
<b>7</b> W	0401	0755	0.9F	<b>22</b> Th	0457	0817	0.9F	<b>7</b> Sa	0525	0913	0.9F	<b>7</b> M	0611	0942	1.0F
	1010	1351	0.7E		1104	1429	0.6E		1143	1518	0.7E		1235	1554	0.7E
	1623	2020	0.9F		1715	2042	0.9F		1753	2139	0.9F		1842	2207	0.9F
	2238				2329										
<b>8</b> Th	0448	0845	0.9F	<b>23</b> F	0541	0908	0.8F	<b>8</b> Su	0624	1006	0.9F	<b>8</b> Tu	0714	1035	1.0F
	1059	1441	0.7E		1152	1520	0.6E		1246	1616	0.6E		1340	1651	0.7E
	1712	2111	0.9F		1803	2133	0.8F		1856	2232	0.9F		1951	2301	0.9F
	2327														
<b>9</b> F	0539	0937	0.9F	<b>24</b> Sa	0630	0959	0.8F	<b>9</b> M	0728	1100	0.9F	<b>9</b> W	0822	1128	1.0F
	1154	1536	0.6E		1247	1613	0.5E		1356	1715	0.6E		1448	1749	0.7E
	1806	2203	0.9F		1859	2224	0.8F		2008	2326	0.9F		2106	2354	0.9F
<b>10</b> Sa	0636	1030	0.9F	<b>25</b> Su	0725	1050	0.8F	<b>10</b> Tu	0840	1154	1.0F	<b>10</b> Th	0933	1222	1.0F
	1254	1635	0.6E		1350	1707	0.5E		1509	1814	0.7E		1552	1845	0.7E
	1907	2257	0.9F		2006	2316	0.8F		2128				2215		
<b>11</b> Su	0740	1125	0.9F	<b>26</b> M	0828	1142	0.8F	<b>11</b> W	0924	1248	1.0F	<b>11</b> F	1038	1315	1.0F
	1403	1736	0.6E		1456	1802	0.5E		1615	1911	0.7E		1653	1941	0.7E
	2017	2351	0.9F		2122				2238				2316		
<b>12</b> M	0852	1219	0.9F	<b>27</b> Tu	0932	1234	0.8F	<b>12</b> Th	1059	1341	1.0F	<b>12</b> Sa	1136	1407	1.0F
	1520	1836	0.6E		1556	1855	0.5E		1714	2006	0.7E		1748	2034	0.7E
	2138				2223				2337				2253		
<b>13</b> Tu	0341	0702	0.7E	<b>28</b> W	0401	0717	0.6E	<b>13</b> F	0530	0829	0.8E	<b>13</b> Su	0604	0856	0.7E
	1008	1313	1.0F		1027	1325	0.9F		1155	1432	1.0F		1229	1457	1.0F
	1632	1934	0.7E		1649	1946	0.6E		1808	2058	0.7E		1839	2125	0.7E
	2253				2311										
<b>14</b> W	0449	0759	0.7E	<b>29</b> Th	0451	0807	0.6E	<b>14</b> Sa	0623	0920	0.8E	<b>14</b> M	0655	0946	0.7E
	1116	1406	1.0F		1112	1415	0.9F		1246	1523	1.0F		1317	1547	1.0F
	1733	2029	0.7E		1734	2035	0.6E		1857	2148	0.8E		1926	2213	0.7E
	2354				2351										
<b>15</b> Th	0549	0852	0.8E	<b>30</b> F	0535	0854	0.7E	<b>15</b> Su	0711	1009	0.8E	<b>15</b> Tu	0742	1035	0.7E
	1213	1458	1.1F		1153	1504	0.9F		1333	1613	1.0F		1402	1636	1.0F
	1826	2121	0.8E		1815	2121	0.7E		1943	2236	0.8E		2008	2300	0.7E
				<b>31</b> Sa	0025	0328	0.9F								
					0615	0940	0.7E								
					1231	1553	1.0F								
					1853	2206	0.7E								
												<b>31</b> Th	0135	0502	1.0F
													0747	1111	0.8E
													1356	1727	1.0F
													2008	2336	0.8E

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

# Hell Gate (off Mill Rock), East River, New York, 2009

F—Flood, Dir. 050° True E—Ebb, Dir. 230° True

January				February				March																
Slack	Maximum		knots	Slack	Maximum		knots	Slack	Maximum		knots													
h m	h m	h m		h m	h m	h m		h m	h m	h m														
<b>1</b> Th	0027 0650 1250 1917	0322 0945 1546 2208	4.7E 3.3F 4.7E 3.1F	<b>16</b> F	0139 0813 1408 2039	0438 1109 1705 2334	4.7E 3.4F 4.6E 3.2F	<b>1</b> Su	0123 0750 1353 2008	0424 1048 1649 2310	4.8E 3.2F 4.6E 3.2F	<b>16</b> M	0248 0922 1518 2142	0539 1217 1803 2142	4.2E 2.9F 4.0E	<b>1</b> Su	0016 0635 1245 1850	0313 0936 1535 2155	4.9E 3.5F 4.7E 3.5F	<b>16</b> M	0124 0748 1352 2005	0412 1044 1633 2303	4.4E 3.2F 4.2E 3.1F	
<b>2</b> F	0108 0734 1334 1959	0406 1029 1631 2252	4.6E 3.2F 4.6E 3.1F	<b>17</b> Sa	0231 0909 1501 2133	0532 1205 1758 2133	4.5E 3.1F 4.3E	<b>2</b> M	0214 0845 1448 2103	0515 1141 1741 2103	4.7E 3.1F 4.4E	<b>17</b> Tu	0342 1019 1612 2239	0632 1314 1858 2239	4.0E 2.7F 3.8E	<b>2</b> M	0102 0724 1334 1939	0400 1024 1624 2246	4.8E 3.4F 4.5E 3.3F	<b>17</b> Tu	0212 0838 1442 2056	0457 1133 1739 2354	4.2E 2.9F 3.9E 2.8F	
<b>3</b> Sa	0153 0823 1422 2047	0454 1118 1719 2342	4.6E 3.1F 4.5E 3.0F	<b>18</b> Su	0325 1007 1555 2229	0627 1303 1854 2229	3.0F 4.3E 2.9F 4.1E	<b>3</b> Tu	0313 0950 1550 2209	0613 1243 1841 2209	4.6E 3.0F 4.3E	<b>18</b> W	0438 1116 1708 2335	0731 1415 1957 2335	3.9E 2.6F 3.8E	<b>3</b> Tu	0156 0821 1431 2038	0452 1120 1719 2345	4.6E 3.2F 4.4E 3.2F	<b>18</b> W	0304 0932 1535 2152	0547 1227 1811 2152	4.0E 2.7F 3.8E	
<b>4</b> Su	0244 0919 1516 2141	0545 1212 1812 2141	4.6E 3.0F 4.4E	<b>19</b> M	0420 1104 1650 2324	0726 1401 1952 2324	4.2E 2.8F 4.0E	<b>4</b> W	0420 1101 1658 2320	0716 1351 1946 2320	4.5E 3.0F 4.3E	<b>19</b> Th	0534 1212 1803	0833 1512 2057	3.9E 2.7F 3.8E	<b>4</b> W	0258 0928 1536 2148	0552 1224 1821 2148	4.5E 3.0F 4.2E	<b>19</b> Th	0400 1030 1631 2250	0642 1327 1909 2250	3.8E 2.6F 3.7E	
<b>5</b> M	0341 1021 1616 2240	0642 1311 1909 2240	4.6E 3.0F 4.4E	<b>20</b> Tu	0514 1200 1743	0826 1458 2049	4.1E 2.8F 4.0E	<b>5</b> Th	0530 1212 1807	0825 1503 2056	4.5E 3.1F 4.4E	<b>20</b> F	0628 1302 1854	0930 1603 2149	4.0E 2.8F 4.0E	<b>5</b> Th	0408 1042 1647 2305	0659 1337 1931 2305	4.3E 3.0F 4.1E	<b>20</b> F	0458 1127 1727 2346	0742 1427 2009 2346	3.8E 2.7F 3.7E	
<b>6</b> Tu	0443 1126 1719 2344	0742 1415 2011	4.6E 3.0F 4.4E	<b>21</b> W	0607 1252 1835	0922 1550 2141	4.2E 2.8F 4.1E	<b>6</b> F	0639 1317 1912	0936 1612 2206	4.6E 3.3F 4.6E	<b>21</b> Sa	0717 1348 1940	1018 1647 2234	4.2E 3.0F 4.2E	<b>6</b> F	0522 1155 1758	0813 1454 2047	4.3E 3.1F 4.3E	<b>21</b> Sa	0553 1220 1819	0842 1521 2105	3.9E	
<b>7</b> W	0547 1231 1823	0846 1520 2114	3.2F 4.7E 4.5E	<b>22</b> Th	0657 1339 1923	1010 1636 2226	4.3E 2.9F 4.2E	<b>7</b> Sa	0742 1417 2012	1044 1714 2310	4.8E 3.5F 4.8E	<b>22</b> Su	0803 1429 2022	1059 1726 2314	4.4E 3.2F 4.4E	<b>7</b> Sa	0631 1301 1902	0929 1603 2200	4.5E 3.3F 4.5E	<b>22</b> Su	0645 1307 1906	0935 1607 2154	4.1E 3.0F 4.2E	
<b>8</b> Th	0650 1333 1925	0950 1624 2217	4.8E 3.3F 4.7E	<b>23</b> F	0744 1422 2007	1051 1718 2306	4.4E 3.0F 4.3E	<b>8</b> Su	0841 1511 2107	1144 1810	5.0E 3.7F	<b>23</b> M	0845 1508 2102	1138 1803 2352	4.6E 3.4F 4.6E	<b>8</b> Su	0733 1359 1959	1037 1703 2302	4.7E 3.6F 4.7E	<b>23</b> M	0732 1350 1950	1021 1649 2238	4.3E 3.2F 4.4E	
<b>9</b> F	0751 1431 2023	1052 1724 2318	5.0E 3.5F 4.9E	<b>24</b> Sa	0828 1503 2049	1130 1756 2344	4.5E 3.2F 4.5E	<b>9</b> M	0935 1602 2158	1238 1901	5.1E 3.9F	<b>24</b> Tu	0925 1544 2140	1215 1838 2140	4.7E 3.5F	<b>9</b> M	0830 1451 2052	1134 1755 2356	4.9E 3.8F 5.0E	<b>24</b> Tu	0815 1430 2031	1102 1727 2320	4.5E 3.4F 4.7E	
<b>10</b> Sa	0850 1527 2119	1152 1821	5.1E 3.7F	<b>25</b> Su	0909 1541 2129	1207 1832	4.7E 3.3F	<b>10</b> Tu	1000 1026 1650 2247	0100 0725 1328 2247	5.1E 4.0F	<b>25</b> W	1004 1620 2218	1252 1914	4.8E 3.6F	<b>10</b> Tu	0921 1539 2140	1223 1842	5.0E 3.9F	<b>25</b> W	0856 1507 2110	1142 1805	4.7E 3.6F	
<b>11</b> Su	0945 1620 2213	1248 1914	5.2E 3.8F	<b>26</b> M	0949 1618 2207	1243 1908	4.8E 3.4F	<b>11</b> W	1115 1738 2335	1414 2036	5.1E 3.9F	<b>26</b> Th	1042 1654 2255	1330 1950	4.9E 3.6F	<b>11</b> W	1009 1624 2226	1308 1927	5.0E 3.9F	<b>26</b> Th	0937 1544 2150	1222 1843	4.8E 3.7F	
<b>12</b> M	1039 1712 2305	1341 2007	5.2E 3.8F	<b>27</b> Tu	1028 1654 2244	1320 1943	4.8E 3.4F	<b>12</b> Th	1203 1824	1459 2122	5.0E 3.7F	<b>27</b> F	1121 1730 2334	1410 2028	4.9E 3.6F	<b>12</b> Th	1054 1708 2311	1350 2010	5.0E 3.9F	<b>27</b> F	1017 1622 2230	1303 1922	4.9E 3.8F	
<b>13</b> Tu	1132 1803 2356	1433 2058	5.1E 3.7F	<b>28</b> W	1106 1729 2321	1358 2019	4.9E 3.4F	<b>13</b> F	1250 1911	1543 2208	4.8E 3.5F	<b>28</b> Sa	1202 1808	1451 2109	4.8E 3.6F	<b>13</b> F	1138 1751 2355	1430 2052	4.8E 3.8F	<b>28</b> Sa	1058 1701 2312	1344 2003	4.9E 3.8F	
<b>14</b> W	1224 1854	1523 2149	5.0E 3.6F	<b>29</b> Th	1144 1804 2359	1437 2057	4.9E 3.4F	<b>14</b> Sa	1337 1959	1627 2255	4.5E 3.3F	<b>29</b> M	1302 1808	1451 2109	4.8E 3.6F	<b>14</b> Sa	1138 1751 2355	1430 2052	4.8E 3.8F	<b>29</b> Su	1058 1701 2312	1344 2003	4.9E 3.8F	
<b>15</b> Th	1316 1946	1614 2241	4.8E 3.4F	<b>30</b> F	1224 1841	1517 2137	4.8E 3.4F	<b>15</b> Su	1426 2049	1713 2345	4.2E 3.0F	<b>30</b> M	1306 1918	1550 2217	4.4E 3.3F	<b>15</b> Su	1138 1751 2355	1430 2052	4.8E 3.8F	<b>30</b> M	1058 1701 2312	1344 2003	4.9E 3.8F	
				<b>31</b> Sa	0039 0702 1306 1921	0338 1000 1601 2220	4.8E 3.4F 4.7E 3.3F						<b>31</b> Tu	0039 0702 1306 1918	0330 0959 1550 2217	4.7E 3.4F 4.4E 3.3F	<b>31</b> Tu	0047 0709 1321 1923	0342 1008 1606 2230	4.8E 3.4F 4.5E 3.4F				

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.



# Hell Gate (off Mill Rock), East River, New York, 2009

F—Flood, Dir. 050° True    E—Ebb, Dir. 230° True

July				August				September							
Slack	Maximum		knots	Slack	Maximum		knots	Slack	Maximum		knots				
h m	h m	h m		h m	h m	h m		h m	h m	h m					
<b>1</b> W	0504 1130 1728	0811 1436 2044	3.1F 4.2E 4.4E	<b>16</b> Th	0352 1003 1617	0641 1307 1912	4.3E 3.1F 4.5E	<b>1</b> Sa	0624 1242 1847	0929 1553 2200	3.9E 3.1F 4.1E	<b>16</b> W	0119 0731 1343 2002	0426 1024 1655 2257	3.6F 4.6E 3.8F 4.7E
<b>2</b> Th	0006 0559 1223 1822	0309 0909 1530 2139	3.1F 4.2E 3.2F 4.4E	<b>17</b> F	0452 1103 1719 2351	0739 1407 2013	3.0F 4.3E 3.2F 4.5E	<b>2</b> Su	0116 0713 1329 1935	0422 1017 1640 2243	3.0F 4.0E 3.2F 4.2E	<b>17</b> Th	0213 0825 1438 2055	0521 1121 1748 2350	3.8F 4.9E 4.0F 4.9E
<b>3</b> F	0059 0650 1313 1911	0401 1000 1620 2227	3.1F 4.2E 3.2F 4.4E	<b>18</b> Sa	0554 1206 1822	0840 1510 2115	3.1F 4.4E 4.6E	<b>3</b> M	0201 0758 1413 2020	0506 1057 1721 2321	3.1F 4.2E 3.3F 4.4E	<b>18</b> F	0304 0915 1529 2145	0611 1213 1838	4.0F 5.0E 4.1F
<b>4</b> Sa	0147 0738 1359 1958	0449 1044 1704 2309	3.2F 4.3E 3.3F 4.5E	<b>19</b> Su	0054 0656 1309 1923	0348 0942 1613 2218	3.3F 4.5E 3.5F 4.8E	<b>4</b> Tu	0243 0841 1453 2101	0545 1134 1759 2356	3.3F 4.3E 3.4F 4.5E	<b>19</b> Sa	0352 1003 1618 2233	0639 1300 1925	5.0E 4.1F 5.1E 4.1F
<b>5</b> Su	0231 0822 1442 2042	0531 1123 1746 2347	3.2F 4.3E 3.3F 4.5E	<b>20</b> M	0154 0755 1409 2023	0450 1044 1714 2318	3.4F 4.7E 3.7F 4.9E	<b>5</b> W	0322 0920 1532 2141	0621 1209 1835	3.4F 4.5E 3.5F	<b>20</b> Su	0438 1050 1705 2320	0744 1345 2011	4.9E 4.0F 5.0E 4.0F
<b>6</b> M	0313 0905 1523 2123	0611 1200 1824	3.3F 4.4E 3.4F	<b>21</b> Tu	0251 0852 1507 2120	0548 1143 1812	3.6F 4.8E 3.9F	<b>6</b> Th	0359 0959 1609 2220	0656 1245 1911	4.6E 3.5F 4.6E 3.6F	<b>21</b> M	0523 1137 1752	0829 1429 2057	3.9F 4.9E 3.8F
<b>7</b> Tu	0353 0945 1602 2204	0648 1236 1902	4.6E 3.3F 4.5E 3.4F	<b>22</b> W	0346 0947 1603 2215	0644 1240 1907 2215	5.0E 3.8F 5.0E 4.0F	<b>7</b> F	0434 1036 1645 2258	0730 1321 1946 2558	4.7E 3.5F 3.6F	<b>22</b> Tu	0609 1224 1839	0914 1513 2143	3.7F 4.7E 3.6F
<b>8</b> W	0431 1025 1640 2243	0725 1313 1938	4.7E 3.3F 3.6F 3.5F	<b>23</b> Th	0439 1040 1658 2308	0737 1334 2001 2308	3.9F 5.0E 4.0F	<b>8</b> Sa	0509 1112 1721 2335	0805 1359 2023 2335	3.5F 4.7E 3.6F	<b>23</b> W	0656 1312 1928	1001 1558 2231	3.5F 4.4E 3.3F
<b>9</b> Th	0509 1103 1718 2323	0801 1350 2015	4.7E 3.3F 4.6E 3.5F	<b>24</b> F	0530 1133 1752	0829 1427 2055	3.9F 5.0E 3.9F	<b>9</b> Su	0543 1149 1758	0841 1438 2101	4.7E 3.5F 3.6F	<b>24</b> Th	0745 1403 2019	1050 1645 2323	4.1E 3.2F 3.1F
<b>10</b> F	0546 1142 1756	0837 1429 2053	4.7E 3.3F 4.6E 3.4F	<b>25</b> Sa	0622 1225 1846	0921 1520 2148	3.8F 4.9E 3.8F	<b>10</b> M	0618 1228 1837	0919 1519 2141	3.5F 4.7E 3.5F	<b>25</b> F	0837 1458 2114	1145 1738	3.0F 3.9E
<b>11</b> Sa	0623 1220 1834	0914 1508 2132	3.3F 4.6E 3.3F	<b>26</b> Su	0714 1318 1941	1014 1612 2243	3.7F 4.8E 3.6F	<b>11</b> Tu	0655 1309 1920	1000 1602 2226	3.4F 4.6E 3.4F	<b>26</b> F	0521 1432 2044	0810 1432 2350	4.2E 4.2E 3.1F
<b>12</b> Su	0700 1259 1915	0954 1550 2214	4.6E 3.2F 4.6E 3.3F	<b>27</b> M	0807 1411 2037	1108 1707 2339	3.5F 4.6E 3.4F	<b>12</b> W	0736 1357 2010	1046 1651 2315	3.3F 4.5E 3.2F	<b>27</b> Th	0902 1539 2155	1217 1824 2155	3.2F 4.2E
<b>13</b> M	0738 1341 1959	1035 1635 2259	3.2F 4.5E 3.2F	<b>28</b> Tu	0901 1507 2136	1204 1804	3.3F 4.4E	<b>13</b> Th	0825 1451 2108	1138 1744	3.2F 4.4E	<b>28</b> F	1015 1631 2253	1327 1924 2553	2.9F 3.8E
<b>14</b> Tu	0821 1427 2049	1121 1723 2348	3.1F 4.5E 3.1F	<b>29</b> W	0957 1604 2234	1303 1905 2334	3.1F 4.2E	<b>14</b> F	0925 1554 2215	1237 1844 2215	3.2F 4.4E	<b>29</b> Sa	1112 1728 2349	1428 2029 2553	2.9F 3.8E
<b>15</b> W	0908 1519 2145	1211 1815	4.1F 4.5E	<b>30</b> Th	1054 1700 2332	0732 1403 2008	4.0E 3.0F 4.1E	<b>15</b> Sa	0431 1033 1702 2326	0713 1344 1949	4.2E 3.2F 4.4E	<b>30</b> Su	1207 1822	1523 2125	3.0F 3.9E
<b>16</b> Th				<b>31</b> F	0531 1150 1756	0834 1501 2108	2.9F 3.9E 3.0F 4.1E	<b>31</b> M	0647 1256 1910	0944 1610 2211	3.9E 3.2F 4.1E	<b>31</b> Tu	1904 0017 0632 1242 1904	2156 0324 0919 1554 2156	4.5E

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.





# The Narrows, New York Harbor, New York, 2009

F—Flood, Dir. 336° True    E—Ebb, Dir. 164° True

April				May				June							
Slack	Maximum			Slack	Maximum			Slack	Maximum			Slack	Maximum		
h m	h m	knots		h m	h m	knots		h m	h m	knots		h m	h m	knots	
<b>1</b> W	0130 0843 1401 2020	0427 1115 1647 2320	1.7E 1.1F 1.4E 1.4F	<b>16</b> Th	0240 0958 1520 2150	0613 1252 1842	1.6E 1.1F 1.3E	<b>1</b> F	0218 0943 1501 2143	0539 1221 1816	1.4E 1.0F 1.2E	<b>16</b> Sa	0245 0949 1524 2200	0609 1233 1850	1.6E 1.2F 1.4E
<b>2</b> Th	0226 0952 1502 2136	0532 1219 1803	1.5E 1.0F 1.3E	<b>17</b> F	0334 1048 1617 2247	0715 1337 1944	1.6E 1.1F 1.4E	<b>2</b> Sa	0323 1045 1610 2258	0711 1325 1942	1.3E 1.1F 1.3E	<b>17</b> Su	0337 1034 1617 2254	0706 1312 1947	1.7E 1.4F 1.6E
<b>3</b> F	0330 1057 1613 2253	0710 1321 1937	1.4E 1.0F 1.3E	<b>18</b> Sa	0429 1132 1712 2340	0809 1422 2039	1.6E 1.2F 1.5E	<b>3</b> Su	0434 1143 1721	0825 1431 2054	1.4E 1.2F 1.4E	<b>18</b> M	0431 1117 1710 2346	0758 1355 2040	1.8E 1.5F 1.8E
<b>4</b> Sa	0442 1157 1726	0832 1431 2055	1.4E 1.1F 1.4E	<b>19</b> Su	0524 1213 1802	0857 1508 2128	1.8E 1.3F 1.7E	<b>4</b> M	0543 1235 1825	0925 1541 2152	1.5E 1.3F 1.6E	<b>19</b> Tu	0524 1200 1801	0848 1441 2129	2.0E 1.7F 2.0E
<b>5</b> Su	0555 1252 1832	0936 1549 2157	1.6E 1.2F 1.7E	<b>20</b> M	0615 1252 1847	0940 1550 2211	1.9E 1.5F 1.9E	<b>5</b> Tu	0643 1325 1920	1014 1638 2242	1.7E 1.5F 1.8E	<b>20</b> W	0615 1242 1848	0934 1530 2214	2.1E 1.9F 2.2E
<b>6</b> M	0658 1343 1929	1028 1648 2249	1.8E 1.5F 1.9E	<b>21</b> Tu	0700 1330 1929	1019 1626 2250	2.1E 1.7F 2.1E	<b>6</b> W	0735 1410 2008	1057 1723 2326	1.8E 1.6F 1.9E	<b>21</b> Th	0703 1323 1933	1017 1617 2256	2.2E 2.1F 2.3E
<b>7</b> Tu	0751 1430 2020	1113 1734 2336	1.9E 1.7F 2.1E	<b>22</b> W	0742 1406 2007	1056 1658 2328	2.2E 1.9F 2.2E	<b>7</b> Th	0821 1452 2051	1137 1801	1.9E 1.7F	<b>22</b> F	0749 1405 2016	1058 1700 2337	2.3E 2.2F 2.4E
<b>8</b> W	0839 1514 2106	1155 1815	2.1E 1.8F	<b>23</b> Th	0822 1442 2045	1131 1732	2.3E 2.1F	<b>8</b> F	0904 1531 2131	1217 1834	1.9E 1.7F	<b>23</b> Sa	0834 1447 2059	1139 1741	2.3E 2.3F
<b>9</b> Th	0924 1555 2151	1238 1853	2.1E 1.9F	<b>24</b> F	0901 1518 2123	1207 1807	2.3E 2.2F	<b>9</b> Sa	0946 1608 2210	1258 1905	1.8E 1.7F	<b>24</b> Su	0919 1530 2142	1222 1824	2.2E 2.3F
<b>10</b> F	1008 1636 2235	1322 1933	2.1E 1.8F	<b>25</b> Sa	0941 1554 2202	1245 1846	2.2E 2.2F	<b>10</b> Su	1029 1645 2250	1340 1940	1.7E 1.6F	<b>25</b> M	1006 1615 2228	1309 1910	2.1E 2.2F
<b>11</b> Sa	1054 1718 2320	1407 2015	2.0E 1.7F	<b>26</b> Su	1023 1633 2244	1326 1928	2.1E 2.1F	<b>11</b> M	1114 1725 2332	1423 2019	1.6E 1.5F	<b>26</b> Tu	1056 1704 2318	1400 2001	1.9E 1.9F
<b>12</b> Su	1143 1803	1452 2101	1.8E 1.6F	<b>27</b> M	1109 1716 2331	1410 2015	1.9E 1.9F	<b>12</b> Tu	1203 1811	1507 2105	1.4E 1.4F	<b>27</b> W	1151 1802	1452 2058	1.7E 1.7F
<b>13</b> M	1235 1853	1539 2152	1.6E 1.5F	<b>28</b> Tu	1200 1806	1456 2107	1.7E 1.7F	<b>13</b> W	1253 1904	1553 2158	1.4E 1.3F	<b>28</b> Th	1251 1910	1548 2203	1.6E 1.4F
<b>14</b> Tu	1330 1949	1630 2250	1.4E 1.4F	<b>29</b> W	1257 1908	1546 2206	1.5E 1.4F	<b>14</b> Th	2003	2255	1.3F	<b>29</b> F	2027	2317	1.3F
<b>15</b> W	1424 2050	1733 2349	1.3E 1.3F	<b>30</b> Th	1357 2022	1648 2314	1.3E 1.3F	<b>15</b> F	2102	2351	1.4F	<b>30</b> Sa	2142		1.4E
												<b>31</b> Su	0315 1027 1602 2252	0031 0700 1320 1937	1.2F 1.5E 1.3F 1.4E

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

# The Narrows, New York Harbor, New York, 2009

F—Flood, Dir. 336° True    E—Ebb, Dir. 164° True

July				August				September															
Slack		Maximum																					
h	m	h	m	h	m	h	m	h	m	h	m	h	m	h	m								
<b>1</b> W	0505 1152 1758	0844 1501 2132	1.6E 1.4F 1.6E	<b>16</b> Th	0350 1022 1628 2324	0702 1312 1955	1.9E 2.0F 1.9E	<b>1</b> Sa	0657 1313 1923	1014 1636 2256	1.1F 1.5E 1.7E	<b>16</b> Su	0522 1144 1755	0836 1432 2130	1.3F 1.7E 2.0E	<b>1</b> Tu	0232 0807 1420 2013	0535 1116 1734 2335	1.3F 1.6E 1.4F 1.8E	<b>16</b> W	0128 0710 1339 1937	0418 1029 1633 2300	1.5F 2.0E 1.8F 2.1E
<b>2</b> Th	0044 0610 1244 1855	0340 0940 1603 2226	1.1F 1.6E 1.4F 1.7E	<b>17</b> F	0449 1115 1727	0803 1404 2058	1.9E 2.0F 2.0E	<b>2</b> Su	0225 0750 1401 2006	0519 1059 1723 2334	1.2F 1.5E 1.4F 1.8E	<b>17</b> M	0056 0627 1247 1858	0330 0943 1539 2227	1.4F 1.9E 1.9F 2.1E	<b>2</b> W	0303 0838 1456 2044	0608 1149 1802	1.3F 1.6E 1.5F	<b>17</b> Th	0219 0805 1435 2030	0513 1120 1729 2347	1.7F 2.2E 1.9F 2.2E
<b>3</b> F	0145 0708 1333 1944	0443 1029 1656 2311	1.1F 1.5E 1.5F 1.7E	<b>18</b> Sa	0023 0551 1209 1825	0252 0904 1501 2155	1.5F 2.0E 2.0F 2.2E	<b>3</b> M	0309 0833 1443 2041	0604 1138 1800	1.2F 1.5E 1.4F	<b>18</b> Tu	0152 0727 1348 1956	0436 1041 1644 2318	1.6F 2.0E 2.0F 2.2E	<b>3</b> Th	0328 0905 1528 2113	0629 1220 1819	1.3F 1.7E 1.5F	<b>18</b> F	0307 0856 1528 2119	0600 1210 1819	1.9F 2.3E 2.0F
<b>4</b> Sa	0240 0800 1418 2024	0535 1112 1739 2350	1.2F 1.5E 1.5F 1.8E	<b>19</b> Su	0121 0651 1305 1921	0356 1002 1602 2248	1.5F 2.0E 2.1F 2.3E	<b>4</b> Tu	0342 0906 1518 2111	0640 1213 1826	1.2F 1.5E 1.4F	<b>19</b> W	0244 0822 1447 2049	0531 1134 1741	1.8F 2.2E 2.1F	<b>4</b> F	0349 0931 1558 2142	0633 1249 1840	1.4F 1.8E 1.6F	<b>19</b> Sa	0352 0945 1618 2207	0646 1300 1908	2.0F 2.4E 2.0F
<b>5</b> Su	0326 0844 1457 2059	0620 1151 1814	1.2F 1.4E 1.4F	<b>20</b> M	0216 0747 1401 2014	0456 1056 1659 2337	1.7F 2.1E 2.2F 2.4E	<b>5</b> W	0407 0933 1549 2139	0706 1245 1842	1.1F 1.5E 1.4F	<b>20</b> Th	0332 0915 1541 2140	0620 1227 1833	1.9F 2.3E 2.1F	<b>5</b> Sa	0411 1000 1629 2213	0648 1318 1909	1.5F 1.8E 1.6F	<b>20</b> Su	0438 1034 1709 2256	0733 1351 2000	2.0F 2.4E 1.9F
<b>6</b> M	0403 0921 1532 2130	0659 1227 1838 2430	1.1F 1.4E 1.4F	<b>21</b> Tu	0307 0841 1458 2107	0548 1148 1752	1.8F 2.2E 2.2F	<b>6</b> Th	0428 1000 1619 2209	0712 1315 1902	1.1F 1.5E 1.5F	<b>21</b> F	0419 1006 1634 2231	0708 1320 1926	2.0F 2.4E 2.1F	<b>6</b> Su	0437 1032 1704 2248	0718 1349 1946	1.6F 1.9E 1.6F	<b>21</b> M	0525 1126 1804 2348	0823 1441 2056	2.0F 2.4E 1.7F
<b>7</b> Tu	0434 0954 1604 2201	0730 1303 1856	1.0F 1.4E 1.4F	<b>22</b> W	0356 0933 1553 2159	0638 1242 1845	1.8F 2.2E 2.2F	<b>7</b> F	0449 1028 1650 2241	0721 1346 1933	1.2F 1.6E 1.5F	<b>22</b> Sa	0507 1058 1728 2323	0800 1413 2022	2.0F 2.3E 2.0F	<b>7</b> M	0507 1108 1743 2327	0756 1421 2028	1.8F 2.0E 1.6F	<b>22</b> Tu	0616 1220 1905	0917 1532 2200	1.8F 2.1E 1.5F
<b>8</b> W	0500 1025 1637 2234	0747 1338 1922	1.0F 1.4E 1.4F	<b>23</b> Th	0444 1026 1648 2251	0730 1338 1941	1.8F 2.2E 2.1F	<b>8</b> Sa	0514 1101 1726 2317	0750 1417 2012	1.4F 1.7E 1.6F	<b>23</b> Su	0557 1153 1826	0855 1506 2121	1.9F 2.2E 1.8F	<b>8</b> Tu	0543 1150 1829	0838 1457 2115	1.8F 2.0E 1.5F	<b>23</b> W	0712 1315 2011	1017 1629 2311	1.7F 1.9E 1.3F
<b>9</b> Th	0526 1058 1712 2310	0758 1412 1959	1.0F 1.4E 1.4F	<b>24</b> F	0535 1121 1746 2346	0825 1433 2040	1.8F 2.2E 1.9F	<b>9</b> Su	0545 1140 1807 2358	0829 1450 2056	1.5F 1.8E 1.6F	<b>24</b> M	0652 1251 1930	0954 1600 2228	1.8F 2.0E 1.6F	<b>9</b> W	0625 1236 1922	0925 1536 2206	1.8F 1.9E 1.4F	<b>24</b> Th	0813 1411 2120	1123 1736	1.5F 1.7E
<b>10</b> F	0555 1136 1753 2350	0828 1447 2042	1.1F 1.5E 1.5F	<b>25</b> Sa	0629 1219 1849	0924 1528 2144	1.7F 2.0E 1.7F	<b>10</b> M	0622 1224 1855	0913 1527 2145	1.6F 1.9E 1.6F	<b>25</b> Tu	0711 1349 2039	0422 1058 2338	1.9E 1.7F 1.4F	<b>10</b> Th	0058 0712 1324 2022	0352 1016 1621 2303	1.9E 1.8F 1.9E 1.3F	<b>25</b> F	0243 0917 1508 2226	0600 1226 1851	1.2F 1.4F 1.6E
<b>11</b> Sa	0629 1218 1839	0908 1523 2130	1.3F 1.6E 1.5F	<b>26</b> Su	0042 0727 1318 1956	0355 1029 1626 2254	2.0E 1.7F 1.9E 1.5F	<b>11</b> Tu	0042 0705 1310 1949	0341 1000 1608 2237	2.1E 1.7F 1.9E 1.5F	<b>26</b> W	0209 0852 1447 2149	0524 1202 1816	1.7E 1.6F 1.7E	<b>11</b> Th	0149 0807 1417 2127	0440 1112 1717	1.7E	<b>26</b> Sa	0348 1020 1609 2325	0714 1323 1959	1.4E 1.4F 1.6E
<b>12</b> Su	0034 0709 1303 1931	0337 0954 1604 2221	1.9E 1.4F 1.7E 1.5F	<b>27</b> M	0139 0827 1418 2105	0454 1134 1735	1.9E 1.6F 1.7E	<b>12</b> W	0129 0752 1359 2048	0425 1051 1657 2331	2.0E 1.8F 1.8E 1.5F	<b>27</b> Th	0310 0954 1549 2258	0043 0637 1301 1933	1.3F 1.5E 1.6E	<b>12</b> Sa	0246 0909 1514 2233	0541 1210 1831	1.6E 1.7F 1.6E	<b>27</b> Su	0455 1120 1711	0820 1421 2057	1.4E 1.3F 1.7E
<b>13</b> M	0120 0754 1350 2026	0419 1043 1651 2314	2.0E 1.6F 1.7E 1.6F	<b>28</b> Tu	0235 0928 1519 2214	0601 1235 1851	1.7E 1.6F 1.6E	<b>13</b> Th	0218 0844 1450 2151	0515 1144 1758	1.9E 1.9F 1.8E	<b>28</b> F	0417 1055 1654	0146 0748 1400 2042	1.2F 1.4E 1.4F 1.7E	<b>13</b> Su	0349 1019 1620 2336	0658 1308 1956	1.5E 1.6F 1.6E	<b>28</b> M	0557 1213 1808	0917 1521 2144	1.5E 1.3F 1.7E
<b>14</b> Tu	0207 0841 1439 2124	0507 1133 1748	2.0E 1.7F 1.8E	<b>29</b> W	0336 1028 1625 2322	0711 1332 2005	1.6E 1.5F 1.6E	<b>14</b> F	0312 0940 1547 2255	0616 1237 1909	1.8E 1.9F 1.8E	<b>29</b> Sa	0002 0530 1153 1757	0253 0855 1504 2141	1.1F 1.4E 1.3F 1.7E	<b>14</b> M	0500 1130 1732	0200 0819 1411 2110	1.2F 1.5E 1.6F 1.7E	<b>29</b> Tu	0102 0646 1302 1855	0411 1003 1614 2222	1.2F 1.6E 1.4F 1.8E
<b>15</b> W	0256 0930 1531 2224	0606 1222 1851	1.6F 2.0E 1.9F 1.8E	<b>30</b> Th	0442 1125 1731	0818 1433 2112	1.5E 1.4F 1.7E	<b>15</b> Sa	0414 1041 1650 2357	0725 1332 2023	1.7E 1.8F 1.8E	<b>30</b> Su	0100 0635 1247 1852	0358 0951 1606 2228	1.1F 1.5E 1.3F 1.7E	<b>15</b> Tu	0034 0609 1237 1838	0309 0930 1523 2209	1.3F 1.7E 1.6F 1.9E	<b>30</b> W	0140 0726 1346 1934	0453 1042 1655 2254	1.3F 1.7E 1.5F 1.8E
<b>31</b> F	0028 0552 1220 1832	0319 0920 1538 2210	1.1F 1.5E 1.4F 1.7E	<b>31</b> M	0151 0727 1337 1937	0452 1038 1656 2305	1.2F 1.5E 1.4F 1.8E	<b>31</b> Tu	0151 0727 1337 1937	0452 1038 1656 2305	1.2F 1.5E 1.4F 1.8E	<b>31</b> W	0151 0727 1337 1937	0452 1038 1656 2305	1.2F 1.5E 1.4F 1.8E	<b>31</b> Th	0151 0727 1337 1937	0452 1038 1656 2305	1.2F 1.5E 1.4F 1.8E	<b>31</b> F	0151 0727 1337 1937	0452 1038 1656 2305	1.2F 1.5E 1.4F 1.8E

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.







# George Washington Bridge, Hudson River, 2009

F—Flood, Dir. 010° True      E—Ebb, Dir. 203° True

July						August						September																	
Slack			Maximum			Slack			Maximum			Slack			Maximum			Slack			Maximum								
h	m	knots	h	m	knots	h	m	knots	h	m	knots	h	m	knots	h	m	knots	h	m	knots	h	m	knots	h	m	knots	h	m	knots
<b>1</b>	W	0112 0623 1256 1933	0354 1011 1621 2257	1.2F 2.3E 2.1F 2.5E	<b>16</b>	Th	0520 1147 1813	0850 1438 2203	2.1E 2.0F 2.3E	<b>1</b>	Sa	0318 0754 1400 2048	0538 1125 1742	1.0F 1.8E 2.0F	<b>16</b>	Su	0150 0656 1309 1958	0428 1032 1617 2343	1.0F 2.1E 2.3F 2.8E	<b>1</b>	Tu	0403 0912 1511 2130	0646 1234 1844	1.3F 1.9E 1.8F	<b>16</b>	W	0320 0859 1508 2135	0622 1229 1831 2350	1.7F 2.6E 2.3F
<b>2</b>	Th	0225 0725 1344 2027	0459 1102 1716 2350	1.2F 2.2E 2.1E 2.7E	<b>17</b>	F	0103 0619 1237 1914	0340 0949 1531 2302	1.1F 2.1E 2.2F 2.6E	<b>2</b>	Su	0408 0847 1447 2131	0631 1214 1830	1.1F 1.9E 2.1F	<b>17</b>	M	0251 0803 1411 2058	0537 1136 1730	1.2F 2.3E 2.4F	<b>2</b>	W	0427 0954 1553 2205	0723 1317 1921	1.5F 2.0E 1.8F	<b>17</b>	Th	0408 0957 1608 2226	0712 1325 1925	2.0F 2.9E 2.3F
<b>3</b>	F	0330 0821 1429 2115	0600 1151 1808	1.2F 2.1E 2.2F	<b>18</b>	Sa	0207 0719 1329 2013	0446 1047 1631 2359	1.1F 2.2E 2.4E 2.8E	<b>3</b>	M	0447 0936 1532 2209	0716 1300 1912	1.2F 1.9E 2.1F	<b>18</b>	Tu	0346 0906 1511 2153	0637 1238 1834	1.4F 2.5E 2.5F	<b>3</b>	Th	0450 1034 1633 2241	0756 1356 1953	1.7F 2.2E 1.9E	<b>18</b>	F	0452 1052 1705 2315	0759 1417 2015	2.2F 3.0E 2.3F
<b>4</b>	Sa	0426 0912 1513 2159	0653 1239 1854	1.2F 2.1E 2.3F	<b>19</b>	Su	0307 0818 1424 2111	0551 1146 1734 2351	1.2F 2.3E 2.5F	<b>4</b>	Tu	0517 1021 1615 2244	0756 1344 1949	1.4F 2.0E 2.0F	<b>19</b>	W	0435 1006 1611 2245	0729 1335 1929	1.7F 2.7E 2.5F	<b>4</b>	F	0515 1111 1711 2318	0824 1432 2022	1.8F 2.3E 1.9F	<b>19</b>	Sa	0535 1144 1759	0846 1508 2107	2.3F 3.1E 2.1F
<b>5</b>	Su	0513 0959 1556 2240	0740 1325 1935	1.3F 2.0E 2.3F	<b>20</b>	M	0403 0915 1520 2206	0648 1245 1834	1.3F 2.4E 2.7F	<b>5</b>	W	0542 1105 1655 2318	0833 1424 2023	1.5F 2.1E 2.0F	<b>20</b>	Th	0520 1104 1707 2335	0818 1429 2022	1.9F 2.5F	<b>5</b>	Sa	0543 1146 1750 2356	0847 1505 2049	1.8F 2.5E 1.9F	<b>20</b>	Su	0616 1234 1852	0934 1557 2203	2.3F 3.0E 1.9F
<b>6</b>	M	0552 1046 1637 2318	0823 1409 2014	1.3F 2.0E 2.2F	<b>21</b>	Tu	0455 1013 1616 2300	0740 1343 1928	1.5F 2.6E 2.7F	<b>6</b>	Th	0605 1146 1734 2353	0909 1501 2054	1.5F 2.1E 1.9F	<b>21</b>	F	0604 1159 1802	0908 1521 2117	2.1F 2.9E 2.3F	<b>6</b>	Su	0613 1221 1831	0904 1537 2119	1.9F 2.6E 1.8F	<b>21</b>	M	0657 1322 1948	1025 1645 2300	2.2F 2.9E 1.6F
<b>7</b>	Tu	0624 1131 1717 2353	0906 1449 2051	1.3F 2.0E 2.1F	<b>22</b>	W	0542 1112 1712 2351	0831 1437 2022	1.6F 2.7E 2.6F	<b>7</b>	F	0630 1224 1812	0943 1535 2124	1.6F 2.2E 1.8F	<b>22</b>	Sa	0647 1252 1857	1001 1611 2216	2.1F 2.9E 2.1F	<b>7</b>	M	0646 1258 1916	0925 1611 2158	2.0F 2.7E 1.8F	<b>22</b>	Tu	0739 1409 2052	1117 1735 2356	2.1F 2.6E 1.4F
<b>8</b>	W	0651 1215 1756	0949 1528 2128	1.4F 2.0E 1.9F	<b>23</b>	Th	0628 1210 1806	0926 1530 2120	1.8F 2.7E 2.5F	<b>8</b>	Sa	0658 1301 1853	1013 1606 2155	1.6F 2.3E 1.8F	<b>23</b>	Su	0730 1343 1954	1054 1702 2315	2.1F 2.7E 1.8F	<b>8</b>	Tu	0722 1338 2006	0959 1649 2247	2.1F 2.7E 1.6F	<b>23</b>	W	0824 1457 2206	1207 1830	2.0F 2.4E
<b>9</b>	Th	0717 1257 1836	1031 1603 2205	1.4F 1.9E 1.7F	<b>24</b>	F	0714 1307 1902	1024 1623 2225	1.9F 2.7E 2.2F	<b>9</b>	Su	0730 1337 1937	1038 1638 2233	1.7F 2.3E 1.7F	<b>24</b>	M	0816 1434 2100	1146 1755	2.1F 2.5E	<b>9</b>	W	0802 1423 2104	1043 1733 2342	2.2F 2.6E 1.4F	<b>24</b>	Th	0914 1548 2321	1258 1934	1.8F 2.1E
<b>10</b>	F	0745 1337 1917	1109 1635 2242	1.4F 1.9E 1.6F	<b>25</b>	Sa	0802 1402 2002	1120 1716 2328	1.9F 2.5E 2.0F	<b>10</b>	M	0805 1414 2027	1101 1714 2318	1.8F 2.3E 1.6F	<b>25</b>	Tu	0823 0904 1526 2215	0012 0607 1237 1856	1.6F 2.4E 2.3E	<b>10</b>	Th	0849 1514 2208	1135 1829	2.3E 2.5E	<b>25</b>	F	0910 1642	1352 2040	1.5E 2.1E
<b>11</b>	Sa	0818 1416 2002	1144 1708 2319	1.5F 1.9E 1.5F	<b>26</b>	Su	0852 1457 2109	1214 1814	2.0F 2.3E	<b>11</b>	Tu	0845 1456 2125	1133 1758	1.9F 2.3E	<b>26</b>	W	0956 1622 2335	1328 2006	1.9F 2.1E	<b>11</b>	F	0944 1613 2317	1233 1956	2.2F 2.3E	<b>26</b>	Sa	1110 1739	1447 2136	1.5F 2.1E
<b>12</b>	Su	0855 1456 2055	1214 1746 2359	1.5F 1.9E 1.4F	<b>27</b>	M	0944 1554 2225	1306 1923	2.0F 2.2E	<b>12</b>	W	0929 1544 2229	1214 1855	2.0F 2.2E	<b>27</b>	Th	1050 1722	1423 2112	1.8F 2.1E	<b>12</b>	Sa	1045 1720	1339 2121	2.1F 2.4E	<b>27</b>	Su	1211 1835	1543 2225	1.5F 2.2E
<b>13</b>	M	0934 1538 2153	1242 1833	1.6F 1.9E	<b>28</b>	Tu	1037 1654 2345	1359 2034	1.9F 2.1E	<b>13</b>	Th	1018 1640 2336	1304 2022	2.1F 2.2E	<b>28</b>	F	1145 1826	1519 2209	1.7F 2.2E	<b>13</b>	Su	1151 1832	1454 2226	2.1F 2.5E	<b>28</b>	M	1308 1924	1637 2308	1.4F 2.3E
<b>14</b>	Tu	1016 1624 2255	1312 1940	1.7F 1.9E	<b>29</b>	W	1129 1759	1454 2138	1.9F 2.2E	<b>14</b>	F	1112 1743	1402 2140	2.1F 2.4E	<b>29</b>	Sa	1240 1924	1617 2259	1.7F 2.3E	<b>14</b>	M	1258 1940	1613 2323	2.1F 2.7E	<b>29</b>	Tu	1400 2007	1727 2348	1.5F 2.4E
<b>15</b>	W	1101 1715 2359	1350 2059	1.8F 2.1E	<b>30</b>	Th	1220 1903	1550 2234	1.9F 2.4E	<b>15</b>	Sa	1209 1852	1506 2244	2.2F 2.6E	<b>30</b>	Su	1334 2013	1713 2345	1.7F 2.4E	<b>15</b>	Tu	1404 2041	1727 2241	2.2F	<b>30</b>	W	1446 2046	1811	1.6F
<b>31</b>	F	0653 1310 2000	1035 1647 2327	1.9E 2.0F 2.5E						<b>31</b>	M	0824 1425 2054	1148 1802	1.8F															

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

























# Delaware Bay Entrance, 2009

F—Flood, Dir. 327° True E—Ebb, Dir. 147° True

October				November				December															
Slack	Maximum			Slack	Maximum			Slack	Maximum			Slack	Maximum										
	h	m	knots		h	m	knots		h	m	knots		h	m	knots								
<b>1</b> Th	0134	0429	1.1F	<b>16</b> F	0156	0445	1.7F	<b>1</b> Su	0152	0502	1.5F	<b>16</b> M	0255	0556	1.7F	<b>1</b> Tu	0158	0511	1.7F	<b>16</b> W	0308	0617	1.6F
	0732	1049	1.1E		0803	1125	1.6E		0821	1150	1.5E		0914	1244	1.6E		0833	1212	1.7E		0935	1307	1.5E
	1336	1645	1.3F		1421	1710	1.7F		1448	1737	1.3F		1552	1832	1.4F		1514	1757	1.3F		1620	1858	1.2F
	1957	2314	1.3E		2027	2350	1.6E		2043	2358	1.3E		2136				2059				2154		
<b>2</b> F	0209	0508	1.2F	<b>17</b> Sa	0242	0534	1.8F	<b>2</b> M	0234	0544	1.6F	<b>17</b> Tu	0335	0640	1.7F	<b>2</b> W	0249	0601	1.8F	<b>17</b> Th	0347	0700	1.5F
	0817	1135	1.3E		0852	1216	1.7E		0903	1237	1.6E		0956	1328	1.6E		0922	1304	1.7E		1015	1347	1.5E
	1425	1728	1.3F		1515	1802	1.7F		1535	1823	1.4F		1638	1918	1.3F		1604	1848	1.4F		1701	1940	1.2F
	2039	2355	1.3E		2115				2127				2218				2148				2235		
<b>3</b> Sa	0243	0545	1.4F	<b>18</b> Su	0326	0621	1.8F	<b>3</b> Tu	0317	0627	1.8F	<b>18</b> W	0413	0723	1.6F	<b>3</b> Th	0340	0652	1.9F	<b>18</b> F	0424	0741	1.5F
	0858	1220	1.4E		0937	1304	1.7E		0945	1324	1.7E		1036	1409	1.5E		1012	1355	1.8E		1054	1425	1.4E
	1511	1810	1.4F		1606	1852	1.6F		1622	1909	1.4F		1721	2001	1.2F		1655	1938	1.5F		1738	2019	1.1F
	2118				2159				2210				2258				2239				2315		

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

# Brandywine Shoal Light, Delaware Bay, 2009

F—Flood, Dir. 330° True    E—Ebb, Dir. 153° True

January				February				March															
Slack	Maximum		knots	Slack	Maximum		knots	Slack	Maximum		knots	Slack	Maximum		knots								
h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m								
<b>1</b> Th	0025 0620 1240 1844	0317 0923 1538 2142	1.2E 1.3F 1.3E 1.4F	<b>16</b> F	0138 0733 1357 2003	0425 1031 1655 2304	1.2E 1.3F 1.2E 1.4F	<b>1</b> Su	0123 0740 1339 1939	0423 1032 1639 2244	1.2E 1.2F 1.3E 1.5F	<b>16</b> M ☉	0252 0915 1518 2057	0603 1203 1805 2057	1.2E 1.0F 0.9E	<b>1</b> Su	0008 0624 1224 1819	0312 0918 1524 2127	1.5E 1.4F 1.5E 1.7F	<b>16</b> M	0125 0746 1348 1926	0424 1032 1625 2237	1.4E 1.1F 1.0E 1.4F
<b>2</b> F	0107 0709 1320 1925	0400 1007 1620 2226	1.1E 1.2F 1.2E 1.4F	<b>17</b> Sa ☉	0234 0838 1453 2051	0531 1132 1753 2359	1.1E 1.1F 1.1E 1.3F	<b>2</b> M ☉	0218 0844 1442 2038	0523 1134 1741 2345	1.2E 1.2F 1.2E 1.5F	<b>17</b> Tu ☉	0346 1014 1621 2153	0706 1304 1908 0108	1.2E 1.0F 0.9E	<b>2</b> M	0056 0720 1319 1913	0401 1012 1615 2220	1.4E 1.4F 1.4E 1.6F	<b>17</b> Tu	0211 0839 1442 2017	0515 1125 1718 2329	1.3E 1.1F 0.9E 1.3F
<b>3</b> Sa	0155 0805 1409 2014	0451 1059 1711 2317	1.1E 1.1F 1.2E 1.4F	<b>18</b> Su	0333 0945 1555 2142	0645 1238 1855 2442	1.1E 1.0F 1.0E	<b>3</b> Tu	0323 0952 1553 2143	0634 1242 1847 2443	1.2E 1.2F 1.2E	<b>18</b> W	0441 1109 1719 2249	0800 1401 2002 0202	1.3E 1.3E 0.9E	<b>3</b> Tu	0153 0824 1422 2015	0500 1113 1716 2321	1.3E 1.3F 1.3E 1.6F	<b>18</b> W ☉	0303 0934 1541 2113	0617 1223 1821 2313	1.2E 1.0F 0.8E
<b>4</b> Su ☉	0251 0908 1508 2110	0553 1201 1811 2310	1.0E 1.1F 1.2E	<b>19</b> M	0430 1049 1657 2235	0747 1341 1951 2535	1.2E 1.0F 1.0E	<b>4</b> W	0433 1100 1703 2249	0743 1349 1950 2549	1.3E 1.3F 1.3E	<b>19</b> Th	0534 1159 1809 2342	0849 1452 2052 0254	1.4E 1.2F 1.0E	<b>4</b> W ☉	0300 0933 1534 2122	0614 1222 1825 2336	1.3E 1.3F 1.2E	<b>19</b> Th	0400 1029 1640 2212	0716 1319 1922 2412	1.2E 1.0F 0.9E
<b>5</b> M	0354 1014 1615 2210	0659 1305 1912 2410	1.1E 1.2F 1.2E	<b>20</b> Tu	0522 1145 1752 2326	0840 1438 2041 2626	1.3E 1.1F 1.0E	<b>5</b> Th	0539 1204 1807 2352	0849 1453 2052 2652	1.5E 1.4F 1.4E	<b>20</b> F	0621 1243 1853	0934 1538 2139	1.4E 1.4E 1.1E	<b>5</b> Th	0414 1044 1647 2230	0729 1332 1933	1.4E 1.3F 1.2E	<b>20</b> F	0457 1120 1733 2308	0807 1411 2014 2508	1.3E 1.1F 0.9E
<b>6</b> Tu	0457 1119 1721 2311	0802 1408 2010 2611	1.3E 1.3F 1.3E	<b>21</b> W	0609 1233 1840	0927 1528 2129	1.4E 1.2F 1.1E	<b>6</b> F	0639 1303 1904	0954 1554 2153	1.6E 1.5F 1.4E	<b>21</b> Sa	0705 1324 1933	1016 1618 2222	1.4E 1.3F 1.1E	<b>6</b> F	0525 1151 1753 2336	0839 1439 2038	1.5E 1.4F 1.3E	<b>21</b> Sa	0548 1205 1819	0853 1458 2102	1.3E 1.2F 1.0E
<b>7</b> W	0556 1218 1821	0903 1509 2109	1.4E 1.4F 1.4E	<b>22</b> Th	0653 1316 1924	1011 1612 2213	1.5E 1.5E 1.1E	<b>7</b> Sa	0736 1400 2000	1055 1650 2253	1.8E 1.6F 1.5E	<b>22</b> Su	0747 1402 2012	1054 1654 2304	1.5E 1.4F 1.2E	<b>7</b> Sa	0627 1251 1853	0944 1542 2142	1.7E 1.5F 1.4E	<b>22</b> Su	0633 1245 1900	0934 1540 2148	1.3E 1.2F 1.1E
<b>8</b> Th	0652 1316 1917	1004 1607 2207	1.6E 1.6F 1.5E	<b>23</b> F	0735 1358 2005	1051 1651 2255	1.6E 1.4F 1.2E	<b>8</b> Su	0832 1454 2057	1150 1742 2349	1.8E 1.6F 1.5E	<b>23</b> M	0827 1438 2052	1129 1728 2344	1.5E 1.4F 1.2E	<b>8</b> Su	0724 1345 1949	1043 1638 2244	1.8E 1.6F 1.4E	<b>23</b> M	0713 1321 1939	1012 1617 2232	1.3E 1.3F 1.2E
<b>9</b> F	0748 1412 2013	1103 1702 2305	1.7E 1.6F 1.6E	<b>24</b> Sa	0817 1438 2046	1129 1727 2335	1.6E 1.4F 1.2E	<b>9</b> M ☉	0927 1545 2152	1242 1832	1.9E 1.6F	<b>24</b> Tu ●	0906 1511 2130	1204 1801	1.5E 1.5F	<b>9</b> M	0817 1436 2044	1135 1727 2341	1.8E 1.6F 1.5E	<b>24</b> Tu	0751 1355 2018	1049 1651 2314	1.4E 1.5F 1.3E
<b>10</b> Sa ☉	0844 1508 2109	1200 1754	1.8E 1.7F	<b>25</b> Su	0900 1516 2125	1206 1803	1.6E 1.4F	<b>10</b> Tu	0938 1019 1632 2245	0642 1331 1924	1.8F 1.8E 1.6F	<b>25</b> W	0942 1544 2208	1240 1836	1.5E 1.6F	<b>10</b> Tu ☉	0909 1522 2138	1223 1814	1.8E 1.7F	<b>25</b> W	0828 1430 2057	1126 1726 2356	1.4E 1.6F 1.3E
<b>11</b> Su	0941 1602 2204	1255 1847	1.9E 1.6F	<b>26</b> M ●	0941 1551 2204	1241 1838	1.5E 1.4F	<b>11</b> W	1107 1716 2336	1416 2014	1.7E 1.6F	<b>26</b> Th	1018 1617 2246	1317 1914	1.5E 1.7F	<b>11</b> W	0958 1604 2228	1308 1901	1.7E 1.7F	<b>26</b> Th ●	1506 2137	1803	1.7F
<b>12</b> M	1035 1653 2258	1348 1941	1.9E 1.6F	<b>27</b> Tu	1019 1624 2240	1317 1913	1.5E 1.5F	<b>12</b> Th	1153 1757	1456 2100	1.6E 1.6F	<b>27</b> F	1056 1653 2325	1357 1955	1.5E 1.7F	<b>12</b> Th	1045 1644 2315	1350 1946	1.6E 1.7F	<b>27</b> F	0948 1545 2218	1247 1843	1.5E 1.8F
<b>13</b> Tu	1127 1742 2351	1437 2035	1.8E 1.6F	<b>28</b> W	1053 1655 2316	1352 1950	1.5E 1.5F	<b>13</b> F	1239 1838	1535 2143	1.4E 1.5F	<b>28</b> Sa	1137 1733	1439 2039	1.5E 1.8F	<b>13</b> F	1129 1722 2359	1428 2030	1.5E 1.7F	<b>28</b> Sa	1031 1626 2300	1331 1928	1.6E 1.8F
<b>14</b> W	1216 1830	1522 2125	1.7E 1.5F	<b>29</b> Th	1127 1728 2354	1427 2028	1.5E 1.5F	<b>14</b> Sa	1327 1920	1615 2227	1.2E 1.5F	<b>29</b> Su	1213 1800	1504 2111	1.3E 1.6F	<b>14</b> Sa	1213 1800	1504 2111	1.3E 1.6F	<b>29</b> Su	1117 1710 2346	1417 2016	1.6E 1.9F
<b>15</b> Th	1305 1916	1606 2213	1.5E 1.4F	<b>30</b> F	1204 1804	1506 2108	1.4E 1.6F	<b>15</b> Su	1419 2006	1704 2316	1.0E 1.4F	<b>30</b> M	1259 1841	1542 2152	1.2E 1.5F	<b>15</b> Su	1259 1841	1542 2152	1.2E 1.5F	<b>30</b> M	1208 1759	1505 2107	1.6E 1.8F
				<b>31</b> Sa	0035 0644 1247 1847	0334 0940 1548 2153	1.3E 1.3F 1.4E 1.6F					<b>31</b> Tu				<b>31</b> Tu				<b>31</b> Tu	0037 0703 1303 1854	0344 0955 1556 2201	1.6E 1.5F 1.5E 1.7F

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.



















# Philadelphia (Penns Landing), Delaware River, 2009

F—Flood, Dir. 017° True    E—Ebb, Dir. 201° True

July				August				September																		
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum												
	h m	h m	knots		h m	h m	knots		h m	h m	knots		h m	h m	knots											
<b>1</b> W		0137	1.8E	<b>16</b> Th	0351	0534	1.0F	<b>1</b> Sa	0611	0851	1.0F	<b>16</b> Su	0557	0739	0.8F	<b>1</b> Tu	0654	0936	0.7F	<b>16</b> W	0722	0946	1.4F			
	0435	0710	1.3F		0748	1134	2.0E		1035	1328	2.1E		1003	1306	1.8E		1120	1412	1.9E		1838	2048	1.0F	1153	1454	1.8E
	0917	1239	2.3E		1554	1755	1.4F		1750	2103	1.4F		1742	1945	1.3F		1841	2104	1.5F		2346			1925	2200	1.7F
	1648	1941	1.7F		2049				2316				2254				2346								2018	2250
<b>2</b> Th		0246	1.9E	<b>17</b> F	0508	0639	0.8F	<b>2</b> Su	0705	0942	1.0F	<b>17</b> M	0659	0906	0.9F	<b>2</b> W	0729	0929	0.8F	<b>17</b> Th	0811	1033	1.7F			
	0540	0818	1.3F		0901	1230	2.0E		1121	1409	2.0E		1109	1400	1.8E		1155	1453	2.0E		1920	2132	1.3F	1246	1600	2.0E
	1015	1321	2.2E		1655	1856	1.4F		1834	2143	1.3F		1841	2104	1.5F		1920	2132	1.3F		2002	2214	1.5F	2018	2250	2.0F
	1737	2041	1.7F		2207				2357				2354				2354								2018	2250
<b>3</b> F		0347	2.0E	<b>18</b> Sa	0619	0754	0.7F	<b>3</b> M	0749	1021	0.9F	<b>18</b> Tu	0753	1004	1.2F	<b>3</b> Th	0803	0957	1.0F	<b>18</b> F	0856	1116	1.9F			
	0642	0918	1.3F		1017	1322	1.9E		1202	1450	2.0E		1207	1457	1.8E		1229	1533	2.1E		2002	2214	1.5F	1337	1657	2.1E
	1109	1404	2.2E		1756	2003	1.5F		1914	2200	1.3F		1938	2206	1.8F		1920	2132	1.3F		2002	2214	1.5F	2108	2336	2.2F
	1824	2133	1.8F		2315				2103	2319	1.8F		2207				2207								2108	2336

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 † See page 144 for the remaining currents on this day.













# Baltimore Harbor Approach (off Sandy Pt.), Maryland, 2009

F—Flood, Dir. 025° True E—Ebb, Dir. 190° True

April							May							June												
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum				
	h	m	knots		h	m	knots		h	m	knots		h	m	knots		h	m	knots		h	m	knots			
1 W	0524	0916	1.0F	16 Th	0610	0955	0.8F	1	0054	0343	0.5E	16 Sa	0145	0417	0.4E	1	0302	0559	0.7E	16 Tu	0259	0550	0.5E			
	1255	1613	0.9E		1319	1646	0.8E		1318	1640	0.9E		0623	0958	0.9F		0647	1013	0.6F		0910	1151	0.5F	0901	1131	0.4F
	2004	2219	0.3F		2031	2309	0.4F		2012	2304	0.6F		2057	2304	0.6F		2022	2323	0.6F		2056	1751	0.8E	1358	1726	0.7E
																									2031	

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
\* Current weak and variable.





# Chesapeake and Delaware Canal (Chesapeake City), 2009

F—Flood, Dir. 097° True    E—Ebb, Dir. 278° True

January				February				March															
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum									
	h	m	knots		h	m	knots		h	m	knots		h	m	knots								
<b>1</b> Th	0109	0354	1.8E	<b>16</b> F	0155	0448	2.1E	<b>1</b> Su	0127	0443	2.3E	<b>16</b> M	0215	0534	2.0E	<b>1</b> Su	0004	0322	2.5E				
	0705	0952	1.9F		0818	1105	2.1F		0822	1120	1.9F		0935	1229	1.6F		0706	1005	2.2F	<b>16</b> M	0045	0405	2.1E
	1239	1559	2.1E		1429	1713	1.8E		1437	1724	1.5E		1613	1822	1.0E		1333	1610	1.5E		0804	1103	1.9F
	1917	2224	2.4F		2031	2318	2.0F		2009	2325	2.2F		2105	2356	1.5F		1900	2206	2.2F		1451	1704	1.1E
																1951	2232	1.5F					
<b>2</b> F	0141	0438	1.9E	<b>17</b> Sa	0235	0536	2.1E	<b>2</b> M	0209	0534	2.3E	<b>17</b> Tu	0248	0617	1.9E	<b>2</b> M	0046	0409	2.5E	<b>17</b> Tu	0114	0446	2.0E
	0755	1045	1.9F		0916	1204	1.9F		0925	1221	1.8F		1026	1321	1.5F		0801	1103	2.1F		0845	1150	1.7F
	1337	1651	1.9E		1532	1803	1.5E		1554	1822	1.2E		1713	1912	0.9E		1439	1707	1.3E		1545	1754	1.0E
	1957	2309	2.3F		2109	2359	1.8F		2057				2153				1946	2257	2.0F		2034	2318	1.3F
<b>3</b> Sa	0215	0524	2.0E	<b>18</b> Su	0314	0621	2.0E	<b>3</b> Tu	0016	0016	2.0F	<b>18</b> W	0041	0041	1.3F	<b>3</b> Tu	0133	0503	2.5E	<b>18</b> W	0148	0532	1.9E
	0850	1142	1.8E		1017	1303	1.6F		0257	0627	2.4E		0326	0701	1.8E		0904	1205	2.0F		0927	1235	1.6F
	1441	1746	1.6E		1637	1852	1.2E		1036	1325	1.8F		1115	1415	1.5F		1551	1808	1.1E		1551	1808	1.1E
	2040	2357	2.2F		2149				1714	1923	1.0E		1808	2005	0.8E		2040	2353	1.9F		2126		

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.



# Chesapeake and Delaware Canal (Chesapeake City), 2009

F—Flood, Dir. 097° True    E—Ebb, Dir. 278° True

July				August				September																
Slack		Maximum																						
h	m	h	m	h	m	h	m	h	m	h	m	h	m	h	m									
<b>1</b> W	0540 1102 1707	0758 1348 2017	1.8F 1.8F 2.1E	<b>16</b> Th	0453 0946 1553 2334	0714 1308 1923	1.1E 2.0F 2.3E	<b>1</b> Sa	0719 1205 1748	0924 1445 2113	0.9E 1.3F 1.9E	<b>16</b> Su	0700 1139 1733	0905 1443 2104	1.8F 1.0E 2.4E	<b>1</b> Tu	0756 1322 1901	1020 1600 2215	1.4E 1.5F 1.9E	<b>16</b> W	0157 0800 1344 2000	0445 1036 1641 2302	2.1F 1.8E 2.5F 2.4E	
<b>2</b> Th	0023 0646 1149 1749	0335 0858 1436 2109	1.8F 1.1E 1.6F 2.2E	<b>17</b> F	0220 0610 1044 1646	0816 1402 2019	1.7F 0.9E 1.9F 2.4E	<b>2</b> Su	0127 0808 1257 1832	0452 1013 1536 2159	1.7F 1.0E 1.3F 2.0E	<b>17</b> M	0122 0754 1247 1845	0419 1006 1548 2211	2.0F 1.2E 2.1F 2.6E	<b>2</b> W	0156 0828 1408 1957	0453 1058 1650 2301	1.9F 1.6E 1.7F 2.0E	<b>17</b> Th	0250 0842 1443 2103	0532 1124 1740 2357	2.2F 2.1E 2.7F 2.4E	
<b>3</b> F	0118 0748 1236 1829	0438 0955 1524 2154	1.9F 1.0E 1.5F 2.2E	<b>18</b> Sa	0038 0721 1146 1744	0331 0922 1501 2120	1.8F 0.9E 1.9F 2.6E	<b>3</b> M	0207 0848 1347 1919	0519 1055 1625 2242	1.8F 1.1E 1.4F 2.1E	<b>18</b> Tu	0222 0841 1351 1956	0513 1058 1649 2311	2.2F 1.4E 2.3F 2.7E	<b>3</b> Th	0236 0857 1453 2050	0529 1136 1739 2348	2.0F 1.8E 1.9F 2.0E	<b>18</b> F	0337 0923 1539 2202	0617 1212 1839	2.2F 2.3E 2.8F	
<b>4</b> Sa	0207 0842 1324 1908	0527 1043 1609 2233	1.9F 0.9E 1.5F 2.2E	<b>19</b> Su	0140 0822 1250 1845	0435 1023 1601 2219	2.0F 1.0E 2.0F 2.7E	<b>4</b> Tu	0244 0923 1434 2009	0545 1135 1712 2326	1.9F 1.3E 1.6F 2.1E	<b>19</b> W	0316 0923 1451 2102	0603 1148 1748	2.3F 1.7E 2.5F	<b>4</b> F	0316 0926 1537 2141	0609 1216 1828	2.1F 2.0E 2.1F	<b>19</b> Sa	0421 1002 1634 2259	0701 1301 1936	2.2F 2.5E 2.8F	
<b>5</b> Su	0248 0928 1414 1946	0606 1127 1653 2311	1.9F 1.0E 1.5F 2.2E	<b>20</b> M	0239 0914 1356 1951	0532 1117 1659 2316	2.2F 1.1E 2.1F 2.8E	<b>5</b> W	0319 0954 1519 2058	0616 1215 1801	2.0F 1.5E 1.8F	<b>20</b> Th	0405 1003 1549 2203	0651 1238 1847	2.7E 2.3F 2.7F	<b>5</b> Sa	0354 0955 1621 2231	0650 1257 1918	2.0E 2.2E 2.3F	<b>20</b> Su	0503 1042 1728 2355	0742 1348 2028	2.2F 2.5E 2.7F	
<b>6</b> M	0325 1008 1501 2026	0638 1210 1737 2351	2.0F 1.1E 1.5F 2.3E	<b>21</b> Tu	0334 1000 1459 2056	0627 1210 1757	2.3F 1.3E 2.3F	<b>6</b> Th	0355 1023 1602 2147	0652 1256 1850	2.2E 1.7E 1.9F	<b>21</b> F	0452 1043 1645 2302	0736 1329 1944	2.4F 2.2E 2.8F	<b>6</b> Su	0433 1025 1707 2323	0732 1338 2006	2.3F 2.4E 2.4F	<b>21</b> M	0544 1121 1820	0822 1431 2117	2.1F 2.5E 2.5F	
<b>7</b> Tu	0358 1044 1545 2109	0706 1254 1824	2.1F 1.2E 1.6F	<b>22</b> W	0426 1042 1558 2159	0718 1304 1856	2.9E 1.5E 2.5F	<b>7</b> F	0432 1051 1646 2236	0730 1337 1939	2.2E 2.3F 2.1F	<b>22</b> Sa	0536 1123 1741	0817 1416 2038	2.5E 2.4F 2.8F	<b>7</b> M	0512 1058 1754	0814 1418 2054	1.9E 2.4F 2.4F	<b>22</b> Tu	0050 0624 1159 1909	0316 0900 1512 2205	1.7E 1.9F 2.4E 2.3F	
<b>8</b> W	0431 1116 1629 2154	0736 1337 1913	2.3E 1.4E 1.7F	<b>23</b> Th	0515 1124 1655 2300	0804 1356 1954	2.5F 1.8E 2.6F	<b>8</b> Sa	0509 1119 1731 2326	0808 1416 2025	2.4F 2.1E 2.2F	<b>23</b> Su	0618 1203 1836	0856 1501 2129	2.3F 2.4E 2.6F	<b>8</b> Tu	0017 0552 1135 1842	0259 0855 1459	1.7E 2.3F 2.6E	<b>23</b> W	0144 0704 1235 1954	0403 0938 1552 2255	1.4E 1.7F 2.2E 2.0F	
<b>9</b> Th	0506 1147 1713 2241	0808 1416 2000	2.3E 2.3F 1.8F	<b>24</b> F	0603 1205 1753	0847 1443 2048	2.5F 2.0E 2.7F	<b>9</b> Su	0546 1149 1817	0846 1454 2112	2.4F 2.2E 2.2F	<b>24</b> M	0657 1244 1931	0935 1545 2222	2.2F 2.4E 2.3F	<b>9</b> W	0634 1216 1934	0939 1542 2236	2.2F 2.6E 2.1F	<b>24</b> Th	0237 0746 1310 2037	0452 1020 1634 2344	1.2E 1.5F 2.0E 1.8F	
<b>10</b> F	0541 1216 1759 2332	0843 1454 2045	2.3E 2.4F 1.9F	<b>25</b> Sa	0648 1246 1851	0928 1530 2142	2.4F 2.1E 2.6F	<b>10</b> M	0624 1222 1905	0926 1534 2201	2.4F 2.3E 2.1F	<b>25</b> Tu	0736 1323 2024	1015 1631 2320	2.0F 2.2E 2.0F	<b>10</b> Th	0719 1302 2030	1028 1633 2336	2.0F 2.5E 2.0F	<b>25</b> F	0330 0832 1347 2120	0543 1106 1720	1.1E 1.3F 1.8E	
<b>11</b> Sa	0618 1245 1845	0920 1533 2132	2.4F 1.9E 2.0F	<b>26</b> Su	0730 1326 1949	1010 1618 2239	2.3F 2.2E 2.3F	<b>11</b> Tu	0702 1258 1956	1009 1617 2255	2.3F 2.4E 2.0F	<b>26</b> W	0815 1402 2119	1058 1718	1.7F 2.1E	<b>11</b> F	0323 0810 1354 2137	0541 1123 1731	1.1E 1.9F 2.4E	<b>26</b> Sa	0421 0924 1430 2204	0632 1155 1808	1.0E 1.2F 1.7E	
<b>12</b> Su	0655 1314 1933	1000 1614 2222	2.4F 2.0E 1.9F	<b>27</b> M	0810 1408 2049	1054 1709 2340	2.1F 2.2E 2.1F	<b>12</b> W	0742 1338 2053	1057 1705 2353	2.2F 2.4E 1.9F	<b>27</b> Th	0355 0859 1441 2213	0609 1143 1804	1.1E 1.5F 1.9E	<b>12</b> Sa	0432 0913 1457 2248	0640 1222 1833	1.0E 1.8F 2.4E	<b>27</b> Su	0508 1022 1526 2250	0719 1246 1858	1.1E 1.1F 1.6E	
<b>13</b> M	0733 1347 2025	1043 1658 2317	2.3F 2.1E 1.8F	<b>28</b> Tu	0851 1450 2152	1138 1759	1.9F 2.1E	<b>13</b> Th	0827 1424 2200	1148 1758	2.0F 2.4E	<b>28</b> F	0455 0950 1524 2305	0700 1229 1849	1.0E 1.3F 1.8E	<b>13</b> Su	0534 1026 1613 2357	0741 1324 1940	1.0E 1.8F 2.3E	<b>28</b> M	0549 1117 1634 2335	0807 1340 1952	1.2E 1.2F 1.6E	
<b>14</b> Tu	0812 1423 2123	1130 1745	2.3F 2.2E	<b>29</b> W	0934 1534 2254	1222 1846	1.7F 2.1E	<b>14</b> F	0922 1518 2310	1242 1854	1.9F 2.4E	<b>29</b> Sa	0551 1047 1613 2351	0753 1317 1937	0.9E 1.2F 1.7E	<b>14</b> M	0628 1137 1734	0845 1430 2053	1.2E 1.9F 2.3E	<b>29</b> Tu	0624 1207 1742	0856 1437 2051	1.4E 1.3F 1.6E	
<b>15</b> W	0856 1505 2228	1218 1832	2.1F 2.3E	<b>30</b> Th	1022 1619 2352	1307 1933	1.6F 2.0E	<b>15</b> Sa	1029 1623	1340 1955	1.8F 2.4E	<b>30</b> Su	0639 1142 1708	0848 1410 2030	1.0E 1.2F 1.7E	<b>15</b> Tu	0716 1242 1850	0945 1538 2203	1.5E 2.2F 2.4E	<b>30</b> W	0657 1255 1846	0940 1534 2146	1.6E 1.6F 1.7E	
				<b>31</b> F	0623 1113 1704	0825 1354 2023	0.9E 1.4F 1.9E					<b>31</b> M	0720 1234 1805	0938 1506 2125	1.1E 1.3F 1.8E									

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.





Charleston Harbor (off Ft. Sumter), South Carolina, 2009

F=Flood, Dir. 313° True E=Ebb, Dir. 127° True

Table with columns for April, May, and June. Each month has sub-columns for Slack and Maximum, with time (h m) and knots. Includes day-of-week indicators and moon phase symbols.

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.



# Charleston Harbor (off Ft. Sumter), South Carolina, 2009

F—Flood, Dir. 313° True    E—Ebb, Dir. 127° True

October					November					December													
Slack		Maximum		knots	Slack		Maximum		knots	Slack		Maximum		knots	Slack		Maximum		knots				
h	m	h	m		h	m	h	m		h	m	h	m		h	m	h	m					
<b>1</b> Th	0004 0551 1223 1820	0213 0914 1441 2139	1.4F 1.9E 1.4F 2.2E	<b>16</b> F	0019 0636 1247 1850	0249 0943 1503 2202	1.8F 2.9E 1.8F 2.8E	<b>1</b> Su	0042 0656 1320 1906	0312 1012 1536 2223	1.8F 2.5E 1.6F 2.4E	<b>16</b> M	0124 0753 1402 1949	0356 1059 1605 2307	1.8F 2.9E 1.5F 2.3E	<b>1</b> Tu	0049 0720 1342 1924	0329 1034 1555 2242	2.0F 2.7E 1.6F 2.5E	<b>16</b> W	0145 0815 1424 2005	0415 1121 1624 2326	1.6F 2.6E 1.4F 2.0E
<b>2</b> F	0045 0639 1306 1902	0301 0957 1525 2218	1.6F 2.2E 1.5F 2.4E	<b>17</b> Sa	0106 0727 1337 1935	0339 1033 1550 2248	1.9F 3.1E 1.8F 2.7E	<b>2</b> M	0121 0741 1403 1948	0357 1056 1621 2305	2.0F 2.7E 1.6F 2.5E	<b>17</b> Tu	0207 0836 1446 2028	0437 1143 1649 2348	1.8F 2.8E 1.5F 2.2E	<b>2</b> W	0135 0810 1430 2014	0418 1122 1645 2331	2.2F 2.9E 1.7F 2.6E	<b>17</b> Th	0226 0854 1506 2044	0456 1202 1709 2444	1.6F 2.5E 1.5F 2.0E
<b>3</b> Sa	0122 0724 1346 1941	0345 1039 1607 2256	1.7F 2.4E 1.6F 2.4E	<b>18</b> Su	0150 0814 1424 2017	0422 1120 1634 2332	1.9F 3.1E 1.7F 2.6E	<b>3</b> Tu	0200 0827 1447 2032	0441 1141 1706 2348	2.1F 2.8E 1.7F 2.5E	<b>18</b> W	0247 0916 1529 2105	0517 1226 1732 2105	1.7F 2.6E 1.5F 2.0E	<b>3</b> Th	0223 0900 1519 2106	0508 1211 1735 2106	2.2F 3.0E 1.7F 2.0E	<b>18</b> F	0306 0932 1547 2123	0537 1243 1754 2423	1.6F 2.4E 1.5F 2.1E
<b>4</b> Su	0157 0806 1426 2018	0427 1120 1649 2333	1.8F 2.5E 1.7F 2.5E	<b>19</b> M	0233 0858 1509 2057	0503 1206 1717 2057	1.9F 3.0E 1.7F 1.7F	<b>4</b> W	0241 0913 1534 2116	0526 1227 1753 2116	2.1F 2.8E 1.6F 1.6F	<b>19</b> Th	0327 0956 1613 2143	0559 1308 1817 2143	1.6F 2.4E 1.4F 1.4F	<b>4</b> F	0313 0950 1610 2159	0558 1300 1827 2159	2.2F 3.0E 1.7F 2.0E	<b>19</b> Sa	0344 1008 1628 2202	0619 1322 1839 2202	1.6F 2.3E 1.4F 1.4F
<b>5</b> M	0231 0848 1507 2055	0508 1201 1730 2055	1.9F 2.6E 1.7F 1.7F	<b>20</b> Tu	0314 0941 1554 2134	0544 1250 1800 2134	2.4E 1.8F 1.6F 2.1E	<b>5</b> Th	0326 1002 1623 2205	0614 1315 1842 2205	2.1F 2.8E 1.6F 2.0E	<b>20</b> F	0407 1035 1657 2223	0642 1350 1903 2223	1.5F 2.2E 1.3F 2.2E	<b>5</b> Sa	0406 1041 1702 2256	0650 1351 1921 2256	2.2F 2.9E 1.6F 2.0E	<b>20</b> Su	0423 1044 1709 2244	0702 1400 1925 2244	1.5F 2.1E 1.4F 1.4F
<b>6</b> Tu	0307 0930 1549 2133	0550 1244 1814 2133	2.0F 2.6E 1.6F 2.1E	<b>21</b> W	0355 1023 1640 2211	0626 1335 1844 2211	1.7F 2.5E 1.4F 2.1E	<b>6</b> F	0415 1053 1717 2300	0704 1407 1934 2300	2.0F 2.6E 1.5F 2.0E	<b>21</b> Sa	0449 1115 1743 2306	0727 1434 1952 2306	1.4F 2.0E 1.3F 1.6E	<b>6</b> Su	0503 1134 1758 2356	0745 1444 2017 2356	2.0F 2.7E 1.5F 2.0E	<b>21</b> M	0503 1120 1750 2328	0746 1438 2012 2328	1.4F 1.9E 1.3F 1.3F
<b>7</b> W	0346 1014 1637 2214	0634 1331 1900 2214	1.9F 2.5E 1.5F 2.2E	<b>22</b> Th	0437 1105 1727 2249	0710 1420 1930 2249	1.5F 2.2E 1.3F 1.9E	<b>7</b> Sa	0511 1148 1816	0758 1502 2031	1.9F 2.5E 1.4F	<b>22</b> Su	0535 1156 1832 2355	0816 1518 2042 2355	1.3F 1.8E 1.2F	<b>7</b> M	0605 1227 1855	0841 1539 2115	1.8F 2.6E 1.5F	<b>22</b> Tu	0548 1157 1831	0833 1517 2100	1.3F 1.8E 1.3F
<b>8</b> Th	0430 1104 1729 2302	0721 1421 1950 2302	1.9F 2.4E 1.4F 1.9E	<b>23</b> F	0523 1149 1818 2332	0757 1508 2020 2332	1.3F 1.9E 1.2F	<b>8</b> Su	0615 1246 1917	0856 1600 2130	1.8F 2.4E 1.3F	<b>23</b> M	0627 1240 1922	0906 1605 2134	1.2F 1.7E 1.2F	<b>8</b> Tu	0711 1322 1952	0937 1637 2215	1.7F 2.4E 1.5F	<b>23</b> W	0638 1236 1915	0921 1559 2148	1.3F 1.7E 1.3F
<b>9</b> F	0522 1158 1829 2359	0814 1517 2045 2359	1.8F 2.3E 1.3F	<b>24</b> Sa	0614 1236 1912	0847 1559 2112	1.2F 1.7E 1.1F	<b>9</b> M	0724 1345 2019	0956 1701 2232	1.6F 2.3E 1.3F	<b>24</b> Tu	0725 1326 2012	0958 1654 2226	1.1F 1.6E 1.2F	<b>9</b> W	0816 1417 2049	1034 1735 2315	1.5F 2.3E 1.5F	<b>24</b> Th	0734 1318 2000	1010 1645 2238	1.2F 1.7E 1.3F
<b>10</b> Sa	0623 1259 1934	0911 1617 2144	2.0E 2.7E 1.2F	<b>25</b> Su	0623 1259 2007	0350 1652 2206	1.3E 1.6E 1.0F	<b>10</b> Tu	0833 1444 2117	1057 1802 2334	1.6F 2.3E 1.4F	<b>25</b> W	0826 1414 2100	1051 1744 2318	1.1F 1.6E 1.2F	<b>10</b> Th	0920 1513 2144	1129 1834 2222	1.4F 2.2E	<b>25</b> F	0834 1405 2049	1101 1738 2329	1.2F 1.6E 1.4F
<b>11</b> Su	0732 1402 2039	1012 1721 2245	1.6F 2.2E 1.2F	<b>26</b> M	0815 1417 2100	1036 1746 2301	1.0F 1.6E 1.1F	<b>11</b> W	0939 1543 2212	1156 1901 2212	1.5F 2.4E	<b>26</b> Th	0924 1504 2147	1142 1836 2147	1.1F 1.7E	<b>11</b> F	1019 1608 2237	1222 1931 2237	1.3F 2.1E	<b>26</b> Sa	1011 1500 2142	1154 1836 2142	1.2F 1.7E
<b>12</b> M	0844 1506 2140	1114 1825 2348	1.6F 2.3E 1.3F	<b>27</b> Tu	0915 1509 2151	1131 1839 2355	1.1F 1.7E 1.2F	<b>12</b> Th	1040 1639 2304	1252 1957 2304	1.5F 2.4E	<b>27</b> F	1020 1556 2233	1234 1927 2233	1.2F 1.8E	<b>12</b> Sa	1115 1702 2327	1313 2025 2327	1.3F 2.1E	<b>27</b> Su	1036 1600 2236	1248 1937 2236	1.2F 1.8E
<b>13</b> Tu	0952 1608 2237	1216 1925 2237	1.6F 2.5E	<b>28</b> W	1010 1600 2238	1224 1928 2238	1.1F 1.8E	<b>13</b> F	1136 1732 2353	1345 2050 2353	1.5F 2.4E	<b>28</b> Sa	1113 1649 2318	1325 2017 2318	1.3F 2.0E	<b>13</b> Su	1207 1753	1403 2115	1.3F 2.1E	<b>28</b> M	1134 1704 2330	1342 2035 2330	1.3F 2.0E
<b>14</b> W	1055 1706 2330	0051 0753 1315 2022 2330	1.4F 2.4E 1.7F 2.6E	<b>29</b> Th	1102 1649 2322	1315 2015 2322	1.2F 1.9E	<b>14</b> Sa	1228 1822	1434 2139	1.5F 2.4E	<b>29</b> Su	1204 1741	1415 2106	1.4F 2.1E	<b>14</b> M	1255 1841	1451 2202	1.3F 2.1E	<b>29</b> Tu	1229 1806	1438 2131	1.4F 2.3E
<b>15</b> Th	1153 1800	0152 0850 1411 2114	1.6F 2.7E 1.7F 2.7E	<b>30</b> F	1150 1736	1404 2059	1.3F 2.1E	<b>15</b> Su	1317 1907	1520 2224	1.5F 2.4E	<b>30</b> M	1254 1833	1506 2155	1.5F 2.3E	<b>15</b> Tu	1341 1924	1538 2246	1.4F 2.1E	<b>30</b> W	1322 1905	1533 2224	1.6F 2.6E
				<b>31</b> Sa	0003 0608 1236 1822	0227 0927 1450 2142	1.6F 2.2E 1.5F 2.3E													<b>31</b> Th	0117 0754 1413 2002	0359 1104 1627 2316	2.2F 3.0E 1.7F 2.8E

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.





# Savannah River Entrance (between jetties), Georgia, 2009

F—Flood, Dir. 286° True    E—Ebb, Dir. 110° True

July				August				September																		
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum												
h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots							
<b>1</b> W		0036	1.8F		<b>16</b> Th	0311	0553	1.5E	<b>1</b> Sa	0512	0857	1.6E	<b>16</b> Su	0456	0802	1.5E	<b>1</b> Tu	0027	0254	1.6F	<b>16</b> W	0032	0308	1.9F		
	0358	0726	1.8E	0918		1208	2.0F	1124		1417	1.8F	1059		1348	2.2F	0625		1003	1.6E	0645		1014	2.3E			
	1006	1300	2.1F	1547		1831	1.7E	1808		2145	2.0E	1742		2113	2.0E	1235		1518	1.8F	1249		1533	2.3F	1249	1533	2.3F
	1645	2022	2.2E	2218												1901		2237	1.9E	1914		2238	2.3E	1914	2238	2.3E
<b>2</b> Th		0130	1.7F		<b>17</b> F	0409	0654	1.5E	<b>2</b> Su	0017	0240	1.5F	<b>17</b> M	0004	0224	1.5F	<b>2</b> W	0109	0339	1.8F	<b>17</b> Th	0119	0400	2.1F		
	0452	0828	1.8E	0409		0654	1.5E	0606		0950	1.6E	0559		0922	1.8E	0711		1041	1.6E	0738		1106	2.5E			
	1100	1354	2.0F	1016		1306	2.1F	1215		1507	1.8F	1200		1448	2.4F	1320		1602	1.8F	1344		1627	2.4F	1344	1627	2.4F
	1742	2118	2.2E	1651		1948	1.8E	1856		2232	2.0E	1839		2209	2.2E	1942		2312	1.9E	2003		2324	2.4E	2003	2324	2.4E
<b>3</b> F		0221	1.6F		<b>18</b> Sa	0509	0803	1.6E	<b>3</b> M	0105	0329	1.5F	<b>18</b> Tu	0057	0324	1.7F	<b>3</b> Th	0149	0421	1.9F	<b>18</b> F	0204	0448	2.3F		
	0545	0925	1.7E	0509		0803	1.6E	0657		1037	1.6E	0659		1023	2.0E	0753		1109	1.7E	0827		1155	2.7E			
	1152	1445	2.0F	1114		1403	2.3F	1303		1553	1.8F	1258		1546	2.5F	1404		1644	1.9F	1436		1716	2.4F	1436	1716	2.4F
	1836	2211	2.1E	1753		2113	1.9E	1940		2316	2.0E	1933		2258	2.4E	2022		2342	1.9E	2050				2050		

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

# Savannah River Entrance (between jetties), Georgia, 2009

F—Flood, Dir. 286° True    E—Ebb, Dir. 110° True

October				November				December																		
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum												
	h	m	knots		h	m	knots		h	m	knots		h	m	knots											
<b>1</b> Th	0026	0259	2.0F	<b>16</b> F	0050	0337	2.2F	<b>1</b> Su	0109	0351	2.4F	<b>16</b> M	0200	0450	2.2F	<b>1</b> Tu	0124	0413	2.5F	<b>16</b> W	0225	0518	2.0F			
	0632	0949	1.7E		0719	1050	2.6E		0723	1022	2.2E		0839	1211	2.4E		0752	1056	2.3E		0907	1240	2.2E	0907	1240	2.2E
	1249	1526	1.8F		1329	1609	2.2F		1350	1623	2.0F		1450	1719	1.8F		1419	1646	1.9F		1517	1742	1.6F	1517	1742	1.6F
	1903	2220	1.8E		1940	2302	2.2E		1956	2247	1.9E		2048	2048	1.8F		2016	2310	2.0E		2110	2110	1.6F	2110	2110	1.6F
<b>2</b> F	0106	0342	2.1F	<b>17</b> Sa	0137	0424	2.3F	<b>2</b> M	0154	0438	2.5F	<b>17</b> Tu	0247	0534	2.2F	<b>2</b> W	0215	0505	2.7F	<b>17</b> Th	0225	0518	2.0F			
	0714	1019	1.9E		0808	1139	2.6E		0811	1110	2.3E		0926	1259	2.3E		0845	1153	2.4E		0311	0557	2.0F	0311	0557	2.0F
	1334	1610	1.9F		1420	1656	2.2F		1438	1710	2.0F		1536	1801	1.8F		1511	1737	2.0F		0948	1324	2.1E	0948	1324	2.1E
	1946	2250	1.9E		2027	2348	2.2E		2041	2332	2.0E		2131	2131	1.8F		2107	2107	2.0F		1559	1821	1.7F	1559	1821	1.7F
<b>3</b> Sa	0147	0425	2.2F	<b>18</b> Su	0223	0510	2.4F	<b>3</b> Tu	0240	0526	2.6F	<b>18</b> W	0332	0616	2.1F	<b>3</b> Th	0306	0556	2.8F	<b>18</b> F	0353	0634	1.9F			
	0756	1054	2.1E		0855	1227	2.6E		0900	1201	2.4E		1010	1345	2.2E		0938	1248	2.5E		1101	1435	1.9E	1101	1435	1.9E
	1417	1654	2.0F		1508	1740	2.1F		1527	1756	2.1F		1620	1841	1.7F		1602	1827	2.1F		1638	1859	1.7F	1638	1859	1.7F
	2028	2323	2.0E		2111	2111	2.1F		2127	2127	2.1F		2213	2213	1.7F		2159	2159	2.1F		1626	1859	1.7F	1626	1859	1.7F

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

# St. Johns River Entrance, Florida, 2009

F—Flood, Dir. 262° True    E—Ebb, Dir. 082° True

January				February				March															
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum									
	h m	h m	knots		h m	h m	knots		h m	h m	knots		h m	h m	knots								
<b>1</b> Th	0102	0336	1.8E	<b>16</b> F	0213	0536	2.0E	<b>1</b> Su	0207	0445	2.1E	<b>16</b> M	0322	0649	1.6E	<b>1</b> Su	0054	0332	2.3E	<b>16</b> M	0154	0430	1.8E
	0733	1020	1.9F		0855	1127	1.9F		0857	1129	1.7F		1009	1224	1.4F		0743	1017	1.8F		0843	1102	1.5F
	1323	1605	2.0E		1425	1722	2.0E		1413	1705	2.1E		1525	1815	1.8E		1305	1550	2.1E		1400	1636	1.8E
	2013	2249	1.9F		2106	2350	2.2F		2057	2354	2.4F		2207				1939	2240	2.4F		2037	2319	2.0F
<b>2</b> F	0148	0423	1.9E	<b>17</b> Sa	0308	0650	1.9E	<b>2</b> M	0259	0537	2.1E	<b>17</b> Tu	0416	0756	1.5E	<b>2</b> M	0143	0419	2.2E	<b>17</b> Tu	0242	0515	1.6E
	0827	1107	1.8F		0953	1217	1.7F		0950	1217	1.6F		1059	1309	1.3F		0836	1106	1.7F		0931	1146	1.4F
	1401	1648	2.0E		1515	1823	1.9E		1459	1757	2.1E		1616	1918	1.7E		1350	1639	2.1E		1446	1725	1.7E
	2050	2334	2.1F		2155				2148				2258				2032	2331	2.5F		2129		
<b>3</b> Sa	0236	0513	1.9E	<b>18</b> Su	0402	0751	1.8E	<b>3</b> Tu	0357	0634	2.0E	<b>18</b> W	0511	0852	1.5E	<b>3</b> Tu	0237	0512	2.1E	<b>18</b> W	0333	0611	1.4E
	0922	1155	1.7F		1047	1306	1.5F		1047	1309	1.5F		1151	1359	1.1F		0933	1157	1.6F		1021	1231	1.3F
	1442	1735	2.0E		1606	1926	1.8E		1553	1854	2.0E		1712	2021	1.6E		1441	1733	2.0E		1536	1821	1.6E
	2131				2244				2243				2350				2129				2220		

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.





St. Johns River Entrance, Florida, 2009

F—Flood, Dir. 262° True E—Ebb, Dir. 082° True

October				November				December															
Slack	Maximum		knots																				
h m	h m	h m		h m	h m	h m		h m	h m	h m		h m	h m	h m									
<b>1</b> Th	0212 0801 1434 2020	0449 1058 1709 2315	1.7F 1.8E 1.7F 1.9E	<b>16</b> F	0220 0823 1508 2042	0517 1145 1751 2338	2.5F 2.5E 2.2F 2.3E	<b>1</b> Su	0243 0849 1538 2059	0533 1128 1800 2338	2.4F 2.2E 1.7F 2.1E	<b>16</b> M	0326 0940 1631 2148	0626 1308 1903 2148	2.7F 2.4E 1.9F	<b>1</b> Tu	0249 0906 1555 2105	0549 1140 1816 2351	2.7F 2.3E 1.7F 2.2E	<b>16</b> W	0351 1006 1654 2207	0649 1337 1920 2207	2.5F 2.1E 2.1E 2.1E
<b>2</b> F	0252 0843 1521 2100	0530 1131 1752 2345	2.0F 2.0E 1.8F 2.0E	<b>17</b> Sa	0306 0912 1601 2129	0604 1236 1839 2129	2.7F 2.6E 2.2F	<b>2</b> M	0323 0931 1621 2139	0617 1209 1844 2139	2.6F 2.3E 1.8F	<b>17</b> Tu	0410 1025 1715 2230	0038 0706 1345 1940	2.2E 2.7F 2.3E 1.7F	<b>2</b> W	0337 0953 1643 2153	0638 1228 1904 2153	2.8F 2.3E 1.7F	<b>17</b> Th	0433 1048 1736 2250	0726 1408 1955 2250	2.4F 2.0E 1.5F
<b>3</b> Sa	0329 0922 1605 2139	0609 1205 1833	2.2F 2.1E 1.9F	<b>18</b> Su	0350 0959 1649 2214	0646 1320 1923 2214	2.8F 2.6E 2.1F	<b>3</b> Tu	0404 1014 1704 2220	0701 1252 1928 2220	2.7F 2.4E 1.7F	<b>18</b> W	0454 1109 1758 2313	0747 1416 2018 2313	2.5F 2.1E 1.6F	<b>3</b> Th	0426 1043 1733 2246	0727 1318 1955 2246	2.8F 2.3E 1.7F	<b>18</b> F	0515 1129 1817 2333	0804 1430 2034 2333	2.3F 2.0E 1.5F
<b>4</b> Su	0403 1000 1646 2216	0648 1241 1913	2.4F 2.3E 1.9F	<b>19</b> M	0434 1045 1735 2258	0728 1359 2004 2258	2.8F 2.5E 1.9F	<b>4</b> W	0447 1100 1751 2304	0747 1337 2015 2304	2.7F 2.3E 1.7F	<b>19</b> Th	0537 1153 1842 2356	0828 1443 2059 2356	2.4F 2.0E 1.5F	<b>4</b> F	0518 1134 1827 2344	0818 1410 2050	2.7F 2.3E 1.7F	<b>19</b> Sa	0556 1152 1858	0845 1455 2116	2.2F 2.0E 1.5F
<b>5</b> M	0438 1039 1728 2253	0728 1319 1955	2.5F 2.3E 1.8F	<b>20</b> Tu	0518 1132 1821 2341	0811 1432 2045	2.6F 2.3E 1.7F	<b>5</b> Th	0533 1149 1843 2355	0837 1425 2107	2.6F 2.3E 1.6F	<b>20</b> F	0622 1237 1927	0233 0912 1516 2144	1.9E 2.2F 1.9E 1.4F	<b>5</b> Sa	0615 1227 1924	0913 1503 2148	2.6F 2.3E 1.7F	<b>20</b> Su	0641 1248 1939	0928 1528 2200	2.0F 1.9E 1.5F
<b>6</b> Tu	0516 1121 1811 2332	0812 1400 2039	2.5F 2.3E 1.7F	<b>21</b> W	0603 1218 1908	0855 1505 2128	2.4F 2.0E 1.5F	<b>6</b> F	0626 1242 1941	0930 1515 2203	2.5F 2.2E 1.6F	<b>21</b> Sa	0709 1320 2014	0958 1555 2230	2.0F 1.8E 1.4F	<b>6</b> Su	0718 1321 2021	1010 1559 2248	2.4F 2.2E 1.8F	<b>21</b> M	0729 1327 2019	1013 1606 2244	1.9F 1.9E 1.7F
<b>7</b> W	0557 1207 1859	0859 1445 2127	2.5F 2.3E 1.6F	<b>22</b> Th	0652 1306 1956	0942 1542 2214	2.2F 1.8E 1.4F	<b>7</b> Sa	0727 1337 2041	1026 1610 2301	2.4F 2.1E 1.6F	<b>22</b> Su	0800 1403 2100	1044 1639 2317	1.9F 1.7E 1.4F	<b>7</b> M	0825 1417 2115	1109 1701 2345	2.3F 2.2E 2.0F	<b>22</b> Tu	0820 1406 2058	1059 1648 2328	1.8F 1.9E 1.8F
<b>8</b> Th	0645 1257 1953	0950 1532 2219	2.4F 2.2E 1.5F	<b>23</b> F	0743 1353 2046	1030 1625 2301	2.0F 1.7E 1.3F	<b>8</b> Su	0834 1434 2139	1124 1712 2359	2.3F 2.0E 1.7F	<b>23</b> M	0853 1445 2143	1130 1727	1.8F 1.7E	<b>8</b> Tu	0933 1514 2206	1207 1813 2121	2.1F 2.1E	<b>23</b> W	0913 1445 2136	1144 1732 2136	1.7F 1.9E
<b>9</b> F	0741 1352 2053	0349 1044 2314	2.0E 2.4F 1.5F	<b>24</b> Sa	0837 1441 2136	1117 1716 2348	1.9F 1.5E 1.3F	<b>9</b> M	0941 1534 2233	1221 1824	2.2F 2.0E	<b>24</b> Tu	0947 1530 2224	1217 1818	1.7F 1.7E	<b>9</b> W	1038 1612 2256	1306 1933	2.0F 2.1E	<b>24</b> Th	1005 1526 2215	1230 1820	1.6F 1.8E
<b>10</b> Sa	0843 1450 2153	0443 1139 1723	1.9E 2.3F 2.0E	<b>25</b> Su	0931 1529 2224	1205 1819	1.7F 1.5E	<b>10</b> Tu	1048 1635 2324	1321 1950	2.1F 2.1E	<b>25</b> W	1042 1617 2304	1305 1910	1.5F 1.7E	<b>10</b> Th	1140 1712 2346	1407 2035	1.8F 2.1E	<b>25</b> F	1058 1611 2257	1317 1910	1.5F 1.9E
<b>11</b> Su	0948 1552 2251	0545 1235 1831	1.8E 2.3F 1.9E	<b>26</b> M	1025 1619 2310	1252 1933	1.6F 1.6E	<b>11</b> W	1153 1736	1425 2055	2.0F 2.1E	<b>26</b> Th	1136 1707 2346	1355 2000	1.5F 1.8E	<b>11</b> F	1241 1809	1516 2127	1.7F 2.1E	<b>26</b> Sa	1151 1701 2343	1408 2001	1.4F 1.9E
<b>12</b> M	1054 1656 2347	0108 0659 1335 1949	1.6F 1.7E 2.2F 2.0E	<b>27</b> Tu	1119 1710 2354	1343 2024	1.5F 1.7E	<b>12</b> Th	1257 1835	1535 2146	1.9F 2.2E	<b>27</b> F	1231 1758	1448 2047	1.4F 1.9E	<b>12</b> Sa	1340 1904	1626 2215	1.7F 2.1E	<b>27</b> Su	1246 1755	1502 2052	1.3F 2.0E
<b>13</b> Tu	1200 1758	0210 0829 1439 2103	1.7F 1.8E 2.1E	<b>28</b> W	1214 1801	1436 2103	1.5F 1.7E	<b>13</b> F	1358 1929	1643 2233	1.9F 2.2E	<b>28</b> Sa	1326 1847	1543 2132	1.4F 1.9E	<b>13</b> Su	1435 1954	1723 2300	1.7F 2.1E	<b>28</b> M	1342 1851	1600 2143	1.4F 2.1E
<b>14</b> W	1306 1857	0317 0948 1548 2201	1.9F 2.1E 2.1F 2.2E	<b>29</b> Th	1309 1851	1532 2141	1.5F 1.8E	<b>14</b> Sa	1454 2019	1739 2318	2.0F 2.2E	<b>29</b> Su	1418 1934	1637 2218	1.5F 2.0E	<b>14</b> M	1526 2040	1809 2342	1.7F 2.1E	<b>29</b> Tu	1438 1946	1657 2235	1.5F 2.2E
<b>15</b> Th	1410 1952	0421 1050 1655 2251	2.2F 2.3E 2.2F 2.3E	<b>30</b> F	1403 1936	1627 2219	1.5F 1.9E	<b>15</b> Su	1545 2105	1824 2359	1.9F 2.2E	<b>30</b> M	1507 2020	1728 2303	1.6F 2.1E	<b>15</b> Tu	1612 2124	1846	1.6F	<b>30</b> W	1532 2041	1752 2327	1.6F 2.3E
				<b>31</b> Sa	1452 2019	1716 2258	1.6F 2.0E													<b>31</b> Th	1623 2137	1845	1.7F

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

# Miami Harbor Entrance, Florida, 2009

F—Flood, Dir. 293° True    E—Ebb, Dir. 112° True

January				February				March																
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum										
	h	m	knots		h	m	knots		h	m	knots		h	m	knots									
<b>1</b> Th	0015 0639 1238 1909	0238 0908 1504 2135	1.5E 1.7F 1.5E 1.6F	<b>16</b> F	0112 0733 1326 2002	0450 1042 1706 2316	1.6E 1.8F 1.7E 1.9F	<b>1</b> Su	0128 0749 1331 2016	0348 1014 1605 2244	1.5E 1.7F 1.8E 1.9F	<b>16</b> M ○	0219 0842 1421 2109	0607 1056 1702 2333	1.1E 1.3F 1.2E 1.4F	<b>1</b> Su	0018 0636 1221 1856	0244 0902 1457 2133	1.7E 1.8F 1.9E 2.1F	<b>16</b> M	0055 0717 1259 1938	0357 0942 1541 2212	1.3E 1.5F 1.5E 1.6F	
<b>2</b> F	0101 0727 1319 1958	0323 0954 1546 2222	1.4E 1.7F 1.6E 1.7F	<b>17</b> Sa ○	0206 0827 1412 2055	0553 1117 1812 2355	1.4E 1.6F 1.5E	<b>2</b> M ○	0222 0845 1423 2111	0436 1101 1654 2336	1.4E 1.6F 1.7E 1.8F	<b>17</b> Tu	0312 0936 1513 2201	0738 1137 1953 2201	1.0E 1.1F 1.1E	<b>2</b> M	0106 0726 1308 1949	0330 0951 1544 2223	1.6E 1.7F 1.8E 2.0F	<b>17</b> Tu	0141 0808 1344 2030	0413 1020 1613 2250	1.1E 1.3F 1.3E 1.4F	
<b>3</b> Sa	0153 0819 1404 2049	0410 1040 1631 2310	1.4E 1.6F 1.6E 1.7F	<b>18</b> Su	0300 0920 1501 2147	0711 1153 1929 2474	1.2E 1.3F 1.4E	<b>3</b> Tu	0321 0943 1521 2210	0533 1154 1755 2210	1.2E 1.5F 1.5E	<b>18</b> W	0410 1031 1610 2259	0139 0836 1204 1918	1.2F 1.0E 1.1E	<b>3</b> Tu	0159 0822 1401 2049	0418 1040 1634 2314	1.4E 1.6F 1.7E 1.8F	<b>18</b> W ○	0232 0900 1437 2127	0444 1102 1653 2335	0.9E 1.1F 1.1E 1.2F	
<b>4</b> Su ○	0250 0915 1455 2141	0501 1128 1722 2141	1.2E 1.5F 1.5E	<b>19</b> M	0357 1012 1554 2239	0812 1338 2026 2399	1.2E 1.1F 1.3E	<b>4</b> W	0427 1047 1627 2315	0038 0732 1259 1932	1.7F 1.1E 1.3F 1.5E	<b>19</b> Th	0515 1131 1712 2358	0244 0930 1505 2143	1.2F 1.0E 0.9F 1.2E	<b>4</b> W ○	0259 0923 1503 2151	0514 1133 1735 2151	1.2E 1.5F 1.5E	<b>19</b> Th	0329 0958 1535 2222	0806 1152 2020	0.9E 1.0F 1.0E	
<b>5</b> M	0350 1011 1550 2238	0605 1223 1829 2338	1.7F 1.1E 1.4F 1.5E	<b>20</b> Tu	0458 1109 1650 2335	0905 1440 2117 2335	1.1E 1.1F 1.3E	<b>5</b> Th	0534 1151 1735	0203 0912 2104	1.7F 1.2E 1.6E	<b>20</b> F	0618 1231 1814	0341 1026 2241	1.3F 1.1E 1.2E	<b>5</b> Th	0403 1028 1611 2257	0801 1241 2006 2257	1.7F 1.1E 1.4E	<b>20</b> F	0429 1056 1639 2321	0858 1429 2113	0.9E 0.9F 1.1E	
<b>6</b> Tu	0453 1112 1650 2338	0752 1327 1949 2338	1.2E 1.4F 1.6E	<b>21</b> W	0600 1208 1749	0959 1537 2212	1.1E 1.1F 1.3E	<b>6</b> F	0639 1256 1841	0346 1027 2237	1.8F 1.4E 1.8E	<b>21</b> Sa	0709 1324 1909	0436 1119 2334	1.4F 1.2E 1.3E	<b>6</b> F	0511 1132 1723	0909 1449 2124	1.3E 1.4F 1.6E	<b>21</b> Sa	0530 1154 1743	0948 1529 2206	1.0E 1.0F 1.1E	
<b>7</b> W	0559 1215 1754	0909 1434 2056	1.8F 1.3E 1.7E	<b>22</b> Th	0654 1303 1842	1057 1634 2309	1.2E 1.1F 1.3E	<b>7</b> Sa	0735 1352 1941	1131 1716 2345	1.7E 1.8F 2.0E	<b>22</b> Su	0751 1410 1957	0523 1204 1741	1.5F 1.3E 1.4F	<b>7</b> Sa	0619 1238 1832	1012 1603 2234	1.5E 1.6F 1.7E	<b>22</b> Su	0627 1249 1841	1040 1623 2301	1.2E 1.2F 1.3E	
<b>8</b> Th	0658 1315 1855	1037 1554 2219	2.0F 1.4E 1.8E	<b>23</b> F	0740 1353 1931	1148 1723 2358	1.3E 1.2F 1.4E	<b>8</b> Su	0827 1447 2039	0546 1221 1806	2.3F 2.0E 2.1F	<b>23</b> M	0830 1453 2040	0016 0602 1240 1816	1.5E 1.7F 1.5E 1.6F	<b>8</b> Su	0714 1334 1932	1111 1703 2335	1.8E 1.9F 1.9E	<b>23</b> M	0711 1337 1931	1127 1710 2347	1.3E 1.5F 1.4E	
<b>9</b> F	0752 1410 1951	1144 1720 2345	2.2F 1.7E 2.0E	<b>24</b> Sa	0821 1439 2017	1231 1804 2317	1.4E 1.3F	<b>9</b> M ○	0916 1537 2132	0631 1304 1851	2.4F 2.1E 2.2F	<b>24</b> Tu ●	0909 1533 2124	0630 1306 1835	1.7F 1.5E 1.7F	<b>9</b> M	0803 1426 2027	0529 1202 1752	2.1F 2.0E 2.2F	<b>24</b> Tu	0752 1419 2017	1203 1746	1.4E 1.7F	
<b>10</b> Sa ○	0845 1503 2049	0556 1234 1812	2.3F 1.9E 2.0F	<b>25</b> Su	0901 1521 2101	1307 1836 2101	1.4E 1.4F	<b>10</b> Tu	0916 1537 2132	0121 0713 1346 1935 2225	2.2E 2.4F 2.2E 2.3F	<b>25</b> W	0947 1611 2208	0111 0636 1313 1844	1.6E 1.8F 1.6E 1.9F	<b>10</b> Tu ○	0850 1512 2118	0614 1244 1835	2.2E 2.2E 2.3F	<b>25</b> W	0831 1500 2100	0558 1227 1808	1.7F 1.6E 1.9F	
<b>11</b> Su	0937 1556 2146	0039 0642 1318 1859	2.1E 2.4F 2.1E 2.1F	<b>26</b> M ●	0940 1602 2146	0109 0651 1846	1.5E 1.7F 1.5F	<b>11</b> W	1047 1709 2312	0206 0756 1427 2023 2312	2.2E 2.3F 2.2E 2.3F	<b>26</b> Th	1023 1649 2250	0117 0656 1316 1915	1.6E 1.8F 1.7E 2.0F	<b>11</b> W	0934 1559 2205	1323 1915	2.2E 2.3F	<b>26</b> Th ●	0910 1540 2144	1234 1823	1.7E 2.1F	
<b>12</b> M	1026 1645 2240	0127 0726 1404 1949	2.2E 2.4F 2.1E 2.2F	<b>27</b> Tu	1018 1640 2229	0125 0654 1902	1.5E 1.8F 1.6F	<b>12</b> Th	1129 1752 2359	0251 0842 1508 2113	2.1E 2.1F 2.1E 2.2F	<b>27</b> F	1101 1728 2332	0133 0731 1340 1956	1.7E 1.9F 1.8E 2.1F	<b>12</b> Th	1018 1641 2249	1400 1955	2.1E 2.3F	<b>27</b> F	0951 1620 2229	1249 1854	1.9E 2.2F	
<b>13</b> Tu	1111 1732 2331	0217 0817 1451 2047	2.2E 2.3F 2.1E 2.1F	<b>28</b> W	1054 1719 2311	0124 0718 1341 1937	1.5E 1.8F 1.6E 1.7F	<b>13</b> F	1209 1838	0335 0927 1545 2158	1.9E 1.9F 1.9E 2.0F	<b>28</b> Sa	1140 1809	0204 0814 1415 2043	1.7E 1.9F 1.9E 2.1F	<b>13</b> F	1056 1058 1722 2331	0807 1434 2035	2.0F 2.0E 2.1F	<b>28</b> Sa	0449 1032 1701 2312	0708 1318 1933	1.9F 2.0E 2.3F	
<b>14</b> W	1157 1821	0310 0911 1537 2143	2.1E 2.2F 2.1E 2.1F	<b>29</b> Th	1130 1757 2353	0146 0756 1404 2020	1.6E 1.8F 1.7E 1.8F	<b>14</b> Sa	1250 1926	0415 1001 1614 2234	1.6E 1.7F 1.7E 1.8F	<b>14</b> Sa	1217 1849	0551 1140	0814 1415	1.9E 2.1F	<b>14</b> Sa	1138 1805	1501 2114	1.8E 2.0F	<b>29</b> Su	1116 1747 2359	1355 2021	2.0E 2.2F
<b>15</b> Th	1240 1911	0400 1000 1621 2231	1.9E 2.0F 1.9E 2.0F	<b>30</b> F	1208 1838	0439 2109	1.7E 1.9F	<b>15</b> Su	1334 2017	0452 1025 1636 2300	1.4E 1.5F 1.5E 1.6F	<b>15</b> Su	1217 1849	0012 0630 1217 1849	0339 0906 1520 2142	1.6E 1.6F 1.6E 1.8F	<b>15</b> Su	1151 1835	2142	1.8F	<b>30</b> M	1200 1835	1440 2114	2.0E 2.1F
				<b>31</b> Sa	0039 0659 1248 1922	0303 0927 1521 2157	1.6E 1.8F 1.8E 1.9F														<b>31</b> Tu	0048 0709 1250 1930	0319 0933 1530 2208	1.6E 1.7F 1.8E 2.0F

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.







### Key West, Florida, 2009

F–Flood, Dir. 020° True E–Ebb, Dir. 195° True

January				February				March																		
Slack		Maximum																								
h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots												
<b>1</b> Th	0010 0734 1253 2001	0350 0958 1618 2218	1.8E 1.0F 1.6E 0.8F	<b>16</b> F	0140 0837 1344 2111	0450 1102 1712 2350	1.6E 0.8F 1.8E 0.8F	<b>1</b> Su	0147 0840 1314 2113	0502 1051 1719 2343	1.5E 0.7F 1.9E 1.0F	<b>16</b> M	0257 1000 1352 2237	0554 1139 1808 2337	1.0E 0.3F 1.5E	<b>1</b> Su	0040 0723 1206 1944	0349 0937 1600 2221	1.7E 0.9F 2.1E 1.2F	<b>16</b> M	0124 0814 1231 2041	0424 1009 1633 2304	1.3E 0.5F 1.7E 0.7F			
<b>2</b> F	0103 0822 1325 2053	0438 1041 1704 2313	1.6E 0.8F 1.7E 0.8F	<b>17</b> Sa	0238 0938 1422 2215	0544 1149 1802 2215	1.3E 0.5F 1.6E	<b>2</b> M	0258 0948 1358 2224	0603 1145 1819 2224	1.3E 0.5F 1.8E	<b>17</b> Tu	0406 2356	0129 0706 1250 1915	0.5F 0.9E * 1.3E	<b>2</b> M	0135 0816 1241 2046	0440 1023 1652 2321	1.5E 0.7F 2.0E 1.0F	<b>17</b> Tu	0215 0919 1257 2150	0514 1055 1726 2150	1.1E 0.3F 1.4E			
<b>3</b> Sa	0207 0919 1403 2153	0533 1130 1757 2153	1.5E 0.7F 1.7E	<b>18</b> Su	0343 1051 1505 2324	0647 1249 1901 2324	1.1E 0.3F 1.5E	<b>3</b> Tu	0421 1111 1501 2340	0716 1255 1929 2340	1.1E 0.4F 1.8E	<b>18</b> W	0522 1507 2038	0309 0848 1507 2038	0.5F 0.8E * 1.3E	<b>3</b> Tu	0243 0928 1326 2202	0541 1120 1754 2202	1.2E 0.5F 1.8E	<b>18</b> W	0319 1200 1832	0619 1200 1832	0.5F 0.9E 1.3E			
<b>4</b> Su	0323 1026 1451 2257	0635 1226 1855 2257	1.3E 0.5F 1.7E	<b>19</b> M	0454 1418 2008	0807 1418 2008	0.9E * 1.4E	<b>4</b> W	0545 1237 1634	0842 1425 2045	1.1E 0.3F 1.9E	<b>19</b> Th	0631 1618 2152	0414 1008 1618 2152	0.7F 1.0E * 1.4E	<b>4</b> W	0404 1059 1440 2325	0657 1237 1909 2325	0.9F 1.1E 1.7E	<b>19</b> Th	0434 1411 1953	0748 1411 1953	0.8E * 1.3E			
<b>5</b> M	0445 1140 1552	0746 1333 1959	1.2E 0.5F 1.8E	<b>20</b> Tu	0032 0604	0342 0933 1541 2118	0.7F 0.9E * 1.5E	<b>5</b> Th	0052 0656 1345 1804	0406 1004 1600 2159	1.1F 1.3E 0.5F 2.0E	<b>20</b> F	0158 0727 1444 1849	0504 1058 1707 2246	0.9F 1.1E 0.4F 1.6E	<b>5</b> Th	0525 1228 1631	0831 1429 2035	0.9F 1.1E 1.7E	<b>20</b> F	0027 0545	0335 0918 1543 2115	0.6F 1.0E * 1.4E			
<b>6</b> Tu	0003 0603 1251 1704	0257 0902 1448 2105	1.0F 1.3E 0.5F 2.0E	<b>21</b> W	0130 0707 1432 1812	0440 1037 1641 2217	0.9F 1.0E 0.3F 1.6E	<b>6</b> F	0154 0755 1437 1919	0508 1106 1708 2303	1.4F 1.5E 0.8F 2.2E	<b>21</b> Sa	0239 0812 1510 1944	0544 1135 1744 2327	1.0F 1.3E 0.6F 1.8E	<b>6</b> F	0043 0635 1332 1805	0356 0953 1604 2156	1.1F 1.3E 0.6F 1.9E	<b>21</b> Sa	0124 0642 1401 1825	0427 1013 1633 2214	0.7F 1.2E 0.5F 1.6E			
<b>7</b> W	0104 0712 1354 1816	0412 1013 1640 2209	1.3F 1.4E 0.6F 2.2E	<b>22</b> Th	0218 0759 1508 1909	0528 1124 1727 2305	1.0F 1.2E 0.4F 1.7E	<b>7</b> Sa	0249 0845 1522 2022	0558 1156 1801 2358	1.6F 1.8E 1.1F 2.4E	<b>22</b> Su	0315 0849 1536 2030	0617 1204 1813 2030	1.1F 1.5E 0.8F	<b>7</b> Sa	0146 0731 1420 1918	0455 1051 1705 2259	1.3F 1.6E 0.9F 2.1E	<b>22</b> Su	0208 0728 1428 1922	0507 1051 1711 2258	0.9F 1.4E 0.7F 1.8E			
<b>8</b> Th	0202 0811 1447 1922	0512 1114 1706 2308	1.5F 1.6E 0.8F 2.4E	<b>23</b> F	0259 0842 1539 1959	0608 1202 1804 2346	1.1F 1.3E 0.5F 1.9E	<b>8</b> Su	0338 0929 1604 2117	0642 1239 1848	1.7F 2.0E 1.3F	<b>23</b> M	0349 0922 1602 2111	0003 0644 1231 1839	2.0E 1.2F 1.7E 1.0F	<b>8</b> Su	0240 0818 1502 2018	0542 1137 1753 2350	1.4F 1.9E 1.2F 2.3E	<b>23</b> M	0246 0806 1456 2010	0540 1123 1742 2336	1.0F 1.6E 1.0F 1.9E			
<b>9</b> F	0255 0903 1535 2023	0605 1206 1802	1.7F 1.8E 0.9F	<b>24</b> Sa	0335 0920 1607 2043	0642 1232 1833	1.2F 1.5E 0.7F	<b>9</b> M	0423 1008 1644 2207	0046 0722 1318 1931	2.5E 1.7F 2.2E 1.4F	<b>24</b> Tu	0421 0952 1630 2151	0037 0706 1259 1906	2.1E 1.2F 1.9E 1.2F	<b>9</b> M	0326 0859 1542 2110	0624 1216 1836	1.5F 2.1E 1.5F	<b>24</b> Tu	0321 0839 1525 2054	0606 1153 1811	1.1F 1.8E 1.2F			
<b>10</b> Sa	0345 0950 1620 2119	0002 0652 1253 1852	2.5E 1.8F 1.9E 1.1F	<b>25</b> Su	0409 0955 1634 2123	0022 0710 1300 1859	2.0E 1.3F 1.6E 0.8F	<b>10</b> Tu	0507 1045 1725 2255	0130 0759 1356 2012	2.5E 1.6F 2.2E 1.5F	<b>25</b> W	0453 1019 1700 2230	0111 0729 1328 1936	2.2E 1.3F 2.0E 1.3F	<b>10</b> Tu	0409 0936 1620 2156	0034 0701 1252 1915	2.3E 1.5F 2.2E 1.6F	<b>25</b> W	0355 0910 1556 2136	0012 0630 1224 1841	2.1E 1.1F 2.0E 1.4F			
<b>11</b> Su	0434 1034 1705 2213	0053 0737 1337 1940	2.6E 1.8F 2.0E 1.2F	<b>26</b> M	0443 1026 1703 2202	0056 0734 1328 1926	2.1E 1.3F 1.7E 0.9F	<b>11</b> W	0549 1119 1806 2340	0834 1432 2051	1.5F 2.2E 1.4F	<b>26</b> Th	0526 1044 1733 2310	0147 0755 1401 2010	2.2E 1.2F 2.1E 1.4F	<b>11</b> W	0448 1010 1658 2240	0734 1326 1951	1.4F 2.3E 1.6F	<b>26</b> Th	0428 0938 1629 2217	0656 1257 1914	1.2F 2.2E 1.6F			
<b>12</b> M	0521 1115 1750 2304	0142 0819 1420 2026	2.5E 1.7F 2.1E 1.3F	<b>27</b> Tu	0516 1055 1732 2240	0757 1358 1956	1.3F 1.8E 1.0F	<b>12</b> Th	0630 1152 1848	0252 0907 1509 2130	2.2E 1.3F 2.2E 1.3F	<b>27</b> F	0601 1110 1810 2353	0224 0825 1436 2048	2.1E 1.2F 2.2E 1.4F	<b>12</b> Th	0526 1041 1736 2321	0804 1400 2026	1.3F 2.3E 1.5F	<b>27</b> F	0503 1006 1705 2300	0725 1332 1951	1.2F 2.3E 1.6F			
<b>13</b> Tu	0608 1154 1835 2355	0228 0900 1501 2113	2.4E 1.6F 2.1E 1.2F	<b>28</b> W	0550 1121 1804 2319	0207 0823 1430 2031	2.1E 1.2F 1.9E 1.1F	<b>13</b> F	0025 0712 1223 1934	0333 0939 1546 2211	1.9E 1.0F 2.0E 1.1F	<b>28</b> Sa	0639 1136 1853	0304 0859 1516 2131	2.0E 1.1F 2.2E 1.4F	<b>13</b> F	0604 1111 1815	0227 0832 1434 2100	2.0E 1.1F 2.2E 1.4F	<b>28</b> Sa	0540 1035 1746 2344	0205 0758 1410 2031	2.1E 1.1F 2.4E 1.6F			
<b>14</b> W	0656 1231 1923	0315 0940 1543 2200	2.2E 1.4F 2.0E 1.1F	<b>29</b> Th	0625 1147 1840	0245 0853 1506 2109	2.1E 1.2F 1.9E 1.1F	<b>14</b> Sa	0110 0758 1253 2025	0414 1013 1627 2257	1.6E 0.8F 1.8E 0.9F	<b>14</b> Sa	0001 0642 1139 1857	0303 0900 1510 2135	1.8E 0.9F 2.1E 1.2F	<b>14</b> Sa	0001 0642 1139 1857	0303 0900 1510 2135	1.8E 0.9F 2.1E 1.2F	<b>29</b> Su	0621 1107 1832	0247 1453 2116	1.9E 2.3E 1.5F			
<b>15</b> Th	0047 0745 1308 2015	0401 1020 1626 2251	1.9E 1.1F 1.9E 1.0F	<b>30</b> F	0002 0704 1213 1922	0326 0927 1545 2153	1.9E 1.1F 1.9E 1.1F	<b>15</b> Su	0159 0851 1321 2125	0500 1051 1713 2355	1.3E 0.5F 1.6E 0.7F	<b>15</b> Su	0041 0724 1205 1945	0341 0932 1549 2215	1.6E 0.7F 1.9E 0.9F	<b>15</b> Su	0041 0724 1205 1945	0341 0932 1549 2215	1.6E 0.7F 1.9E 0.9F	<b>30</b> M	0033 0708 1142 1926	0333 0918 1540 2208	1.7E 0.8F 2.2E 1.3F			
				<b>31</b> Sa	0050 0748 1241 2012	0411 1006 1629 2243	1.7E 0.9F 1.9E 1.1F										<b>31</b> Tu	0129 0807 1225 2031	0426 1008 1634 2310	1.5E 0.6F 2.0E 1.1F						

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 \* Current weak and variable.



# Key West, Florida, 2009

F—Flood, Dir. 020° True    E—Ebb, Dir. 195° True

July				August				September								
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum		
h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots		
<b>1</b>	0014	0239	0.4F		<b>16</b>	0311	0726	1.8E	<b>1</b>	0212	0421	0.3F	<b>16</b>	0109	0314	0.4F
W	0434	0827	1.6E		Th	1130	1412	0.9F	Sa	0551	0959	1.6E	Tu	0730	1114	1.8E
	1232	1542	1.0F			1726	2022	1.2E		1402	1710	1.0F		1501	1801	1.1F
	1813	2136	1.2E							1940	2308	1.2E		2029	2348	1.5E
<b>2</b>	0124	0343	0.4F		<b>17</b>	0015	0205	0.4F	<b>2</b>	0253	0511	0.4F	<b>2</b>	0319	0601	0.8F
Th	0527	0926	1.7E		F	0419	0830	1.9E	Su	0652	1051	1.7E	W	0816	1149	1.9E
	1327	1638	1.0F			1234	1533	1.1F		1445	1753	1.1F		1534	1829	1.1F
	1912	2236	1.2E			1838	2136	1.3E		2025	2347	1.3E		2102		
<b>3</b>	0221	0438	0.4F		<b>18</b>	0122	0320	0.5F	<b>3</b>	0324	0551	0.6F	<b>3</b>		0014	1.7E
F	0620	1019	1.7E		Sa	0536	0936	2.0E	M	0744	1133	1.8E	Th	0346	0627	1.0F
	1416	1728	1.1F			1333	1641	1.3F		1523	1829	1.2F		0857	1222	2.0E
	2004	2325	1.2E			1941	2241	1.4E		2103				1606	1852	1.2F
<b>4</b>	0306	0525	0.5F		<b>19</b>	0218	0431	0.6F	<b>4</b>		0019	1.4E	<b>4</b>		0041	1.8E
Sa	0711	1106	1.8E		Su	0648	1038	2.2E	Tu	0353	0624	0.7F	F	0413	0652	1.1F
	1459	1810	1.2F			1428	1737	1.5F		0830	1210	1.9E		0935	1255	2.1E
	2049					2035	2337	1.6E		1558	1900	1.2F		1638	1913	1.2F
<b>5</b>		0006	1.3E		<b>20</b>	0308	0531	0.9F	<b>5</b>		0047	1.5E	<b>5</b>		0109	1.9E
Su	0343	0604	0.5F		M	0753	1135	2.4E	W	0421	0651	0.8F	Sa	0442	0719	1.3F
	0758	1147	1.9E			1520	1826	1.7F		0912	1244	2.0E		1013	1328	2.1E
	1539	1848	1.2F			2124				1631	1924	1.2F		1710	1936	1.1F
	2128									2209				2223		
<b>6</b>		0040	1.4E		<b>21</b>		0027	1.8E	<b>6</b>		0114	1.7E	<b>6</b>		0140	2.0E
M	0416	0637	0.6F		Tu	0354	0625	1.1F	Th	0449	0717	0.9F	Su	0514	0751	1.4F
	0842	1224	1.9E			0853	1228	2.5E		0950	1318	2.1E		1051	1404	2.0E
	1615	1920	1.2F			1610	1912	1.8F		1704	1946	1.2F		1743	2004	1.1F
	2205					2209				2238				2247		
<b>7</b>		0111	1.5E		<b>22</b>		0112	2.0E	<b>7</b>		0143	1.8E	<b>7</b>		0214	2.1E
Tu	0448	0706	0.6F		W	0440	0715	1.2F	F	0518	0744	1.0F	M	0548	0826	1.4F
	0922	1301	2.0E			0949	1318	2.6E		1028	1352	2.1E		1131	1443	1.9E
	1651	1947	1.2F			1658	1955	1.7F		1737	2009	1.2F		1819	2036	1.0F
	2239					2250				2304				2311		
<b>8</b>		0141	1.5E		<b>23</b>		0156	2.1E	<b>8</b>		0214	1.8E	<b>8</b>		0252	2.1E
W	0520	0735	0.7F		Th	0525	0803	1.3F	Sa	0549	0816	1.1F	Tu	0629	0907	1.3F
	1001	1337	2.0E			1043	1406	2.5E		1105	1428	2.0E		1215	1525	1.7E
	1726	2013	1.2F			1746	2037	1.6F		1811	2037	1.1F		1900	2112	0.9F
	2311					2330				2329				2338		
<b>9</b>		0212	1.6E		<b>24</b>		0238	2.2E	<b>9</b>		0247	1.9E	<b>9</b>		0335	2.1E
Th	0552	0806	0.8F		F	0610	0850	1.4F	Su	0623	0851	1.1F	W	0717	0953	1.2F
	1039	1414	2.0E			1135	1454	2.3E		1145	1507	1.9E		1306	1613	1.5E
	1802	2039	1.1F			1833	2118	1.4F		1847	2108	1.0F		1949	2156	0.7F
	2341									2353						
<b>10</b>		0245	1.6E		<b>25</b>		0321	2.1E	<b>10</b>		0324	1.9E	<b>10</b>		0424	1.9E
F	0626	0840	0.9F		Sa	0658	0939	1.3F	M	0702	0932	1.1F	Tu	0815	1049	1.0F
	1118	1453	1.8E			1228	1542	2.1E		1229	1550	1.7E		1409	1711	1.2E
	1839	2109	1.1F			1922	2159	1.2F		1927	2144	0.9F		2055	2249	0.5F
<b>11</b>		0321	1.7E		<b>26</b>		0404	2.0E	<b>11</b>		0406	1.9E	<b>11</b>		0523	1.8E
Sa	0702	0918	0.8F		Su	0749	1030	1.2F	Tu	0748	1018	1.1F	W	0927	1201	0.9F
	1200	1534	1.8E			1322	1631	1.8E		1321	1638	1.5E		1525	1821	1.1E
	1919	2143	1.0F			2014	2242	0.9F		2015	2226	0.7F		2220	2359	0.3F
<b>12</b>		0400	1.7E		<b>27</b>		0450	1.9E	<b>12</b>		0453	1.8E	<b>12</b>		0634	1.7E
Su	0743	1001	0.8F		M	0844	1126	1.0F	W	0843	1113	1.0F	Sa	1048	1339	0.8F
	1248	1619	1.7E			1419	1724	1.5E		1425	1734	1.3E		1646	1946	1.1E
	2003	2222	0.8F			2113	2328	0.6F		2116	2316	0.5F		2349		
<b>13</b>		0443	1.7E		<b>28</b>		0540	1.7E	<b>13</b>		0549	1.8E	<b>13</b>		0137	0.3F
M	0830	1050	0.8F		Tu	0946	1236	0.8F	Th	0950	1221	0.9F	Su	0349	0757	1.7E
	1343	1709	1.5E			1522	1825	1.2E		1543	1840	1.1E		1207	1516	1.0F
	2054	2305	0.7F			2222				2233				1758	2111	1.3E
<b>14</b>		0531	1.7E		<b>29</b>		0625	0.4F	<b>14</b>		0019	0.4F	<b>14</b>		0323	0.5F
Tu	0924	1147	0.8F		W	0245	0637	1.6E	F	0222	0655	1.8E	M	0530	0918	1.8E
	1450	1806	1.3E			1054	1400	0.7F		1105	1349	0.9F		1313	1620	1.2F
	2153	2356	0.6F			1631	1940	1.0E		1706	2000	1.1E		1857	2214	1.6E
<b>15</b>		0625	1.7E		<b>30</b>		0146	*	<b>15</b>		0140	0.3F	<b>15</b>		0431	0.9F
W	1025	1254	0.8F		Th	0743	1.5E		Sa	0348	0808	1.8E	Tu	0647	1025	2.1E
	1607	1910	1.2E			1205	1516	0.8F		1218	1524	1.0F		1409	1710	1.3F
	2303					1742	2107	1.0E		1820	2122	1.2E		1946	2304	1.8E
<b>16</b>					<b>31</b>		0316	*	<b>16</b>		0226	0.5F	<b>16</b>		0451	0.5F
					F	0854	1.5E		M	0635	1032	1.6E			1032	1.6E
						1309	1619	0.9F		1424	1727	1.0F			1727	1.0F
						1846	2217	1.0E		1951	2318	1.3E			2318	1.3E

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 \* Current weak and variable.



Tampa Bay Entrance (Egmont Channel), Florida, 2009

F–Flood, Dir. 120° True E–Ebb, Dir. 298° True

Table with columns for January, February, and March. Each month has sub-columns for Slack and Maximum tide times and heights in hours, minutes, and knots. Includes day of week and tide type indicators.

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time. If three consecutive entries are marked (F) the middle one is not a true maximum but an intermediate value to show the current pattern. \* Current weak and variable.



# Tampa Bay Entrance (Egmont Channel), Florida, 2009

F–Flood, Dir. 120° True    E–Ebb, Dir. 298° True

July				August				September															
Slack	Maximum																						
h m	h m	h m	knots	h m	h m	h m	knots	h m	h m	h m	knots	h m	h m	h m	knots								
<b>1</b> W	0914	1317	1.5E	<b>16</b> Th	0801	1155	1.1F	<b>1</b> Sa	1018	1449	1.6E	<b>16</b> Su	0939	1358	2.1E	<b>1</b> Tu	1156	1549	1.7E	<b>16</b> W	0542	0924	1.5F
	1751	2100	1.0F		1627	1954	0.9F		1921	2228	1.3F		1838	2155	1.6F		1949	2246	1.4F		1212	1540	2.0E
																					1929	2225	1.7F
<b>2</b> Th	0958	1409	1.7E	<b>17</b> F	0852	1300	1.9E	<b>2</b> Su	1114	1534	1.8E	<b>17</b> M	1055	1459	2.3E	<b>2</b> W	0609	0949	1.3F	<b>17</b> Th	0645	1014	1.8F
	1848	2156	1.2F		1745	2114	1.2F		1956	2259	1.4F		1926	2231	1.7F		1238	1616	1.7E		1309	1622	1.8E
																	2009	2303	1.4F		1956	2250	1.6F
<b>3</b> F	1043	1455	1.8E	<b>18</b> Sa	0952	1400	2.2E	<b>3</b> M	1200	1609	1.9E	<b>18</b> Tu	1159	1551	2.4E	<b>3</b> Th	0655	1024	1.5F	<b>18</b> F	0737	1059	1.9F
	1933	2239	1.4F		1848	2207	1.6F		2025	2324	1.5F		2006	2303	1.8F		1316	1642	1.7E		1403	1701	1.6E
																	2026	2319	1.4F		● 2017	2313	1.6F
<b>4</b> Sa	1125	1536	1.9E	<b>19</b> Su	1053	1457	2.4E	<b>4</b> Tu	1240	1639	2.0E	<b>19</b> W	1256	1638	2.4E	<b>4</b> F	0735	1059	1.6F	<b>19</b> Sa	0826	1143	1.9F
	2011	2315	1.5F		1940	2251	1.8F		2050	2347	1.5F		2039	2332	1.8F		1356	1709	1.6E		2034	2336	1.5F
																	2041	2336	1.4F				
<b>5</b> Su	1204	1612	2.0E	<b>20</b> M	1150	1552	2.6E	<b>5</b> W	1317	1707	2.0E	<b>20</b> Th	1351	1721	2.2E	<b>5</b> Sa	0815	1135	1.6F	<b>20</b> Su	0913	1229	1.8F
	2044	2347	1.5F		2026	2330	1.8F		2111			● 2108					1438	1740	1.5E		1554	1817	0.9E
																	2057	2355	1.4F		2048	2359	1.4F
<b>6</b> M	1242	1646	2.1E	<b>21</b> Tu	1246	1644	2.7E	<b>6</b> Th	1356	1736	2.0E	<b>21</b> F	1446	1802	1.9E	<b>6</b> Su	1526	1813	1.2E	<b>21</b> M	1655	1856	0.6E
	2114			● 2108				2131				2132				2114					2102		
<b>7</b> Tu	1319	1721	2.1E	<b>22</b> W	1341	1734	2.6E	<b>7</b> F	1437	1808	1.9E	<b>22</b> Sa	1543	1842	1.5E	<b>7</b> M	1620	1850	1.0E	<b>22</b> Tu	1805	1936	0.3E
	2142			2146				2151				2153				2131				2111			
<b>8</b> W	1358	1756	2.1E	<b>23</b> Th	1437	1821	2.3E	<b>8</b> Sa	1522	1841	1.7E	<b>23</b> Su	1643	1922	1.1E	<b>8</b> Tu	1723	1929	0.6E	<b>23</b> W	1152	1518	1.1F
	2209			2220				2212				2210				2146				2022			*
<b>9</b> Th	1440	1831	2.1E	<b>24</b> F	1535	1906	2.0E	<b>9</b> Su	1612	1916	1.4E	<b>24</b> M	1750	2003	0.7E	<b>9</b> W	1843	2013	0.3E	<b>24</b> Th	2123		
	2236			2249				2232				2222				2149							
<b>10</b> F	1525	1907	1.9E	<b>25</b> Sa	1637	1950	1.5E	<b>10</b> M	1708	1954	1.1E	<b>25</b> Tu	1912	2047	0.3E	<b>10</b> Th	2108			<b>25</b> F			
	2302			2314				2251				2224				2148				2306			
<b>11</b> Sa	1613	1944	1.7E	<b>26</b> Su	1743	2034	1.1E	<b>11</b> Tu	1814	2035	0.7E	<b>26</b> W	2144			2108				2306			
	2327			2333				2306								2108							
<b>12</b> Su	1707	2023	1.4E	<b>27</b> M	1901	2121	0.6E	<b>12</b> W	1949	2126	0.3E	<b>27</b> Th	2319			2144							
	2351			2344				2306								2108							
<b>13</b> M	1808	2107	1.0E	<b>28</b> Tu	1901	2121	0.6E	<b>13</b> Th	1949	2126	0.3E	<b>28</b> F	2319			2144							
				● 2220				2306								2108							
<b>14</b> Tu	1836	2131	0.8F	<b>29</b> W	1919	2131	*	<b>14</b> F	2024							2144							
	1930	2200	0.6E		2343											2144							
<b>15</b> W	0721	1050	1.3E	<b>30</b> Th	0809	1238	1.4E	<b>15</b> Sa	0817	1244	1.8E	<b>30</b> Su	1000	1434	1.5E	<b>15</b> Tu	1107	1453	2.0E	<b>30</b> W	1148	1512	1.4E
	1500	1801	0.8F		1732	2055	0.9F		1735	2108	1.3F		1849	2201	1.3F		1855	2158	1.6F		1852	2154	1.3F
●			*																				
				<b>31</b> F	0912	1351	1.5E					<b>31</b> M	1107	1517	1.6E								
					1835	2150	1.1F						1923	2226	1.4F								

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 If three consecutive entries are marked (F) the middle one is not a true maximum but an intermediate value to show the current pattern.  
 \* Current weak and variable.



## Tampa Bay (Sunshine Skyway Bridge), Florida, 2009

F—Flood, Dir. 060° True    E—Ebb, Dir. 235° True

January				February				March																
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum										
	h m	h m	knots		h m	h m	knots		h m	h m	knots		h m	h m	knots									
<b>1</b> Th	0436	0758	1.3E	<b>16</b> F	0016	0314	1.0F	<b>1</b> Su	0203	0516	0.8F	<b>1</b> Su	0558	0756	0.5E	<b>16</b> M	0012	0331	1.0F					
	1124	1451	1.4F		0619	0904	0.8E		0657	0900	0.4E		0957	*	0954		1335	1.5F	0836	*				
	1828	2052	0.7E		1141	1514	1.4F		1101	1454	1.4F		1830	2211	1.1E		1639	2001	1.7E	1351	1.2F			
	2332				1836	2149	1.1E		1804	2122	1.4E		1919				1715	2046	1.6E	1657	2026	1.4E		
<b>2</b> F		0244	0.9F	<b>17</b> Sa	0131	0426	0.8F	<b>2</b> M	0144	0502	0.8F	<b>17</b> Tu	0333	0703	0.8F	<b>2</b> M	0011	0332	1.1F	<b>17</b> Tu	0118	0448	0.8F	
	0536	0841	1.0E		0745	0950	0.4E		0957	*	0333		1127	0.4F	0841		*	1408	1.3F		0928	*		
	1149	1521	1.3F		1150	1545	1.3F		1531	1.2F	1919		1601	0.9F	1408		1.3F	1759	2147		1.5E	1430	1.0F	
<b>3</b> Sa	0046	0353	0.8F	<b>18</b> Su	0252	0552	0.8F	<b>3</b> Tu	0321	0656	0.9F	<b>18</b> W	0458	0840	0.9F	<b>3</b> Tu	0132	0504	1.0F	<b>18</b> W	0244	0624	0.8F	
	0651	0931	0.7E		1051	*	1130		0.4F	0458	1325		0.4F	0942	0.3F		1448	1.1F	1058		0.4F			
	1211	1553	1.2F		1619	1.1F	1617		1.0F	2028	1706		0.7F	1448	1.1F		1759	2147	1.5E		1521	0.8F		
<b>4</b> Su	0211	0518	0.8F	<b>19</b> M	0415	0732	0.8F	<b>4</b> W	0454	0841	1.2F	<b>19</b> Th	0602	0936	1.2F	<b>4</b> W	0311	0659	1.0F	<b>19</b> Th	0409	0756	0.9F	
	0843	1036	0.3E		1217	*	1330		0.5F	0602	1446		0.3F	1136	0.5F		1859	2341	1.3E		1303	0.3F		
	1227	1631	1.2F		1701	1.0F	1724		0.9F	2155	1841		0.6F	1542	0.9F		1948		1639		0.6F			
<b>5</b> M	0339	0659	0.9F	<b>20</b> Tu	0111	1.2E	<b>5</b> Th	0606	0138	1.5E	<b>20</b> F	0649	1012	1.3F	<b>5</b> Th	0441	0831	1.2F	<b>20</b> F	0513	0120	1.0E		
	1202	*	0528		0858	1.0F		0944	1.5F	1012		1538	*	1348		0.4F	1714	0.7F		1420	1.1F			
	1715	1.1F	2118		1757	0.8F		1458	0.4F	2310		2012	0.7F	1714		0.7F	1826	0.6F						
<b>6</b> Tu	0500	0029	1.4E	<b>21</b> W	0225	1.3E	<b>6</b> F	0702	0257	1.8E	<b>21</b> Sa	0725	1041	1.5F	<b>6</b> F	0548	0149	1.4E	<b>21</b> Sa	0600	0225	1.1E		
	1331	1.1F	0627		0954	1.2F		1557	1.7F	0725		1616		1500		1.5F	1916	0.7F		0928	1.3F			
	1809	1.0F	2220		1908	0.8F		2030	1.0F	2114		0.9F	2214	0.7F		2001	0.7F	1507		*				
<b>7</b> W	0608	0140	1.6E	<b>22</b> Th	0321	1.4E	<b>7</b> Sa	0747	0355	1.9E	<b>22</b> Su	0006	0416	1.5E	<b>7</b> Sa	0639	0258	1.6E	<b>22</b> Su	0634	0305	1.2E		
	1447	0.3F	0714		1035	1.4F		1103	1.9F	0753		1104	1.5F	1547		1.7F	1745	1.4F		0953	1.4F			
	1915	1.0F	1551		2018	0.8F		1643	1.2F	1834		2200	1.1F	2049		0.9F	2358	1.0F		1343	1.5F			
<b>8</b> Th	0707	0244	1.9E	<b>23</b> F	0403	1.5E	<b>8</b> Su	0028	0443	2.0E	<b>23</b> M	0051	0441	1.5E	<b>8</b> Su	0718	0347	1.7E	<b>23</b> M	0700	0336	1.3E		
	1551	1.7F	0753		1108	1.5F		0825	1135	1.9F		0816	1123	1.5F		1422	1624	0.5E		1014	1.4F			
	2025	1.1F	1635		2115	0.9F		1541	1723	0.4E		1504	1713	0.5E		1832	2151	1.2F		1343	1.608	0.7E		
<b>9</b> F	0758	0343	2.0E	<b>24</b> Sa	0006	0435	1.5E	<b>9</b> M	0127	0525	2.0E	<b>24</b> Tu	0134	0506	1.5E	<b>9</b> M	0045	0429	1.7E	<b>24</b> Tu	0048	0404	1.2E	
	1118	1.9F	0826		1137	1.5F	0858		1203	1.9F	0834		1141	1.6F	0750		1056	1.8F	0720		1031	1.5F		
	1646		1711		2202	1.1F	1549		1800	0.7E	1508		1737	0.8E	1428		1658	0.9E	1346		1631	0.9E		
<b>10</b> Sa	0016	0439	2.2E	<b>25</b> Su	0050	0501	1.6E	<b>10</b> Tu	0223	0604	1.8E	<b>25</b> W	0216	0533	1.4E	<b>10</b> Tu	0141	0505	1.5E	<b>25</b> W	0134	0434	1.2E	
	0844	1158	1.9F		0853	1203	1.5F		0925	1229	1.8F		0851	1158	1.6F		0815	1119	1.7F		0738	1048	1.5F	
	1736		1743		2244	1.2F	1601		1835	0.9E	2107		1515	1800	1.0E		1438	1729	1.2E		1353	1653	1.2E	
<b>11</b> Su	0114	0530	2.2E	<b>26</b> M	0132	0527	1.6E	<b>11</b> W	0014	1.5F	<b>26</b> Th	0302	0605	1.3E	<b>11</b> W	0233	0540	1.3E	<b>26</b> Th	0222	0506	1.1E		
	0925	1236	1.9F		0916	1225	1.5F		0948	1254		1.7F	0908	1218		1.6F	0836	1140		1.7F	0755	1107	1.5F	
	1822	*	1626		1812	0.3E	1616		1909	1.2E		2200	1527	1825		1.2E	1451	1759		1.4E	1406	1717	1.5E	
<b>12</b> M	0211	0618	2.1E	<b>27</b> Tu	0213	0555	1.6E	<b>12</b> Th	0412	0104	1.4F	<b>27</b> F	0352	0639	1.1E	<b>12</b> Th	0325	0613	1.1E	<b>27</b> F	0313	0541	0.9E	
	1002	1311	1.8F		0936	1246	1.5F		1007	1318	1.7F		0926	1240	1.6F		0853	1202	1.6F		0813	1129	1.6F	
	1716	1905	0.4E		1632	1840	0.5E		1635	1941	1.3E		2253	1545	1853		1.4E	1507	1827		1.5E	1424	1745	1.7E
<b>13</b> Tu	0309	0014	1.3F	<b>28</b> W	0006	1.3F	<b>13</b> F	0510	0155	1.3F	<b>28</b> Sa	0449	0130	1.4F	<b>13</b> F	0053	1.5F	<b>28</b> Sa	0038	1.6F				
	1034	1344	1.8F		0257	0626		1.5E	1023	1344		1.6F	0942	1306		1.6F	0418		0646	0.8E	0411	0620	0.7E	
	1732	1946	0.7E		1641	1907		0.7E	1657	2012		1.4E	1609	1924		1.6E	0908		1225	1.6F	0830	1155	1.6F	
<b>14</b> W	0409	0110	1.3F	<b>29</b> Th	0049	1.2F	<b>14</b> Sa	0614	0251	1.1F	<b>14</b> Sa	0942	1306	1.6F	<b>14</b> Sa	0514	0139	1.4F	<b>29</b> Su	0128	1.5F			
	1102	1415	1.7F		0345	0700		1.4E	1033	1411		1.4F	2218	1609		1924	1.6E	0921		1250	1.5F	0844	1225	1.5F
	1751	2026	0.9E		1654	1934		0.9E	1722	2044		1.4E	2309	1527		1853	1.6E	1552		1921	1.6E	1521	1855	1.9E
<b>15</b> Th	0511	0209	1.1F	<b>30</b> F	0137	1.2F	<b>15</b> Su	0049	0355	0.9F	<b>15</b> Su	0620	0756	0.3E	<b>15</b> Su	0230	1.2F	<b>30</b> M	0228	1.4F				
	1124	1444	1.5F		0437	0736		1.2E	0905	0.9F		0929	1318	1.4F		0747	*		1558	1939	1.9E			
	1812	2106	1.0E		1034	1355		1.5F	1441	1.3F		1622	1951	1.5E		1259	1.4F		0010	0342	1.2F			
<b>16</b> Fr				<b>31</b> Sa	1712	2005	1.1E	<b>16</b> Su	1753	2121	1.3E	<b>16</b> Su				<b>31</b> Tu	0841	1.2F						
					0231	1.1F								1338	1.2F									
					0538	0815	0.8E							1643	2031		1.7E							

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 If three consecutive entries are marked (F) the middle one is not a true maximum but an intermediate value to show the current pattern.  
 \* Current weak and variable.



# Tampa Bay (Sunshine Skyway Bridge), Florida, 2009

F—Flood, Dir. 060° True E—Ebb, Dir. 235° True

July				August				September							
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum	
h	m	h	m	h	m	h	m	h	m	h	m	h	m	h	m
<b>1</b>				<b>16</b>				<b>1</b>				<b>1</b>			
W		0024	*	Th	0808	1153	1.2E	Sa	1020	1521	1.4E	Su	0945	1434	1.6E
		0550	1.2F		1634	1956	0.8F		1910	2223	1.2F		1842	2204	1.5F
		1336	1.3E										1208	1611	1.5E
		1735	0.9F										1945	2247	1.4F
<b>2</b>		0134	*	<b>17</b>		0036	*	<b>2</b>		0324	*	<b>17</b>		0313	*
Th		0634	1.1F	F	0858	1312	1.4E	Su	1119	1605	1.5E	M	1104	1533	1.9E
		1433	1.4E		1751	2119	1.1F		1950	2258	1.3F		1929	2240	1.6F
		1834	1.1F										0231	0419	0.4E
													0611	0948	1.3F
<b>3</b>		0236	*	<b>18</b>		0159	0.3F	<b>3</b>		0410	*	<b>18</b>		0403	*
F		0725	1.0F	Sa	0958	1423	1.7E	M	1207	1637	1.6E	Tu	1211	1621	2.0E
		1522	1.5E		1853	2216	1.4F		2023	2327	1.4F		2008	2312	1.7F
		1924	1.3F										0235	0446	0.6E
													0658	1027	1.4F
<b>4</b>		0331	*	<b>19</b>		0309	0.3F	<b>4</b>		0448	*	<b>19</b>		0311	0.4E
Sa		0816	1.1F	Su	1059	1525	1.9E	Tu	1249	1703	1.6E	W	1310	1704	2.0E
		1127	1.6E		1945	2301	1.6F		2050	2351	1.4F		2042	2340	1.7F
		2006	1.4F										0240	0509	0.7E
													0740	1104	1.5F
<b>5</b>		0419	*	<b>20</b>		0408	*	<b>5</b>		0521	*	<b>20</b>		0318	0.6E
Su		0905	1.1F	M	1159	1621	2.1E	W	1328	1726	1.6E	Th	0732	1102	1.6F
		1207	1.6E		2031	2341	1.8F		2113				1405	1744	1.9E
		2043	1.4F										●	2110	
													0248	0531	0.9E
<b>6</b>		0502	*	<b>21</b>		0501	*	<b>6</b>		0013	1.4F	<b>21</b>		0007	1.7F
M		0949	1.2F	Tu	1257	1712	2.2E	Th	0410	0550	0.3E	F	0331	0603	0.9E
		1246	1.7E		●	2112			0729	1110	1.3F		0832	1151	1.7F
		2116							1407	1750	1.6E		1500	1822	1.6E
									2131				2135		
<b>7</b>		0022	1.4F	<b>22</b>		0017	1.8F	<b>7</b>		0033	1.4F	<b>22</b>		0033	1.6F
Tu		0542	1.2F	W	0812	1150	1.5F	F	0415	0617	0.5E	Sa	0348	0639	1.1E
		1031	1.2F		1353	1800	2.2E		0819	1149	1.4F		0928	1241	1.6F
		1325	1.7E		2148				1447	1817	1.6E		1555	1859	1.3E
		2145							2149				2156		
<b>8</b>		0052	1.4F	<b>23</b>		0052	1.8F	<b>8</b>		0052	1.4F	<b>23</b>		0058	1.6F
W		0619	1.2F	Th	0458	0635	0.4E	Sa	0422	0643	0.6E	Su	0409	0715	1.3E
		1112	1.2F		0812	1150	1.5F		0906	1230	1.3F		1023	1333	1.4F
		1406	1.7E		1450	1844	2.0E		1530	1848	1.4E		1653	1936	1.0E
		2211			2221				2206				2214		
<b>9</b>		0120	1.4F	<b>24</b>		0124	1.7F	<b>9</b>		0113	1.5F	<b>24</b>		0125	1.5F
Th		0654	*	F	0512	0719	0.6E	Su	0435	0710	0.8E	M	0434	0750	1.4E
		1154	1.2F		0924	1246	1.4F		0954	1314	1.3F		1120	1429	1.2F
		1448	1.7E		1549	1926	1.7E		1617	1921	1.2E		1755	2014	0.6E
		2234			2249				2225				2228		
<b>10</b>		0146	1.4F	<b>25</b>		0155	1.7F	<b>10</b>		0137	1.5F	<b>25</b>		0154	1.4F
F		0727	*	Sa	0530	0800	0.8E	M	0452	0739	1.0E	Tu	0504	0825	1.3E
		1239	1.2F		1033	1344	1.3F		1045	1402	1.1F		1223	1533	1.0F
		1532	1.6E		1649	2006	1.4E		1711	1957	1.0E		1911	2054	0.3E
		2256			2313				2243				2235		
<b>11</b>		0211	1.4F	<b>26</b>		0225	1.6F	<b>11</b>		0204	1.4F	<b>26</b>		0227	1.3F
Sa		0605	0.4E	Su	0552	0842	1.0E	Tu	0516	0812	1.2E	W	0539	0906	1.2E
		0958	1.1F		1142	1447	1.1F		1143	1500	1.0F		1340	1652	0.8F
		1620	1.4E		1753	2047	1.0E		1816	2038	0.6E		2145		
		2317			2332				2258				2145		
<b>12</b>		0237	1.4F	<b>27</b>		0256	1.5F	<b>12</b>		0236	1.3F	<b>27</b>		0306	1.1F
Su		0832	0.6E	M	0618	0926	1.1E	W	0546	0852	1.2E	Th	0621	1003	1.0E
		1100	1.0F		1258	1557	0.9F		1257	1616	0.8F		1514	1832	0.7F
		1712	1.2E		1909	2130	0.5E		2126				2305	0.3F	
		2339			2346								●		
<b>13</b>		0304	1.4F	<b>28</b>		0328	1.4F	<b>13</b>		0313	1.2F	<b>28</b>		0356	0.9F
M		0634	0.8E	Tu	0649	1017	1.1E	Th	0624	0945	1.2E	F	0717	1221	0.9E
		1208	0.8F		1422	1718	0.8F		1436	1801	0.7F		1643	2011	0.8F
		1814	0.9E		●	2223	*		●	2238	*				
<b>14</b>		0000	0.3F	<b>29</b>		0403	1.2F	<b>14</b>		0359	1.1F	<b>29</b>		0054	0.3F
Tu		0657	0.9E	W	0727	1127	1.1E	F	0714	1106	1.2E	Sa	0836	1408	1.1E
		1328	0.7F		1553	1857	0.7F		1622	2000	0.9F		1751	2114	1.0F
		1937	0.5E												
<b>15</b>		0017	1.3F	<b>30</b>		0446	1.1F	<b>15</b>		0030	0.4F	<b>30</b>		0215	*
W		0728	1.0E	Th	0815	1302	1.1E	Sa	0501	1.0F		Su	0637	0.7F	
		1501	0.7F		1715	2034	0.9F		0822	1307	1.4E		1007	1504	1.2E
		2308	*						1743	2116	1.2F		1839	2154	1.2F
<b>16</b>		0108	0.3F	<b>31</b>		0108	0.3F	<b>31</b>		0308	*	<b>31</b>		0308	*
		0541	0.9F	F	0915	1423	1.2E	M	1117	1542	1.4E			0803	0.9F
		1820	1.1F		1820	2139	1.1F		1916	2223	1.3F			1916	2223

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 If three consecutive entries are marked (F) the middle one is not a true maximum but an intermediate value to show the current pattern.  
 \* Current weak and variable.









Old Tampa Bay Entrance (Port Tampa), Florida, 2009

F--Flood, Dir. 025° True E--Ebb, Dir. 207° True

October				November				December																					
Slack	Maximum		Slack	Maximum		Slack	Maximum		Slack	Maximum		Slack	Maximum																
	h m	h m	knots		h m	h m	knots		h m	h m	knots		h m	h m	knots														
<b>1</b> Th	0148 0731 1327 2019	0447 1018 1710 2305	0.9E 1.0F 1.1E 1.0F	<b>16</b> F	0135 0812 1425 2017	0509 1103 1737 2300	1.4E 1.3F 1.0E 1.1F	<b>1</b> Su	0107 0842 1504 2000	0505 1135 1728 2246	1.4E 1.3F 0.6E 1.0F	<b>16</b> M	0121 0938 1624 2011	0558 1235 1819 2306	1.6E 1.3F 0.3E 0.9F	<b>1</b> Tu	0041 0923 1623 1941	0509 1224 1800 2248	1.5E 1.3F 0.3E 1.0F	<b>16</b> W	0122 1018 1849 2321	0643 1320 1849 2321	1.4E 1.2F * 0.9F						
<b>2</b> F	0205 0814 1414 2039	0519 1102 1732 2319	1.0E 1.1F 1.0E 1.0F	<b>17</b> Sa	0154 0858 1519 2041	0544 1151 1809 2322	1.5E 1.4F 0.8E 1.1F	<b>2</b> M	0126 0926 1559 2025	0529 1221 1808 2318	1.5E 1.3F 0.5E 1.0F	<b>17</b> Tu	0147 1021 1711 2038	0624 1320 1854 2340	1.5E 1.2F 0.3E 0.9F	<b>2</b> W	0121 1013 1851 2334	0552 1316 * 1.0F	<b>17</b> Th	0201 1057 1748 2106	0710 1400 1927 2106	1.4E 1.1F 0.3E							
<b>3</b> Sa	0218 0855 1500 2058	0545 1144 1757 2336	1.2E 1.2F 1.0E 1.0F	<b>18</b> Su	0212 0943 1610 2102	0615 1236 1839 2346	1.6E 1.4F 0.6E 1.1F	<b>3</b> Tu	0152 1012 1657 2052	0556 1309 1852 2354	1.6E 1.3F 0.4E 1.1F	<b>18</b> W	0217 1104	0643 1405	1.4E 1.1F	<b>3</b> Th	0207 1103	0640 1407	1.7E 1.3F	<b>18</b> F	0244 1133 1817 2153	0004 0725 2004 2153	0.9F 1.3E 1.1F 0.3E						
<b>4</b> Su	0228 0935 1546 2117	0607 1225 1828 2359	1.3E 1.3F 1.1F 1.1F	<b>19</b> M	0231 1026 1659 2122	0639 1321 1909 2122	1.6E 1.3F 0.5E	<b>4</b> W	0226 1101 1759 2123	0629 1400 1939 2123	1.6E 1.2F 0.3E	<b>19</b> Th	0253 1147	0705 1451	1.4E 1.0F	<b>4</b> F	0258 1153 1901 2211	0732 1457 2035 0.3E	<b>19</b> Sa	0328 1205 1843 2242	0745 1508 2041 2242	1.3E 1.0F 0.4E							
<b>5</b> M	0242 1016 1636 2138	0628 1308 1904 2138	1.4E 1.3F 0.7E	<b>20</b> Tu	0254 1110 1748 2143	0658 1406 1942 2143	1.5E 1.2F 0.4E	<b>5</b> Th	0305 1155	0709 1457	1.6E 1.2F	<b>20</b> F	0333 1230	0738 1536	1.3E 0.9F	<b>5</b> Sa	0353 1242 1940 2319	0827 1546 2128 0.4E	<b>20</b> Su	0415 1205 1908 2335	0816 1537 2119 2335	1.3E 1.0F 0.5E							
<b>6</b> Tu	0304 1100 1731 2201	0651 1355 1944 2201	1.1F 1.5E 1.2F 0.6E	<b>21</b> W	0322 1156 1838 2209	0720 1454 2020 2209	1.4E 1.0F 0.3E	<b>6</b> F	0351 1253	0759 1600	1.5E 1.1F	<b>21</b> Sa	0419 1313 2002 2331	0819 1622 2143 0.3E	<b>21</b> Su	0453 1329 2015	0922 1632 2223	1.4E 1.2F 0.5E	<b>21</b> M	0504 1259 1932	0853 1557 2158	1.2E 0.9F 0.6E							
<b>7</b> W	0334 1150 1835 2226	0720 1447 2029 2226	1.1F 1.5E 1.1F 0.4E	<b>22</b> Th	0356 1246	0749 1549	1.3E 0.9F	<b>7</b> Sa	0443 1355	0900 1708	1.4E 1.0F	<b>22</b> Su	0509 1355 2042	0908 1708 2235	1.1E 0.8F 0.3E	<b>7</b> M	0602 1414 2048	1020 1717 2322	1.2E 1.1F 0.6E	<b>22</b> Tu	0557 1324 1954	0935 1623 2239	1.1E 0.9F 0.7E						
<b>8</b> Th	0410 1250	0758 1550	1.5E 1.0F	<b>23</b> F	0436 1343	0828 1655	1.2E 0.8F	<b>8</b> Su	0544 1458 2203	1020 1815 2351	1.2E 1.0F 0.3E	<b>23</b> M	0607 1438 2120	1004 1753 2332	1.0E 0.8F 0.4E	<b>8</b> Tu	0725 1457 2121	1123 1801	1.0E 1.0F	<b>23</b> W	0659 1351 2017	1023 1653 2323	0.9E 0.9F 0.8E						
<b>9</b> F	0453 1404	0846 1715	1.0F 1.4E	<b>24</b> Sa	0523 1448	0919 1810	1.1E 0.7F	<b>9</b> M	0706 1559 2241	1206 1913	1.0E 1.0F	<b>24</b> Tu	0719 1520 2155	1107 1833	0.9E 0.7F	<b>9</b> W	0906 1539 2155	1232 1843	0.7E 0.9F	<b>24</b> Th	0817 1422 2043	1117 1729	0.7E 0.8F						
<b>10</b> Sa	0545 1528	0954 1853	0.8F 1.2E	<b>25</b> Su	0622 1555	1030 1917	0.9E 0.7F	<b>10</b> Tu	0900 1652 2314	1339 2000	0.9E 1.0F	<b>25</b> W	0849 1602 2225	1214 1909	0.7E 0.7F	<b>10</b> Th	1051 1620 2229	1345 1924	0.5E 0.9F	<b>25</b> F	0953 1458 2114	1219 1812	0.5E 0.8F						
<b>11</b> Su	0653 1646	1215 2005	1.0E 1.0F	<b>26</b> M	0743 1653 2318	1216 2009	0.8E 0.8F	<b>11</b> W	1053 1738 2343	1447 2039	0.9E 1.0F	<b>26</b> Th	1025 1641 2251	1322 1942	0.6E 0.8F	<b>11</b> F	1229 1701 2303	1454 2004	0.4E 0.8F	<b>26</b> Sa	1136 1538 2150	1329 1900	0.3E 0.8F						
<b>12</b> M	0840 1748	1430 2057	1.1E 1.1F	<b>27</b> Tu	0928 1739 2350	1404 2048	0.8E 0.8F	<b>12</b> Th	1222 1817	1541 2112	0.8E 1.0F	<b>27</b> F	1150 1719 2315	1425 2015	0.5E 0.8F	<b>12</b> Sa	1352 1741 2337	1553 2043	0.3E 0.8F	<b>27</b> Su	1444 1952	* 0.8F							
<b>13</b> Tu	0507 1044 1836	0744 1532 2137	0.6F 1.2E 1.2F	<b>28</b> W	0522 1101 1816	0801 1458 2117	0.6F 0.8E 0.9F	<b>13</b> F	0717 1334 1851	1010 1627 2140	1.1F 0.7E 1.0F	<b>28</b> Sa	0654 1306 1754 2339	0945 1523 2050	1.0F 0.5E 0.8F	<b>13</b> Su	0801	1100 1645 2121	1.2F * 0.8F	<b>28</b> M	1040 1558 2045	1.1F * 0.8F							
<b>14</b> W	0623 1215 1916	0910 1620 2209	0.8F 1.2E 1.2F	<b>29</b> Th	0623 1213 1845	0908 1538 2138	0.8F 0.8E 0.9F	<b>14</b> Sa	0807 1437 1920	1102 1707 2207	1.2F 0.5E 1.0F	<b>29</b> Su	0745 1414 1829	1041 1617 2126	1.1F 0.4E 0.9F	<b>14</b> M	0850 1730 2200	1149 * 0.8F	<b>29</b> Tu	0830 1705 2139	1.2F * 0.9F								
<b>15</b> Th	0721 1325 1949	1012 1701 2236	1.1F 1.1E 1.2F	<b>30</b> F	0714 1314 1911	1002 1614 2157	1.0F 0.8E 0.9F	<b>15</b> Su	0853 1532 1946	1149 1744 2235	1.3F 0.4E 0.9F	<b>30</b> M	0834 1520 1904	1133 1709 2206	1.2F 0.3E 0.9F	<b>15</b> Tu	0935 1811 2239	1236 * 0.8F	<b>30</b> W	0922 1802 2233	1.3F * 0.9F								
				<b>31</b> Sa	0052 0759 1409 1936	0437 1049 1650 2219	1.2E 1.2F 0.7E 1.0F																			<b>31</b> Th	0111 1010 1719 2026	0621 1314 1854 2328	1.7E 1.4F 0.3E 1.0F

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 If three consecutive entries are marked (F) the middle one is not a true maximum but an intermediate value to show the current pattern.  
 \* Current weak and variable.

# Mobile Bay Entrance, Alabama, 2009

F—Flood, Dir. 025° True    E—Ebb, Dir. 190° True

January				February				March																
Slack	Maximum																							
	h	m	knots																					
<b>1</b> Th	0152	0738	1.4E	<b>16</b> F	0144	0551	0.4E	<b>1</b> Su	0316	1003	0.7F	<b>16</b> M	0414	1054	1.5F	<b>1</b> Su	0038	0738	1.1F	<b>16</b> M	0205	0845	1.6F	
	1350	1944	1.1F		1012	1358	0.3F		1542	2221	1.0E		1653	2257	1.6E		1327	1952	1.3E		1448	2050	1.7E	
					1818																			
<b>2</b> F	0213	0752	0.9E	<b>17</b> Sa	0619	1236	0.7F	<b>2</b> M	0406	1033	1.3F	<b>17</b> Tu	0509	1144	1.6F	<b>2</b> M	0207	0838	1.6F	<b>17</b> Tu	0307	0936	1.7F	
	1400	1912	0.6F		1736	2333	0.9E		1636	2307	1.6E		1755	2356	1.8E		1440	2108	1.8E		1553	2200	1.8E	
<b>3</b> Sa	0147	0655	0.4E	<b>18</b> Su	0548	1233	1.2F	<b>3</b> Tu	0500	1123	1.9F	<b>18</b> W	0605	1244	1.7F	<b>3</b> Tu	0319	0939	2.0F	<b>18</b> W	0410	1035	1.7F	
	1221	1632	0.3F		1806				1736	2359	2.2E		1858				1553	2219	2.2E		1702	2308	1.8E	
	2041																							
<b>4</b> Su		0132	0.3E	<b>19</b> M	0614	1258	1.5F	<b>4</b> W	0559	1222	2.3F	<b>19</b> Th		0054	1.9E	<b>4</b> W	0427	1045	2.3F	<b>19</b> Th	0514	1143	1.6F	
	0619	1259	0.6F		1847				1839				0703	1349	1.8F		1706	2327	2.4E		1814			
	1812												2000											
<b>5</b> M	0552	0023	1.0E	<b>20</b> Tu	0653	1336	1.8F	<b>5</b> Th	0701	0055	2.6E	<b>20</b> F	0801	0149	2.0E	<b>5</b> Th	0536	1156	2.4F	<b>20</b> F	0617	0012	1.8E	
	1821	1225	1.2F		1933				1944	1328	2.6F		2058	1455	1.8F		1820				1922	1256	1.5F	
<b>6</b> Tu	0626	0038	1.6E	<b>21</b> W	0737	0125	2.0E	<b>6</b> F	0805	0152	2.8E	<b>21</b> Sa	0857	0240	2.0E	<b>6</b> F	0644	0032	2.5E	<b>21</b> Sa	0718	0110	1.7E	
	1902	1255	1.9F		2023	1422	1.9F		2049	1436	2.7F		2151	1555	1.8F		1932	1310	2.4F		2026	1411	1.4F	
<b>7</b> W	0714	0116	2.3E	<b>22</b> Th	0825	0211	2.2E	<b>7</b> Sa	0909	0248	2.9E	<b>22</b> Su	0949	0327	1.9E	<b>7</b> Sa	0752	0132	2.5E	<b>22</b> Su	0817	0203	1.6E	
	1953	1343	2.4F		2113	1513	2.0F		2151	1544	2.7F		2239	1649	1.7F		2041	1427	2.2F		2127	1527	1.3F	
<b>8</b> Th	0809	0203	2.8E	<b>23</b> F	0914	0258	2.3E	<b>8</b> Su	1012	0342	2.7E	<b>23</b> M	1040	0410	1.8E	<b>8</b> Su	0901	0228	2.2E	<b>23</b> M	0919	0251	1.4E	
	2050	1440	2.8F		2202	1604	2.1F		2251	1650	2.5F		2326	1739	1.5F		2149	1547	1.9F		2233	1651	1.0F	
<b>9</b> F	0909	0254	3.1E	<b>24</b> Sa	1003	0344	2.3E	<b>9</b> M	1115	0431	2.4E	<b>24</b> Tu	1132	0451	1.5E	<b>9</b> M	1015	0320	1.8E	<b>24</b> Tu	1049	0341	1.0E	
	2149	1541	3.1F		2247	1652	2.1F		2348	1755	2.1F			1832	1.2F		2259	1712	1.4F		2259	1837	0.7F	
<b>10</b> Sa	1009	0348	3.2E	<b>25</b> Su	1048	0428	2.2E	<b>10</b> Tu	1219	0515	1.8E	<b>25</b> W	0016	0532	1.1E	<b>10</b> Tu	1201	0405	1.2E	<b>25</b> W	0003	0443	0.6E	
	2247	1642	3.1F		2329	1734	2.0F			1859	1.5F		1239	1938	0.9F		1856	0.9F			1511	2111	0.5F	
<b>11</b> Su	1109	0441	3.1E	<b>26</b> M	1130	0508	2.1E	<b>11</b> W	0044	0548	1.2E	<b>26</b> Th	0123	0622	0.7E	<b>11</b> W	0027	0441	0.5E	<b>26</b> Th	0405	1419	0.6E	
	2343	1741	2.9F			1811	1.9F		1335	2013	0.9F		1509	2137	0.5F		1633	2129	0.5F		1925			
<b>12</b> M	1206	0530	2.8E	<b>27</b> Tu	0007	0544	1.9E	<b>12</b> Th	0145	0553	0.5E	<b>27</b> F	0417	1543	0.4E	<b>12</b> Th		0425	*	<b>27</b> F		0218	0.6F	
		1836	2.5F		1209	1844	1.6F			2225	*		2121					0703	*		0934	1553	1.0E	
																		1542	0.6E		2147			
																		2114						
<b>13</b> Tu	0035	0613	2.3E	<b>28</b> W	0044	0618	1.6E	<b>13</b> F		0415	*	<b>28</b> Sa	1155	0615	0.5F	<b>13</b> F	1143	0649	0.7F	<b>28</b> Sa	1057	0500	1.1F	
	1257	1925	1.9F		1246	1915	1.3F		1335	1002	0.3F		1821	0.8E			1720	1.1E			1705	1.5E		
										1904	0.5E						2340				2319			
<b>14</b> W	0121	0644	1.6E	<b>29</b> Th	0119	0647	1.2E	<b>14</b> Sa	0203	0947	0.8F					<b>14</b> Sa	1249	0720	1.1F	<b>29</b> Su	1204	0607	1.7F	
	1337	2004	1.2F		1324	1943	0.8F		1453	2047	1.0E						1834	1.4E			1814	1.9E		
<b>15</b> Th	0155	0650	0.9E	<b>30</b> F	0157	0705	0.6E	<b>15</b> Su	0319	1013	1.2F					<b>15</b> Su	0101	0800	1.4F	<b>30</b> M	0034	0708	2.1F	
	1336	2004	0.5F		1402	1942	0.3F		1554	2156	1.4E						1347	1942	1.6E		1310	1924	2.2E	
				<b>31</b> Sa		0519	*														<b>31</b> Tu	0145	0809	2.3F
						1151	*															1418	2036	2.4E
						2159	0.4E																	

Time meridian 90° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
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 \* Current weak and variable.



# Mobile Bay Entrance, Alabama, 2009

F—Flood, Dir. 025° True    E—Ebb, Dir. 190° True

July				August				September																
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum										
	h	m	knots		h	m	knots		h	m	knots		h	m	knots									
<b>1</b> W	0707 1914	0138 1300	1.3F 1.6E	<b>16</b> Th	0558 1802	1218 1218	1.5E	<b>1</b> Sa	0803 2009	0200 1353	2.0F 2.2E	<b>16</b> Su	0715 1935	0054 1326	2.4F 2.7E	<b>1</b> Tu	0935 2133	0342 1507	1.6F 1.8E	<b>16</b> W	0921 2147	0310 1453	1.8F 1.6E	
<b>2</b> Th	0742 1948	0158 1333	1.7F 2.0E	<b>17</b> F	0639 1851	0028 1256	1.7F 2.1E	<b>2</b> Su	0857 2101	0257 1442	2.0F 2.2E	<b>17</b> M	0822 2041	0204 1424	2.6F 2.8E	<b>2</b> W	1028 2228	0443 1551	1.5F 1.6E	<b>17</b> Th	1041	0449 1545	1.3F 1.0E	
<b>3</b> F	0823 2028	0232 1412	2.0F 2.3E	<b>18</b> Sa	0731 1946	0117 1343	2.2F 2.6E	<b>3</b> M	0948 2151	0353 1529	2.0F 2.2E	<b>18</b> Tu	0927 2147	0316 1519	2.6F 2.6E	<b>3</b> Th	1119 2328	0542 1633	1.3F 1.3E	<b>18</b> F	0009 1243	0700 1634	0.8F 0.3E	
<b>4</b> Sa	0907 2111	0313 1453	2.2F 2.4E	<b>19</b> Su	0828 2046	0215 1435	2.6F 2.9E	<b>4</b> Tu	1036 2238	0445 1613	2.0F 2.1E	<b>19</b> W	1030 2255	0426 1611	2.4F 2.3E	<b>4</b> F	1217	0646 1718	1.0F 0.9E	<b>19</b> Sa	0546	0111 1044	0.4E 0.4F	
<b>5</b> Su	0952 2156	0357 1537	2.3F 2.5E	<b>20</b> M	0928 2147	0317 1529	2.9F 3.1E	<b>5</b> W	1120 2321	0531 1653	1.9F 2.0E	<b>20</b> Th	1133	0537 1659	2.0F 1.7E	<b>5</b> Sa	0103 1343	0812 1819	0.7F 0.4E	<b>20</b> Su	0931 2318	0337 1801	0.9E 1.0F	
<b>6</b> M	1038 2241	0442 1621	2.3F 2.4E	<b>21</b> Tu	1027 2248	0420 1622	3.0F 3.0E	<b>6</b> Th	1200	0611 1730	1.7F 1.7E	<b>21</b> F	0011 1240	0652 1740	1.4F 1.0E	<b>6</b> Su	0511 2011	1050	0.4F	<b>21</b> M	1123	0501 1846	1.4E 1.4F	
<b>7</b> Tu	1122 2324	0526 1704	2.2F 2.4E	<b>22</b> W	1124 2348	0520 1712	2.8F 2.7E	<b>7</b> F	0001 1239	0648 1804	1.5F 1.4E	<b>22</b> Sa	0212 1415	0830 1750	0.8F 0.3E	<b>7</b> M	0943 2335	0407 1736	0.5E 0.6F	<b>22</b> Tu	0023 1238	0610 1932	1.7E 1.7F	
<b>8</b> W	1203	0605 1744	2.1F 2.2E	<b>23</b> Th	1219	0618 1757	2.5F 2.2E	<b>8</b> Sa	0041 1319	0725 1836	1.1F 1.0E	<b>23</b> Su		0307 1247 1403 2022	0.3E * * 0.4F	<b>8</b> Tu	1204	0553 1900	0.9E 1.1F	<b>23</b> W	0122 1342	0715 2020	1.9E 1.8F	
<b>9</b> Th	0004 1240	0640 1822	2.0F 2.0E	<b>24</b> F	0045 1309	0713 1831	1.9F 1.6E	<b>9</b> Su	0125 1410	0806 1901	0.7F 0.5E	<b>24</b> M	0038 1304	0620 2046	0.8E 1.0F	<b>9</b> W	0054 1329	0715 2000	1.3E 1.6F	<b>24</b> Th	0222 1444	0821 2112	1.9E 1.9F	
<b>10</b> F	0040 1314	0709 1855	1.8F 1.7E	<b>25</b> Sa	0137 1353	0803 1838	1.2F 0.8E	<b>10</b> M		0948 1702 2157	* * *	<b>25</b> Tu	0206 1435	0800 2128	1.2E 1.4F	<b>10</b> Th	0204 1441	0830 2101	1.7E 1.9F	<b>25</b> F	0325 1546	0930 2210	1.9E 1.8F	
<b>11</b> Sa	0112 1344	0730 1922	1.4F 1.3E	<b>26</b> Su	0211	0846 1716	0.4F *	<b>11</b> Tu	1416	0837 2112	0.4E 0.7F	<b>26</b> W	0313 1540	0915 2216	1.6E 1.7F	<b>11</b> F	0314 1551	0942 2206	2.1E 2.2F	<b>26</b> Sa	0434 1648	1038 2315	1.9E 1.7F	
<b>12</b> Su	0137 1405	0736 1936	1.0F 0.8E	<b>27</b> M		0021 1007 1642	* 0.4E 0.8F	<b>12</b> W	0257 1527	0938 2152	1.0E 1.2F	<b>27</b> Th	0418 1640	1023 2312	1.8E 1.8F	<b>12</b> Sa	0428 1659	1052 2315	2.3E 2.3F	<b>27</b> Su	0544 1750	1142	1.8E	
<b>13</b> M	0143 1336	0653 1836	0.5F 0.3E	<b>28</b> Tu	0435 1701	1041 2343	1.0E 1.3F	<b>13</b> Th	0359 1626	1033 2245	1.5E 1.7F	<b>28</b> F	0524 1740	1126	1.9E	<b>13</b> Su	0542 1808	1159	2.4E	<b>28</b> M	0654 1849	0026 1241	1.5F 1.6E	
<b>14</b> Tu		0354 1253	* 0.3E	<b>29</b> W	0523 1742	1126	1.5E	<b>14</b> F	0502 1727	1130 2347	2.0E 2.1F	<b>29</b> Sa	0631 1840	0015 1228	1.8F 2.0E	<b>14</b> M	0656 1917	0029 1301	2.3F 2.4E	<b>29</b> Tu	0801 1948	0143 1334	1.3F 1.4E	
<b>15</b> W	0545 1726	0024 1159 2356	0.5F 0.9E 1.1F	<b>30</b> Th	0615 1828	0020 1214	1.7F 1.9E	<b>15</b> Sa	0608 1830	1228	2.4E	<b>30</b> Su	0736 1940	0124 1325	1.8F 2.0E	<b>15</b> Tu	0808 2027	0146 1359	2.1F 2.1E	<b>30</b> W	0907 2052	0310 1423	1.1F 1.2E	
				<b>31</b> F	0708 1918	0107 1303	1.9F 2.1E					<b>31</b> M	0838 2038	0235 1419	1.7F 1.9E									

Time meridian 90° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 If three consecutive entries are marked (F) or (E) the middle one is not a true maximum but an intermediate value to show the current pattern.  
 \* Current weak and variable.

# Mobile Bay Entrance, Alabama, 2009

F—Flood, Dir. 025° True    E—Ebb, Dir. 190° True

October				November				December																
Slack		Maximum																						
	h	m	knots																					
<b>1</b> Th	1022	1513	0.8F	<b>16</b> F	0051	*		<b>1</b> Su	0818	1514	1.2F	<b>16</b> M	0948	1638	2.2F	<b>1</b> Tu	0924	1556	2.5F	<b>16</b> W	1031	1712	2.4F	
	2253				1117	0.3F			2117				2227				2202				2309			
					1644	0.4F																		
					2044																			
<b>2</b> F	1220	0711	0.6F	<b>17</b> Sa	0809	1626	1.0F	<b>2</b> M	0915	1558	1.8F	<b>17</b> Tu	1032	1716	2.4F	<b>2</b> W	1018	1648	2.8F	<b>17</b> Th	1115	1755	2.4F	
	2106	1620	0.3E		2140				2201				2310				2254				2354			
			*																					
<b>3</b> Sa	0508	0104	0.3E	<b>18</b> Su	0930	1654	1.5F	<b>3</b> Tu	1011	1647	2.2F	<b>18</b> W	1118	1757	2.4F	<b>3</b> Th	1115	1742	3.0F	<b>18</b> F	1159	1835	2.2F	
	1955	1017	0.5F		2229				2250				2356				2349							
<b>4</b> Su	0802	0247	0.7E	<b>19</b> M	1030	1731	1.9F	<b>4</b> W	1109	1739	2.5F	<b>19</b> Th	1205	1839	2.3F	<b>4</b> F	1213	1836	3.0F	<b>19</b> Sa	0036	0622	2.3E	
	2143	1509	0.7F		2317				2344												1241	1911	2.0F	
<b>5</b> M	0943	0352	1.2E	<b>20</b> Tu	1124	1812	2.1F	<b>5</b> Th	1209	1834	2.7F	<b>20</b> F	0043	0634	2.4E	<b>5</b> Sa	0044	0644	2.9E	<b>20</b> Su	0117	0702	2.1E	
	2245	1643	1.2F		2140	2.1F							1253	1921	2.2F		1309	1927	2.7F		1318	1940	1.8F	
<b>6</b> Tu	1059	0451	1.6E	<b>21</b> W	0005	0554	2.3E	<b>6</b> F	0041	0648	2.8E	<b>21</b> Sa	0131	0724	2.2E	<b>6</b> Su	0137	0732	2.6E	<b>21</b> M	0153	0738	1.8E	
	2342	1742	1.7F		1217	1855	2.1F		1310	1929	2.7F		1340	2001	2.0F		1400	2013	2.3F		1350	1959	1.4F	
<b>7</b> W	1207	0551	1.9E	<b>22</b> Th	0056	0648	2.2E	<b>7</b> Sa	0140	0748	2.7E	<b>22</b> Su	0218	0813	2.0E	<b>7</b> M	0225	0813	2.0E	<b>22</b> Tu	0223	0808	1.3E	
		1839	2.1F		1311	1941	2.1F		1410	2024	2.6F		1423	2036	1.7F		1442	2047	1.6F		1412	1956	1.0F	
<b>8</b> Th	0042	0655	2.2E	<b>23</b> F	0149	0747	2.1E	<b>8</b> Su	0240	0845	2.5E	<b>23</b> M	0302	0857	1.7E	<b>8</b> Tu	0303	0834	1.3E	<b>23</b> W	0239	0823	0.9E	
	1314	1937	2.3F		1406	2029	2.0F		1507	2116	2.2F		1501	2100	1.4F		1458	2039	0.9F		1409	1900	0.6F	
<b>9</b> F	0146	0803	2.4E	<b>24</b> Sa	0247	0848	2.0E	<b>9</b> M	0337	0936	2.0E	<b>24</b> Tu	0342	0936	1.3E	<b>9</b> W	0304	0803	0.6E	<b>24</b> Th	0143	0729	0.4E	
	1421	2037	2.4F		1501	2119	1.8F		1557	2200	1.7F		1530	2100	1.0F		1324	1732	0.4F		1231	1656	0.3F	
<b>10</b> Sa	0253	0911	2.4E	<b>25</b> Su	0346	0948	1.8E	<b>10</b> Tu	0430	1016	1.4E	<b>25</b> W	0412	1004	0.8E	<b>10</b> Th	0857	0402	0.3E	<b>25</b> F	0711	0151	0.4E	
	1527	2140	2.4F		1555	2207	1.5F		1634	2222	1.0F		1536	2009	0.5F		1943	1459	0.7F		1917	1421	0.5F	
<b>11</b> Su	0403	1018	2.4E	<b>26</b> M	0446	1044	1.6E	<b>11</b> W	0513	1028	0.7E	<b>26</b> Th	0345	0955	0.3E	<b>11</b> F	0734	0129	1.0E	<b>26</b> Sa	0633	0104	0.9E	
	1632	2244	2.2F		1644	2252	1.2F		1615	2011	0.3F		1422	1816	0.3F		1949	1426	1.3F		1911	1317	1.1F	
<b>12</b> M	0513	1119	2.1E	<b>27</b> Tu	0547	1134	1.3E	<b>12</b> Th		0833	*	<b>27</b> F	0729	0218	0.3E	<b>12</b> Sa	0750	0139	1.6E	<b>27</b> Su	0659	0116	1.5E	
	1735	2349	1.8F		1728	2325	0.9F		2040	1648	0.4F		2015	1547	0.5F		2020	1440	1.8F		1939	1331	1.6F	
<b>13</b> Tu	0624	1214	1.7E	<b>28</b> W	0651	1220	0.9E	<b>13</b> F	0758	0157	0.7E	<b>28</b> Sa	0718	0151	0.9E	<b>13</b> Su	0825	0209	2.1E	<b>28</b> M	0741	0148	2.1E	
	1837				1804	2256	0.4F		2036	1537	1.0F		2010	1423	1.0F		2059	1511	2.2F		2021	1411	2.1F	
<b>14</b> W	0739	0104	1.2F	<b>29</b> Th	0826	1301	0.4E	<b>14</b> Sa	0825	0216	1.4E	<b>29</b> Su	0751	0208	1.5E	<b>14</b> M	0904	0247	2.4E	<b>29</b> Tu	0831	0229	2.5E	
	1943	1301	1.1E		2016	*			2107	1538	1.5F		2036	1434	1.6F		2141	1548	2.4F		2111	1501	2.6F	
<b>15</b> Th	0925	0327	0.6F	<b>30</b> F	0140	*		<b>15</b> Su	0905	0251	1.9E	<b>30</b> M	0834	0239	2.0E	<b>15</b> Tu	0947	0327	2.6E	<b>30</b> W	0926	0316	2.9E	
		1328	0.4E		0849	*			2146	1604	2.0F		2115	1510	2.1F		2225	1630	2.5F		2205	1556	2.9F	
		1944	*		1331	*																		
					1710	*																		
				<b>31</b> Sa	0708	0205	0.6E														<b>31</b> Th	1023	0407	3.1E
					2041	1438	0.7F															2300	1653	3.0F

Time meridian 90° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 If three consecutive entries are marked (F) or (E) the middle one is not a true maximum but an intermediate value to show the current pattern.  
 \* Current weak and variable.



# Galveston Bay Entrance (between jetties), Texas, 2009

F—Flood, Dir. 277° True    E—Ebb, Dir. 088° True

April				May				June											
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum					
h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots
1	W	0523	0941	2.2F															
2	Th	0652	0118	2.1E															
3	F	0817	1219	2.3F															
4	Sa	0932	1313	2.1F															
5	Su	1039	1402	1.8F															
6	M	1142	1442	1.3F															
7	Tu	1244	1510	0.8F															
8	W	1347	1526	0.4F															
9	Th	1424	1537	0.2E															
10	F	1544	1613	0.3E															
11	Sa	1630	1630	0.3E															
12	Su	1707	1630	0.3E															
13	M	1707	1630	0.3E															
14	Tu	1737	1630	0.3E															
15	W	1759	1630	0.3E															
16	Th	0647	1113	1.8F															
17	F	0747	1157	1.9F															
18	Sa	0839	1234	1.8F															
19	Su	0924	1302	1.6F															
20	M	1003	1320	1.3F															
21	Tu	1037	1333	0.9F															
22	W	1107	1350	0.6F															
23	Th	1149	1409	0.3F															
24	F	1201	1424	0.1E															
25	Sa	1235	1442	0.2E															
26	Su	1259	1459	0.3E															
27	M	1313	1500	0.4E															
28	Tu	1335	1509	0.5E															
29	W	1357	1516	0.6E															
30	Th	1417	1521	0.7E															
1	F	0655	1110	2.2F															
2	Sa	0814	1159	1.9F															
3	Su	0924	1238	1.5F															
4	M	1029	1309	1.0F															
5	Tu	1134	1332	0.5F															
6	W	1234	1349	0.2F															
7	Th	1335	1404	0.1E															
8	F	1433	1451	0.2E															
9	Sa	1528	1501	0.3E															
10	Su	1623	1445	0.4E															
11	M	1714	1342	0.5E															
12	Tu	1804	1235	0.6E															
13	W	1852	1124	0.7E															
14	Th	1938	1009	0.8E															
15	F	2047	0900	0.9E															
16	Sa	0658	1116	1.7F															
17	Su	0742	1139	1.4F															
18	M	0819	1147	1.1F															
19	Tu	0909	1204	0.7F															
20	W	0959	1259	0.3F															
21	Th	1050	1350	0.1E															
22	F	1142	1436	0.2E															
23	Sa	1235	1519	0.3E															
24	Su	1328	1551	0.4E															
25	M	1421	1623	0.5E															
26	Tu	1514	1655	0.6E															
27	W	1606	1727	0.7E															
28	Th	1658	1800	0.8E															
29	F	1750	1873	0.9E															
30	Sa	1842	1946	1.0E															
31	Su	1934	2019	1.1E															
1	M	0217	0628	0.7E															
2	Tu	0307	0717	0.3E															
3	W	0400	0812	0.3E															
4	Th	0456	0907	0.3E															
5	F	0544	1000	0.3E															
6	Sa	0634	1052	0.3E															
7	Su	0725	1144	0.3E															
8	M	0816	1236	0.3E															
9	Tu	0907	1328	0.3E															
10	W	0958	1420	0.3E															
11	Th	1049	1512	0.3E															
12	F	1140	1604	0.3E															
13	Sa	1231	1656	0.3E															
14	Su	1322	1748	0.3E															
15	M	1413	1840	0.3E															
16	Tu	1504	1932	0.3E															
17	W	1555	2024	0.3E															
18	Th	1646	2116	0.3E															
19	F	1737	2208	0.3E															
20	Sa	1828	2300	0.3E															
21	Su	1919	2352	0.3E															
22	M	2010	2444	0.3E															
23	Tu	2101	2536	0.3E															
24	W	2152	2628	0.3E															
25	Th	2243	2720	0.3E															
26	F	2334	2812	0.3E															
27	Sa	2425	2904	0.3E															
28	Su	2516	2996	0.3E															
29	M	2607	3088	0.3E															
30	Tu	2698	3180	0.3E															
31	W	2789	3272	0.3E															

Time meridian 90° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
If three consecutive entries are marked (E) the middle one is not a true maximum but an intermediate value to show the current pattern.  
\* Current weak and variable.  
† See page 144 for the remaining currents on this day.

### Galveston Bay Entrance (between jetties), Texas, 2009

F—Flood, Dir. 277° True    E—Ebb, Dir. 088° True

July				August				September															
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum									
h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	h	m	knots							
<b>1</b> W		0008 0906 1035 1722	1.6F * * 1.5E	<b>16</b> Th	0909 2023	1525 1.7E	<b>1</b> Sa	1002 2244	0135 1.7F 1.6E	<b>16</b> Su	0908 2204	0051 2.3F 2.2E	<b>1</b> Tu	0255 1116 1246 2009	1.9F * * 1.6E	<b>16</b> W	0244 1004 1326 2039	2.0F * 0.4F 1.7E					
<b>2</b> Th	0858 2212	0057 1741	1.8F 1.7E	<b>17</b> F	0918 2109	0006 1604 2.0E	<b>2</b> Su	1058 2334	0232 1909 1.7E	<b>17</b> M	0957 2313	0201 1801 2.2E	<b>2</b> W	0332 1109 1410 2101	1.9F * * 1.4E	<b>17</b> Th	0016 0811 1201 1723	0325 1009 1442 2155	1.7F 0.4E 0.9F 1.4E				
<b>3</b> F	1016 2300	0150 1811	1.8F 1.8E	<b>18</b> Sa	0951 2206	0058 1656 2.2E	<b>3</b> M	1140	0322 2012 1.8E	<b>18</b> Tu	0305 1153 1246 1929	2.4F * * 2.1E	<b>3</b> Th	0032 0838 1331 1709	0359 1051 1514 2148	1.7F 0.4E 0.3F 1.2E	<b>18</b> F	0120 0722 1244 1910	0356 1021 1543 2310	1.2F 0.7E 1.4F 1.0E			
<b>4</b> Sa	1125 2349	0244 1853	1.9F 1.8E	<b>19</b> Su	1035 2309	0201 1754 2.4E	<b>4</b> Tu	0021 1157	0404 2105 2.0F 1.8E	<b>19</b> W	0019	0355 1147 1422 2117	2.3F * * 1.9E	<b>4</b> F	0110 0816 1352 1843	0416 1101 1602 2234	1.5F 0.7E 0.6F 0.8E	<b>19</b> Sa	0221 0641 1328 2106	0417 1032 1636	0.7F 1.0E 1.8F		
<b>5</b> Su	1221	0334 1947	1.9F 1.8E	<b>20</b> M	1126	0306 1857 2.4E	<b>5</b> W	0104	0440 1308 1455 2150	2.1F * * 1.6E	<b>20</b> Th	0121	0435 1150 1533 1737	2.0F * 0.7F 1.7E	<b>5</b> Sa	0141 0753 1413 2015	0428 1114 1644 2325	1.1F 0.9E 0.9F 0.5E	<b>20</b> Su	0039 0433 1026 1413 2348	0.6E * 1.2E 1.9F		
<b>6</b> M	0038 1306	0418 2046	2.0F 1.9E	<b>21</b> Tu	0015 1219	0403 2009 2.4E	<b>6</b> Th	0143	0508 1252 1554 2231	1.9F * * 1.4E	<b>21</b> F	0220	0508 0954 1351 1924	1.5F 0.4E 1.1F 1.2E	<b>6</b> Su	0203 0715 1435	0440 1110 1726	0.8F 1.0E 1.2F	<b>21</b> M	0211 0441 1022 1458	0.3E * 1.5E 1.9F		
<b>7</b> Tu	0125 1340	0501 2136	2.1F 1.9E	<b>22</b> W	0119	0454 1334 1509 2125	2.5F * * 2.2E	<b>7</b> F	0217	0530 1028 1513 1824	1.7F 0.4E 0.3F 1.0E	<b>22</b> Sa	0314	0533 0854 1217 2115	1.0F 0.6E 1.3F	<b>7</b> M	0028 0447 0636 1459	* 0.5F 1.3E 1.4F	<b>22</b> Tu	0312 1546	1044 1917	1.6E 1.7F	
<b>8</b> W	0208 1349	0543 2218	2.1F 1.7E	<b>23</b> Th	0220	0541 1335 1618 1743	2.2F * 0.4F 1.8E	<b>8</b> Sa	0244	0547 1003 1540 2009	1.3F 0.6E 0.5F	<b>23</b> Su	0409	0111 0553 0804 1526	0.7E 0.4F 0.9E 1.5F	<b>8</b> Tu	0615	0132 0416 1052 1529	* 0.3F 1.5E 1.6F	<b>23</b> W	0454 1642	1120 2029	1.6E 1.5F
<b>9</b> Th	0246	0623 1450 1618 2302	2.0F * * 1.4E	<b>24</b> F	0317	0625 1342 1724 1931	1.8F * 0.6F	<b>9</b> Su	0300	0010 0602 0930 1608	0.6E 0.9F 0.8E 0.7F	<b>24</b> M	0013	0234 0604 1229 1618	0.3E * 1.2E 1.5F	<b>9</b> W	0556 1608	1111 1959	1.8E 1.7F	<b>24</b> Th	0544 1750	1217 2212	1.5E 1.5F
<b>10</b> F	0321 1241	0656 1428 1727	1.7F 0.3E *	<b>25</b> Sa	0413	0040 0703 1142 1557 2142	1.3E 1.2F 0.4E 0.8F	<b>10</b> M	0835	0111 0612 1312 1638	* 0.6F 1.0E 0.9F	<b>25</b> Tu	0434	1240 1718 2100	1.3E 1.5F	<b>10</b> Th	0600 1703	1151 2109	1.9E 1.9F	<b>25</b> F	0626 1902	1328 2320	1.4E 1.6F
<b>11</b> Sa	0350 1223	0001 0721 1438 1847	1.1E 1.4F 0.5E *	<b>26</b> Su	0515	0157 0732 1040 1415 1700	0.8E 0.6F 0.7E 1.0F	<b>11</b> Tu	0801	0210 0522 1258 2035	* 0.3F 1.2E 1.2F	<b>26</b> W	0554	1317 1825 2233	1.4E 1.5F	<b>11</b> F	0623 1814	1253 2234	2.0E 2.0F	<b>26</b> Sa	0701 2006	1444	1.3E
<b>12</b> Su	0410 1159	0107 0741 1458 2008	0.6E 1.0F 0.7E *	<b>27</b> M	0049	0339 0753 1433 1804	0.3E * 1.0E 1.3F	<b>12</b> W	0733	1314 1755 2142	1.5E 1.5F	<b>27</b> Th	0649	1404 1932 2336	1.4E 1.5F	<b>12</b> Sa	0657 1933	1401 2347	2.0E 2.2F	<b>27</b> Su	0728 2100	0008 1700	1.7F 1.3E
<b>13</b> M	1122 1855	0202 0759 1513 2136	* 0.7F 0.9E 0.6F	<b>28</b> Tu	0646	0655 0802 1446 1905	* * 1.2E 1.5F	<b>13</b> Th	0725	1345 1846 2249	1.8E 1.8F	<b>28</b> F	0740	1504 2035	1.4E	<b>13</b> Su	0736 2052	1517 2.0E	<b>28</b> M	0736	0050 0955 1043 1805	1.8F 0.3E 0.3E 1.4E	
<b>14</b> Tu	1017 1918	0326 0806 1505 2242	* 0.4F 1.1E 1.0F	<b>29</b> W	0646	1507 2351 1.4E 1.6F	<b>14</b> F	0746	1428 1946 2349	2.0E 2.1F	<b>29</b> Sa	0828	0027 1706 2132	1.6F 1.4E	<b>14</b> M	0815 2204	0049 1659	2.3F 1.9E	<b>29</b> Tu	0711	0130 0941 1210 1900	1.8F 0.4E * 1.3E	
<b>15</b> W	0943 1946	1502 2323	1.4E 1.5F	<b>30</b> Th	0757 2059	1554 1.5E	<b>15</b> Sa	0823	1527 2054	2.1E	<b>30</b> Su	0910	0118 1817 2222	1.7F 1.5E	<b>15</b> Tu	0150 1004 1206 1901	2.2F * * 1.8E	<b>30</b> W	0647	0208 0928 1322 1956	1.7F 0.5E * 1.1E		
				<b>31</b> F	0901 2153	0041 1704 1.7F 1.6E					<b>31</b> M	0938 2308	0209 1914 1.8F 1.6E										

Time meridian 90° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
If three consecutive entries are marked (E) the middle one is not a true maximum but an intermediate value to show the current pattern.  
\* Current weak and variable.





# Bolivar Roads, Galveston Bay, Texas, 2009

F—Flood, Dir. 306° True    E—Ebb, Dir. 116° True

April				May				June																
Slack		Maximum																						
	h	m	knots																					
<b>1</b> W	0551	0931	2.1E	<b>16</b> Th	0639	1121	1.6F	<b>1</b> F	0719	1125	2.0F	<b>16</b> Sa	0644	1122	1.5F	<b>1</b> M	0254	0617	0.6E	<b>16</b> Tu	0510	*	0.4F	
	1736				1738			○	1750				1616	2021	1.1E		0855	1138	0.8F		1218	1715	1.5E	
<b>2</b> Th	0720	1119	1.9F	<b>17</b> F	0751	1232	1.6F	<b>2</b> Sa	0829	1219	1.8F	<b>17</b> Su	0726	1146	1.3F	<b>2</b> Tu	0600	0815	0.4E	<b>17</b> W	0034	*	1.1F	
○	1852	0232	2.1E	○	1807	2237	1.0E		1751	2032	0.7E	○	1558	1959	1.1E		1019	1159	0.3F		1008	*	1.8E	
<b>3</b> F	0845	1251	2.0F	<b>18</b> Sa	0851	1315	1.6F	<b>3</b> Su	0931	1254	1.5F	<b>18</b> M	0807	1154	0.9F	<b>3</b> W	0749	0950	0.4E	<b>18</b> Th	0713	1723	2.1E	
	1937	0407	2.1E		1818	2149	1.0E		1724	2036	0.9E		1518	1933	1.2E		1219	*	1.7F		2146		1.7F	
<b>4</b> Sa	0957	1347	1.9F	<b>19</b> Su	0941	1341	1.4F	<b>4</b> M	1030	1319	1.0F	<b>19</b> Tu	1426	1904	1.4E	<b>4</b> Th	0850	1110	0.5E	<b>19</b> F	0753	1756	2.4E	
	1957	0536	2.1E		1809	2140	1.0E		1627	2037	1.2E		2256	1904	1.4E		1241	0.4E		2226			2.3F	
<b>5</b> Su	1057	1423	1.7F	<b>20</b> M	1026	1353	1.1F	<b>5</b> Tu	1134	1337	0.5F	<b>20</b> W	1222	*	1.1F	<b>5</b> F	0936	1921	2.3E	<b>20</b> Sa	0858	1842	2.6E	
	1951	0202	0.4E		1734	2127	1.1E		1539	2024	1.5E		1847	1.7E			0311	2.4F		2320			2.6E	
<b>6</b> M	1149	1446	1.4F	<b>21</b> Tu	1115	1358	0.7F	<b>6</b> W	1235	*	1.5F	<b>21</b> Th	1248	0.3E	0.216	<b>6</b> Sa	1021	1957	2.3E	<b>21</b> Su	1027	1937	2.8E	
	1903	0153	*		1643	2101	1.2E		2008	1.9E			1851	2.0E			0343	2.4F					2.8F	
<b>7</b> Tu	0047	0255	0.6F	<b>22</b> W	0025	0306	0.9F	<b>7</b> Th	0010	0335	2.0F	<b>22</b> F	2308	0.243	2.4F	<b>7</b> Su	0038	0419	2.4F	<b>22</b> M	0024	0359	2.8F	
	0512	0934	1.2E		0644	0945	0.5E		0910	1136	0.5E		2338	1145	0.6E	○	1113	2039	2.3E		1210	2040	3.0E	
<b>8</b> W	0058	0345	1.2F	<b>23</b> Th	0018	0324	1.5F	<b>8</b> F	0032	0405	2.3F	<b>23</b> Sa	0913	0320	2.8F	<b>8</b> M	0122	0502	2.2F	<b>23</b> Tu	0132	0503	2.7F	
	0717	1046	0.8E		0756	1052	0.5E		1006	1243	0.5E			1249	0.6E		1213	2125	2.2E		1344	2147	3.0E	
<b>9</b> Th	0117	0426	1.7F	<b>24</b> F	0028	0351	2.2F	<b>9</b> Sa	0058	0436	2.5F	<b>24</b> Su	0023	0404	3.0F	<b>9</b> Tu	0211	0554	2.1F	<b>24</b> W	0238	0610	2.5F	
○	0903	1156	0.6E	●	0847	1153	0.6E		1054	1356	0.5E	●	1028	2040	2.7E		1312	2211	2.1E		1443	2257	2.8E	
<b>10</b> F	0140	0502	2.1F	<b>25</b> Sa	0052	0426	2.6F	<b>10</b> Su	0131	0510	2.4F	<b>25</b> M	0119	0456	2.9F	<b>10</b> W	0301	0653	2.0F	<b>25</b> Th	0340	0715	2.3F	
	1025	1305	0.5E		0937	1254	0.6E		1148	2137	2.3E		1216	2138	2.8E		1355	2253	1.9E		1454			2.3F
<b>11</b> Sa	0207	0537	2.3F	<b>26</b> Su	0129	0508	2.8F	<b>11</b> M	0213	0553	2.3F	<b>26</b> Tu	0226	0558	2.7F	<b>11</b> Th	0347	0753	1.9F	<b>26</b> F	0436	0810	2.4E	
	1131	1423	0.4E		1042	1407	0.6E		1259	2221	2.1E		1411	2244	2.7E		1420	2329	1.7E		1432	1647	0.4E	
<b>12</b> Su	0240	0615	2.3F	<b>27</b> M	0220	0558	2.8F	<b>12</b> Tu	0305	0646	2.0F	<b>27</b> W	0337	0710	2.4F	<b>12</b> F	0427	0842	1.8F	<b>27</b> Sa	0528	0850	1.6F	
	1238	2252	2.2E		1221	2242	2.5E		1417	2311	2.0E		1529				1428	2356	1.3E		1350	1648	0.8E	
<b>13</b> M	0322	0701	2.1F	<b>28</b> Tu	0325	0659	2.5F	<b>13</b> W	0403	0756	1.8F	<b>28</b> Th	0448	0833	2.2F	<b>13</b> Sa	0500	0912	1.6F	<b>28</b> Su	0618	0921	1.1F	
	1403	2338	2.0E		1437	2350	2.4E		1518				1603				1422	1822	1.1E		1255	1651	1.2E	
<b>14</b> Tu	0416	0800	1.9F	<b>29</b> W	0440	0816	2.2F	<b>14</b> Th	0502	0926	1.7F	<b>29</b> F	0554	0947	2.0F	<b>14</b> Su	0526	0929	1.3F	<b>29</b> M	0209	0451	0.4E	
	1538	0416	0.8E		1625				1556				1607				1358	1756	1.1E	○	0713	0944	0.6F	
<b>15</b> W	0523	0929	1.6F	<b>30</b> Th	0601	0956	2.0F	<b>15</b> F	0557	1039	1.7F	<b>30</b> Sa	0655	1038	1.7F	<b>15</b> M	0544	0942	0.8F	<b>30</b> Tu	0005	0711	*	
	1650	0036	1.8E		1723				1615	2354	1.1E	○	1548	1846	0.8E	○	1316	1730	1.2E		1003	*	1.3F	
														2257	0.3E		2150				1700	*	1.9E	
														0427	1.1E						2113			
														0753	1.3F									
														1505	1.1E									
														2220										

Time meridian 90° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 \* Current weak and variable.



## Bolivar Roads, Galveston Bay, Texas, 2009

F—Flood, Dir. 306° True    E—Ebb, Dir. 116° True

October				November				December																					
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum															
h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots										
<b>1</b> Th		0307	1.3F		<b>16</b> F		0022	0237	0.8F	<b>1</b> Su	1215	1542	2.2F	<b>16</b> M		0204	*	<b>1</b> Tu	1204	1544	2.8F	<b>16</b> W		1311	1649	2.2F			
		0705	1.1E				0510	0922	1.2E			0808	1.9E			2228					0208		0.5E		0824	2.3E			
		1403	0.3F				1223	1521	1.4F			0803	2.4E								0803		2.4E		1649	2.2F			
		1724	0.8E				1910	2235	0.9E			1239	2.6F								1618		2.6F						
<b>2</b> F		0024	0.1F		<b>17</b> Sa		0129	0255	0.3F	<b>2</b> M		0013	0.5E	<b>2</b> W		0816	2.6E	<b>17</b> Th		0012	0912	2.3E							
		0624	1.2E				0424	0901	1.6E			0226	0.4E			1257	1633		2.8F		1359	1739	2.1F						
		1338	0.7F				1245	1603	2.0F			0815	2.1E																
		1914	0.6E				2055	2350	0.7E			1235	2.5F																
<b>3</b> Sa		0109	0.6F		<b>18</b> Su		0312	*	<b>3</b> Tu		0108	0.6E	<b>3</b> Th		0906	2.8E	<b>18</b> F		0104	1000	2.2E								
		0540	1.4E				0857	2.0E			0250	0.5E			1359	1730		2.7F		1446	1833	2.1F							
		1333	1.2E				1312	1640		2.3F		0841		2.3E															
		2035	0.5E				2217					1307		1646	2.7F														
<b>4</b> Su		0334	*	<b>19</b> M		0103	0.6E	<b>4</b> W		0220	0.5E	<b>19</b> Th		0108	1002	2.3E	<b>4</b> F		0152	1013	2.8E	<b>19</b> Sa		0137	1045	2.0E			
		0952	1.6E				0329		0.3E		0304		0.5E		1450	1828		2.1F		1506	1836		2.5F		1529	1926	2.0F		
		1338	1.6E				0915		2.3E		0919		2.4E																
		2131	1.7F				1342		1716	2.5F			1354	1732	2.7F														
<b>5</b> M		0024	0.5E	<b>20</b> Tu		0225	0.5E	<b>5</b> Th		0005	1009	2.5E	<b>20</b> F		0218	1053	2.1E	<b>5</b> Sa		0303	1122	2.7E	<b>20</b> Su		0152	1128	1.7E		
		0353	1.8E				0339		0.5E		1454	1828		2.5F		1546	1934		1.9F		1612	1948		2.3F		1608	2010	1.9F	
		0946	*				0945		2.4E																				
		1352	2.2F				1418		1755	2.4F																			
<b>6</b> Tu		0120	0.5E	<b>21</b> W		0043	1024	2.3E	<b>6</b> F		0214	1111	2.4E	<b>21</b> Sa		0306	1148	1.9E	<b>6</b> Su		0333	1240	2.3E	<b>21</b> M		0152	1213	1.2E	
		0416	0.3E				1503	1840		2.2F		1605	1938		2.3F		1642	2054		1.8F		1715	2058		2.1F		1640	2043	1.6F
		1001	2.0E																										
		1419	2.4F																										
<b>7</b> W		0227	0.5E	<b>22</b> Th		0212	1112	2.1E	<b>7</b> Sa		0356	1226	2.3E	<b>22</b> Su		0332	1246	1.6E	<b>7</b> M		0332	1410	1.8E	<b>22</b> Tu		0141	0531	1.1E	
		0435	0.4E				1558	1938		1.9F		1721	2105		2.1F		1734	2205		1.7F		1816	2153		1.8F		1109	0.6E	
		1032	2.1E																										
		1500	2.4F																										
<b>8</b> Th		0028	1.1E	<b>23</b> F		0338	1211	1.9E	<b>8</b> Su		0450	1356	2.1E	<b>23</b> M		0340	0928	1.1E	<b>8</b> Tu		0309	0605	0.7E	<b>23</b> W		0118	0516	1.2E	
		1558	2.3F				1704	2103		1.6F		1836	2235		2.0F		1113	1.1E			0955	0.3E			1202	*			
																	1357	1.2E			1548	1.2E			1519	*			
																	1821	2.2E		1.5F		1917	2.233		1.3F		2113	0.7F	
<b>9</b> F		0248	1.2E	<b>24</b> Sa		0437	1324	1.7E	<b>9</b> M		0512	1532	1.8E	<b>24</b> Tu		0335	0734	1.1E	<b>9</b> W		0228	0609	1.1E	<b>24</b> Th		0037	0502	1.3E	
		1712	2.1F				1817	2251		1.6F		1946	2337		1.8F		1242	0.6E			0937	1150	0.4F			0922	1225	0.6F	
																	1531	0.7E			1418	1743	0.6E			1737	*		
																	2027	2304		0.7F		2027	2304		0.7F		2115	0.3F	
<b>10</b> Sa		0504	1.3E	<b>25</b> Su		0512	1449	1.5E	<b>10</b> Tu		0510	0759	0.7E	<b>25</b> W		0317	0723	1.2E	<b>10</b> Th		0140	0611	1.4E	<b>25</b> F		0454	1.5E		
		1837	2.2E				1926										0944	1.2F			0903	1.2F							
																	1730	1952		0.4E		1951							
																	2330	*											
<b>11</b> Su		0618	1.5E	<b>26</b> M		0002	1.6F	<b>11</b> W		0018	1.5F	<b>26</b> Th		0242	0704	1.3E	<b>11</b> F		0611	1.8E	<b>26</b> Sa		0449	1.7E					
		2002	2.1E				0940		1.0E		0442		0759	0.9E		1107		1351	0.7F			1007	1340	1.8F		0909	1.7F		
							1222		0.9E		1115		1254	0.3F		1952		*		1922		2136	0.4E		1944				
							1615		1.2E		1433		1855	1.0E		2341		0.3F		2352		0.3E							
<b>12</b> M		0005	2.0F	<b>27</b> Tu		0046	1.6F	<b>12</b> Th		0048	1.0F	<b>27</b> F		0143	0646	1.5E	<b>12</b> Sa		0615	2.1E	<b>27</b> Su		0500	2.0E					
		0700	2.0E				0906		1.1E		0350		0758	1.2E		1036		1419	2.2F			0931	1.7F						
		2117					1332		0.5E		1104		1352	1.0F		2029		2303	0.6E			2013							
							1742		0.9E		1728		2041	0.7E															
<b>13</b> Tu		0108	2.0F	<b>28</b> W		0117	1.4F	<b>13</b> F		0111	0.4F	<b>28</b> Sa		0634	1.7E	<b>13</b> Su		0012	0.5E	<b>28</b> M		0531	2.2E						
		0941	0.5E				0904		1.2E		0301		0748	1.6E			0631	2.3E			1009	1.3E							
		1145	0.4E				1420		*		1120		1437	1.7F			1108	1453	2.4F			2106							
		1821	1.8E				1915		0.6E		1930		2209	0.6E			2123												
<b>14</b> W		0148	1.7F	<b>29</b> Th		0135	1.0F	<b>14</b> Sa		0131	*	<b>29</b> Su		0633	2.0E	<b>14</b> M		0659	2.4E	<b>29</b> Tu		0618	2.5E						
		0937	0.6E				0856		1.2E		0737		1.9E		1056		1435	2.2F			1101	1443	2.6F						
		1326	*				1231		0.6F		1142		1513	2.2F			2045					2223							
		1950	1.5E				1755		0.4E		2053		2326	0.6E															
<b>15</b> Th		0216	1.3F	<b>30</b> F		0143	0.5F	<b>15</b> Su		0150	0.4E	<b>30</b> M		0653	2.3E	<b>15</b> Tu		0738	2.4E	<b>30</b> W		0715	2.7E						
		0936	0.8E				0838		1.4E		0741		2.2E		1123		1504	2.6F			1606	2.3F		1538	2.6F				
		1209	0.7F				1211		1.1F		1208		1546	2.5F			2124					2312							
		1704	1.2E				1937		2.20				2155										2353						
<b>31</b> Sa		0149	*	<b>31</b> Su		0820	1.6E																						
		0820	1.6E				1207	1.7F																					
		1207	1.7F				2034	0.4E																					
		2034	0.4E																										

Time meridian 90° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 \* Current weak and variable.

# Aransas Pass (between jetties), Texas, 2009

F—Flood, Dir. 300° True    E—Ebb, Dir. 120° True

January				February				March															
Slack		Maximum																					
	h	m	knots																				
<b>1</b> Th	0318	1030	1.1E	<b>16</b> F	0314	0806	0.4E	<b>1</b> Su	0533	0911	0.7F	<b>16</b> M	0634	1301	1.3F	<b>1</b> Su	0310	0738	1.1F	<b>16</b> M	0429	0920	1.4F
	1515	1943	1.1F		1140	*			1202	1202	0.6F		1922				1620	2317	1.4E		1656	2345	1.4E
					1908	0.5F			1345	0.6F			0										
<b>2</b> F	0258	0550	0.3E	<b>17</b> Sa	0653	1351	0.7F	<b>2</b> M	0625	1032	1.2F	<b>17</b> Tu	0731	1342	1.5F	<b>2</b> M	0427	0906	1.4F	<b>17</b> Tu	0533	1019	1.4F
	1108	0.6E			2125				1201	1.2F			2011				1712	2356	1.7E		1751		
	1500	2002	0.7F		2152				1314	1.2F													
<b>3</b> Sa	0445	0908	0.3E	<b>18</b> Su	0736	1351	1.1F	<b>3</b> Tu	0721	1332	1.7F	<b>18</b> W	0826	1413	1.6F	<b>3</b> Tu	0539	1018	1.7F	<b>18</b> W	0637	1251	1.4F
	1136	*			2121				1957				2112				1812				1852		
	2006	0.4F			0326	1.1E			0123	1.6E			0328	1.4E								0022	1.4E
	2231				1351	1.1F			1332	1.7F			1413	1.6F								1251	1.4F
<b>4</b> Su	0737	1032	0.6F	<b>19</b> M	0819	1410	1.5F	<b>4</b> W	0818	1402	2.1F	<b>19</b> Th	0920	1443	1.7F	<b>4</b> W	0648	1246	1.9F	<b>19</b> Th	0739	1340	1.5F
	1149	0.6F			2132				2055				2213				1916				1958		
	1425	0.7F			0351	1.4E			0253	1.9E			0425	1.5E			0043	1.9E				0116	1.3E
<b>5</b> M	0802	1401	1.2F	<b>20</b> Tu	0903	1436	1.7F	<b>5</b> Th	0917	1434	2.3F	<b>20</b> F	1011	1511	1.6F	<b>5</b> Th	0755	1339	2.1F	<b>20</b> F	0836	1408	1.4F
	2058				2159				2159				2309				2027				2119		
					0419	1.6E			0403	2.2E			0511	1.6E			0205	2.0E				0342	1.3E
<b>6</b> Tu	0842	0344	1.6E	<b>21</b> W	0950	1504	1.8F	<b>6</b> F	1016	1509	2.4F	<b>21</b> Sa	1100	1535	1.5F	<b>6</b> F	0859	1413	2.1F	<b>21</b> Sa	0929	1426	1.3F
	2121	1.8F			2235				2302								2146				2244		
					0452	1.7E			0500	2.4E			0557	1.6E			0351	2.0E				0441	1.3E
<b>7</b> W	0930	0421	2.1E	<b>22</b> Th	1037	1538	1.8F	<b>7</b> Sa	1114	1546	2.2F	<b>22</b> Su	0013	0641	1.6E	<b>7</b> Sa	0959	1438	1.9F	<b>22</b> Su	1020	1429	1.1F
	2206	2.2F			2317								2312				2312					0532	1.2E
					0528	1.8E			0559	2.4E			0641	1.6E			0457	2.0E				1429	1.1F
<b>8</b> Th	1024	0506	2.5E	<b>23</b> F	1123	1619	1.8F	<b>8</b> Su	0016	0658	2.3E	<b>23</b> M	0140	0719	1.5E	<b>8</b> Su	1058	1454	1.5F	<b>23</b> M	0050	0629	1.1E
	2258	2.5F							1207	1621	1.9F		1222	1552	1.2F						1110	1428	0.9F
					0609	1.9E							1552	1.2F			0604	1.8E				2247	*
<b>9</b> F	1120	0557	2.7E	<b>24</b> Sa	0005	0648	1.9E	<b>9</b> M	0158	0753	2.0E	<b>24</b> Tu	0256	0756	1.3E	<b>9</b> M	0140	0712	1.4E	<b>24</b> Tu	0254	0727	0.8E
	2357	2.6F			1204	1700	1.8F		1254	1645	1.6F		1257	1605	1.0F		1153	1504	1.2F		1201	1436	0.7F
																	2303	*			2102	*	
<b>10</b> Sa	1214	0653	2.7E	<b>25</b> Su	0059	0723	1.9E	<b>10</b> Tu	0329	0848	1.5E	<b>25</b> W		0021	*	<b>10</b> Tu	0340	0819	1.0E	<b>25</b> W	0440	0836	0.5E
		2.5F			1241	1727	1.7F		1335	1700	1.2F		0410	0837	1.0E		1241	1515	0.8F		1253	1449	0.4F
													1330	1624	0.7F		2226	*			1950	*	
<b>11</b> Su	0105	0745	2.6E	<b>26</b> M	0152	0754	1.8E	<b>11</b> W		0029	*	<b>26</b> Th	0548	0953	0.6E	<b>11</b> W	0547	1006	0.6E	<b>26</b> Th	0711	1114	0.3E
	1304	1745	2.3F		1313	1734	1.5F		0506	1006	1.0E		1401	1642	0.4F		1323	1527	0.4F			1456	*
									1408	1714	0.8F		2234	*			1812	2152	0.4E			1949	0.6E
<b>12</b> M	0214	0836	2.3E	<b>27</b> Tu	0236	0825	1.6E	<b>12</b> Th		0008	*	<b>27</b> F		0447	0.6F	<b>12</b> Th	0040	0356	0.8F	<b>27</b> F	0002	0359	1.1F
	1349	1813	1.9F		1342	1743	1.3F		0449	0.4F			1131	*			0904	1144	0.3E			1248	*
									1123	0.4E			1645	*			1534	*				1422	*
<b>13</b> Tu	0309	0932	1.8E	<b>28</b> W	0314	0900	1.3E	<b>13</b> F		1424	0.5F	<b>28</b> Sa	0154	0614	0.8F	<b>13</b> F	0134	0517	1.0F	<b>28</b> Sa	0053	0513	1.4F
	1429	1831	1.5F		1408	1800	1.1F		2019	2357	0.5E		1545	2243	1.0E		1527	2206	1.0E		1305	2047	1.4E
									0319	0626	0.5F												
<b>14</b> W	0336	1034	1.2E	<b>29</b> Th	0356	0947	0.9E	<b>14</b> Sa		1223	*	<b>14</b> Sa		0000	0.8E	<b>14</b> Sa	0227	0632	1.2F	<b>29</b> Su	0146	0624	1.6F
	1501	1845	1.1F		1426	1818	0.8F		1408	1714	0.8F		0435	0818	0.8F		1528	2238	1.3E		1435	2139	1.7E
													1900										
<b>15</b> Th		0348	*	<b>30</b> F		0101	*	<b>15</b> Su		0014	1.1E	<b>15</b> Su		0014	1.1E	<b>15</b> Su	0326	0756	1.3F	<b>30</b> M	0247	0739	1.8F
		0559	*			0147	*		0536	1005	1.0F		0536	1005	1.0F		1608	2311	1.4E		1534	2239	2.0E
		1119	0.6E			0407	*		1854														
		1507	0.8F			0542	*																
		2303				1046†	0.4E																
						0009	0.3E																
				<b>31</b> Sa	0442	0732	0.3F													<b>31</b> Tu	0358	0858	2.0F
						1131	*														1632	2331	2.1E
						1450	0.3F																
						1705†	*																

Time meridian 90° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 If three or more consecutive entries are marked (F) or (E) the middle ones are not true maximums but intermediate values to show the current pattern.  
 \* Current weak and variable.  
 † See page 144 for the remaining currents on this day.

# Aransas Pass (between jetties), Texas, 2009

F—Flood, Dir. 300° True    E—Ebb, Dir. 120° True

April				May				June											
Slack		Maximum																	
	h	m	knots																
<b>1</b> W	0510	1000	2.0F	<b>16</b> Th	0541	1011	1.4F	<b>1</b> F	0548	1007	1.8F	<b>16</b> Sa	0530	0942	1.3F	<b>1</b> M	0005 0234 0428 0937 1242	0002 0911 1644	* 0.5F 0.7E
	1732				1740			●	1727				1653				0428 0937 1242	1137 2037	
<b>2</b> Th	0620	1103	1.9F	<b>17</b> F	0639	1051	1.3F	<b>2</b> Sa	0645	1035	1.4F	<b>17</b> Su	0609	1005	1.0F	<b>2</b> Tu	0217 0735 0931	0228 1621	0.6F 1.1E
	1833	0020	2.0E	●	1825	0023	1.3E		1726	1943	0.3E	●	1640	1922	0.3E		1148 2140	2055	
<b>3</b> F	0727	1245	1.8F	<b>18</b> Sa	0734	1143	1.1E	<b>3</b> Su	0735	1058	1.0F	<b>18</b> M	0640	1025	0.7F	<b>3</b> W	0237 1121	0209 1632	1.2F 1.6E
	1933	0124	1.8E		1902	0111	1.1E		1633	1908	0.4E		1526	1842	0.4E		2216	2128	
<b>4</b> Sa	0828	1323	1.5E	<b>19</b> Su	0825	1228	0.9F	<b>4</b> M	0814	1118	0.6F	<b>19</b> Tu	0505	1038	0.4F	<b>4</b> Th	0304 1107	0224 1701	1.7F 2.1E
	2035	0338	1.5E		2033	0350	0.9E		1506	1850	0.6E		1324	1745	0.6E		2255	2213	
<b>5</b> Su	0926	0458	1.2E	<b>20</b> M	0914	1247	0.7F	<b>5</b> Tu	0914	1247	0.7F	<b>20</b> W	0123	1722	1.0E	<b>5</b> F	0337 1118	0257 1741	2.2F 2.4E
	2336	1334	1.2F		1956	2033	*		1343	1840	1.0E		2151				2334	2303	
<b>6</b> M	1024	0626	0.8E	<b>21</b> Tu	1015	1305	0.4F	<b>6</b> W	1230	1840	1.3E	<b>21</b> Th	0204	1732	1.5E	<b>6</b> Sa	0420 1147	0343 1829	2.5F 2.7E
	2017	1338	0.8F		2157	1548	0.3E		2309				2226				2356	2356	
<b>7</b> Tu	0423	0803	0.5F	<b>22</b> W	0139	0859	0.7F	<b>7</b> Th	1117	1852	1.6E	<b>22</b> F	0244	1759	1.9E	<b>7</b> Su	0013 1226	0444 1921	2.6F 2.8E
	1127	1347	0.4F		1320	1320	*		2346				2310			●			
<b>8</b> W	0226	1030	0.9F	<b>23</b> Th	0228	1159	1.1F	<b>8</b> F	1145	1911	1.8E	<b>23</b> Sa	0331	1838	2.3E	<b>8</b> M	0051 1313	0542 2011	2.6F 2.7E
	1358	1947	0.9E		1837	1837	1.1E	●					2358				1954	2011	
<b>9</b> Th	0321	1209	1.2F	<b>24</b> F	0317	1055	1.5F	<b>9</b> Sa	0023	0448	1.8F	<b>24</b> Su	0432	1923	2.5E	<b>9</b> Tu	0128 1400	0627 2105	2.4F 2.4E
	1400	1954	1.2E	●	1902	1902	1.6E		1227	1937	1.9E	●	1216	1923	2.5E		2030	2105	
<b>10</b> F	0036	0424	1.4F	<b>25</b> Sa	0002	0418	1.8F	<b>10</b> Su	0100	0541	1.9F	<b>25</b> M	0048	0538	2.5F	<b>10</b> W	0206 1439	0703 2208	2.1F 1.9E
	1213	2012	1.4E		1937	1937	1.9E		1316	2007	1.9E		1318	2010	2.6E		2111	2208	
<b>11</b> Sa	0115	0531	1.6F	<b>26</b> Su	0050	0526	2.1F	<b>11</b> M	0138	0628	1.9F	<b>26</b> Tu	0140	0636	2.6F	<b>11</b> Th	0243 1511	0728 2302	1.7F 1.3E
	1333	2040	1.6E		2019	2019	2.2E		1406	2044	1.9E		1419	2105	2.5E		2157	2302	
<b>12</b> Su	0156	0629	1.6F	<b>27</b> M	0141	0631	2.2F	<b>12</b> Tu	0220	0717	1.8F	<b>27</b> W	0233	0731	2.4F	<b>12</b> F	0319 1533	0746 1854	1.3F 0.6E
	1430	2120	1.6E		2112	2112	2.3E		1452	2133	1.8E		1510	2209	2.3E		2240	2336	
<b>13</b> M	0243	0732	1.6F	<b>28</b> Tu	0238	0740	2.3F	<b>13</b> W	0307	0810	1.7F	<b>28</b> Th	0329	0819	2.2F	<b>13</b> Sa	0352 1542	0801 2314	0.9F 0.5E
	1517	2214	1.6E		2217	2217	2.3E		1532	2228	1.7E		1548	2305	1.9E		2314	2341	
<b>14</b> Tu	0339	0842	1.6F	<b>29</b> W	0343	0846	2.2F	<b>14</b> Th	0357	0850	1.6F	<b>29</b> F	0422	0850	1.8F	<b>14</b> Su	0415 1522	0811 1617	0.6F 0.9E
	1603	2304	1.6E		2315	2315	2.1E		1608	2312	1.5E		1604	2345	1.3E		2032 2341	1958	
<b>15</b> W	0441	0932	1.5F	<b>30</b> Th	0448	0933	2.1F	<b>15</b> F	0446	0918	1.5F	<b>30</b> Sa	0507	0910	1.4F	<b>15</b> M	0406 1333	0205 1623	0.8F 1.3E
	1651	2344	1.5E		1655	1655	1.2E		1637	2345	1.2E	●	1540	1816	0.4E	●	2201	2033	
												●	2023	0.3E					
												<b>31</b> Su	0535	0910	0.7E				
													1429	1743	0.6E				
														2213	*				

Time meridian 90° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
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 \* Current weak and variable.  
 † See page 144 for the remaining currents on this day.

## Aransas Pass (between jetties), Texas, 2009

F—Flood, Dir. 300° True E—Ebb, Dir. 120° True

July				August				September							
Slack		Maximum													
h	m	h	m	h	m	h	m	h	m	h	m	h	m	h	m
<b>1</b>	1017	0213	1639	<b>16</b>	0838	0158	1513	<b>1</b>	1021	0215	1716	<b>16</b>	1210	0312	1832
W	2112	1.3F	1.6E	Th	2019	1.1F	1.5E	Sa	2219	2.2F	1.8E	Su	2327	1.4F	1.5E
<b>2</b>	1022	0236	1702	<b>17</b>	0901	0204	1558	<b>2</b>	1107	0247	1758	<b>17</b>	1347	0320	1913
Th	2154	1.7F	1.8E	F	2107	1.7F	1.9E	Su	2307	2.2F	1.9E	M	2247	1.3F	1.3E
<b>3</b>	1041	0305	1731	<b>18</b>	0947	0227	1643	<b>3</b>	1158	0318	1840	<b>18</b>	0008	0322	1008
F	2238	1.9F	2.0E	Sa	2201	2.1F	2.3E	M	2351	2.1F	1.8E	Tu	1154	0.3F	2.2E
<b>4</b>	1111	0339	1805	<b>19</b>	1040	0300	1733	<b>4</b>	1257	0347	1916	<b>19</b>	0044	0334	0808
Sa	2322	2.0F	2.0E	Su	2257	2.4F	2.6E	Tu	1257	1.9F	1.8E	W	1346	0.8F	1.9E
<b>5</b>	1149	0423	1842	<b>20</b>	1137	0344	1829	<b>5</b>	0029	0409	0511	<b>20</b>	0119	0351	0608
Su	1842	2.0F	2.0E	M	2352	2.5F	2.7E	W	1357	1.5F	1.6E	Th	1529	0.6F	1.4E
<b>6</b>	0004	0510	1918	<b>21</b>	1245	0436	1924	<b>6</b>	0103	0425	0514	<b>21</b>	0119	0406	0308
M	1235	2.0F	2.0E	Tu	●	2.4F	2.6E	Th	1448	1.0F	1.4E	F	1717	0.3F	0.9E
<b>7</b>	0043	0549	1950	<b>22</b>	0043	0521	2016	<b>7</b>	0132	0441	0520	<b>22</b>	0158	0441	0608
Tu	1323	1.9F	1.9E	W	1402	2.2F	2.3E	F	1538	0.6F	1.1E	Sa	1631	0.6F	0.4E
○				<b>23</b>	0130	0550	2113	<b>8</b>	0158	0453	0536	<b>23</b>	0225	0453	0308
<b>8</b>	0118	0614	1808	Th	1513	1.9F	1.8E	Sa	1652	0.3F	0.8E	Su	0700	1.20	0.6E
W	1406	1.8F	1.8E	<b>24</b>	0212	0606	1629	<b>9</b>	0217	0554	0554	<b>24</b>	0110	0441	1.0E
<b>9</b>	0150	0627	1608	F	1629	1.5F	1.2E	Su	1219	*	0.4E	M	1129	1.0E	1.0F
Th	1438	1.6F	1.6E	<b>25</b>	0247	0619	1358	<b>10</b>	0205	0608	0608	<b>25</b>	0526	1150	1.3E
<b>10</b>	0219	0640	1500	Sa	1737	1.0F	0.5E	M	0847	0.4F	0.3E	Tu	1700	2140	1.2F
F	1500	1.5F	1.3E	<b>26</b>	0300	0632	1014	<b>11</b>	0229	*	0.7E	W	1802	2303	1.4F
<b>11</b>	0244	0658	1508	Su	1711	0.7F	0.4F	Tu	1652	0.7F	0.7F	<b>26</b>	0550	1219	1.4E
Sa	1508	1.2F	1.0E	<b>27</b>	0901	0638	1318	<b>12</b>	0018	0.6F	0.6F	<b>27</b>	0636	1258	1.5E
<b>12</b>	0300	0719	1715	M	1807	0.4F	0.7F	W	0615	1.1E	1.1E	Th	1903	1.5E	1.5E
Su	1843	*	0.5E	<b>28</b>	0838	1355	1900	<b>13</b>	0634	1248	1548	<b>28</b>	0733	0110	1.5F
<b>13</b>	0238	0737	1622	Tu	1900	1.2E	1.2E	Th	1848	1.5E	1.5E	F	2002	1449	1.5E
M	1122	0.7F	0.3E	○				○				<b>29</b>	0841	0152	1.6F
<b>14</b>	1006	0740	1338	<b>29</b>	0838	0119	1509	<b>14</b>	0722	0108	1356	<b>29</b>	2057	1610	1.5E
Tu	1910	0.4F	0.6E	W	1950	1.2F	1.4E	F	1948	1.5F	1.8E	Sa	0841	1610	1.5E
<b>15</b>	0918	0224	1416	<b>30</b>	0900	0149	1556	<b>15</b>	0823	0143	1531	<b>30</b>	0953	0224	1.6F
W	1938	0.6F	1.0E	Th	2040	1.6E	1.6E	Sa	2047	1.9F	2.1E	Su	2150	1659	1.6E
○				<b>31</b>	0937	0219	1636	<b>31</b>	1058	0252	1746	<b>31</b>	1058	0252	1.6F
				F	2129	1.8E	1.8E	M	2240	1.5E	1.5E				

Time meridian 90° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

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\* Current weak and variable.

# Aransas Pass (between jetties), Texas, 2009

F—Flood, Dir. 300° True    E—Ebb, Dir. 120° True

October				November				December																						
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum																
h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots											
<b>1</b> Th		0202 0906 1306 1510 1927 2340	0.8F * 0.3F 0.6E		<b>16</b> F	0320 1046	0718 1416 2235	0.4F 0.7E 1.0F *		<b>1</b> Su	1108 2300	1507 2300	1.2E 1.5F		<b>16</b> M	1207	1639	2.0F		<b>1</b> Tu	1142	1613	2.3F		<b>16</b> W	1239	1741	2.1F		
<b>2</b> F		0210 0802 1402 1710	0.5F * 0.6F 0.4E		<b>17</b> Sa	1132 2254	0124 0715 1510	* 1.1E 1.4F		<b>2</b> M	1149 2353	1600 2353	1.6E 1.8F		<b>17</b> Tu	0017 1247	0724 1734	2.1E 2.1F		<b>2</b> W	0002 1230	0704 1716	2.5E 2.4F		<b>17</b> Th	0105 1317	0748 1819	2.1E 2.0F		
<b>3</b> Sa		0039 0406 1105	0.221 0.724 1.450 2.332	0.3F 0.4E 0.9F *		<b>18</b> Su	1216	0729 1611	1.4E 1.6F		<b>3</b> Tu	1232	0716 1705	1.9E 2.0F		<b>18</b> W	0105 1327	0756 1822	2.1E 2.0F		<b>3</b> Th	0100 1319	0750 1813	2.6E 2.5F		<b>18</b> F	0152 1354	0822 1849	2.0E 1.9F	
<b>4</b> Su		0227 0725 1153 2302	* 0.8E 1.545 1.2F		<b>19</b> M	0007 1258	0751 1721	1.7E 1.8F		<b>4</b> W	0055 1320	0756 1809	2.2E 2.2F		<b>19</b> Th	0155 1408	0832 1910	2.0E 1.9F		<b>4</b> F	0200 1409	0839 1904	2.6E 2.4F		<b>19</b> Sa	0232 1430	0859 1914	1.8E 1.7F		
<b>5</b> M		0745 1237	1.1E 1.4F		<b>20</b> Tu	0114 1341	0820 1822	1.8E 1.8F		<b>5</b> Th	0158 1412	0842 1912	2.3E 2.3F		<b>20</b> F	0240 1453	0916 1959	1.9E 1.8F		<b>5</b> Sa	0251 1500	0936 1950	2.3E 2.2F		<b>20</b> Su	0302 1503	0941 1936	1.6E 1.5F		
<b>6</b> Tu		0046 1324	0817 1802	1.5E 1.6F		<b>21</b> W	0211 1428	0858 1924	1.8E 1.8F		<b>6</b> F	0253 1511	0941 2017	2.3E 2.2F		<b>21</b> Sa	0318 1539	1009 2036	1.7E 1.7F		<b>6</b> Su	0331 1551	1037 2022	2.0E 1.8F		<b>21</b> M	0321 1532	1023 1958	1.3E 1.3F	
<b>7</b> W		0207 1417	0901 1911	1.7E 1.8F		<b>22</b> Th	0259 1521	0949 2033	1.8E 1.8F		<b>7</b> Sa	0343 1613	1044 2106	2.2E 2.1F		<b>22</b> Su	0350 1625	1055 2101	1.5E 1.5F		<b>7</b> M	0350 1635	1123 2044	1.4E 1.4F		<b>22</b> Tu	0326 1550	1058 2020	0.9E 1.0F	
<b>8</b> Th		0306 1522	1001 2028	1.9E 2.0F		<b>23</b> F	0343 1620	1045 2122	1.7E 1.7F		<b>8</b> Su	0426 1712	1135 2140	1.9E 1.8F		<b>23</b> M	0414 1706	1129 2122	1.2E 1.3F		<b>8</b> Tu	0327 1702	0606 2101	0.4E 1.0F		<b>23</b> W	0258 1515	0554 2039	0.4E 0.7F	
<b>9</b> F		0400 1633	1101 2131	2.0E 2.0F		<b>24</b> Sa	0427 1719	1129 2156	1.5E 1.5F		<b>9</b> M	0456 1807	1217 2205	1.4E 1.5F		<b>24</b> Tu	0421 1739	1156 2142	0.8E 1.0F		<b>9</b> W	0202 1558†	0521 1158 1501 1558†	0.5E * * *		<b>24</b> Th	0039 1143 2047	0514 * *	0.4E * *	
<b>10</b> Sa		0455 1742	1151 2222	2.0E 2.0F		<b>25</b> Su	0508 1814	1206 2225	1.3E 1.3F		<b>10</b> Tu	0455 1854	0731 2226	0.3E 0.8E 1.0F		<b>25</b> W	0400 1751	0653 2200	0.4E 0.7F		<b>10</b> Th	0004 0845	0505 1411 1931 2103	0.9E 0.7F 0.3F 0.4F		<b>25</b> F	0825 2228	0434 1435	0.7E 0.7F	
<b>11</b> Su		0552 1848	1243 2316	1.8E 1.8F		<b>26</b> M	0544 1906	1244 2254	1.0E 1.1F		<b>11</b> W	0400 1655	0645 * 2242	0.4E * 0.6F		<b>26</b> Th	0242 1104	0618 * 1231 1435 1730†	0.4E * * * *		<b>11</b> F	0915 2253	0504 1426	1.3E 1.3F		<b>26</b> Sa	0844 2144	0410 1418	1.1E 1.2F	
<b>12</b> M		0645 1950	1424 1950	1.4E		<b>27</b> Tu	0605 1955	1527 2324	0.7E 0.9F		<b>12</b> Th	0226 0938	0620 1339 1937 2246	0.7E 0.6F * 0.3F		<b>27</b> F	0044 2335	0534 1357	0.7E 0.7F		<b>12</b> Sa	0953 2248	0516 1452	1.7E 1.8F		<b>27</b> Su	0916 2152	0420 1425	1.5E 1.6F	
<b>13</b> Tu		0726 2048	0020 1623	1.5F 1.1E		<b>28</b> W		0753 1033 1655 2040 2355	* * 0.5E 0.6F		<b>13</b> F	0057 1008 2349	0609 1420	1.1E 1.2F		<b>28</b> Sa	0945 2221	0513 1409	1.1E 1.2F		<b>13</b> Su	1035 2306	0537 1525	2.0E 2.0F		<b>28</b> M	0958 2228	0447 1450	1.9E 2.1F	
<b>14</b> W		0047 0813 1112 1753	0.740 * * 0.7E		<b>29</b> Th	0440 0949	0725 1224 1852	0.3E 0.3F *		<b>14</b> Sa	1047 2312	0613 1459	1.5E 1.6F		<b>29</b> Su	1017 2235	0520 1439	1.5E 1.7F		<b>14</b> M	1117 2337	0606 1606	2.1E 2.1F		<b>29</b> Tu	1046 2314	0525 1528	2.3E 2.3F		
<b>15</b> Th		0507 1000 1632 2250	0101 0.740 1.312 1.947 0.4E		<b>30</b> F	0254 1003	0623 1338 2125	0.3F 0.5E 0.7F *		<b>15</b> Su	1127 2337	0631 1543	1.8E 1.9F		<b>30</b> M	1057 2313	0545 1519	1.9E 2.0F		<b>15</b> Tu	1159 1655	0639 1655	2.2E 2.1F		<b>30</b> W	1138 1621	0612 1621	2.6E 2.5F		
						<b>31</b> Sa		0041 0614 1032 2207	* 0.8E 1.1F												<b>31</b> Th	0010 1228	0702 1718	2.7E 2.5F						

Time meridian 90° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

If three or more consecutive entries are marked (F) or (E) the middle ones are not true maximums but intermediate values to show the current pattern.

\* Current weak and variable.

† See page 144 for the remaining currents on this day.

**Vieques Passage, Puerto Rico, 2009**

F–Flood, Dir. 250° True    E–Ebb, Dir. 055° True

January				February				March								
Slack	Maximum	Slack	Maximum	Slack	Maximum	Slack	Maximum	Slack	Maximum	Slack	Maximum					
h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m					
<b>1</b> Th	0224	0625	0304	0824	0928	0625	0938	0023	0357	0502	0821	<b>16</b> M	0230	0549	0913	0821
	0.4E	0.7E	0.8F	0.6F	0.7E	0.7E	0.7E	0722	1043	0821	0.8E		0.8E	0.8E	0.8E	
	0.5F	0.5F	0.8F	0.5F	0.3F	0.6E	0.3F	1434	1649	1200	1428		0.4F	1300	1527	0.4F
	0.7E	0.7E	0.6E	0.6E	0.6E	0.6E	0.6E	1914	2218	1704	2007		0.5E	1806	2059	0.4E
<b>2</b> F	0300	0027	0351	0914	1025	0011	0346	0104	0443	0550	0912	<b>2</b> M	0314	0633	1001	0721
	0.6F	0.7E	0.7E	0.5E	0.7E	0.7E	0.7E	0810	1136	1258	1520		0.4F	1353	1618	0.3F
	0.5E	0.4F	0.4F	0.6E	0.4F	0.5E	0.3F	1536	1747	1752	2054		0.5E	1858	2148	0.4E
	0.6E	0.6E	0.6E	0.6E	0.6E	0.6E	0.6E	2011	2309	2339						
<b>3</b> Sa	0339	0105	0438	1007	1122	0053	0436	0148	0532	0642	1007	<b>3</b> Tu	0401	0719	1050	0721
	0.7F	0.8F	0.8F	0.6E	0.7E	0.8E	0.8E	0858	1230	1359	1617		0.3F	1535	1712	0.3F
	0.6E	0.3F	0.3F	0.6E	0.6E	0.5E	0.5E	1634	1847	1846	2147		0.5E	1955	2241	0.3E
	0.6E	0.5E	0.5E	0.6E	0.5E	0.5E	0.5E	2114								
<b>4</b> Su	0421	0144	0525	1102	1219	0143	0531	0237	0623	0738	1105	<b>4</b> W	0451	0807	1141	0721
	0.8F	0.8F	0.8F	0.7E	0.7E	0.8E	0.8E	0946	1322	1500	1718		0.3F	1535	1807	0.3F
	0.8F	0.4F	0.4F	0.9E	0.9E	0.3F	0.3F	1726	1945	1948	2248		0.5E	2056	2339	0.3E
	0.6E	0.4E	0.4E	0.6E	0.6E	0.6E	0.6E	2220								
<b>5</b> M	0508	0225	0612	1200	1313	0241	0631	0332	0716	0838	1206	<b>5</b> Th	0546	0857	1233	0721
	0.8F	0.8F	0.8F	0.7E	0.7E	0.9F	0.9F	1035	1412	1559	1822		0.4F	1622	1900	0.4F
	0.8F	0.3F	0.3F	0.6E	0.6E	0.3F	0.3F	1811	2037	2056	2355		0.5E	2155		
	0.5E	0.5E	0.5E	0.6E	0.6E	0.3F	0.3F	2321								
<b>6</b> Tu	0559	0307	0700	1356	1405	0346	0733	0431	0809	0939	1307	<b>6</b> F	0640	0939	1307	0821
	0.9F	0.3E	0.3E	0.9E	0.8E	0.9F	0.9F	1122	1459	1654	1925		0.4F	1706	1950	0.4F
	0.9F	0.3E	0.3E	0.9E	0.8E	0.9F	0.9F	1851	2124	2206						
	0.3F	0.3E	0.3E	0.9E	0.8E	0.9F	0.9F	2322								
<b>7</b> W	0653	0353	0748	1405	1453	0456	0836	0531	0900	0353	0723	<b>7</b> Sa	0741	1043	1412	0621
	0.9F	0.7F	0.7F	0.9E	0.8E	0.9F	0.9F	1209	1542	1744	2024		0.5F	2336		
	0.9E	0.3F	0.3F	0.9E	0.8E	0.9F	0.9F	1925	2206	2313						
	0.3F	0.3F	0.3F	0.9E	0.8E	0.9F	0.9F									
<b>8</b> Th	0750	0443	0836	1556	1538	0607	0937	0101	0348	0508	0829	<b>8</b> Su	0837	1135	1458	0621
	0.4E	0.7F	0.7F	0.9E	0.8E	0.8E	0.8E	1254	1623	1140	1501		0.8E	1819	2117	0.5F
	0.4E	0.7F	0.7F	0.9E	0.8E	0.8E	0.8E	1957	2244	1829	2119		0.6F			
	0.4E	0.7F	0.7F	0.9E	0.8E	0.8E	0.8E									
<b>9</b> F	0848	0050	0318	1656	1619	0130	0426	0141	0435	0014	0319	<b>9</b> M	0324	0631	0929	0521
	0.9F	0.3E	0.3E	0.9F	0.8E	0.6E	0.6E	0727	1037	0620	0931		0.7F	1225	1540	0.6E
	0.9F	0.3E	0.3E	0.9F	0.8E	0.6E	0.6E	1337	1700	1236	1553		0.8E	1851	2155	0.6F
	0.4F	0.4F	0.4F	0.9F	0.8E	0.6E	0.6E	2025	2319	1912	2209		0.7F			
<b>10</b> Sa	0946	0141	0409	1803	1658	0226	0525	0220	0520	0110	0418	<b>10</b> Tu	0418	0727	1019	0621
	0.5E	0.3E	0.3E	0.9F	0.8E	0.7E	0.8E	0821	1122	0726	1028		0.7F	1312	1620	0.6E
	0.5F	0.4F	0.4F	0.9F	0.8E	0.7E	0.8E	1419	1736	1329	1641		0.8E	1922	2232	0.6F
	0.5F	0.4F	0.4F	0.9F	0.8E	0.7E	0.8E	2052	2353	1952	2256		0.7F			
<b>11</b> Su	1044	0224	0457	1856	1735	0319	0014	0257	0604	0201	0513	<b>11</b> W	0604	0828	1122	0621
	0.5E	0.3E	0.3E	0.9F	0.8E	0.7E	0.7E	0915	1207	0828	1122		0.6F	1418	1726	0.7E
	0.6F	0.6F	0.6F	0.9F	0.8E	0.7E	0.7E	1500	1812	1418	1726		0.7E	2031	2341	0.8F
	0.6F	0.6F	0.6F	0.9F	0.8E	0.7E	0.7E	2119		2031	2341		0.8F			
<b>12</b> M	1140	0224	0535	1911	1810	0410	0059	0336	0648	0250	0604	<b>12</b> Th	0604	0927	1213	0621
	0.6E	0.5F	0.5F	0.9F	0.8E	0.8E	0.8E	1009	1253	1505	1810		0.7E	2108		
	0.6E	0.5F	0.5F	0.9F	0.8E	0.8E	0.8E	1540	1848							
	0.6E	0.5F	0.5F	0.9F	0.8E	0.8E	0.8E	2147								
<b>13</b> Tu	1236	0344	0635	2002	1845	0459	0807	0417	0733	0336	0653	<b>13</b> F	0624	1003	1239	0521
	0.7F	0.6E	0.6E	0.9F	0.8E	0.8E	0.8E	1103	1339	1022	1302		0.5F	1549	1851	0.6E
	0.8F	0.6E	0.6E	0.9F	0.8E	0.8E	0.8E	1621	1926	1549	1851		0.6E	2145		
	1.0E	0.7E	0.7E	0.9F	0.8E	0.8E	0.8E	2219								
<b>14</b> W	1332	0439	0733	2103	1932	0547	0859	0421	0740	0421	0740	<b>14</b> Sa	0740	1116	1350	0521
	0.8F	0.7E	0.7E	0.9F	0.8E	0.8E	0.8E	1116	1350	1634	1933		0.6E	2222		
	0.7F	0.7E	0.7E	0.9F	0.8E	0.8E	0.8E	1634	1933							
	0.9E	0.9E	0.9E	0.9F	0.8E	0.8E	0.8E	2345								
<b>15</b> Th	1427	0532	0831	2311	2036	0635	0951	0505	0827	1208	1438	<b>15</b> Su	0827	1146	1416	0521
	0.8F	0.7E	0.7E	0.9F	0.8E	0.8E	0.8E	1718	2015	1718	2015		0.5E	2226		
	0.7E	0.7E	0.7E	0.9F	0.8E	0.8E	0.8E	2300								
	0.8E	0.7E	0.7E	0.9F	0.8E	0.8E	0.8E									
<b>16</b> F	1523	0457	0758	2304	2034	0457	0758	0148	0532	0539	0847	<b>16</b> Sa	0758	1146	1416	0521
	0.7E	0.6F	0.6F	0.6E	0.6E	0.6F	0.6F	1635	1955	1211	1443		0.4F	1717	2034	0.6E
	0.5F	0.6E	0.6E	0.6E	0.6E	0.6F	0.6F	2304								
	0.5F	0.6E	0.6E	0.6E	0.6E	0.6F	0.6F									
<b>17</b> Sa	1621	0531	0851	1849	2206	0011	0346	0104	0443	0550	0912	<b>17</b> Tu	0851	1353	1618	0321
	0.7E	0.8F	0.8F	0.6E	0.6E	0.8F	0.8F	0810	1136	1258	1520		0.4F	1858	2148	0.4E
	0.7E	0.8F	0.8F	0.6E	0.6E	0.8F	0.8F	1536	1747	1752	2054		0.5E			
	0.7E	0.8F	0.8F	0.6E	0.6E	0.8F	0.8F	2011	2309	2339						
<b>18</b> Su	1523	0105	0438	1801	2121	0053	0436	0148	0532	0642	1007	<b>18</b> W	0401	0719	1050	0721
	0.7E	0.8F	0.8F	0.6E	0.6E	0.8E	0.8E	0858	1230	1359	1617		0.3F	1535	1712	0.3F
	0.5F	0.5E	0.5E	0.6E	0.6E	0.5E	0.5E	1634	1847	1846	2147		0.5E	1955	2241	0.3E
	0.5F	0.5E	0.5E	0.6E	0.6E	0.5E	0.5E	2114								
<b>19</b> M	1523	0144	0525	1801	2121	0143	0531	0237	0623	0738	1105	<b>19</b> Th	0451	0807	1141	0721
	0.7E	0.8F	0.8F	0.6E	0.6E	0.9F	0.9F	0946	1322	1500	1718		0.3F	2056	2339	0.3E
	0.5E	0.4E	0.4E	0.6E	0.6E	0.9F	0.9F	1726	1945	1948	2248		0.5E			
	0.5E	0.4E	0.4E	0.6E	0.6E	0.9F	0.9F	2220								
<b>20</b> Tu	1612	0225	0612	1801	2121	0241	0631	0332	0716	0838	1206	<b>20</b> F	0546	0857	1233	0721
	0.8F															



# Vieques Passage, Puerto Rico, 2009

F–Flood, Dir. 250° True    E–Ebb, Dir. 055° True

July				August				September																		
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum												
h	m	h	m	h	m	h	m	h	m	h	m	h	m	h	m											
knots				knots				knots				knots														
<b>1</b> W		0025	0.8E	<b>16</b> Th	0532	*		<b>1</b> Sa	0144	0.8E	<b>16</b> Su	0059	0.8E	<b>1</b> Tu	0240	0.7E	<b>16</b> W	0552	0.8E							
	0416	0627	0.3F		1056	0.5E	0803		*	0459		0.3F	0627		0.906	0.4F		0627	0.906	0.4F	0552	0.844	0.6F			
	0847	1156	0.5E		1344	1.731	0.8F		1314	0.3E		0936	1.236		0.4E	1200		1.446	0.4E	1200	1.446	0.4E	1141	1.448	0.6E	
	1443	1827	0.8F		2104				1515	1.901		0.8F	1515		1.901	0.8F		1726	2.048	0.5F	1726	2.048	0.5F	1752	2.101	0.7F
<b>2</b> Th	0123	0.8E	<b>17</b> F	0030	0.8E	<b>2</b> Su	0235	0.8E	<b>17</b> M	0157	0.9E	<b>2</b> W	0325	0.7E	<b>17</b> Th	0006	0.321	0.8E	<b>17</b> Th	0066	0.321	0.8E				
	0526	0.732		0.3F	0635		*	0642		0.859	0.3F		0551	0.814		0.4F	0703	0.948		0.4F	0637	0.936	0.7F	0637	0.936	0.7F
	0949	1.249		0.4E	1151		0.4E	1134		1.411	0.3E		1047	1.345		0.5E	1246	1.537		0.4E	1238	1.549	0.7E	1238	1.549	0.7E
	1525	1.916		0.8F	1431		1.824	0.9F		1633	2.022		0.7F	1626		2.005	0.8F	1825		2.138	0.5F	1901	2.201	0.7F	1901	2.201
<b>3</b> F	0218	0.8E	<b>18</b> Sa	0127	0.8E	<b>3</b> M	0321	0.8E	<b>18</b> Tu	0254	0.9E	<b>3</b> Th	0406	0.7E	<b>18</b> F	0102	0.411	0.7E	<b>18</b> F	0102	0.411	0.7E				
	0628	0.834		0.3F	0738		0.3F	0724		0.948	0.3F		0638	0.911		0.5F	0735	1.026		0.5F	0719	1.026	0.8F	0719	1.026	0.8F
	1055	1.342		0.3E	1251		0.4E	1233		1.506	0.3E		1154	1.452		0.5E	1326	1.624		0.5E	1326	1.624	0.5E	1331	1.646	0.8E
	1609	2.003		0.8F	1525		1.920	0.9F		1728	2.110		0.6F	1739		2.108	0.8F	1921		2.225	0.5F	2005	2.258	0.7F	2005	2.258

Time meridian 60° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time. \* Current weak and variable.

## Vieques Passage, Puerto Rico, 2009

F—Flood, Dir. 250° True    E—Ebb, Dir. 055° True

October					November					December																			
Slack		Maximum																											
h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots					
1 Th	0555	0858	0.5F		16 F	0549	0907	0.8F		1 Su	0553	0927	0.7F		16 M	0119	0400	0.4E		1 Tu	0039	0319	0.4E		16 W	0157	0423	0.3E	
	1204	1512	0.5E			1219	1540	0.8E			1244	1614	0.8E			0628	1011	0.8F			0542	0933	0.9F			0638	1027	0.8F	
	1825	2116	0.4F			1912	2153	0.5F			2004	2232	0.4F			1330	1704	1.0E			1256	1633	1.0E			1344	1725	0.9E	
2 F	0007	0321	0.6E		17 Sa	0043	0342	0.6E		2 M	0113	0357	0.4E		17 Tu	0213	0447	0.4E		2 W	0135	0410	0.4E		17 Th	0249	0511	0.3E	
	0628	0937	0.6F			0631	0955	0.8F			0629	1008	0.8F			0711	1054	0.8F			0631	1022	0.9F			0725	1110	0.7F	
	1244	1558	0.6E			1308	1633	0.9E			1325	1658	0.9E			1411	1748	1.0E			1343	1720	1.0E			1422	1804	0.9E	
3 Sa	0056	0401	0.5E		18 Su	0137	0430	0.6E		3 Tu	0202	0441	0.4E		18 W		0014	0.4F		3 Th	0230	0504	0.4E		18 F		0037	0.4F	
	0659	1013	0.6F			0713	1041	0.9F			0708	1050	0.8F			0304	0534	0.4E			0726	1112	0.9F			0338	0559	0.3E	
	1321	1642	0.7E			1355	1722	1.0E			1407	1742	1.0E			0755	1136	0.8F			1430	1806	1.1E			0815	1152	0.7F	
4 Su	0142	0439	0.5E		19 M	0228	0516	0.5E		4 W		0005	0.4F		19 Th		0059	0.4F		4 F		0033	0.5F		19 Sa		0116	0.5F	
	0729	1050	0.7F			0754	1125	0.9F			0752	1134	0.9F			0839	1218	0.7F			0826	1204	0.9F			0423	0646	0.3E	
	1359	1724	0.8E			1440	1809	1.0E			1452	1827	1.0E			1529	1909	0.9E			1519	1854	1.1E			0907	1234	0.6F	
5 M	0225	0517	0.5E		20 Tu	0317	0601	0.5E		5 Th	0339	0615	0.4E		20 F	0443	0707	0.3E		5 Sa	0418	0657	0.5E		20 Su	0506	0734	0.3E	
	0800	1126	0.7F			0835	1208	0.8F			0841	1222	0.9F			0927	1300	0.8F			0930	1259	0.8F			1002	1318	0.5F	
	1439	1806	0.9E			1523	1854	1.0E			1538	1913	1.0E			1607	1948	0.9E			1609	1942	1.0E			1612	1953	0.8E	
6 Tu		0022	0.5F		21 W	0116	0416	0.5F		6 F	0139	0439	0.5F		21 Sa	0223	0516	0.5F		6 Su	0211	0504	0.6F		21 M	0230	0520	0.5F	
	0308	0556	0.5E			0405	0645	0.4E			0430	0707	0.4E			0531	0756	0.3E			0514	0758	0.5E			0548	0822	0.4E	
	0834	1205	0.8F			0917	1251	0.8F			0936	1313	0.8F			1019	1344	0.6F			1039	1357	0.7F			1101	1404	0.5F	
7 W		0107	0.4F		22 Th	0202	0502	0.5F		7 Sa	0229	0529	0.5F		22 Su	0305	0605	0.5F		7 M	0301	0601	0.7F		22 Tu	0307	0607	0.6F	
	0352	0637	0.5E			0454	0731	0.4E			0524	0804	0.4E			0619	0847	0.3E			0611	0901	0.6E			0629	0912	0.4E	
	0912	1247	0.8F			1001	1333	0.7F			1038	1408	0.8F			1117	1431	0.5F			1153	1458	0.6F			1204	1453	0.4F	
8 Th		0154	0.4F		23 F	0248	0548	0.4F		8 Su	0320	0620	0.6F		23 M	0346	0646	0.5F		8 Tu	0352	0652	0.7F		23 W	0345	0645	0.6F	
	0437	0722	0.4E			0545	0819	0.4E			0621	0906	0.5E			0706	0941	0.3E			0708	1005	0.6E			0710	1003	0.5E	
	0956	1333	0.8F			1048	1418	0.6F			1148	1508	0.7F			1221	1522	0.4F			1312	1602	0.5F			1312	1545	0.3F	
9 F		0243	0.4F		24 Sa	0335	0635	0.4F		9 M	0413	0713	0.6F		24 Tu	0428	0728	0.6F		9 W	0444	0744	0.8F		24 Th	0424	0724	0.7F	
	0527	0813	0.4E			0637	0911	0.3E			0720	1012	0.5E			0751	1036	0.4E			0805	1111	0.7E			0752	1055	0.5E	
	1047	1424	0.8F			1141	1505	0.6F			1305	1613	0.6F			1331	1618	0.4F			1432	1708	0.4F			1423	1642	0.3F	
10 Sa	0104	0335	0.4F		25 Su	0135	0422	0.4F		10 Tu	0205	0508	0.6F		25 W	0511	0811	0.6F		10 Th	0536	0836	0.8F		25 F	0505	0805	0.7F	
	0622	0910	0.4E			0730	1006	0.3E			0820	1120	0.6E			0835	1132	0.5E			0901	1215	0.7E			0835	1149	0.6E	
	1148	1521	0.7E			1241	1557	0.5F			1427	1721	0.5F			1445	1717	0.3F			1552	1817	0.4F			1741	2057	0.5E	
11 Su	0153	0431	0.5F		26 M	0215	0510	0.5F		11 W	0249	0603	0.7F		26 Th	0230	0553	0.6F		11 F	0253	0629	0.8F		26 Sa	0207	0548	0.8F	
	0722	1013	0.5E			0823	1104	0.3E			0919	1228	0.7E			0919	1227	0.5E			0955	1317	0.8E			0920	1243	0.7E	
	1257	1623	0.7F			1349	1653	0.4F			1549	1831	0.5F			1558	1818	0.3F			1708	1924	0.3F			1843	2159	0.5E	
12 M	0243	0528	0.5F		27 Tu	0255	0557	0.5F		12 Th	0334	0630	0.6E		27 F	0300	0600	0.5E		12 Sa	0553	0853	0.5E		27 Su	0500	0800	0.4E	
	0825	1122	0.5E			0913	1203	0.4E			0418	0748	0.8F			0304	0636	0.7F			0337	0720	0.9F			0244	0635	0.8F	
	1415	1731	0.6F			1501	1753	0.4F			1015	1332	0.7E			1001	1320	0.6E			1047	1416	0.9E			1006	1336	0.8E	
13 Tu	0332	0626	0.6F		28 W	0333	0642	0.5F		13 F	0126	0426	0.6E		28 Sa	0051	0351	0.4E		13 Su	0147	0447	0.4E		28 M	0054	0354	0.4E	
	0929	1232	0.6E			0959	1300	0.5E			1108	1432	0.8E			0339	0718	0.7F			0421	0810	0.9F			0328	0723	0.8F	
	1536	1841	0.6F			1613	1854	0.4F			1816	2044	0.4F			1044	1410	0.7E			1136	1509	0.9E			1054	1428	0.9E	
14 W		0101	0.7E		29 Th	0058	0358	0.5E		14 Sa	0219	0519	0.5E		29 Su	0139	0439	0.4E		14 M	0241	0541	0.4E		29 Tu	0150	0450	0.4E	
	0419	0723	0.6F			0410	0726	0.6F			0502	0838	0.8F			0416	0802	0.8F			0506	0857	0.8F			0417	0815	0.9F	
	1029	1340	0.7E			1042	1353	0.6E			1158	1527	0.9E			1127	1459	0.8E			1222	1559	0.9E			1143	1519	0.9E	
15 Th		0158	0.7E		30 F	0145	0445	0.5E		15 Su	0310	0610	0.5E		30 M	0228	0528	0.4E		15 Tu	0332	0632	0.3E		30 W	0249	0549	0.4E	
	0504	0816	0.7F			0445	0807	0.6F			0545	0925	0.9F			0456	0847	0.8F			0551	0943	0.8F			0513	0908	0.9F	
	1126	1442	0.8E			1123	1443	0.7E			1245	1617	0.9E			1211	1547	0.9E			1304	1644	0.9E			1233	1609	1.0E	
					31 Sa	1819	2050	0.4F			2012	2237	0.4F			1951	2207	0.3F			2049	2312	0.4F		31 Th	0108	0348	0.4E	
						0230	0530	0.5E			0519	0848	0.7F			0614	0943	0.8F			0614	0943	0.8F			0252	0552	0.5F	
						1203	1530	0.8E												1323	1657	1.0E							
						1914	2142	0.4F												2052	2321	0.5F							

Time meridian 60° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 \* Current weak and variable.

## EXTRA CURRENTS, 2009

Bucksport, Maine				Quonset Point, Rhode Island			
January				October			
Slack	Maximum			Slack	Maximum		
h m	h m	knots		h m	h m	knots	
2	2127	1859	1.7E	27	1721	2147	1.8E
3	2215	1951	1.6E	November			
4	2306	2046	1.6E	Slack	Maximum		
March				h m	h m	knots	
Slack	Maximum			24	2259	2019	1.7E
h m	h m	knots		25	2348	2112	1.6E
19	2121	1859	1.5E	December			
April				Slack	Maximum		
Slack	Maximum			h m	h m	knots	
h m	h m	knots		24	1609	2035	1.6E
18	1717	1822	0.6E	25	2300	1701	1.822 1.0E
		1909	0.5E			1917	0.9E
		2142	1.5E			2127	1.6E
May				26	2348	2217	1.6E
Slack	Maximum						
h m	h m	knots					
16	2244	2015	1.5E				
17	2339	2108	1.5E				
June							
Slack	Maximum						
h m	h m	knots					
15	1610	2033	1.6E				
	2300	1700	2125 1.7E				
16	1700	2125	1.7E				
	2354	1751	2214 1.8E				
17	1751	2214	1.8E				
July							
Slack	Maximum						
h m	h m	knots					
14	2225	1957	1.6E				
15	2319	2051	1.7E				
16	1719	2143	1.8E				
17	1814	2234	2.0E				
August							
Slack	Maximum						
h m	h m	knots					
12	1506	1924	1.7E				
	2154	1557	2020 1.8E				
13	1557	2020	1.8E				
	2250	1651	2116 1.9E				
14	1651	2116	1.9E				
	2350						
January				May			
Slack	Maximum			Slack	Maximum		
h m	h m	knots		h m	h m	knots	
16	1824	1927	*	13	2104	*	
		2230	0.3F	14	2150	*	
17	1908	2017	*	15	2237	*	
		2323	*	June			
18	2008	2100	*	Slack	Maximum		
31	2132	2323	*	h m	h m	knots	
February				27	2358	2159	0.3F
Slack	Maximum			28	2255	2255	0.3F
h m	h m	knots		29	2118	2351	0.3F
14	1801	1915	*	July			
		2202	*	Slack	Maximum		
15	1842	2006	*	h m	h m	knots	
		2255	*	13	2214	*	
16	1932	2051	*	27	1754	2233	0.3F
		2347	*	28	1909	*	
March					2014	*	
Slack	Maximum				2328	*	
h m	h m	knots			2009	*	
1	2109	*			2054	*	
2	2209	*		August			
3	2309	*		Slack	Maximum		
15	2132	*		h m	h m	knots	
16	1820	*		11	2146	*	
	1950	*		12	2240	*	
	2223	*		13	2336	*	
17	1905	*		25	1802	*	
	2033	*			1910	*	
18	2005	*			2208	*	
	2108	*		26	1841	*	
30	2052	*			2000	*	
31	2153	0.3F			2301	*	
	2350			27	1932	*	
April					2043	*	
Slack	Maximum				2354	*	
h m	h m	knots		September			
1	2253	0.3F		Slack	Maximum		
13	2057	*		h m	h m	knots	
14	1803	*		9	2122	*	
	1928	*		10	1900	*	
15	2146	*			1941	*	
	1845	*			2218	*	
	2008	*		11	2316	*	
16	2233	*		23	1744	*	
	1938	*			1849	*	
	2040	*			2140	*	
	2320	*		24	1820	*	
29	2138	0.3F			1941	*	
	2337				2232	*	
30	2237	0.3F		25	1907	*	
					2022	*	
					2324	*	
October				October			
Slack	Maximum			Slack	Maximum		
h m	h m	knots		h m	h m	knots	
08	2102	*		08	2102	*	
09	2200	*		09	2200	*	
10	1831	2258	0.3F	10	1831	2258	0.3F
22	2109	*		22	2109	*	
23	1807	*		23	1807	*	
	1914	*			1914	*	
	2159	*		24	2159	*	
24	1851	*			1851	*	
	1954	*			1954	*	
25	2247	*			2247	*	
	2334	*			2334	*	
November				November			
Slack	Maximum			Slack	Maximum		
h m	h m	knots		h m	h m	knots	
7	1710	2143	0.3F	7	1710	2143	0.3F
	2334				2334		
22	2206	*		22	2206	*	
23	2249	*		23	2249	*	
December				December			
Slack	Maximum			Slack	Maximum		
h m	h m	knots		h m	h m	knots	
7	1751	2219	0.3F	7	1751	2219	0.3F

## EXTRA CURRENTS, 2009

<b>Philadelphia, Pennsylvania</b>	<b>Galveston Bay Entrance</b>	<b>Aransas Pass, Texas</b>
February	June	January
Slack    Maximum h m    h m    knots	Slack    Maximum h m    h m    knots	Slack    Maximum h m    h m    knots
3    2016    2345    1.9E	13    2246    0.4E	30    1414    1831    0.5F 2136
March		31    1808    *
Slack    Maximum h m    h m    knots		June
3    1903    2215    1.8E		Slack    Maximum h m    h m    knots
April		1    2111
Slack    Maximum h m    h m    knots		November
1    1855    2153    1.7E		Slack    Maximum h m    h m    knots
30    1844    2132    1.6E		26    2210    0.4F
May		December
Slack    Maximum h m    h m    knots		Slack    Maximum h m    h m    knots
24    2112    2325    2.1F		9    2112    0.6F
August		
Slack    Maximum h m    h m    knots		
15    2144		
November		
Slack    Maximum h m    h m    knots		
7    2259    1.8E		
December		
Slack    Maximum h m    h m    knots		
2    2200    2348    1.4F		
29    2005    2155    1.0F		



## **TABLE 2. — CURRENT DIFFERENCES AND OTHER CONSTANTS AND ROTARY TIDAL CURRENTS**

### **EXPLANATION OF TABLE**

In this publication, reference stations are those for which daily predictions are listed in Table 1. Those stations appearing in Table 2 are called subordinate stations. The principal purpose of Table 2 is to present data that will enable one to determine the approximate times of minimum currents (slack waters) and the times and speeds of maximum currents at numerous subordinate stations on the Atlantic Coast of North America. By applying specific corrections given in Table 2 to the predicted times and speeds of the current at the appropriate reference station, reasonable approximations of the current at the subordinate station may be compiled.

#### **Locations and Depths**

Because the latitude and longitude are listed according to the exactness recorded in the original survey records, the locations of the subordinate stations are presented in varying degrees of accuracy. Since a minute of latitude is nearly equivalent to a mile, a location given to the nearest minute may not indicate the exact position of the station. This should be noted, especially in the case of a narrow stream, where the nearest minute of latitude or longitude may locate a station inland. In such cases, unless the description locates the station elsewhere, reference is made to the current in the center of the channel. In some instances, the charts may not present a convenient name for locating a station. In those cases, the position may be described by a bearing from some prominent place on the chart.

Although current measurements may have been recorded at various depths in the past, the data listed here for most of the subordinate stations are mean values determined to have been representative of the current at each location. For that reason, no specific current meter depths for those stations are given in Table 2. Beginning with the Boston Harbor tidal current survey in 1971, data for individual meter depths were published and subsequent new data may be presented in a similar manner.

Since most of the current data in Table 2 came from meters suspended from survey vessels or anchored buoys, the listed depths are those measured downward from the surface. Some later data have come from meters anchored at fixed depths from the bottom. Those meter positions were defined as depths below chart datum. Such defined depths in this and subsequent editions will be accompanied by the small letter “d.”

#### **Minimum Currents**

The reader may note that at many locations the current may not diminish to a true slack water or zero speed stage. For that reason, the phrases, “minimum before flood” and “minimum before ebb” are used in Table 2 rather than “slack water” although either or both minimums may actually reach a zero speed value at some locations. Table 2 lists the average speeds and directions of the minimums.

#### **Maximum Currents**

Near the coast and in inland tidal waters, the current increases from minimum current (slack water) for a period of about 3 hours until the maximum speed or the strength of the current is reached. The speed then decreases for another period of about 3 hours when minimum current is again reached and the current begins a similar cycle in the opposite direction. The current that flows toward the coast or up a stream is known as the flood current; the opposite flow is known as the ebb current. Table 2 lists the average speeds and directions of the maximum floods and maximum ebbs. The directions are given in degrees, true, reading clockwise from 000° at north to 359° and are the directions toward which the current flows.

TABLE 2. — CURRENT DIFFERENCES AND OTHER CONSTANTS AND ROTARY TIDAL CURRENTS

### Differences and Speed Ratios

Table 2 contains mean time differences by which the reader can compile approximate times for the minimum and maximum current phases at the subordinate stations. Time differences for those phases should be applied to the corresponding phases at the reference station. It will be seen upon inspection that some subordinate stations exhibit either a double flood or a double ebb stage, or both. Explanations of these stages can be found in the glossary located elsewhere in this publication. In those cases, a separate time difference is listed for each of the three flood (or ebb) phases and these should be applied only to the daily maximum flood (or ebb) phase at the reference station. The results obtained by the application of the time differences will be based upon the time meridian shown above the name of the subordinate station. Differences of time meridians between a subordinate station and its reference station have been accounted for and no further adjustment by the reader is needed. Summer or daylight-saving time is not used in this publication.

The speed ratios are used to compile approximations of the daily current speeds at the subordinate stations and refer only to the maximum floods and ebbs. No attempt is made to predict the speeds of the minimum currents. Normally, the ratios should be applied to the corresponding maximum current phases at the reference station. As mentioned above, however, some subordinate stations may exhibit either a double flood or a double ebb or both. As with the time differences, separate ratios are listed for each of the three flood (or ebb) phases and should be applied only to the daily maximum flood (or ebb) speed at the reference station. It should be noted that although the speed of a given current phase at a subordinate station is obtained by reference to the corresponding phase at the reference station, the directions of the current at the two places may differ considerably. Table 2 lists the average directions of the various current phases at the subordinate stations.

### Rotary Tidal Currents

Table 5 contains listings of data for those stations which exhibit rotary current patterns. Briefly, a rotary current can be described as one which flows continually with the direction of flow changing through all points of the compass during the tidal period. A more complete description can be found in the glossary located elsewhere in this publication. The average speeds and directions are listed in hourly increments as referred to the predicted times of a particular current phase at a reference station in Table 1. The Moon, at times of new, full, or perigee may increase speeds 15 to 20 percent above average; or 30 to 40 percent if perigee occurs at or near the time of new or full Moon. Conversely, the Moon at times of quadrature or apogee may decrease the speeds 15 to 20 percent or 30 to 40 percent if they occur together. Near average speeds may be expected when apogee occurs near or at new or full Moon, or when perigee occurs at or near quadrature. The directions of the currents are given in degrees true, reading clockwise from 000° at north to 359° and are the directions toward which the current flows.

TABLE 2. — CURRENT DIFFERENCES AND OTHER CONSTANTS AND ROTARY TIDAL CURRENTS

## EXAMPLE OF THE USE OF TABLE 2

Suppose we wish to calculate the times of the minimum currents and the times and speeds of the maximum currents on a particular morning at the location listed in Table 2 as Winthrop Head, 1.1 n. mi. east of. From Table 2 we learn that the reference station is Boston Harbor whose morning currents are listed below. Currents for Winthrop Head can be approximated by using the Table 2 corrections as indicated.

	<i>Minimum before flood h.m.</i>	<i>Maximum flood h.m.</i>		<i>Minimum before ebb h.m.</i>	<i>Maximum ebb h.m.</i>	<i>kn.</i>
Boston Harbor .....	0052	0419	1.2	0645	1109	1.4
Table 2 corrections.....	-0112	+0019	x0.4 ratio	+0031	-0146	x0.3 ratio
Winthrop Point.....	2340*	0438	0.5	0716	0923	0.4

\* this minimum current phase is seen to occur just before midnight of the previous day.

Table 2 states that the average speeds and directions of the minimums before flood and ebb are 0.3 knots at 103° and 0.2 knots at 297°, respectively. The average directions of the maximum flood and maximum ebb are 205° and 019°; respectively.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS						
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb			
															h	m	h
<b>BAY OF FUNDY</b> Time meridian, 60° W																	
1	Brazil Rock, 6 miles east of	ft	43° 22'	West	-2 02	-2 00	-1 56	-2 10	0.4	0.4	--	1.0	275°	--	1.0	050°	
6	Cape Sable, 3 miles south of	13d	43° 20'	65° 18'	-3 02	-2 00	-1 21	-2 10	1.0	0.8	--	2.2	275°	--	2.0	095°	
11	Cape Sable, 12 miles south of	52d	43° 11'	65° 37'	-1 12	-1 00	-0 46	-1 00	0.7	0.7	--	1.7	285°	--	1.6	090°	
16	Blonde Rock, 5 miles south of	78d	43° 15'	65° 59'	-1 02	-0 50	-0 36	-0 50	0.9	0.8	--	2.0	310°	--	2.0	125°	
21	Seal Island, 13 miles southwest of	12d	43° 16'	66° 15'	-0 17	+0 10	+0 39	+0 10	1.1	0.7	--	2.6	325°	--	1.6	140°	
26	Cape Fourchu, 17 miles southwest of	32d	43° 34'	66° 24'	+0 38	+0 45	+0 44	+0 45	0.5	0.5	--	1.2	355°	--	1.2	145°	
31	Cape Fourchu, 4 miles west of	58d	43° 47'	66° 15'	+0 12	+0 00	+0 09	0 00	0.9	0.7	--	2.0	000°	--	1.7	175°	
36	Lurcher Shoal, 6 miles east of	14	43° 52'	66° 21'	+0 08	+0 30	+0 39	+0 30	0.9	0.8	--	2.0	355°	--	1.8	175°	
41	Lurcher Shoal, 10 miles west of	14	43° 46'	66° 42'	+0 23	+0 30	-0 34	+0 30	0.6	0.7	--	1.4	000°	--	1.6	160°	
46	Lurcher Shoal, 10 miles northwest of	14	43° 59'	66° 37'	-0 02	+0 30	+0 49	+0 30	0.8	0.5	--	1.8	005°	--	1.2	175°	
51	Brier Island, 5 miles west of	14	44° 13'	66° 30'	+0 43	+0 50	+0 54	+0 50	1.2	1.0	--	2.7	005°	--	2.5	185°	
56	Brier Island, 15 miles west of	14	44° 17'	66° 44'	-0 42	-0 15	+0 14	-0 15	0.6	0.5	--	1.4	060°	--	1.2	250°	
61	Gannet Rock, 5 miles southeast of	14	44° 29'	66° 41'	+0 38	+0 30	+0 09	+0 30	1.1	1.6	--	2.6	040°	--	3.9	230°	
66	Boats Head, 10 miles northwest of	14	44° 31'	66° 23'	+0 48	+0 55	+0 59	+0 55	0.8	0.8	--	1.9	020°	--	2.0	205°	
71	Prim Point, 20 miles west of	14	44° 44'	66° 15'	+0 38	+0 45	+0 54	+0 45	0.7	0.6	--	1.6	040°	--	1.4	235°	
76	Cape Spencer, 14 miles south of	14	44° 58'	66° 57'	+0 51	+0 55	+0 57	+0 55	0.7	0.7	--	1.7	050°	--	1.6	245°	
81	BAY OF FUNDY ENTRANCE	14	44° 45.2'	66° 55.9'	+0 51	+0 55	+0 57	+0 55	0.7	0.7	--	1.7	050°	--	1.6	245°	
<b>MAINE COAST</b> Time meridian, 75° W																	
86	ESTES HEAD, EASTPORT	32d	44° 53.28'	66° 59.74'	+0 00	+0 00	+0 00	-0 04	1.0	1.1	0.1	175°	263°	--	2.4	088°	
	do.	13d	44° 53.28'	66° 59.74'	-0 03	-0 02	+0 01	+0 01	0.9	0.9	--	0.1	174°	--	2.6	090°	
	do.	52d	44° 53.28'	66° 59.74'	-0 06	-0 01	+0 01	+0 00	1.0	0.8	--	0.1	354°	--	2.3	085°	
	do.	78d	44° 53.28'	66° 59.74'	-0 06	-0 01	+0 01	+0 00	0.9	0.8	--	0.1	355°	--	2.0	079°	
91	Eastport, Friar Roads	12d	44° 54'	66° 59'	0 00	0 00	0 00	0 00	1.2	1.2	--	3.0	270°	--	3.0	040°	
96	Robbinston, St. Croix River	32d	45° 04.58'	67° 06.06'	-0 27	-0 10	-0 17	-0 13	0.5	0.5	--	1.1	349°	--	1.1	165°	
	do.	58d	45° 04.58'	67° 06.06'	-0 19	-0 07	-0 07	+0 00	0.5	0.4	--	1.0	344°	--	0.9	166°	
	do.	14	45° 04.58'	67° 06.06'	-0 54	-0 24	-0 21	-0 06	0.4	0.3	--	0.9	340°	--	0.6	171°	
101	Western Passage, off Kendall Head	14	44° 55.9'	67° 00.0'	+0 27	+0 11	+0 13	+0 40	1.4	1.3	--	3.2	319°	--	3.1	142°	
106	Western Passage, off Frost Ledge	14	44° 57.9'	67° 01.9'	+0 33	+0 04	-0 16	+0 15	0.9	0.7	--	2.1	330°	--	1.7	150°	
<b>on Bay of Fundy Entrance, p. 4</b>																	
111	Pond Point, 7.6 miles SSE of	14	44° 20.1'	67° 30.2'	+0 13	-0 20	-1 33	-0 05	0.2	0.5	--	0.5	015°	--	1.2	215°	
116	Moosabec Reach, east end	14	44° 31.71'	67° 34.36'	-2 45	-3 08	-3 13	-3 39	0.4	0.4	--	1.0	110°	--	1.0	258°	
121	Moosabec Reach, west end	14	44° 31.25'	67° 39.00'	-1 43	-1 43	-2 00	-1 44	0.4	0.5	--	1.0	092°	--	1.2	253°	
126	Bar Harbor, 1.2 miles east of <1>	14	44° 23.0'	68° 10.0'	--	+0 30	--	+0 48	0.1	0.3	--	0.2	328°	--	0.7	148°	
131	Casco Passage, east end	14	44° 11.7'	68° 27.9'	-1 49	-1 44	-1 02	-1 58	0.3	0.3	--	0.7	085°	--	0.7	284°	
136	Hat Island, SE of Jericho Bay	14	44° 08.0'	68° 29.7'	-1 02	-0 35	-0 50	-1 20	0.4	0.5	--	0.9	318°	--	1.3	124°	
141	Clam I., NW of Deer I., Thorofare	14	44° 09.87'	68° 36.23'	-2 14	-0 15	-0 57	-2 46	0.1	0.1	--	0.2	004°	--	0.2	199°	
146	Grog Island, E of Deer Island Thorofare	14	44° 09.72'	68° 37.23'	-2 16	-2 22	-2 27	-3 31	0.1	0.1	--	0.2	020°	--	0.3	235°	
151	Russ Island, N of Deer Island Thorofare	14	44° 09.18'	68° 38.78'	-2 12	-2 10	-2 29	-3 16	0.2	0.2	--	0.4	074°	--	0.6	265°	
156	Crotch Island-Moose Island, between <49>	14	44° 08.85'	68° 40.58'	-0 53	-1 07	-1 07	-1 19	0.6	0.6	--	1.4	336°	--	1.5	139°	
161	Isle au Haut, 0.8 mile E of Rich's Pt	11	44° 05'	68° 35'	-0 18	-1 01	-2 27	-0 22	0.1	0.2	--	0.3	013°	--	0.4	164°	
<b>East Penobscot Bay</b>																	
166	Mark Island, north of	14	44° 08.20'	68° 42.17'	-0 43	-0 49	+0 04	-1 08	0.3	0.2	--	0.6	302°	--	0.5	118°	
171	Widow Island-Simpson Island, between	14	44° 07.95'	68° 49.50'	-0 18	-0 55	-2 20	-1 46	0.4	0.4	--	0.2	030°	--	1.0	147°	
176	Eagle Island, 0.4 nautical mile S of	14	44° 11.63'	68° 46.93'	-0 18	-1 19	-2 22	-0 57	0.3	0.5	0.1	347°	319°	0.1	150°		
181	Burnt Island-Oak Island, between	14	44° 11.47'	68° 49.13'	-0 18	-1 19	-2 22	-0 57	0.3	0.5	--	0.3	050°	--	0.6	194°	
186	Butter I., 0.3 nautical mile SE of	14	44° 13.33'	68° 46.67'	-2 43	-0 23	-0 25	-1 36	0.1	0.3	--	0.2	032°	--	0.4	077°	
		14			-0 31	-0 31	-0 23	-0 23	0.2	0.2	--	0.4	077°	--	0.4	077°	
191	Bradbury Island, ESE of	14	44° 14.03'	68° 44.07'	+0 11	-0 17	-0 53	-0 56	0.2	0.3	0.2	305°	025°	0.1	304°	0.7	225°
196	Compass Island, 0.4 nmi. ENE of	14	44° 13.00'	68° 51.33'	-1 44	-1 22	-1 25	-1 01	0.1	0.1	--	0.2	092°	--	0.3	175°	
201	Scrag Island, 0.3 nautical mile SW of	14	44° 13.33'	68° 50.62'	-0 45	-0 27	-0 55	-0 55	0.2	0.1	--	0.4	010°	--	0.3	197°	

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES						SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS											
			Latitude	Longitude	Min. before Flood	h m	Flood	h m	Min. before Ebb	h m	Ebb	Flood	Dir.	Minimum before Flood	knots	Dir.	Maximum Flood	knots	Dir.	Minimum before Ebb	knots	Dir.	Maximum Ebb	
																								North
<p>MAINE COAST—cont. Time meridian, 75° W</p>																								
<p><i>East Penobscot Bay—cont.</i></p>																								
206	Great Spruce Head Island, west of	14	44° 14.30'	68° 50.18'	-1 14	-0 54	-0 26	-1 19			0.2	0.1												
211	Horse Head Island, 0.2 nmi. ENE of	14	44° 15.07'	68° 50.67'	See Table 5																			
216	Pickering Island, south of	14	44° 15.63'	68° 45.38'	-2 45	-1 37	-1 56	-2 37			0.2	0.2												
221	Little Eaton Island, NNE of	14	44° 16.45'	68° 43.87'	-0 43	+0 12	+0 02	-0 19			0.2	0.1												
226	Pickering Island, north of	14	44° 16.48'	68° 45.28'	See Table 5																			
231	Hog Island, ESE of	14	44° 16.52'	68° 46.87'	-0 13	-0 02	-0 33	-0 51			0.1	0.2												
236	Little Deer I.—Sheep I., between	14	44° 16.78'	68° 43.43'	-0 13	-0 37	+0 33	-0 52			0.2	0.2												
241	Swains Ledge, WSW of	14	44° 16.97'	68° 45.28'	See Table 5																			
246	Swains Ledge, 0.3 nautical mile SW of	14	44° 17.13'	68° 43.87'	-0 46	-0 22	-0 55	-1 07			0.2	0.2												
251	Pond Island—Western island, between	14	44° 17.58'	68° 49.00'	-1 44	-1 13	-1 56	-1 34			0.2	0.2												
256	Birch Island, northwest of	14	44° 18.17'	68° 45.35'	-1 44	-1 31	-0 56	-1 30			0.1	0.1												
261	Pond Island, north of	14	44° 18.17'	68° 48.60'	Current weak and variable																			
266	Howard Ledges, ENE of, Eggemoggin Reach	14	44° 18.28'	68° 42.63'	Current weak and variable																			
271	Howard Ledges, NE of, Eggemoggin Reach	14	44° 18.30'	68° 42.08'	Current weak and variable																			
276	Spectacle Island, 0.2 nmi. NW of	14	44° 18.47'	68° 47.33'	-3 14	-2 10	-1 54	-2 43			0.1	0.1												
281	Pumpkin Island, north of	14	44° 18.80'	68° 44.42'	See Table 5																			
286	Islesboro Harbor, Penobscot Bay	14	44° 18.86'	68° 53.35'	-1 04	-1 00	+1 36	-1 25			0.1	0.1												
291	Islesboro Harbor, NE of, Penobscot Bay	75	44° 18.97'	68° 52.78'	+0 26	-0 54	-1 22	-1 23			0.1	0.1												
296	Islesboro Harbor, NE of, Penobscot Bay	15	44° 19.03'	68° 52.67'	See Table 5																			
301	Islesboro Ledge		44° 21.00'	68° 50.57'	Current weak and variable																			
306	Thrum Cap I., E of, East Penobscot Bay	14	44° 19.40'	68° 44.80'																				
<p><b>on Bucksport, p.12</b></p>																								
311	Turtle Head Pt., ESE of, Penobscot Bay	15	44° 22.57'	68° 51.28'	-0 36	-1 10	+0 24	-1 02			0.3	0.4												
	do.	40	44° 22.57'	68° 51.28'	-0 55	-1 18	+0 31	-0 32			0.2	0.4												
316	Hosmer Ledge, Casline Harbor	13d	44° 23.01'	68° 47.40'	+0 15	-0 10	-0 37	-0 08			0.5	0.6												
	do.	33d	44° 23.01'	68° 47.40'	+0 02	-0 17	+0 41	-0 03			0.1	0.330°												
	do.	52d	44° 23.01'	68° 47.40'	-0 12	-0 31	+0 38	-0 14			0.5	0.5												
321	Dice Head, west of, Penobscot Bay	15	44° 22.77'	68° 50.72'	-1 52	-1 23	-0 27	-0 48			0.2	0.3												
	do.	58	44° 22.77'	68° 50.72'	-0 09	-0 39	+0 25	+0 34			0.2	0.3												
	do.	96	44° 22.77'	68° 50.72'	+0 37	-0 32	+0 34	+0 24			0.3	0.3												
326	Sears Island, S of, Penobscot Bay <53>	15	44° 25.12'	68° 53.25'	---	+0 04	---	+0 27			0.2	0.2												
	do.	40	44° 25.12'	68° 53.25'	---	-1 50	---	-0 15			0.2	0.2												
331	Jones Point, Bagaduce River <51>	15	44° 25.55'	68° 45.50'	-0 13	-0 03	+0 21	+0 21			1.8	2.1												
336	Fort Point Ledge, Penobscot Bay	25d	44° 27.85'	68° 48.69'	-0 44	-0 35	+0 28	-0 15			0.5	0.4												
	do.	45d	44° 27.86'	68° 48.69'	-1 26	-0 46	+0 25	-0 06			0.5	0.4												
	do.	71d	44° 27.85'	68° 48.69'	-1 46	-0 55	+0 46	+0 01			0.5	0.4												
341	Odom Ledge, Penobscot River	16d	44° 31.00'	68° 48.19'	-0 21	-0 10	-0 12	-0 41			0.4	0.4												
	do.	29d	44° 31.00'	68° 48.19'	-1 22	-0 44	+0 33	-0 05			0.5	0.2												
346	Verona I., N of, Easter Ch., Penobscot R <52>	10	44° 34.07'	68° 46.87'	+2 18	+0 07	-0 54	+0 18			0.3	0.9												
351	Penobscot Narrows Bridge	13d	44° 33.74'	68° 48.03'	+0 27	-0 01	+0 10	+0 22			1.2	1.2												
	do.	26d	44° 33.74'	68° 48.03'	-0 17	-0 20	+0 13	+0 03			1.1	1.0												
	do.	36d	44° 33.74'	68° 48.03'	-0 44	-0 37	+0 17	+0 04			1.0	0.9												
356	BUCKSPORT, Penobscot River	12d	44° 34.28'	68° 48.45'	Daily Predictions																			
	do.	32d	44° 34.28'	68° 48.45'	-0 23	-0 04	-0 05	-0 21			1.1	0.9												
	do.	45d	44° 34.28'	68° 48.45'	-0 34	-0 01	-0 03	-0 23			1.0	0.9												
361	Frankfort Flats at Marsh River, Penobscot River	11d	44° 36.29'	68° 50.80'	-0 25	+0 04	-0 06	+0 42			0.3	0.5												
366	Winterport, Penobscot River <51>	7d	44° 37.88'	68° 50.54'	+0 15	+0 10	+0 16	-0 06			0.7	0.8												
	do.	14d	44° 37.88'	68° 50.54'	-0 27	+0 10	+0 43	+0 04			0.7	0.5												
371	Oak Point, Penobscot River <51>	15	44° 40.10'	68° 48.78'	+0 05	+0 16	+0 01	+1 09			0.6	0.9												
	do.	35	44° 40.10'	68° 48.78'	-0 53	+0 10	+0 01	-0 50			0.7	0.9												
376	Snub Point, Penobscot River <51>	7d	44° 42.57'	68° 50.46'	+0 31	+0 22	-0 06	-0 26			0.5	0.7												
	do.	17d	44° 42.57'	68° 50.46'	+0 18	+0 17	-0 05	-0 47			0.5	0.4												
	do.	26d	44° 42.57'	68° 50.46'	+0 04	+0 22	+0 53	-0 08			0.3	0.4												

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS				
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb	
	MAINE COAST—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.	
	<i>West Penobscot Bay</i>				on Bay of Fundy Entrance, p.4										
381	Andrews Island, ESE of	15	43° 59.65'	69° 00.78'	-0 20	-0 44	-0 55	-1 14	0.2	0.3	0.4	011°	0.7	155°	
	do.	75	43° 59.65'	69° 00.78'	-1 15	-0 56	-0 20	-1 07	0.3	0.2	0.3	342°	0.6	189°	
386	Little Hurricane Island, southwest of	15	44° 01.38'	68° 55.07'	-0 05	-0 50	-0 18	-0 13	0.2	0.3	0.3	331°	0.8	157°	
	do.	40	44° 01.38'	68° 55.07'	-0 18	-0 35	-0 27	-0 35	0.3	0.3	0.3	300°	0.7	125°	
391	Heron Neck, Green Island	14	44° 01.78'	68° 52.38'	-1 47	-0 59	-0 58	-1 43	0.4	0.3	0.2	218°	0.6	165°	
396	The Reach, Norton Point	14	44° 02.25'	68° 50.90'	Current weak and variable										
401	<i>Isle au Haut Bay</i>														
	Triangle Ledge, SSE of	15	44° 02.47'	68° 45.48'	+0 14	-0 17	-0 26	-0 17	0.3	0.4	0.4	354°	1.0	197°	
	do.	40	44° 02.47'	68° 45.48'	-1 20	-0 39	-0 32	-1 15	0.3	0.3	0.3	317°	0.6	180°	
406	Moore Harbor, W of	15	44° 02.53'	68° 41.55'	0 00	+0 20	-0 16	-0 38	0.2	0.4	0.1	063°	0.1	135°	
	do.	75	44° 02.53'	68° 41.55'	-1 33	-0 55	-0 40	-0 54	0.3	0.2	0.1	337°	0.5	165°	
	do.	120	44° 02.53'	68° 41.55'	-2 34	-0 43	-1 25	-1 19	0.3	0.1	0.1	345°	0.3	215°	
	<i>West Penobscot Bay</i>														
411	The Reach, NNE of, Green Island	14	44° 02.57'	68° 51.58'	-3 23	-1 10	-1 55	-2 55	0.2	0.2	0.2	284°	0.4	111°	
416	White Islands, northeast of	14	44° 03.00'	68° 54.40'	-1 48	-2 18	-1 55	-2 08	0.2	0.2	0.2	262°	0.3	258°	
421	Fisherman Island Passage	14	44° 03.12'	69° 02.70'	-2 44	-2 37	-2 26	-2 28	0.2	0.3	0.2	136°	0.6	165°	
426	Crotch Island, east of	14	44° 03.62'	68° 54.43'	-0 49	-0 55	-1 21	-1 09	0.8	0.8	0.1	073°	1.9	343°	
431	Laireys Island, south of	14	44° 03.62'	68° 53.78'	-0 48	-0 18	-0 51	-1 51	0.2	0.4	0.1	335°	0.9	155°	
436	Sheep Island	14	44° 03.88'	69° 03.47'	-2 44	-1 19	-1 57	-2 16	0.2	0.3	0.1	223°	0.8	220°	
441	Leadbetter I., SSW of southern tip	14	44° 04.07'	68° 53.90'	-0 43	-0 39	-0 28	-1 32	0.6	0.5	0.2	214°	1.4	320°	
446	Leadbetter Island, E of southern tip	14	44° 04.15'	68° 53.62'	-0 18	-0 43	+0 37	-0 13	0.2	0.2	0.1	105°	0.6	175°	
451	Leadbetter Island, northwest tip of	14	44° 05.03'	68° 54.67'	-0 48	-0 41	-0 53	-1 12	0.3	0.4	0.1	135°	1.0	214°	
456	Dodge Point—Monroe Island, between	14	44° 05.12'	69° 02.62'	-3 43	-1 43	-2 55	-3 07	0.2	0.2	0.2	267°	0.5	205°	
461	Dogfish Island, NNE of	14	44° 05.52'	68° 54.80'	-2 14	-2 27	-2 55	-2 06	0.2	0.2	0.2	244°	0.5	325°	
466	Rockland Harbor Breakwater	14	44° 06.13'	69° 04.67'	-1 18	-0 30	-1 04	-0 39	0.1	0.2	0.1	215°	0.0	220°	
471	Browshead, Vinalhaven Island, NNW of	14	44° 06.78'	68° 54.73'	-1 48	-1 22	-0 55	-0 56	0.1	0.1	0.1	325°	0.2	100°	
476	Crabtree Pt., North Haven I., NNE of	14	44° 06.90'	68° 55.42'	-0 43	-1 18	-0 55	-1 01	0.1	0.1	0.2	287°	0.1	150°	
481	Fox Island Thorofare	14	44° 07.62'	68° 53.58'	-3 13	-2 41	-3 25	-3 25	0.1	0.2	0.2	070°	0.2	278°	
486	Mark Island, 0.3 nmi., SSE of	14	44° 10.00'	68° 58.83'	-1 41	-1 31	-1 59	-1 26	0.2	0.2	0.2	331°	0.1	163°	
491	Saddle Island, northeast of	14	44° 10.85'	68° 57.30'	-3 43	-2 31	-3 56	-2 13	0.1	0.2	0.1	272°	0.3	010°	
496	Mark Island, 0.3 nautical mile, N of	14	44° 10.87'	68° 58.92'											
501	Lasell Island, SSW of	14	44° 11.20'	68° 56.82'	-1 47	-1 31	-2 54	-1 46	0.2	0.2	0.2	022°	0.4	217°	
506	East Goose Rock, NNE of	14	44° 11.37'	68° 58.08'	-3 45	-2 43	-3 57	-3 13	0.2	0.2	0.2	000°	0.4	210°	
511	Camden Harbor Entrance	14	44° 12.17'	69° 02.80'	-2 44	-4 06	-2 26	-1 56	0.1	0.1	0.1	325°	0.3	190°	
	<i>Ensign Island, SSE of</i>														
516	Ensign Island, SSE of	14	44° 13.40'	68° 57.52'	-1 30	-1 00	+0 32	-1 25	0.2	0.1	0.2	022°	0.3	220°	
521	Warren Island, northwest of	14	44° 16.55'	68° 57.22'	-2 17	-0 52	-1 23	-1 13	0.2	0.1	0.1	022°	0.3	248°	
526	Ducktrap Harbor, northeast of	15	44° 18.00'	68° 56.38'	-1 07	-0 58	-1 23	-0 41	0.2	0.2	0.2	036°	0.4	185°	
	do.	40	44° 18.00'	68° 56.38'	-2 29	-1 20	-1 47	-1 49	0.2	0.1	0.1	014°	0.5	355°	
531	Ducktrap Harbor, NNE of	90	44° 18.27'	68° 57.35'	-0 59	-0 28	-0 19	-0 33	0.2	0.1	0.2	014°	0.4	237°	
	do.	160	44° 18.27'	68° 57.35'	-1 02	-0 29	-0 10	-0 27	0.2	0.1	0.2	038°	0.5	203°	
536	Ducktrap Harbor, NNE of	15	44° 18.30'	68° 57.55'	+0 33	-0 13	-0 56	-0 35	0.2	0.2	0.2	058°	0.5	202°	
	do.	130	44° 18.30'	68° 57.55'	-1 14	-0 52	-0 48	-1 11	0.3	0.2	0.1	013°	0.5	193°	
541	Flat Island, SSW of	14	44° 18.83'	68° 55.45'	-1 13	-0 23	-0 55	-2 07	0.2	0.2	0.2	045°	0.4	230°	
546	Head of the Cape, 0.8 nmi. W. of Penobscot Bay	15	44° 19.25'	68° 50.80'	-0 24	-0 14	-0 24	-0 28	0.2	0.2	0.2	325°	0.4	125°	
	do.	130	44° 19.25'	68° 50.80'	-1 14	-0 59	-0 41	-0 51	0.2	0.1	0.1	015°	0.3	166°	
551	Head of the Cape, NNW of, Penobscot Bay	15	44° 19.07'	68° 50.17'	-0 46	-0 39	-0 18	-0 53	0.3	0.2	0.2	332°	0.6	163°	
	do.	30	44° 19.07'	68° 50.17'	-1 22	-0 47	-0 24	-0 59	0.2	0.2	0.2	356°	0.4	176°	
	do.	130	44° 19.07'	68° 50.17'	-0 59	-1 20	-1 11	-0 59	0.2	0.1	0.1	353°	0.3	172°	
	do.	14	44° 21.28'	68° 54.95'	-3 43	-1 55	-2 53	-2 16	0.2	0.1	0.1	004°	0.4	189°	
556	Ram Island, west of, West Penobscot Bay	14	44° 21.28'	68° 54.95'	-3 43	-1 55	-2 53	-2 16	0.2	0.1	0.1	004°	0.4	189°	

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
MAINE COAST—cont.														
Time meridian, 75° W														
561	Temple Heights, NE of, W Penobscot Bay	15	44° 21' 38"	68° 55' 33"	-1 02	-1 23	-2 03	-1 18	0.2	0.2	0.4	000°	0.4	189°
566	do	65	44° 21' 38"	68° 55' 33"	-1 46	-1 12	-0 36	-1 33	0.2	0.1	0.4	354°	0.3	175°
	Temple Heights, NNE of, W Penobscot Bay	15	44° 21' 45"	68° 56' 62"	-0 34	-0 21	-0 35	-1 05	0.3	0.3	0.6	005°	0.7	175°
	do	30	44° 21' 45"	68° 56' 62"	-0 51	-0 26	-0 15	-0 43	0.2	0.2	0.6	344°	0.4	188°
	do	50	44° 21' 45"	68° 56' 62"	-0 28	-0 30	-0 47	-0 39	0.2	0.2	0.5	333°	0.5	164°
on Portsmouth Harbor Entrance, p.16														
571	Muscongus Sound		43° 56' 5"	69° 26' 9"	Current weak and variable									
576	Damariscotta River, off Cavis Point		43° 52' 5"	69° 35' 0"	-0 34	-0 35	-1 32	-1 20	0.5	0.7	0.6	350°	1.0	215°
581	Sheepscoot River, off Barter Island		43° 54' 0"	69° 41' 5"	-0 38	-0 53	-1 23	-0 35	0.7	0.7	0.8	005°	1.1	200°
586	Lowe Point, NE of, Sasanoa River		43° 51' 1"	69° 43' 3"	-0 38	+0 18	-0 54	-0 29	1.5	1.2	1.7	327°	1.8	152°
591	Lower Hell Gate, Knubble Bay <2>		43° 52' 6"	69° 43' 8"	-0 13	+0 46	-0 54	+0 04	2.6	2.3	3.0	290°	3.5	155°
596	Upper Hell Gate, Sasanoa River		43° 53' 7"	69° 46' 3"	+3 41	+2 57	+1 12	+2 01	0.9	0.5	1.0	307°	0.8	142°
KENNEBEC RIVER														
601	Hunniwell Point, northeast of		43° 45' 4"	69° 46' 9"	+0 15	+0 21	-0 03	+0 22	2.1	1.9	2.4	332°	2.9	151°
606	Bluff Head, 0.3 mile southwest of		43° 48' 1"	69° 47' 6"	+0 33	+0 37	-0 12	+0 21	1.4	1.5	1.6	321°	2.3	153°
611	Fiddler Ledge, west of		43° 51' 3"	69° 47' 8"	+0 43	+0 18	+0 14	+0 22	2.0	2.3	3.4	014°	3.4	184°
616	Doubling Point, north of		43° 52' 8"	69° 47' 8"	+0 57	+1 21	+0 14	+0 46	1.6	1.7	1.9	267°	2.6	113°
621	Lincoln Ledge, east of		43° 52' 8"	69° 48' 4"	+0 38	+0 58	+0 15	+0 51	2.2	2.0	2.6	300°	3.0	127°
626	Bath, 0.2 mile south of bridge <3>		43° 53' 8"	69° 48' 6"	+0 42	+0 54	+0 15	+0 32	1.6	1.9	1.9	359°	2.8	174°
631	do		43° 54' 5"	69° 48' 5"	+0 39	+1 37	+0 35	+0 21	0.9	1.0	1.0	003°	1.5	177°
CASCO BAY														
636	Broad Sound, west of Eagle Island		43° 42' 7"	70° 03' 8"	-1 06	-0 56	-1 35	-1 01	0.8	0.9	0.9	010°	1.3	168°
641	Hussey Sound, SW of Overset Island	15	43° 40' 27"	70° 10' 52"	-1 18	-1 09	-1 06	-1 32	0.9	0.8	1.1	316°	1.2	153°
	do	25	43° 40' 27"	70° 10' 52"	-1 29	-1 10	-1 14	-1 34	0.9	0.7	1.1	155°	1.1	211°
	do	40	43° 40' 27"	70° 10' 52"	-1 48	-1 07	-1 10	-1 34	0.9	0.6	1.1	314°	1.0	154°
646	Hussey Sound, SE of Pumpkin Nob	40	43° 40' 45"	70° 10' 78"	-2 11	-1 20	-1 40	-1 16	0.1	0.68°	1.2	346°	0.9	168°
651	Hussey Sound, east of Crow Island	40	43° 41' 33"	70° 10' 79"	-2 08	-0 33	-1 03	-1 26	0.8	0.5	0.1	114°	0.8	197°
656	Chebeag Bar Channel		43° 45'	70° 08'	Current weak and variable									
661	Portland Hbr. ent., SW of Cushing Island		43° 37' 9"	70° 12' 7"	-1 33	-1 02	-1 28	-1 00	0.9	0.7	1.0	322°	1.1	154°
666	Portland Bridge, center of draw	19	43° 38' 7"	70° 15' 5"	-0 56	-0 08	-0 46	-0 17	0.8	0.7	0.9	225°	1.0	050°
671	Portland Breakwater Light, 0.3 mi. NM of <1>><4>		43° 39' 5"	70° 14' 5"	---	-0 38	---	-1 09	0.3	0.3	---	---	0.5	048°
676	Grand Trunk Wharves, off ends <1>		43° 39' 5"	70° 14' 7"	---	-1 36	---	-1 52	0.5	0.3	---	---	0.6	250°
681	Diamond Island Ledge, midchannel SW of		43° 39' 6"	70° 13' 5"	-1 10	-1 03	-1 19	-1 08	0.8	0.6	---	---	0.9	300°
PORTSMOUTH HARBOR														
686	Odiomes Point, NNE of	15	43° 02' 60"	70° 42' 30"	+1 23	+1 54	+0 41	+2 13	0.4	0.6	0.5	339°	0.8	183°
691	Odiomes Point, northeast of	15	43° 03' 00"	70° 42' 10"	+0 09	+0 14	+0 29	+1 03	0.5	0.7	0.6	320°	1.0	156°
696	Kitts Rocks, WSW of <55>	15	43° 03' 10"	70° 41' 80"	---	-0 04	+0 00	-0 04	0.6	0.5	0.2	191°	0.8	133°
701	Little Harbor entrance	3d	43° 03' 32"	70° 42' 94"	-1 05	-0 30	-1 04	-1 19	0.7	0.8	0.7	314°	1.2	107°
	do	12d	43° 03' 32"	70° 42' 94"	-1 58	-0 36	-1 09	-1 23	0.6	0.7	---	---	1.0	124°
706	Whaleback Reef, west of	15	43° 03' 50"	70° 42' 32"	+0 09	+0 27	+0 03	+0 10	0.6	1.0	---	---	1.5	144°
711	PORTSMOUTH HARBOR ENTRANCE	8d	43° 03' 74"	70° 42' 32"	Daily predictions									
	do	25d	43° 03' 74"	70° 42' 32"	-0 34	-0 30	+0 03	+0 07	1.0	0.9	0.1	282°	1.2	342°
	do	44d	43° 03' 74"	70° 42' 32"	-1 03	-0 49	-0 03	+0 04	0.9	0.6	0.1	282°	1.3	196°
716	Wood Island, northwest of	15	43° 03' 95"	70° 42' 30"	+0 12	+0 09	+0 23	+0 44	1.0	0.8	0.2	291°	0.9	178°
721	Fort Point	6d	43° 04' 40"	70° 42' 40"	+0 24	+0 43	-0 01	+0 20	1.3	1.3	1.6	328°	1.3	199°
	do	18d	43° 04' 47"	70° 42' 40"	-0 14	+0 19	+0 00	+0 15	1.4	1.1	0.2	221°	0.2	043°
	do	39d	43° 04' 47"	70° 42' 40"	-0 44	-0 29	+0 09	+0 07	1.4	0.5	0.1	255°	0.2	052°
726	Salamander Point, north of	15	43° 04' 58"	70° 43' 02"	+0 24	+0 44	+0 26	+0 45	1.2	0.6	1.4	257°	0.7	138°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	PORTSMOUTH HARBOR—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
731	Clark Island, south of	15	43° 04.43'	70° 43.48'	+0 33	+0 31	+0 28	+0 31	1.4	1.5	1.6	270°	2.3	085°
736	Clark Island, southwest of	15	43° 04.50'	70° 43.67'	+0 31	+0 05	+0 26	+0 31	0.6	0.6	0.7	263°	0.8	070°
741	Henderson Point, SSW of	15	43° 04.40'	70° 44.32'	+0 14	+1 20	+0 07	+0 36	1.4	1.2	1.6	306°	1.8	133°
746	Henderson Point, west of	10d	43° 04.49'	70° 44.30'	+0 11	+1 13	+0 05	+0 08	2.1	1.9	2.4	285°	2.8	138°
	do.	32d	43° 04.49'	70° 44.30'	+0 03	+0 30	+0 06	+0 00	2.2	1.7	2.6	293°	2.5	147°
	do.	59d	43° 04.49'	70° 44.30'	-0 14	+0 21	+0 08	+0 04	1.5	1.1	1.8	340°	1.7	160°
751	Shapleigh Island Bridge, south of		43° 04.18'	70° 44.30'	-0 40	-0 18	-1 01	-0 37	0.7	0.4	0.8	178°	0.7	348°
756	Pierces Island, northeast of	15	43° 04.55'	70° 44.48'	-0 08	+0 34	+0 31	-0 21	2.4	0.8	2.8	325°	1.3	144°
	PISCATAQUA RIVER and tributaries													
761	Memorial Bridge	8d	43° 04.76'	70° 45.12'	+0 06	+0 28	+0 09	+0 03	2.3	2.2	2.6	277°	3.2	105°
	do.	31d	43° 04.76'	70° 45.12'	+0 04	+0 39	+0 15	+0 03	2.4	2.1	2.8	275°	3.1	101°
	do.	58d	43° 04.76'	70° 45.12'	+0 01	+0 46	+0 16	+0 03	2.1	1.6	2.4	275°	2.4	093°
766	Sara Long Bridge	6d	43° 05.32'	70° 45.72'	+0 11	+0 40	+0 08	+0 18	1.9	2.1	2.2	331°	3.1	153°
	do.	19d	43° 05.32'	70° 45.72'	+0 07	+0 41	+0 11	+0 15	1.9	1.9	2.2	332°	2.9	155°
	do.	33d	43° 05.32'	70° 45.72'	+0 04	+0 41	+0 13	+0 16	1.8	1.7	2.1	333°	2.6	158°
771	I-95 Bridge	6d	43° 05.57'	70° 46.02'	+0 13	+0 42	+0 08	+0 14	2.8	2.9	3.3	309°	4.3	123°
	do.	29d	43° 05.57'	70° 46.02'	+0 06	+0 41	+0 11	+0 13	2.9	2.3	3.0	317°	3.5	129°
	do.	48d	43° 05.57'	70° 46.02'	+0 01	+0 37	+0 12	+0 10	2.2	1.6	2.6	313°	2.5	142°
776	Schiller Station	9d	43° 05.84'	70° 46.86'	+0 13	+1 00	+0 17	+0 19	3.4	2.4	4.0	329°	3.6	157°
	do.	29d	43° 05.84'	70° 46.86'	+0 10	+0 55	+0 20	+0 15	3.3	2.3	3.5	337°	3.5	162°
	do.	52d	43° 05.84'	70° 46.86'	+0 10	+0 51	+0 23	+0 19	3.0	1.9	3.8	353°	2.9	168°
781	Frankfort Island, south of	7d	43° 06.85'	70° 48.32'	+0 15	+0 56	+0 21	+0 43	2.5	2.3	2.9	304°	3.4	130°
	do.	24d	43° 06.85'	70° 48.32'	+0 15	+0 55	+0 26	+0 42	2.4	2.2	2.8	305°	3.2	130°
	do.	37d	43° 06.85'	70° 48.32'	+0 15	+0 58	+0 24	+0 42	2.0	1.9	2.3	303°	3.2	129°
786	General Sullivan Bridge	3d	43° 07.07'	70° 49.56'	+0 19	+0 42	+0 24	+1 06	3.6	2.8	4.2	238°	4.2	078°
	do.	8d	43° 07.07'	70° 49.56'	+0 19	+0 39	+0 24	+1 09	3.4	2.6	4.0	238°	3.9	075°
	do.	15d	43° 07.07'	70° 49.56'	+0 19	+0 40	+0 25	+1 11	2.8	2.1	3.2	243°	3.2	071°
791	Dover Point, west of	15	43° 07.15'	70° 50.23'	+0 07	+0 18	+0 23	-0 02	1.2	0.4	1.4	283°	0.6	119°
796	Goat Island, north of	15	43° 07.62'	70° 51.42'	+0 52	+1 05	+0 20	+0 49	1.0	0.8	1.2	272°	1.3	077°
801	Goat Island and Fox Point, between	15	43° 07.37'	70° 51.42'	+0 34	+1 39	+0 51	+2 30	1.0	0.4	1.1	303°	0.6	142°
806	Knight Hill Township, west of	15	43° 06.47'	70° 51.50'	+0 39	+0 41	+0 54	+0 21	0.6	0.5	0.7	209°	0.8	045°
811	Furber Strait	4d	43° 05.47'	70° 51.68'	+0 30	+1 10	+0 24	+1 05	1.8	1.4	2.0	201°	2.1	015°
	do.	14d	43° 05.47'	70° 51.68'	+0 27	+1 06	+0 27	+0 58	1.8	1.4	2.0	200°	2.1	007°
	do.	25d	43° 05.47'	70° 51.68'	+0 27	+1 00	+0 30	+0 55	1.6	1.3	1.8	198°	1.9	001°
	MASSACHUSETTS COAST													
	on Boston Harbor, p.20													
816	Merrimack River entrance		42° 49.1'	70° 48.6'	+1 04	+1 15	+1 13	-0 34	2.0	1.2	2.2	285°	1.4	105°
821	Newburyport, Merrimack River		42° 48.8'	70° 52.1'	+1 28	+1 48	+1 47	+0 35	1.4	1.2	1.5	288°	1.4	098°
826	Plum Island Sound entrance		42° 42.3'	70° 47.3'	+0 36	+0 50	+0 48	-0 07	1.5	1.1	1.6	316°	1.5	184°
831	Annisquam Harbor Light		42° 40.1'	70° 41.1'	+0 42	+0 49	+0 58	+0 03	0.9	1.1	1.0	200°	1.3	013°
836	Gloucester Harbor entrance		42° 34.9'	70° 40.5'	-0 28	+0 01	-0 29	-0 36	0.3	0.2	0.3	340°	0.3	195°
841	Blynnham Canal ent., Gloucester Harbor		42° 36.6'	70° 40.4'	-0 06	+0 05	-0 15	-0 39	2.7	2.8	3.0	310°	3.3	130°
846	Marblehead Channel		42° 30'	70° 49'	+1 09	+1 09	+1 09	+1 09	0.4	0.3	0.4	285°	0.4	105°
851	Ram Island, 0.2 n.mi. NNE of	10	42° 28.75'	70° 51.68'	See Table 5.	See Table 5.	See Table 5.	See Table 5.						
856	Ram Island, 0.2 n.mi. southeast of	10	42° 28.45'	70° 51.55'	See Table 5.	See Table 5.	See Table 5.	See Table 5.						
861	Great Pig Rocks, southeast of	10	42° 27.53'	70° 50.70'	See Table 5.	See Table 5.	See Table 5.	See Table 5.						
866	Galloupes Point, 0.4 n.mi. south of	10	42° 27.24'	70° 53.70'	See Table 5.	See Table 5.	See Table 5.	See Table 5.						
871	Little Nahant, 0.9 n.mi. northeast of	10	42° 26.85'	70° 54.84'	See Table 5.	See Table 5.	See Table 5.	See Table 5.						
876	Egg Rock, 0.2 n.mi. north of	10	42° 26.25'	70° 53.93'	See Table 5.	See Table 5.	See Table 5.	See Table 5.						
881	Egg Rock, southwest of	10	42° 25.85'	70° 54.20'	See Table 5.	See Table 5.	See Table 5.	See Table 5.						

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	MASSACHUSETTS COAST—cont. Time meridian, 75° W	ft	North	West	h	m	h	m	h	m	knots	Dir.	knots	Dir.
886	Nahant, 1.8 n.mi. NE of East Point	10	42° 26.00'	70° 52.02'	+0.32	+0.49	+1.04	+1.15	+1.00	0.6	0.6	252°	0.7	144°
	do.	45	42° 26.00'	70° 52.02'	-0.21	+0.49	+1.14	+1.15	-0.31	0.3	0.2	250°	0.2	070°
891	do.	80	42° 26.00'	70° 52.02'	-0.25	+1.04	+1.15	+1.15	-0.31	0.2	0.1	329°	0.2	077°
	Nahant, 0.4 n.mi. east of East Point	15	42° 25.23'	70° 53.63'	+0.04	-0.41	+0.15	+0.15	+0.22	0.4	0.5	208°	0.6	045°
896	do.	25	42° 25.23'	70° 53.63'	+0.03	-0.26	+0.08	+0.08	+0.29	0.4	0.4	198°	0.5	027°
	Nahant, 1 n.mi. SE of East Point	45	42° 23.83'	70° 51.17'	+0.04	+1.04	+1.13	+1.13	+0.14	0.3	0.2	102°	0.3	074°
901	do.	70	42° 23.83'	70° 51.17'	-0.22	-0.04	+0.19	+0.19	-0.01	0.2	0.2	261°	0.2	090°
	Pea Island, 0.4 n.mi. southeast of	15	42° 24.63'	70° 54.13'	+0.53	+0.55	+0.42	+0.42	-0.01	0.5	0.4	239°	0.5	063°
	do.	25	42° 24.63'	70° 54.13'	+0.34	+0.34	+0.57	+0.57	+0.29	0.4	0.3	224°	0.4	048°
	do.	65	42° 24.63'	70° 54.13'	-0.37	-0.59	+0.14	+0.14	-0.31	0.3	0.3	332°	0.3	035°
906	Bass Point, 1.2 n.mi. southeast of	45	42° 24.12'	70° 55.07'	-0.22	+0.10	+0.58	+0.58	-0.14	0.7	0.6	351°	0.7	066°
	do.	60	42° 24.12'	70° 55.07'	-0.29	+0.20	+0.52	+0.52	-0.29	0.3	0.2	351°	0.3	086°
	do.	15	42° 24.57'	70° 56.53'	-0.29	-0.10	+0.31	+0.31	-0.59	0.2	0.2	351°	0.2	091°
911	Bass Point, 0.5 n.mi. SSW of	10	42° 25.13'	70° 57.25'	-0.02	-0.26	+1.32	+1.32	+0.46	0.4	0.4	033°	0.5	219°
916	Bass Point, 0.7 n.mi. west of	10	42° 25.87'	70° 56.83'	+0.29	-0.17	+1.00	+1.00	+0.27	0.5	0.4	013°	0.5	203°
921	Little Nahant Cupola, 0.6 n.mi. west of	10	42° 26.58'	70° 56.52'	+0.04	-0.26	+2.35	+2.35	+1.25	0.2	0.2	073°	0.2	090°
926	Sand Point, Black Marsh Channel	10	42° 27.27'	70° 56.78'	+0.05	+0.19	+1.08	+1.08	+0.41	0.4	0.5	009°	0.6	198°
936	Lynn Harbor	6	42° 25.97'	70° 57.62'	+0.43	+0.29	+1.00	+1.00	+0.34	0.8	1.0	296°	1.2	131°
941	Point of Pines, 0.5 n.mi. south of	6	42° 26.52'	70° 57.62'	+0.01	+1.05	+0.26	+0.26	-0.02	0.5	0.6	226°	0.8	035°
946	Point of Pines, 0.1 n.mi. northeast of	10	42° 22.17'	70° 55.42'	-0.11	+0.50	+0.36	+0.36	+0.28	0.3	0.4	229°	0.5	033°
951	do.	25	42° 22.17'	70° 55.42'	-0.12	+0.19	+0.31	+0.31	-1.46	0.4	0.3	103°	0.2	297°
956	Winthrop Head, 1.1 n.mi. east of	10	42° 21.93'	70° 56.52'	-0.52	-0.57	-0.14	-0.14	-0.25	0.8	1.0	112°	0.9	196°
	do.	25	42° 21.30'	70° 55.90'	-1.19	-0.59	-0.12	-0.12	-0.13	0.7	0.6	102°	0.7	033°
	BOSTON HARBOR APPROACHES													
961	The Graves, 0.3 n.mi. SSE of	10	42° 21.60'	70° 52.00'	+0.16	+1.08	+1.21	+1.21	+0.19	0.5	0.5	171°	0.6	103°
	do.	45	42° 21.60'	70° 52.00'	-0.37	-0.52	-0.10	-0.10	-0.58	0.3	0.4	186°	0.4	085°
966	do.	60	42° 21.60'	70° 52.00'	-0.49	-0.52	-0.16	-0.16	-1.23	0.2	0.3	252°	0.4	070°
971	Thieves Ledge	45	42° 19.28'	70° 50.28'	-0.15	-0.06	-0.40	-0.40	-1.37	0.2	0.2	030°	0.3	128°
	Little Brewster Island, 1.5 n.mi. E of	10	42° 19.68'	70° 51.43'	+2.19	+0.41	-0.40	-0.40	+0.55	0.5	1.0	028°	0.6	286°
	do.	35	42° 19.68'	70° 51.43'	+0.53	-0.49	+0.03	+0.03	+1.30	0.3	0.4	236°	0.5	076°
	do.	60	42° 19.68'	70° 51.43'	-1.14	-1.23	+1.31	+1.31	-0.45	0.2	0.2	265°	0.3	047°
976	Hypocrite Channel	10	42° 20.95'	70° 53.63'	+0.13	+0.19	+0.49	+0.49	-0.31	0.8	0.8	345°	0.9	262°
981	Little Calif Island, 0.4 n.mi. NW of	10	42° 21.05'	70° 54.00'	+0.23	+0.04	-0.15	-0.15	-0.18	0.5	0.6	220°	1.0	070°
986	Boston Light, 0.2 n.mi. south of	10	42° 19.52'	70° 53.40'	+0.14	+0.19	+0.41	+0.41	+0.40	0.9	1.1	203°	0.7	048°
991	Point Allerton, 0.8 n.mi. NNW of	10	42° 19.28'	70° 53.25'	+0.25	+0.03	+0.46	+0.46	-0.05	0.1	1.0	267°	1.4	100°
	do.	25	42° 19.28'	70° 53.25'	+0.17	+0.13	+0.55	+0.55	+0.29	0.1	0.9	257°	1.1	086°
996	Point Allerton, 0.5 n.mi. NNW of	10	42° 19.05'	70° 53.10'	+0.14	+0.26	+0.41	+0.41	+0.11	0.9	1.0	280°	1.0	090°
	do.	25	42° 19.05'	70° 53.10'	+0.08	+0.29	+0.53	+0.53	+0.25	0.8	0.8	262°	1.3	079°
1001	Point Allerton, 0.4 n.mi. northwest of	10	42° 18.88'	70° 53.23'	-0.09	+0.53	+0.10	+0.10	-0.13	0.6	0.7	265°	0.8	080°
1006	Calif Island, 0.4 n.mi. west of	25	42° 20.33'	70° 54.38'	+0.02	+0.23	+0.10	+0.10	+0.11	0.5	0.5	198°	0.6	037°
	do.	45	42° 20.33'	70° 54.38'	-0.28	0.00	+0.16	+0.16	-1.36	0.5	0.3	203°	0.3	052°
	do.	25	42° 20.33'	70° 54.38'	-1.28	+0.04	+0.05	+0.05	-2.15	0.3	0.3	139°	0.4	203°
1011	Aldridge Ledge, 0.2 n.mi. north of	10	42° 20.97'	70° 54.80'	+0.22	+1.03	+0.43	+0.43	+0.02	0.8	1.0	326°	1.2	063°
	do.	25	42° 20.97'	70° 54.80'	+0.08	+0.35	+0.52	+0.52	+0.50	0.6	0.6	223°	0.7	042°
1016	do.	10	42° 20.35'	70° 54.80'	-0.08	-0.11	+0.24	+0.24	-0.01	0.6	0.8	325°	0.6	247°
1021	Black Rock Channel	10	42° 20.58'	70° 54.93'	-0.15	-2.10	-4.11	-4.11	-1.46	0.2	0.5	307°	0.9	046°
1026	Deer Island Light, 0.4 n.mi. NW of	35	42° 20.58'	70° 55.80'	+0.09	-0.11	+0.22	+0.22	-0.29	1.1	1.0	330°	1.2	259°
1031	do.	10	42° 20.45'	70° 55.80'	+0.08	-0.14	+0.26	+0.26	-0.11	1.1	0.8	337°	1.2	064°
	do.	25	42° 20.45'	70° 55.80'	-0.08	-0.14	+0.26	+0.26	-0.11	1.1	0.8	337°	0.9	074°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	BOSTON HARBOR APPROACHES—cont. Time meridian, 75° W	ft	North	West	h	m	h	m	h	m	knots	Dir.	knots	Dir.
1036	Deer Island, 0.7 n.mi. ESE of	10	42° 20.65'	70° 56.30'	+0 27	+0 19	+0 38	+0 10	1.1	1.1	1.3	220°	1.4	048°
	do.	35	42° 20.65'	70° 56.30'	-0 01	+0 11	+0 41	+0 20	1.0	0.7	1.1	221°	0.9	048°
1041	Deer Island Light, 0.8 n.mi. ESE of	10	42° 20.22'	70° 56.28'	-0 04	-0 20	+0 20	-1 23	0.8	0.8	0.2	138°	0.9	066°
1046	Deer Island Light, 0.4 n.mi. east of	10	42° 20.45'	70° 56.77'	+0 08	-1 13	+0 17	-0 16	0.8	0.8	0.3	319°	1.0	057°
	do.								0.7	-				
	do.								0.9	-				
1051	Deer Island Light, 0.7 n.mi. ESE of	35	42° 20.45'	70° 56.77'	-0 32	+0 52	+0 44	+0 16	1.0	0.6	0.1	312°	0.8	053°
	do.	35	42° 20.25'	70° 56.38'	-0 23	-0 10	+0 25	-1 01	0.9	0.5			0.6	062°
	BOSTON HARBOR—PRESIDENT ROADS													
1056	BOSTON HARBOR (Deer Island Light)	10	42° 20.27'	70° 57.37'	+0 02	+0 46	+0 15	+0 28	1.3	0.9	1.1	254°	1.2	111°
1061	Deer Island Light, 0.3 n.mi. SSE of	35	42° 20.12'	70° 57.42'	-0 11	+0 46	+0 49	+0 28	1.3	0.8	0.4	199°	1.0	082°
	do.	10	42° 20.12'	70° 57.42'	+0 06	+0 53	+0 43	+0 30	1.4	0.9	0.2	178°	1.2	073°
1066	Deer Island Light, 0.4 n.mi. SSE of	25	42° 19.97'	70° 57.42'	-0 02	+0 47	+0 52	+0 33	1.3	0.9	1.4	265°	1.0	081°
	do.	10	42° 20.63'	70° 57.78'	+0 04	-0 26	-1 58	-1 08	0.4	0.5	0.3	065°	0.6	137°
1071	Deer Island, southwest of	10	42° 20.40'	70° 58.43'	-0 08	+0 30	+0 01	-0 44	0.6	0.5	0.1	175°	0.6	109°
1076	Long Island Head, 0.9 n.mi. NW of	35	42° 20.40'	70° 58.43'	-0 01	+1 21	+0 50	+0 33	0.4	0.3	0.4	304°	0.4	079°
	do.	10	42° 20.83'	70° 58.65'	-0 27	-1 11	-1 32	-3 04	0.4	0.4	0.4	327°	0.5	107°
1081	Deer Island Flats	10	42° 21.12'	70° 58.74'	-0 05	+0 19	+0 31	+0 13	0.4	0.4	0.4	312°	0.5	134°
1086	Deer Island Light, 1.3 n.mi. NW of	10	42° 19.97'	70° 58.43'	+0 52	+1 14	+2 10	+1 05	1.2	0.7	1.3	254°	0.8	086°
1091	Snake Island, southwest of	35	42° 19.97'	70° 58.43'	+0 04	+1 33	+1 55	+0 23	1.1	0.3	1.2	273°	0.4	082°
1096	Deer Island Light, 1.0 n.mi. WSW of	10	42° 19.35'	70° 58.45'	-0 04	+0 04	-0 34	-0 22	0.5	0.5	0.5	217°	0.6	038°
1101	Spectacle I. and Long I., between	10	42° 18.98'	70° 58.45'	-0 13	-1 05	-0 52	-1 46	0.4	0.4	0.1	349°	0.1	180°
1106	Spectacle Island, 0.2 n.mi. south of	10	42° 19.95'	70° 59.13'	+0 37	+1 40	+1 42	+0 37	1.1	0.7	1.2	271°	0.2	359°
1111	Spectacle Island, 0.3 n.mi. north of	35	42° 19.95'	70° 59.13'	-0 07	+1 32	+1 31	+0 31	0.8	0.5	0.2	000°	0.2	000°
	do.	10	42° 20.10'	70° 59.27'	+0 21	+1 09	+1 26	+0 29	0.6	0.5	0.7	287°	0.6	086°
1116	Spectacle Island, 0.7 n.mi. north of	25	42° 20.10'	70° 59.27'	-0 03	+0 56	+1 26	+0 29	0.6	0.5	1.1	277°	0.8	080°
	do.	10	42° 19.83'	70° 59.27'	+0 17	+1 40	+1 20	-0 03	0.8	0.5	0.9	280°	0.6	081°
1121	Spectacle Island, 0.1 n.mi. north of	25	42° 19.83'	70° 59.27'	-0 11	+1 32	+1 20	-0 03	0.8	0.5	0.2	227°	0.2	045°
1126	Spectacle I. and Thompson I., between	10	42° 19.25'	70° 59.57'	-1 40	-3 54	-2 30	-2 56	0.2	0.3	0.2	306°	0.2	003°
1131	Thompson Island, 0.7 n.mi. NNE of	10	42° 19.97'	70° 59.90'	-0 28	+1 31	+1 10	-0 20	0.7	0.5	0.8	281°	0.6	086°
	do.	35	42° 19.97'	70° 59.90'	-1 04	+1 31	+0 48	-0 40	0.4	0.2	0.6	303°	0.2	061°
1136	Fort Independence, 0.3 n.mi. east of	10	42° 20.33'	71° 00.22'	+0 36	+1 31	+1 30	+1 12	0.6	0.5	0.6	303°	0.2	061°
1141	Fort Independence, 0.4 n.mi. NW of	10	42° 20.63'	71° 00.40'	-0 12	-0 25	-0 32	+0 01	0.4	0.5	0.1	006°	0.1	006°
1146	South Boston, Reserved Channel	10	42° 20.57'	71° 01.97'										
1151	South Boston, Pier 4, 0.2 n.mi. NNE of	10	42° 21.13'	71° 01.97'	+0 38	+0 56	+0 16	+1 13	0.3	0.3	0.3	299°	0.6	118°
	do.	25	42° 21.13'	71° 01.85'	-0 14	+0 19	+1 42	+0 15	0.3	0.1	0.4	030°	0.2	120°
1156	Charles River	10	42° 22.18'	71° 03.38'										
1161	East Boston, Pier 10, southeast of	10	42° 22.55'	71° 02.80'	+1 35	+0 50	+0 28	+0 16	0.2	0.3	0.2	017°	0.4	194°
	do.	25	42° 22.55'	71° 02.80'	+0 01	+1 05	+1 23	+0 51	0.3	0.2	0.3	030°	0.2	193°
1166	Chelsea River, west of bascule bridge	10	42° 23.07'	71° 02.53'	+0 02	+0 26	+0 43	-0 46	0.2	0.2	0.2	048°	0.2	240°
1171	Chelsea River, below bascule bridge	10	42° 23.03'	71° 01.70'	+0 29	-0 15	+0 37	-0 04	0.2	0.2	0.2	088°	0.3	272°
1176	Mystic River Bridge, 0.1 n.mi. west of	10	42° 23.15'	71° 03.02'	+0 31	-0 10	-0 46	-0 16	0.1	0.1	0.1	267°	0.1	093°
1181	Mystic River Bridge, northwest of	10	42° 23.15'	71° 02.95'	-0 20	+1 04	+0 22	-0 44	0.1	0.1	0.1	300°	0.1	098°
1186	City Point, 0.8 n.mi. SSE of	10	42° 19.22'	71° 00.88'	+0 13	+0 35	+1 19	+1 03	0.5	0.5	0.6	248°	0.6	069°
1191	Squantum Point, 0.8 n.mi. northeast of	10	42° 18.63'	71° 01.70'	+0 18	+0 34	+1 16	+0 51	0.4	0.4	0.4	216°	0.5	036°
1196	Squantum Point, 0.4 n.mi. NNE of	10	42° 18.38'	71° 02.23'	+0 14	-0 06	+0 41	+0 52	0.4	0.4	0.4	266°	0.5	091°
1201	Neponset River	10	42° 18.25'	71° 02.58'	-0 25	-0 32	+0 45	+0 35	0.4	0.4	0.4	218°	0.4	025°

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No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	BOSTON HARBOR–NANTASKET ROADS Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
1206	Lovell Island, 0.1 n.mi. south of	10	42° 19.40'	70° 55.48'	+0 08	-1 54	-0 30	+0 17	0.6	0.9	0.2	205°	0.7	275°
	do.	24	42° 19.40'	70° 55.48'	-0 25	+1 08	-0 20	-1 01	0.4	0.9	0.2	169°	0.4	263°
1211	Georges Island, northeast of	10	42° 19.37'	70° 55.53'	-0 13	-1 05	+0 19	-2 10	0.5	0.7	0.2	183°	0.6	255°
1216	Georges Island, north of	25	42° 19.42'	70° 55.67'	-1 25	+0 15	-0 01	-1 46	0.4	0.6	0.2	191°	0.4	282°
1221	Gallops Island, 0.2 n.mi. SSE of	10	42° 19.38'	70° 55.93'	+0 01	-0 26	+0 49	+0 29	0.6	0.6	0.2	172°	0.6	279°
1226	do.	35	42° 19.45'	70° 55.90'	-0 01	+0 38	+0 04	+0 27	0.7	0.8	0.2	130°	0.8	274°
1231	Gallops Island, The Narrows	20	42° 19.45'	70° 56.03'	-1 25	+0 11	+1 13	+0 46	0.4	0.4	0.2	172°	0.8	298°
1236	Lovell Island, The Narrows	10	42° 19.67'	70° 56.03'	+0 43	+0 34	+1 00	-0 05	0.4	0.4	0.2	232°	0.7	299°
1241	do.	24	42° 19.72'	70° 55.97'	-0 04	+0 14	+1 22	+0 02	0.4	1.0	0.2	165°	0.4	305°
1246	Georges Island, 0.5 n.mi. ESE of	10	42° 19.17'	70° 54.97'	+0 32	+0 46	+1 00	+0 13	0.9	1.0	0.2	180°	1.1	243°
1251	Georges Island, 0.4 n.mi. east of	10	42° 19.12'	70° 54.97'	-0 17	+0 04	+0 08	-0 11	1.0	0.9	0.3	180°	1.0	248°
1256	Georges Island, 0.5 n.mi. southeast of	25	42° 18.62'	70° 55.00'	-0 11	+0 56	+0 45	+0 03	1.1	1.2	0.2	132°	1.2	243°
1261	do.	35	42° 18.62'	70° 55.00'	-0 11	+0 05	+0 47	+0 01	1.0	1.2	0.2	151°	1.1	247°
1266	Georges Island, 0.3 n.mi. SSE of	10	42° 18.78'	70° 55.55'	+0 21	+0 24	+0 34	+0 41	1.0	1.0	0.4	126°	1.1	234°
	do.	35	42° 18.78'	70° 55.55'	+0 35	+0 58	+0 58	+0 02	0.9	0.7	0.2	346°	1.1	237°
	do.	10	42° 18.67'	70° 55.53'	+0 18	+0 53	+0 32	-2 03	1.2	0.8	0.2	145°	1.3	236°
1271	do.	35	42° 18.67'	70° 55.53'	+0 14	+0 56	+0 56	+0 36	0.7	0.7	0.1	282°	1.2	240°
1276	Nubble Channel	10	42° 19.73'	70° 56.93'	-0 12	+0 45	+0 45	+0 43	1.1	0.8	0.1	282°	0.8	187°
1281	do.	20	42° 19.02'	70° 56.10'	-0 10	+0 35	-0 01	+0 25	1.1	1.5	0.1	073°	1.2	163°
1286	Hull Gut	25	42° 18.20'	70° 55.60'	-0 09	+0 40	-0 01	+0 25	1.2	1.6	0.1	073°	1.3	153°
1291	Peddocks Island, 0.2 n.mi. north of	10	42° 18.32'	70° 56.00'	+0 37	+1 22	+1 20	-0 29	0.9	0.6	0.1	178°	1.0	246°
	do.	25	42° 18.32'	70° 56.00'	+0 07	+1 04	+1 30	-0 53	0.9	0.5	0.1	337°	1.0	255°
	do.	25	42° 18.40'	70° 56.13'	+0 51	+1 25	+1 25	+0 56	1.0	0.8	0.1	245°	1.1	245°
	do.	25	42° 18.40'	70° 56.13'	+0 21	+1 09	+1 32	+0 15	0.9	0.5	0.2	342°	1.0	250°
1296	do.	40	42° 18.40'	70° 56.13'	-0 08	+1 06	+1 45	-0 47	0.9	0.4	0.1	073°	1.0	261°
	do.	10	42° 18.52'	70° 56.32'	+0 37	+0 54	+0 34	+0 46	0.7	0.8	0.3	168°	0.8	251°
1301	Rainsford I. and Windmill Pt., between	25	42° 18.52'	70° 56.32'	+0 22	+1 19	+1 36	+0 05	0.7	0.4	0.2	165°	0.8	256°
	do.	25	42° 19.13'	70° 56.82'	+0 50	+0 14	-0 57	+0 47	0.6	0.6	0.2	165°	0.6	238°
1306	Gallops Island, 0.5 n.mi. southwest of	25	42° 19.13'	70° 56.82'	+0 17	+0 17	-0 28	+1 10	0.4	0.3	0.1	143°	0.5	237°
	do.	20	42° 18.90'	70° 56.95'	-0 17	+0 18	+0 19	-1 01	0.5	0.4	0.1	143°	0.6	237°
	do.	20	42° 18.90'	70° 56.95'	-1 52	+0 41	+0 17	-1 12	0.4	0.2	0.1	143°	0.5	237°
1311	Rainsford Island, 0.4 n.mi. SE of	10	42° 18.50'	70° 56.62'	+0 01	-0 49	+1 02	+0 01	0.6	0.6	0.2	127°	0.6	225°
1316	do.	10	42° 18.70'	70° 57.78'	+0 31	+0 13	+0 39	+0 55	0.6	0.7	0.1	322°	0.7	226°
1321	Long I. and Rainsford I., between	25	42° 18.70'	70° 57.78'	+0 22	+0 38	+0 43	-0 01	1.0	0.6	0.1	322°	0.7	226°
	do.	25	42° 17.45'	70° 57.22'	-1 21	+0 57	+1 29	-1 04	1.0	0.7	0.1	208°	1.1	208°
1326	West Head, Peddocks I., 0.1 n.mi. W of	30	42° 17.45'	70° 57.22'	+0 26	+1 03	+1 20	-0 48	0.8	0.5	0.1	307°	0.9	198°
	do.	10	42° 17.87'	70° 57.87'	+0 26	+0 36	+0 33	+0 56	0.4	0.5	0.3	304°	0.4	223°
1331	Sunken Ledge, 0.2 n.mi. northwest of	20	42° 17.87'	70° 57.87'	+0 28	+0 24	+0 38	-0 02	0.3	0.4	0.2	299°	0.2	236°
	do.	20	42° 18.32'	70° 58.28'	+0 33	+0 46	+1 05	+0 29	0.6	0.5	0.2	299°	0.7	231°
1336	West Head, Long I., 0.4 n.mi. south of	20	42° 18.32'	70° 58.28'	+0 15	+1 00	+1 00	+0 25	0.5	0.4	0.1	310°	0.5	231°
	do.	10	42° 18.38'	70° 58.73'	-0 09	+1 54	-0 25	-1 31	0.3	0.3	0.3	310°	0.5	231°
1341	Moon Head, 0.4 n.mi. east of	10	42° 17.15'	70° 57.18'	-0 04	+0 21	+1 05	+0 09	1.2	1.2	0.1	167°	1.4	167°
	do.	10	42° 17.15'	70° 57.18'	-0 04	+0 21	+1 05	+0 09	1.2	1.2	0.1	167°	1.4	167°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS								
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb					
															h	m	h	m	knots
BOSTON HARBOR—NANTASKET ROADS—cont. Time meridian, 75° W																			
1346	Nut Island, 0.4 n.mi. NNE of	10	42° 17.08'	70° 57.22'	+0 20	+0 25	+1 06	+0 43	1.2	1.2	0.2	223°	1.3	158°	0.2	223°	1.4	312°	
	do.	20	42° 17.40'	70° 57.22'	+0 20	+0 29	+1 13	+0 41	1.1	1.2	0.1	220°	1.2	155°	0.1	220°	1.4	321°	
1351	Nut Island, 0.2 n.mi. NNE of	10	42° 16.98'	70° 57.32'	+0 40	+0 35	+1 20	+0 43	1.1	1.0	0.1	245°	1.2	146°	0.1	245°	1.2	309°	
	do.	20	42° 16.98'	70° 57.32'	+0 39	+0 38	+1 30	+0 28	0.9	0.8	0.1	216°	1.0	131°	0.1	216°	1.0	309°	
1356	Peddocks Island, west of	10	42° 17.23'	70° 57.92'	+0 33	+0 15	+0 01	-0 31	0.4	0.3	0.2	305°	0.5	187°	0.2	305°	0.4	358°	
1361	Moon Head, 0.9 n.mi. southeast of	10	42° 17.50'	70° 58.93'	+0 39	+1 04	+1 32	+0 44	0.3	0.3	0.2	314°	0.3	227°	0.2	314°	0.3	033°	
1366	Squantum, 0.3 n.mi. southeast of	8	42° 17.40'	71° 00.10'	Current weak and variable														
BOSTON HARBOR—HINGHAM BAY																			
1371	Weir River entrance	10	42° 16.53'	70° 52.83'	+0 18	+0 34	+0 47	+0 42	0.7	0.6	--	--	0.7	076°	--	--	0.8	272°	
1376	Strawberry Hill, 0.4 n.mi. west of	6	42° 17.40'	70° 53.60'	+0 14	-0 41	+0 09	+1 42	0.3	0.2	--	--	0.3	146°	--	--	0.3	319°	
1381	Crow Point, 0.2 n.mi. north of	10	42° 15.97'	70° 53.70'	+0 07	+1 13	+0 42	+1 04	0.6	0.6	0.2	166°	0.6	166°	0.2	166°	0.8	320°	
1386	Bumkin Island, 0.1 n.mi. west of	20	42° 16.85'	70° 54.37'	-0 14	+1 11	+1 02	+0 53	0.5	0.5	0.1	248°	0.5	161°	0.1	248°	0.6	316°	
	do.	20	42° 16.85'	70° 54.37'	-0 14	+1 11	+1 02	+0 53	0.5	0.5	0.1	248°	0.5	161°	0.1	248°	0.6	316°	
1391	Windmill Point, 0.7 n.mi. SSE of	25	42° 17.55'	70° 54.97'	+0 02	+0 50	+1 46	+1 01	0.9	0.1	--	--	1.1	128°	0.4	083°	0.4	350°	
	do.	25	42° 17.55'	70° 54.97'	+0 02	+0 50	+1 46	+1 01	0.9	0.1	--	--	1.1	128°	0.4	083°	0.4	350°	
1396	Bumkin Island, 0.4 n.mi. west of	10	42° 16.83'	70° 54.75'	-0 14	+0 46	+1 48	-2 46	0.5	0.2	--	--	0.5	195°	0.2	263°	0.2	315°	
1401	Peddocks Island, east of	10	42° 17.50'	70° 55.52'	See Table 5.														
	do.	20	42° 17.50'	70° 55.52'	See Table 5.														
1406	Sheep Island, 0.3 n.mi. west of	20	42° 16.87'	70° 55.98'	+0 20	+1 09	+1 20	+1 01	0.9	0.4	0.2	245°	1.0	075°	0.3	245°	0.4	305°	
	do.	25	42° 16.87'	70° 55.98'	+1 19	+1 09	+1 37	+0 10	0.8	0.3	0.2	150°	0.8	082°	0.3	150°	0.9	300°	
1411	Grape Island and Lower Neck, between	10	42° 15.87'	70° 55.50'	-0 14	-1 21	+0 11	+0 23	0.6	0.7	--	--	0.7	094°	--	--	0.3	281°	
1416	Grape Island	10	42° 16.08'	70° 55.88'	-0 38	+0 08	+0 43	-0 06	0.4	0.3	--	--	0.4	203°	--	--	0.4	345°	
1421	Pig Rock, north of	10	42° 16.93'	70° 56.45'	+0 49	-0 41	-0 10	+0 59	0.6	0.8	--	--	0.7	078°	--	--	1.0	290°	
	do.	25	42° 16.93'	70° 56.45'	+0 44	+0 19	+1 26	+0 34	0.5	0.6	--	--	0.6	082°	0.1	019°	0.8	293°	
1426	Pig Rock, northwest of	20	42° 16.88'	70° 56.55'	+1 13	+0 47	+1 58	+1 12	0.9	0.7	--	--	1.0	085°	--	--	0.8	283°	
1431	Stodders Neck, Weymouth Back River	10	42° 15.20'	70° 55.65'	-0 23	+0 49	+0 39	-0 31	0.5	0.2	--	--	0.5	268°	--	--	0.3	093°	
1436	Gull Point, 0.4 n.mi. ESE of	10	42° 15.18'	70° 56.82'	-0 10	-0 37	+0 13	+0 07	0.4	0.4	--	--	0.4	229°	--	--	0.4	069°	
	do.	25	42° 15.18'	70° 56.82'	-0 40	-0 47	+0 47	+0 19	0.4	0.1	--	--	0.4	235°	--	--	0.2	042°	
1441	Kings Cove, off	20	42° 14.83'	70° 57.65'	-0 13	-1 26	+0 02	-0 46	0.3	0.3	--	--	0.3	242°	0.1	014°	0.4	063°	
1446	Germantown Point	20	42° 14.78'	70° 57.88'	+0 14	+0 49	+0 54	+0 13	0.3	0.3	--	--	0.3	268°	--	--	0.4	070°	
1451	Pine Point, southeast of	10	42° 14.28'	70° 58.08'	-0 58	+1 00	+0 53	-1 16	0.2	0.1	--	--	0.2	149°	--	--	0.1	309°	
1456	Philip Head, Town River Bay	10	42° 15.00'	70° 58.22'	+0 20	+1 28	+1 16	+0 29	0.3	0.2	--	--	0.4	289°	--	--	0.3	095°	
1461	Hole Point Reach, Town River	10	42° 15.23'	70° 58.78'	Negligible current														
CAPE COD BAY																			
1466	Race Point, 7 miles north of		42° 11'	70° 16'	-0 01	-0 01	-0 01	-0 01	1.4	1.2	--	--	1.5	290°	--	--	1.5	--	
1471	Race Point, 1 mile northwest of		42° 05'	70° 15'	-0 06	-0 06	-0 06	-0 06	0.9	0.8	--	--	1.0	226°	--	--	0.9	061°	
1476	Provincetown Harbor		42° 03'	70° 10'	+0 04	+0 04	+0 04	+0 04	0.5	0.3	--	--	0.6	315°	--	--	0.4	135°	
1481	Wellfleet Harbor		41° 54'	70° 03'	+0 09	+0 09	+0 09	+0 09	0.6	0.4	--	--	0.7	020°	--	--	0.5	200°	
1486	Barnstable Harbor		41° 43.6'	70° 16.4'	+0 19	+0 58	+0 22	+0 29	1.1	1.2	--	--	1.2	192°	--	--	1.4	004°	
1491	Sandwich Harbor		41° 46'	70° 29'	Current weak and variable														
	Cape Cod Canal (see Index)		--	--	Current weak and variable														
1496	Sagamore Beach		41° 48'	70° 31'	Current weak and variable														
1501	Ellisville Harbor, 1 mile east of		41° 51'	70° 30'	+0 14	-0 14	+0 14	+0 14	0.3	0.2	--	--	0.3	200°	--	--	0.3	020°	
1506	Manomet Point		41° 56'	70° 32'	+0 04	+0 04	+0 04	+0 04	1.0	0.7	--	--	1.1	155°	--	--	0.9	010°	
1511	Gurnet Point, 1 mile east of		42° 00'	70° 35'	-0 06	-0 06	-0 06	-0 06	1.3	0.8	--	--	1.4	250°	--	--	1.0	--	
1516	Plymouth Harbor		41° 58'	70° 39'	+0 04	+0 04	+0 04	+0 04	0.5	0.3	--	--	0.5	245°	--	--	0.4	010°	
1521	Farnham Rock, 1 mile east of		42° 06'	70° 35'	-0 21	-0 21	-0 21	-0 21	1.0	0.8	--	--	1.1	180°	--	--	0.9	010°	

Endnotes can be found at the end of table 2.

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No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	MASSACHUSETTS COAST—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
1526	Nauset Beach Light, 5 miles northeast of		41° 56'	69° 54'	See table 5.									
1531	Georges Bank and vicinity		—	—	See table 5.									
1536	Davis Bank		—	—	See table 5.									
1541	Monomoy Point, 23 miles east of		41° 35'	69° 30'	See table 5.									
1546	Nantucket Shoals		40° 37'	69° 37'	See table 5.									
1551	Nantucket Island, 28 miles east of		41° 20'	69° 21'	See table 5.									
1556	Old Man Shoal, Nantucket Shoals		41° 13.6'	69° 59.0'	+1 23	+1 03	+1 17	+1 14	0.9	0.9	1.9	080°	—	—
1561	Miacomet Pond, 3.0 miles SSE of		41° 11.4'	70° 05.8'	+2 19	+2 03	+2 22	+2 16	0.6	0.8	1.3	080°	—	—
1566	Tuckernuck Island, 4.2 miles SSW of		41° 13.57'	70° 16.90'	+4 08	+3 13	+2 17	+3 56	0.3	0.6	0.5	090°	—	—
1571	Martha's Vineyard, 1.4 miles S of <1>		41° 19.50'	70° 39.90'	—	—	—	—	0.1	0.1	0.3	230°	—	—
	NANTUCKET SOUND ENTRANCE													
1576	Pollock Rip Channel, east end		41° 33.9'	69° 55.4'	—0 14	—0 39	—0 23	—0 38	1.0	1.1	2.0	053°	—	—
1581	POLLOCK RIP CHANNEL (Butler Hole)		41° 33'	69° 59'	—	—	—	—	—	—	2.0	037°	—	—
1586	Great Round Shoal Channel		—	—	See table 5.									
	NANTUCKET SOUND													
1591	Monomoy Pt., channel 0.2 mile west of		41° 33.0'	70° 01.3'	0 00	+0 39	+0 18	—0 23	0.8	1.2	1.7	170°	—	—
1596	Chatham Roads		41° 38.6'	70° 01.7'	+3 07	+1 29	+2 24	+4 28	0.3	0.6	0.5	335°	—	—
1601	Stage Harbor, west of Morris Island		41° 39.4'	69° 58.5'	+1 28	+0 52	+0 27	+1 04	0.2	0.2	0.3	077°	—	—
1606	Dennis Port, 2.2 miles south of		41° 37.0'	70° 06.9'	+1 22	+1 52	+1 09	+1 22	0.2	0.3	0.1	138°	0.1	052°
1611	Monomoy Point, 6 miles west of		41° 33.5'	70° 09.0'	+1 08	+1 10	+0 49	+0 59	0.6	0.8	0.1	194°	0.1	256°
1616	Handkerchief Lighted Whistle Buoy 'H'		41° 29.3'	70° 04.0'	+1 42	+1 10	+0 49	+0 59	0.4	0.3	0.3	080°	—	—
1621	Hairmoon Shoal, 1.9 miles northeast of		41° 29.05'	70° 11.55'	+1 13	+1 23	+1 06	+1 11	0.5	0.6	0.8	110°	—	—
1626	Hairmoon Shoal, 3.5 miles east of		41° 28.1'	70° 09.2'	+0 25	+1 37	+1 13	+0 33	0.6	0.7	1.1	088°	—	—
1631	Great Point, 0.5 mile west of		41° 23.6'	70° 03.7'	+1 15	+1 23	+0 51	+1 08	0.4	0.5	0.8	066°	—	—
1636	Great Point, 3 miles west of		41° 23.4'	70° 06.8'	+1 22	+1 34	+1 09	+1 10	0.5	0.5	0.3	000°	0.3	186°
1641	Tuckernuck Shoal, off east end		41° 24.3'	70° 10.4'	—	—	—	—	0.2	0.2	0.2	090°	—	—
1646	Brant Point, 2 miles NNW of <1>		41° 19.25'	70° 06.30'	+3 22	+1 55	+2 44	+3 58	0.6	0.9	1.2	171°	—	—
1651	Nantucket Harbor entrance channel		41° 18.4'	70° 06.0'	+1 13	+1 12	+1 02	+1 15	0.3	0.2	0.6	094°	—	—
1656	Eel Pt., Nantucket I., 2.5 miles NE of		41° 19.3'	70° 10.2'	+1 29	+0 45	+0 57	+0 56	0.6	0.9	1.1	108°	—	—
1661	Muskeget I., channel 1 mile northeast of		41° 21.0'	70° 17.1'	+1 10	+0 23	+0 57	+0 18	0.6	0.6	1.3	024°	—	—
1666	Muskeget Rock, 1.3 miles southwest of		41° 19.2'	70° 23.6'	+1 40	+0 38	+1 29	+1 02	1.9	1.9	3.8	021°	—	—
1671	Muskeget Channel		41° 20.9'	70° 25.2'	+1 30	+1 04	+1 11	+0 32	0.6	0.6	1.3	075°	—	—
1676	Wasque Point, 2.0 miles southwest of		41° 19.90'	70° 29.25'	+1 31	+1 12	+1 26	+1 15	0.5	0.6	0.9	280°	—	—
1681	Long Shoal—Norton Shoal, between		41° 24.50'	70° 20.00'	+0 58	+0 07	+0 49	+0 48	0.7	0.6	1.4	100°	—	—
1686	Cape Poge Lt., 1.7 miles SSE of		41° 24.0'	70° 25.6'	+1 48	+1 48	+1 55	+1 59	0.6	0.5	1.6	025°	—	—
1691	Cross Rip Channel		41° 26.9'	70° 17.5'	+2 42	+2 03	+2 33	+2 37	0.8	0.7	1.3	091°	—	—
1696	Cape Poge Lt., 3.2 miles northeast of		41° 27.5'	70° 24.0'	+1 46	+1 55	+1 15	+1 20	0.5	0.5	1.6	095°	—	—
1701	Broken Ground—Horseshoe Shoal, between		41° 33.0'	70° 17.1'	+1 15	+1 03	+1 06	+1 02	0.5	0.6	0.2	000°	0.2	000°
1706	Point Gammon, 1.2 miles south of		41° 35.3'	70° 15.4'	+2 46	+0 53	+2 44	+4 22	0.5	0.8	0.9	004°	—	—
1711	Hyannis Harbor, entrance off breakwater		41° 37.4'	70° 17.5'	+2 44	+2 33	+2 51	+3 35	0.3	0.4	0.5	035°	—	—
1716	Lewis Bay entrance channel		41° 37.9'	70° 16.4'	+1 47	+1 32	+1 44	+1 45	0.8	0.8	1.7	062°	—	—
1721	Cotuit Bay entrance (Bluff Point)		41° 36.6'	70° 25.8'	+2 13	+2 48	+1 54	+2 38	0.2	0.1	1.4	108°	—	—
1726	Wreck Shoal—Eldridge Shoal, between		41° 28.3'	70° 25.7'	+2 13	+1 54	+1 26	+1 39	0.2	0.1	0.3	095°	—	—
1731	Hedge Fence Lighted Gong Buoy 22		41° 25.45'	70° 29.00'	+0 25	+1 04	+0 35	—0 20	0.6	0.6	1.1	075°	—	—
1736	Cape Poge Light, 1.4 miles west of		41° 23.4'	70° 30.5'	+1 58	+1 58	+1 58	+1 52	0.4	0.4	0.6	070°	—	—
1741	Edgartown, Inner Harbor		—	—	—	—	—	—	0.3	0.3	0.8	075°	—	—

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No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS				
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb	
	NANTUCKET SOUND—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.	
1746	Katama Pt., 0.6 mi. NNW of, Katama Bay		41° 21.9'	70° 30.3'	+0 12	-0 43	+0 20	-0 31	0.3	0.3	0.6	325°	0.5	180°	
1751	East Chop—Squash Meadow, between		41° 27.9'	70° 32.2'	+2 07	+1 46	+1 43	+1 12	0.2	0.1	0.3	325°	0.2	195°	
1756	East Chop, 1 mile north of		41° 29.1'	70° 33.5'	+2 40	+0 55	+2 17	+2 04	0.2	0.2	0.4	325°	0.3	175°	
1761	Vineyard Haven		41° 28.1'	70° 35.2'	+2 40	+1 52	+2 17	+2 11	1.1	1.3	1.4	131°	1.8	329°	
1766	West Chop, 0.8 mile north of		41° 29.6'	70° 35.7'	Current weak and variable										
1771	Hedge Fence—L'Hommedieu Shoal, between		41° 30.3'	70° 32.2'	+2 29	+1 58	+2 20	+2 35	1.6	1.8	3.1	096°	3.0	282°	
1776	Waquoit Bay entrance		41° 30.3'	70° 32.2'	+2 27	+1 38	+2 01	+1 52	1.0	1.3	2.2	106°	2.2	276°	
1781	L'Hommedieu Shoal, north of west end		41° 31.6'	70° 31.8'	+3 21	+2 14	+3 40	+4 01	0.8	0.8	1.5	348°	1.4	203°	
1786	Nobska Point, 1.8 miles east of		41° 31.1'	70° 37.1'	+2 30	+2 03	+2 12	+2 11	1.2	1.4	2.3	080°	2.3	268°	
	VINEYARD SOUND		41° 19.8'	70° 37.1'	+2 13	+1 45	+1 55	+1 49	1.2	1.0	2.3	063°	1.7	240°	
1791	West Chop, 0.2 mile west of		41° 29.0'	70° 36.6'	+1 19	+1 34	+1 50	+1 16	1.3	0.8	2.7	059°	1.4	241°	
1796	Nobska Point, 1 mile southeast of		41° 30.1'	70° 38.6'	+2 33	+2 15	+2 25	+2 19	1.3	1.4	2.6	071°	2.4	259°	
1801	Norton Point, 0.5 mile north of		41° 28.1'	70° 39.9'	+1 55	+1 44	+2 01	+1 12	1.7	1.4	3.4	050°	2.4	240°	
1806	Tarpaulin Cove, 1.5 miles east of		41° 28.3'	70° 43.5'	+2 49	+2 07	+2 12	+2 33	1.0	1.4	1.9	055°	2.3	232°	
1811	Robinsons Hole, 1.2 miles southeast of		41° 26.1'	70° 46.8'	+2 30	+1 51	+2 11	+2 02	1.0	1.2	1.9	060°	2.1	240°	
1816	Gay Head, 3 miles northeast of		41° 23.1'	70° 47.0'	+2 25	+1 50	+1 42	+2 11	0.5	0.8	0.9	081°	1.3	238°	
1821	Menemsha Bight <6>		41° 21.3'	70° 46.3'	+2 13	+1 24	+1 55	+1 17	0.6	0.7	1.1	074°	1.2	255°	
1826	Gay Head, 3 miles north of		41° 24.1'	70° 51.2'	+1 30	+0 54	+1 42	+1 16	1.0	1.2	2.0	012°	2.0	249°	
1831	Gay Head, 1.5 miles northwest of		41° 21.8'	70° 51.8'	See table 5.										
1836	Cuttyhunk Island, 3.2 miles southwest of		41° 23.1'	71° 00.1'	See table 5.										
1841	Browns Ledge		41° 19.8'	71° 05.9'	See table 5.										
	VINEYARD SOUND—BUZZARDS BAY														
	Woods Hole <59>														
1846	South end		41° 30.8'	70° 40.2'	+0 29	+1 40	+1 17	+0 08	0.4	0.2	1.5	135°	1.1	318°	
1851	0.1 mile SW of Devils Foot Island		41° 31.2'	70° 41.1'	+0 20	+1 41	+0 55	+0 31	0.9	0.8	3.5	094°	3.6	276°	
1856	North end		41° 31.5'	70° 41.6'	-0 29	+1 25	+1 09	-0 04	0.2	0.2	0.8	160°	0.7	007°	
	Robinsons Hole														
1861	South end		41° 26.7'	70° 48.2'	+1 14	+1 42	+1 20	+1 01	0.2	0.2	0.8	162°	1.0	339°	
1866	Middle		41° 27.0'	70° 48.4'	+1 30	+2 00	+1 02	+0 47	0.7	0.6	2.8	146°	2.9	316°	
1871	North end		41° 27.4'	70° 48.7'	+1 54	+2 00	+0 52	+1 17	0.2	0.3	1.0	161°	1.2	338°	
	Quicks Hole														
1876	South end		41° 26.3'	70° 50.5'	+2 18	+1 42	+1 17	+0 53	0.5	0.4	1.9	140°	2.0	300°	
1881	Middle		41° 26.6'	70° 50.9'	+2 21	+2 00	+1 26	+0 41	0.6	0.5	2.5	167°	2.2	339°	
1886	North end		41° 27.1'	70° 51.0'	+2 42	+2 06	+1 44	+0 23	0.5	0.6	2.0	165°	2.6	002°	
1891	Canapisset Channel		41° 25.4'	70° 54.5'	+2 03	+2 27	+1 02	+0 26	0.6	0.4	2.6	156°	1.7	312°	
	BUZZARDS BAY <7>														
1896	Westport River entrance		41° 30.5'	71° 05.3'	+0 09	-0 05	-0 26	-1 13	1.1	1.5	2.2	290°	2.5	108°	
1901	Gooseberry Neck, 2 miles SSE of		41° 27.1'	71° 01.1'	See table 5.										
1906	Ribbon Reef—Sow & Pigs Reef, between		41° 25.3'	70° 58.2'	-0 19	-1 31	-2 44	-1 54	0.4	0.7	0.8	062°	1.2	237°	
1911	Penikese Island, 0.8 mile northwest of		41° 27.9'	70° 56.2'	-1 37	-0 25	-0 55	-0 57	0.6	0.6	1.2	050°	1.1	254°	
1916	Penikese Island, 0.2 mile south of		41° 26.6'	70° 55.5'	-1 43	-0 15	-1 30	-2 39	0.4	0.5	0.7	093°	0.9	287°	
1921	Gull I. and Nashawena I., between		41° 26.2'	70° 54.2'	-2 15	-0 57	-2 01	-2 41	0.5	0.6	0.9	091°	1.1	247°	
1926	Weepecket Island, south of		41° 30.4'	70° 44.3'	-3 16	-1 07	-1 28	-2 27	0.4	0.4	0.8	069°	0.6	255°	
1931	Quamisset Harbor entrance		41° 32.4'	70° 39.8'	Current weak and variable										
1936	West Falmouth Harbor entrance		41° 36.5'	70° 39.3'	Current weak and variable										
1941	Megansett Harbor		41° 38.8'	70° 39.2'	+0 26	-0 36	-0 06	-0 23	0.4	0.6	0.8	035°	1.0	216°	
1946	Abiels Ledge, 0.4 mile south of		41° 41.1'	70° 40.4'	-1 43	-1 03	-1 32	-2 09	0.4	0.6	0.8	066°	1.1	190°	
1951	Dumpling Rocks, 0.2 mile southeast of		41° 32.0'	70° 55.1'											

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS					
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb		
	BUZZARDS BAY <7>-cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.		
1956	Appoganset Bay		41° 35'	70° 57'	on Pollock Rip Channel, p.32											
1961	Clarks Cove		41° 36'	70° 55'	Current weak and variable											
1966	New Bedford Harbor and approaches		41° 35.6'	70° 50.4'	Current weak and variable											
1971	West Island and Long Island, between		41° 34.0'	70° 48.6'	Current weak and variable											
1976	West Island, 1 mile southeast of	6	41° 37.1'	70° 50.2'	-0 43	-0 43	-1 28	-1 42	0.4	0.5	0.3	--	0.7	079°	0.4	--
1981	Nasketucket Bay		41° 38'	70° 47'	Current weak and variable											
1986	Mattapoiset Harbor		41° 41'	70° 44'	Current weak and variable											
1991	Sippican Harbor		41° 44.0'	70° 43.0'	-1 41	-0 31	-1 22	-1 23	0.3	0.4	0.3	--	0.6	022°	0.4	--
1996	Wareham River, off Long Beach Point		41° 44.7'	70° 42.4'	-1 49	-0 27	-1 22	-1 31	0.4	0.4	0.7	010°	0.6	010°	0.6	185°
2001	Wareham River, off Barneys Point				on Cape Cod Canal, p.24											
2006	Onset Bay, south of Onset Island		41° 43.9'	70° 38.7'	Current weak and variable											
2011	Onset Bay, south of Wickets Island		41° 44.1'	70° 39.3'	Current weak and variable											
	CAPE COD CANAL															
2016	CAPE COD CANAL, railroad bridge		41° 44.5'	70° 36.8'	Daily predictions											
2021	Bourne Highway bridge		41° 45'	70° 35'	-0 03	-0 01	-0 03	-0 04	0.8	0.9	4.0	070°	4.5	250°	--	--
2026	Bourneale		41° 46'	70° 34'	-0 07	-0 03	-0 09	-0 10	0.8	0.8	3.3	065°	4.0	245°	--	--
2031	Sagamore Bridge		41° 46'	70° 33'	-0 09	-0 04	-0 11	-0 13	0.7	0.6	3.4	030°	3.6	210°	--	--
2036	Cape Cod Canal, east end	15	41° 46.5'	70° 30.0'	-0 13	-0 06	-0 17	-0 19	0.6	0.6	2.8	095°	2.5	275°	--	--
	NARRAGANSETT BAY <8>															
2041	Sakonnet River (except Narrows)		--	--	Current weak and variable											
2046	Black Point, SW of Sakonnet River	15	41° 30.4'	71° 13.2'	-2 54	-1 55	-2 13	-2 26	0.2	0.2	0.4	012°	0.4	194°	--	--
2051	Almy Point Bridge, south of Sakonnet River	15	41° 37.3'	71° 13.2'	-3 00	-2 10	-2 30	-3 13	0.2	0.8	0.4	034°	0.4	180°	--	--
2056	Tiverton, Stone bridge, Sakonnet R. <9>		41° 37.5'	71° 13.0'	-2 58	-5 02	-2 26	-3 06	1.4	1.6	2.7	010°	2.7	190°	--	--
					-2 54	-0 36	-0 17	-0 19	0.3	0.3	0.6	010°	2.5	245°	--	--
2061	Tiverton, RR. bridge, Sakonnet R. <10>		41° 38.3'	71° 12.9'	-3 26	-5 06	-2 48	-3 41	1.2	1.4	2.3	000°	2.4	180°	--	--
					-3 04	-1 15	-2 32	-2 41	0.8	0.8	1.5	000°	0.3	210°	--	--
2066	Common Fence Point, northeast of		41° 39.5'	71° 12.5'	-2 38	-4 50	-2 32	-2 41	0.1	0.2	0.2	026°	0.2	210°	--	--
					-0 58	-0 38	-1 20	-1 04	0.1	0.1	0.1	046°	0.1	046°	--	--
2071	Brenton Point, 1.4 n.mi. southwest of	7	41° 25.9'	71° 22.6'	-1 03	-0 38	-1 20	-1 04	0.2	0.4	0.4	347°	0.6	170°	--	--
2076	Castle Hill, west of, East Passage	15	41° 27.4'	71° 22.7'	-0 06	-0 42	-1 07	-0 29	0.4	0.7	0.7	013°	1.2	237°	--	--
2081	Bull Point, east of	10	41° 28.8'	71° 21.0'	-1 10	-0 47	-1 10	-1 33	0.6	0.8	1.2	001°	1.5	206°	--	--
2086	Mackerel Cove		41° 28.5'	71° 22.8'	Current weak and variable											
2091	Newport Harbor, S and E of Goat Island		41° 29'	71° 20'	-1 57	-0 07	-1 17	-2 08	0.4	0.5	0.8	310°	1.0	124°	--	--
2096	Rose Island, northeast of	15	41° 30.2'	71° 19.9'	-1 38	-0 26	-1 38	-1 39	0.4	0.5	0.7	007°	1.0	190°	--	--
2101	Rose Island, northwest of	15	41° 30.4'	71° 21.1'	-0 42	-0 34	-1 20	-1 28	0.4	0.6	0.7	001°	1.0	172°	--	--
2106	Rose Island, west of		41° 29.8'	71° 21.0'	-1 40	-1 28	-1 14	-1 16	0.3	0.4	0.5	039°	0.7	217°	--	--
2111	Gould Island, southeast of	7	41° 31.5'	71° 20.2'	-1 40	-1 28	-1 14	-1 16	0.3	0.4	0.5	039°	0.7	217°	--	--
2116	Gould Island, west of	15	41° 31.9'	71° 21.5'	-0 16	-0 32	-1 13	-1 07	0.3	0.4	0.6	351°	0.8	193°	--	--
2121	Dyer Island-Carrs Point (between)	15	41° 34.5'	71° 17.8'	-1 56	-1 13	-0 50	-1 37	0.4	0.4	0.8	040°	0.6	236°	--	--
2126	Conanicut Point, ENE of	15	41° 34.5'	71° 20.5'	-2 05	-0 24	-1 18	-1 13	0.2	0.2	0.1	111°	0.1	106°	--	--
2131	Dyer Island, west of	7	41° 35.2'	71° 18.5'	-1 04	-0 46	-0 53	-1 34	0.4	0.6	0.8	023°	1.0	216°	--	--
2136	QUONSET POINT	16	41° 35.01'	71° 23.74'	Daily Predictions, p.28											
2141	Mount Hope Bridge	10	41° 38.4'	71° 15.5'	-1 22	-1 34	-1 08	-0 58	0.6	0.8	1.1	047°	1.4	200°	--	--
2146	Hog Island, northwest of	10	41° 38.8'	71° 17.7'	-2 16	-0 04	-0 30	-1 04	0.2	0.2	0.4	011°	0.4	199°	--	--
2151	Common Fence Point, west of	10	41° 39.0'	71° 14.7'	-1 13	+0 08	-1 00	-0 37	0.2	0.4	0.5	050°	0.7	224°	--	--

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS					
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb		
	NARRAGANSETT BAY <8>-cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.		
2156	Mount Hope Point, northeast of	10	41° 40.8'	71° 12.7'	-2 01	-0 20	-1 03	-0 57	0.2	0.2	0.4	038°	0.1	121°	0.4	217°
2161	Kickamuit R. (Narrows), Mt. Hope Bay		41° 41.9'	71° 14.7'	-2 04	-3 34	-1 19	-0 48	0.7	1.0	1.4	000°	--	--	1.7	191°
						-0 04			0.5		0.9	000°				
2166	Warren River entrance		41° 42.7'	71° 17.8'												
2171	Warren, Warren River		41° 43.7'	71° 17.3'	-0 14	+0 11	-0 22	-1 05	0.5	0.5	0.7	020°	--	--	0.3	200°
2176	Beavertail Point, 0.8 mile northwest of		41° 27.5'	71° 24.7'	-0 11	-0 54	-1 31	-0 19	0.3	0.6	0.5	003°	--	--	0.9	171°
2181	Dutch Island, east of, West Passage	15	41° 30.2'	71° 23.7'	-3 02	-5 10	-2 37	-2 46	0.2	0.5	0.1	103°	0.2	126°	1.0	188°
						-3 55			0.2		0.3	032°			0.9	186°
						-1 10			0.3		0.6	038°				
2186	Dutch Island and Beaver Head, between		41° 29.8'	71° 24.2'	-1 56	-1 32	-1 58	-1 47	0.5	0.6	1.0	030°	--	--	1.0	233°
2191	Dutch Island, west of	7	41° 30.3'	71° 24.6'	-1 33	-1 49	-1 21	-1 16	0.7	0.7	1.3	014°	--	--	1.2	206°
2196	Jamestown-North Kingstown Bridge	15	41° 31.8'	71° 23.8'	-2 16	-4 10	-1 22	-1 33	0.2	0.7	0.5	012°	0.1	097°	1.3	176°
						-3 10			0.2		0.5	011°				
						-0 31			0.4		0.8	007°				
2201	Wickford Harbor		41° 34'	71° 26'							0.3	--			0.3	--
2206	Greenwich Bay entrance		41° 40.0'	71° 23.6'							0.3	--			0.4	--
2211	Patience Island, narrows east of		41° 39.5'	71° 21.2'	-2 41	-2 29	-2 44	-2 37	0.4	0.5	0.7	354°	--	--	0.9	157°
2216	Patience I. and Warwick Neck, between		41° 39.8'	71° 22.4'	-1 40	-1 21	-1 18	-1 13	0.3	0.5	0.6	040°	--	--	0.8	224°
2221	Nayatt Point, WNW of	10	41° 43.7'	71° 21.6'	-2 24	+0 47	-1 00	-1 11	0.1	0.1	0.2	325°	--	--	0.2	128°
2226	India Point RR. bridge, Seekonk River <9>		41° 49.0'	71° 23.3'	-1 48	-4 02	-1 31	-1 06	0.5	0.8	1.0	020°	--	--	1.4	180°
						-2 30			0.2		0.4	020°				
						-0 12			0.7		1.3	020°				
2231	Fox Point, south of, Providence River	10	41° 48.8'	71° 24.0'	-3 02	+0 08	-0 27	-1 34	0.1	0.1	0.2	343°	--	--	0.1	166°
2236	Cold Spring Pt., Seekonk River <10>		41° 49.6'	71° 22.8'	-1 48	-4 14	-1 31	-1 02	0.4	0.8	0.8	030°	--	--	1.4	210°
						-2 24			0.1		0.2	030°				
						-0 26			0.6		1.1	030°				
	BLOCK ISLAND SOUND															
	<i>Point Judith</i>															
2241	Harbor of Refuge, south entrance		41° 21.48'	71° 29.75'	-2 02	-2 31	-2 17	-4 10	0.2	0.3	0.6	329°	--	--	0.8	141°
									0.2		0.7	141°			0.4	141°
															0.7	141°
2246	Harbor of Refuge, west entrance		41° 22'	71° 31'												
2251	Pond entrance		41° 23'	71° 31'	-3 02	-2 40	-3 07	-4 03	0.7	0.5	1.8	351°	--	--	1.5	186°
2256	2.4 miles southwest of		41° 19.87'	71° 30.65'	-0 27	+0 20	+0 27	-0 35	0.3	0.2	0.7	258°	--	--	0.6	090°
2261	4.5 miles southwest of		41° 18'	71° 33'												
	<i>Block Island</i>															
2266	four miles north of		41° 18'	71° 32'	-0 19	+0 21	+0 30	+0 07	0.3	0.3	0.8	285°	--	--	0.8	076°
2271	Sandy Point, 2.1 miles NNE of	15	41° 15.85'	71° 34.00'	+0 30	-0 32	-0 21	-0 54	0.4	0.6	1.0	296°	--	--	1.7	066°
2276	Sandy Pt., 1.5 miles north of	7	41° 15'	71° 34'	-0 11	-0 12	-1 08	-1 04	0.7	0.7	1.9	315°	--	--	2.1	063°
2281	Clay Head, 1.2 miles ENE of	15	41° 13.35'	71° 31.85'	-1 59	-1 11	-0 28	-1 06	0.3	0.2	0.5	220°	0.5	220°	0.7	298°
2286	Old Harbor Pt., 0.5 mile southeast of		41° 09'	71° 32'	+0 01	-0 11	-0 39	+0 05	0.1	0.2	0.2	336°	--	--	0.6	175°
2291	Lewis Pt., 1.0 mile southwest of		41° 08.20'	71° 37.30'	-1 16	-0 47	-0 25	-1 24	0.7	0.6	1.9	298°	--	--	1.8	136°
2296	Lewis Pt., 1.5 miles west of		41° 09'	71° 38'	-1 20	-0 57	-0 49	-1 11	0.5	0.6	1.4	318°	--	--	1.7	170°
2301	Great Salt Pond entrance		41° 11.97'	71° 35.50'	-3 57	-3 14	-3 25	-4 33	0.1	0.1	0.3	168°	--	--	0.3	326°
2306	Great Salt Pond ent., 1 mile NW of	7	41° 12'	71° 36'	-0 41	-0 40	-1 55	-0 46	0.2	0.1	0.4	158°	--	--	0.4	035°
2311	Sandy Point, 0.4 mile west of <11>		41° 13.80'	71° 35.13'	--	-1 03	--	-1 46	--	0.2	--	--	--	--	0.7	011°
2316	Green Hill Point, 1.1 miles south of		41° 20.90'	71° 35.77'	-0 45	-0 26	-0 25	-1 06	0.2	0.1	0.6	258°	--	--	0.4	070°
2321	Sandy Point, 4.1 miles northwest of	15	41° 17.10'	71° 38.00'	+0 17	+0 32	+0 31	-0 07	0.3	0.2	0.7	270°	--	--	0.6	084°
2326	Grace Point, 2.0 miles northwest of		41° 12'	71° 38'												
2331	Quonochontaug Beach, 1.1 miles S of		41° 18.80'	71° 42.82'	-0 30	+0 27	+0 46	-0 31	0.4	0.1	1.1	248°	--	--	0.4	078°
2336	Quonochontaug Beach, 3.8 miles S of	15	41° 16.35'	71° 43.00'	+0 16	+0 15	+0 38	-0 03	0.3	0.2	0.7	243°	--	--	0.6	059°
2341	Lewis Point, 6.0 miles WNW of	15	41° 11.60'	71° 44.20'	+1 12	+1 01	+0 15	+0 24	0.2	0.4	0.6	286°	--	--	1.2	097°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	BLOCK ISLAND SOUND—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
2345	Southwest Ledge		41° 07'	71° 42'	-0 22	-0 15	+0 15	-0 22	0.6	0.7	1.5	321°	2.1	141°
2346	Southwest Ledge, 2.0 miles west of	15	41° 06.80'	71° 43.00'	+0 23	+0 31	+0 10	-0 52	0.5	0.6	1.5	354°	1.9	168°
2356	Watch Hill Point, 2.2 miles east of	15	41° 18.16'	71° 48.60'	-0 16	+0 13	+0 44	-0 32	0.4	0.2	1.2	260°	0.7	080°
2361	Watch Hill Point, 5.2 miles SSE of	15d	41° 13.20'	71° 49.00'	+0 48	+0 39	+0 38	+0 01	0.4	0.4	1.2	265°	1.2	064°
2366	Watch Hill Point, 5.3 n.mi. SE of	15	41° 14.65'	71° 46.43'	+0 05	+0 15	-0 18	-0 02	0.3	0.3	0.1	176°	0.9	092°
2371	Montauk Point, 5.4 miles NNE of	15	41° 09.55'	71° 49.48'	+0 46	+0 48	-0 39	-0 03	0.4	0.5	1.1	279°	1.6	079°
2376	Montauk Point, 1.2 miles east of	15	41° 04.50'	71° 49.80'	-1 09	-0 18	-0 39	-2 04	1.0	0.9	2.8	346°	2.8	162°
2381	Montauk Point, 1 mile northeast of	15	41° 05'	71° 51'	-1 51	-1 11	+0 15	-1 55	0.9	0.6	2.4	356°	1.9	145°
2386	Wicopasset Island, 1.1 miles SSE of	15	41° 16.50'	71° 54.80'	-0 41	+0 11	+0 48	-0 18	0.6	0.3	1.5	250°	0.8	073°
2391	East Pt., Fishers I., 4.1 miles S of	15	41° 13.40'	71° 55.50'	+1 03	+0 53	+0 18	+0 01	0.3	0.6	0.9	236°	1.8	073°
2396	Cerberus Shoal, 1.5 miles east of	15	41° 10.45'	71° 55.17'	-0 02	+0 06	-0 24	-1 03	0.4	0.6	1.1	256°	1.8	092°
2401	Shagwong Reef & Cerberus Shoal, between	15	41° 07.90'	71° 55.17'	-0 17	-0 26	-0 26	-1 09	0.7	0.6	1.9	241°	1.8	056°
2406	Montauk Harbor entrance	6	41° 04.78'	71° 56.35'	-2 04	-2 26	-3 03	-5 00	0.4	0.1	1.2	226°	0.6	033°
					-2 43	-2 43	-3 03	-5 00	0.4	0.1	1.2	226°	0.6	033°
2411	Mt. Prospect, 0.6 mile SSE of	15	41° 14.75'	71° 59.80'	-0 21	+0 15	+0 09	-0 55	0.6	0.5	1.7	275°	0.5	353°
2416	Cerberus Shoal and Fishers I., between	7	41° 13'	71° 58'	-0 46	+0 13	+0 06	-0 20	0.5	0.4	1.3	264°	1.6	054°
2421	Little Gull Island, 3.7 miles ESE of	10	41° 10.7'	72° 02.1'	See table 5									
2426	Gardiners Island, 3 miles northeast of	10	41° 07.9'	72° 02.0'	-0 34	-0 38	-0 26	-0 40	0.3	0.3	0.9	305°	1.0	138°
2431	Eastern Plain Point, 1.2 miles N of	10	41° 07.12'	72° 04.85'	-2 32	-1 30	-1 09	-2 34	0.4	0.3	1.0	290°	0.8	110°
2436	Eastern Plain Pt., 3.9 miles ENE of	10	41° 07.05'	71° 59.80'	-0 48	-1 04	-0 23	-1 12	0.4	0.3	1.0	246°	1.0	096°
2441	Little Gull Island, 0.8 mile SSE of <43>	10	41° 11.67'	72° 06.23'	-1 57	-0 29	-0 24	-3 13	0.5	0.2	1.3	331°	0.6	105°
					-2 05	-0 29	-0 24	-3 13	0.5	0.2	1.3	331°	0.6	105°
2446	Rocky Point, 2 miles WNW of	15	41° 03.55'	72° 01.80'	-1 09	-0 40	-0 50	-1 10	0.1	0.1	0.3	255°	0.6	174°
	GARDINERS BAY, etc.													
2451	Goff Point, 0.4 mile northwest of	15	41° 01.49'	72° 03.75'	-1 33	-2 04	-1 26	-2 42	0.4	0.5	1.2	225°	1.6	010°
2456	Acabonack Hbr. ent., 0.6 mile ESE of	15	41° 01.30'	72° 07.40'	-1 21	-1 49	-1 06	-2 41	0.5	0.4	1.4	345°	1.2	140°
2461	Hog Creek Point, north of	15	41° 04.10'	72° 09.70'	-0 43	-0 28	-1 22	-2 03	0.1	0.1	0.3	281°	0.3	067°
2466	Ram Island, 2.2 miles east of	15	41° 04.70'	72° 13.80'	-0 06	-0 03	-0 15	-0 23	0.1	0.1	0.2	250°	0.3	090°
2471	Orient Point, 2.4 miles SSE of	15	41° 07.50'	72° 12.30'	+0 32	-0 13	+1 10	-0 42	0.2	0.1	0.4	250°	0.3	025°
2476	Gardiners Pt. Ruins, 1.1 miles N of	15	41° 09.50'	72° 08.83'	+0 01	+0 04	-0 10	-0 08	0.4	0.6	1.2	270°	1.8	066°
2481	Gardiners Point & Plum Island, between	15	41° 09.33'	72° 09.52'	-0 05	-0 10	-0 33	-0 41	0.5	0.5	1.4	288°	1.6	100°
2486	Ram Island, 1.4 miles NNE of	15	41° 05.8'	72° 15.8'	+0 14	+0 19	+0 06	+0 06	0.2	0.2	0.4	240°	0.6	075°
2491	Long Beach Pt., 0.7 mile southwest of	15	41° 06.25'	72° 18.40'	+0 46	+0 10	+0 43	-0 11	0.5	0.6	1.3	307°	1.8	101°
2496	Hay Beach Point, 0.3 mile NW of <44>	15	41° 06.65'	72° 20.43'	+0 33	+0 41	+1 00	+0 27	0.6	0.4	1.5	210°	1.2	025°
2501	Jennings Point, 0.2 mile NNW of	13	41° 04.48'	72° 22.95'	+0 45	+0 30	+0 36	+0 08	0.6	0.5	1.6	290°	0.8	020°
2506	Cedar Point, 0.2 mile west of	13	41° 02.38'	72° 16.07'	+0 02	+0 05	+0 28	-0 52	0.7	0.5	1.8	195°	1.5	055°
2511	North Haven Peninsula, north of	13	41° 02.47'	72° 19.25'	+0 25	-0 09	+0 38	-0 45	0.9	0.7	2.4	230°	2.1	035°
2516	Paradise Point, 0.4 mile east of	13	41° 02.88'	72° 22.57'	+0 39	+0 24	+0 44	-0 05	0.6	0.5	1.5	145°	1.5	345°
2521	Little Peconic Bay entrance	19	41° 01.58'	72° 23.08'	+0 48	+0 22	+0 52	+0 10	0.6	0.5	1.6	240°	1.5	015°
2526	Robins Island, 0.5 mile south of	19	40° 56.98'	72° 27.18'	+0 45	+0 09	+0 55	+0 24	0.6	0.2	1.7	245°	0.6	065°
	FISHERS ISLAND SOUND													
2531	Edwards Pt. and Sandy Pt., between	4	41° 19.90'	71° 53.88'	-2 13	-2 56	-2 16	-3 52	0.4	0.3	1.1	035°	1.0	227°
2536	Napatree Point, 0.7 mile southwest of	4	41° 17.92'	71° 54.00'	-0 35	-0 46	-0 48	-1 29	0.6	0.7	1.7	284°	0.5	243°
2541	Little Narraigansett Bay entrance	4	41° 20'	71° 53'	-1 45	-1 41	-2 14	-2 49	0.5	0.4	1.3	092°	2.2	113°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	FISHERS ISLAND SOUND—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
2546	Avondale, Pawcatuck River <43>	6	41° 19.90'	71° 50.73'	-1 35	-2 21	-2 08	-3 51	0.2	0.2	0.6	058°	--	--
2551	Ram Island Reef, south of	7	41° 18.1'	71° 58.5'	-0 41	-0 29	-0 46	-0 07	0.1	0.1	1.3	255°	--	--
2556	Noank <43>	4	41° 19.12'	71° 59.30'	-1 15	-2 55	-4 01	-1 35	0.2	0.1	0.5	340°	--	--
2561	Mystic, Highway Bridge, Mystic River	6	41° 21.25'	71° 58.18'	-1 41	-2 29	-1 58	+0 08	0.2	0.2	0.5	039°	--	--
2566	Clay Point, 1.3 miles NNE of	15	41° 17.88'	71° 58.53'	-0 21	-0 28	-0 31	-0 31	0.1	0.1	1.4	264°	--	--
2571	North Hill Point, 1.1 miles NNW of	15	41° 17.57'	72° 01.68'	-0 44	-0 05	-0 09	-1 48	0.6	0.4	1.5	258°	--	--
	LONG ISLAND SOUND													
2576	<i>The Race</i>													
2581	Race Point, 0.4 mile southwest of	38d	41° 14.70'	72° 02.60'	-0 03	-0 14	-0 34	-0 56	1.0	1.2	2.6	288°	--	--
2586	THE RACE, 0.6 n.mi. NW of Valiant Rock	45d	41° 14.00'	72° 03.58'	-0 19	+0 04	-0 16	-0 40	1.2	1.0	2.7	302°	0.3	220°
2591	0.5 mile NE of Little Gull Island		41° 13'	72° 06'	+0 15	+0 38	+0 07	-0 33	0.5	0.5	1.5	304°	0.5	036°
2596	Little Gull Island, 1.4 n.mi. NNE of		41° 13.53'	72° 05.52'	+0 14	+0 10	+0 10	-0 56	1.5	1.5	4.0	301°	--	--
2601	Little Gull Island, 1.1 miles ENE of		41° 13.10'	72° 05.10'	+0 38	-0 58	-2 20	-0 57	0.7	1.0	1.9	258°	--	--
2606	Great Gull Island, 0.8 mile NNW of	15	41° 13.10'	72° 06.93'	+0 30	-0 12	-0 22	-1 53	1.0	1.1	2.6	299°	--	--
2611	Eastern Point, 1.5 miles south of		41° 17.8'	72° 04.4'	-1 46	-1 32	-1 08	-2 04	0.2	0.1	0.4	249°	--	--
2616	New London Harbor entrance		41° 19.08'	72° 05.02'	-1 01	-1 30	-2 03	-1 26	0.1	0.1	0.1	348°	--	--
2621	<i>Thames River</i> Winthrop Point		41° 21.63'	72° 05.30'	-0 56	-1 38	-0 45	-2 46	0.2	0.1	0.4	012°	--	--
2626	Off Smith Cove	5	41° 23.98'	72° 05.18'	-0 57	-1 59	-1 20	-2 05	0.3	0.2	0.7	019°	--	--
2631	Off Stoddard Hill	15	41° 27.65'	72° 04.12'	-0 56	-2 02	-0 31	-2 40	0.3	0.1	0.7	332°	--	--
2636	Lower Coal Dock	15	41° 30.88'	72° 04.72'	-0 44	-0 39	-0 54	-2 00	0.5	0.5	1.2	285°	--	--
2641	Goshen Point, 1.9 miles SSE of	15	41° 16.00'	72° 06.30'	-1 50	-0 32	-1 05	-1 45	0.5	0.4	1.4	255°	--	--
2646	Bartlett Reef, 0.2 mile south of		41° 16.2'	72° 07.7'	-0 45	-1 06	-0 34	-1 53	0.4	0.5	1.2	267°	--	--
2651	Twotree Island Channel	11	41° 17.87'	72° 08.47'	-0 32	-0 42	-0 51	-0 51	0.6	0.3	1.6	352°	--	--
2656	Niantic (Railroad Bridge)	5	41° 19.40'	72° 10.62'	-0 29	-0 50	-0 16	-1 21	0.5	0.5	1.2	260°	--	--
2661	Black Point, 0.8 mile south of	15	41° 16.40'	72° 12.50'	+0 46	+0 25	+0 38	+0 15	0.8	0.8	2.1	236°	--	--
2666	Black Point and Plum Island, between	15	41° 14.00'	72° 12.30'	+0 25	+0 05	-1 04	-0 52	0.6	0.8	1.7	247°	--	--
2671	Plum Island, 0.8 mile NNW of		41° 11.87'	72° 11.92'	+1 08	+1 22	-1 12	-2 00	0.7	1.0	1.9	307°	--	--
2676	Plum Gut	30d	41° 09.91'	72° 12.75'	-0 46	-0 41	-0 28	-1 03	0.6	0.6	1.7	255°	0.1	336°
2681	Hatchett Point, 1.6 n.mi. S of	15d	41° 15.40'	72° 15.37'	-2 16	-0 50	-0 43	-2 48	0.5	0.4	1.3	240°	--	--
2686	Hatchett Point, 1.1 miles WSW of		41° 16.35'	72° 16.92'	-0 48	-1 41	-0 24	-1 26	0.5	1.0	1.4	245°	--	--
2691	Orient Point, 1 mile WNW of		41° 10.02'	72° 15.11'	-1 09	-0 50	-0 46	-2 08	0.7	0.7	1.9	260°	--	--
2696	Saybrook Breakwater, 1.5 miles SE of <i>Connecticut River</i>		41° 14.78'	72° 19.05'	+0 53	+1 08	+0 13	+0 15	0.3	0.2	0.9	344°	--	--
2701	Lynde Point, channel east of		41° 16'	72° 20'	+0 56	+1 12	+0 56	+0 19	0.6	0.5	1.5	355°	--	--
2706	Saybrook Point, 0.2 mile northeast of		41° 19.00'	72° 20.77'	+0 48	-0 05	+1 03	+0 55	0.4	0.3	1.0	360°	--	--
2711	Railroad drawbridge	15			+0 56	+1 52	+1 32	+1 15	0.3	0.5	0.9	356°	--	--
2716	Eustasia Island, 0.6 mile ESE of	15	41° 23.30'	72° 24.23'	+2 14	+1 59	+1 32	+1 15	0.4	0.5	1.1	290°	--	--
2721	Eddy Rock Shoal, west of		41° 26.57'	72° 27.78'	+2 02	+2 37	+2 10	+1 09	0.3	0.2	0.8	350°	--	--

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS						
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb			
	LONG ISLAND SOUND—cont. Time meridian, 75° W			West													
	<i>Connecticut River—cont.</i>																
2726	Higgenum Creek, 0.5 mile ESE of		41° 30.02'	72° 32.62'	+3 27	+3 13	+2 44	+2 50	0.3	0.3	0.8	270°			1.0	080°	
2731	Wilcox Island Park, east of		41° 34.33'	72° 38.88'	+4 27	+3 57	+3 16	+3 24	0.3	0.3	0.9	355°			1.0	160°	
2736	Rocky Hill	9	41° 39.82'	72° 37.73'	+5 06	+3 58	+3 30	+3 19	0.2	0.2	0.6	335°			0.8	135°	
2741	Hartford Jetty <35>	9	41° 45.07'	72° 39.02'	+6 06	+5 00	+3 31	+4 18	0.0	0.2	1.0	290°			0.7	095°	
2746	Mulford Point, 3.1 miles northwest of	15	41° 12.00'	72° 19.08'	+0 15	-0 38	+0 04	-0 35	0.7	0.8	1.9	269°			2.3	066°	
2751	Rocky Point, 0.3 mile north of	15	41° 08.63'	72° 21.42'	-0 06	-0 41	-0 52	-0 39	0.7	0.7	1.8	279°			2.1	041°	
2756	Cornfield Point, 2.8 n.mi. SE of	15d	41° 13.95'	72° 20.33'	-1 14	-0 36	-0 35	-1 43	0.7	0.5	1.9	249°			1.4	085°	
2761	Cornfield Point, 3 miles south of	7	41° 12.9'	72° 22.4'	-0 45	+0 01	-0 08	-0 34	0.7	0.6	2.0	256°			1.7	094°	
2766	Cornfield Point, 1.1 miles south of	15	41° 14.65'	72° 23.40'	-0 40	-0 13	-0 53	-2 14	0.5	0.5	1.4	293°			1.6	108°	
2771	Cornfield Point, 1.9 n.mi. SW of	15d	41° 14.48'	72° 25.30'	-0 56	-0 14	-1 25	-1 22	0.5	0.5	1.3	272°	0.1	358°	1.5	091°	
2776	Kelsey Point, 2.1 miles southeast of		41° 14.10'	72° 27.93'	-0 14	-0 41	-0 45	-1 11	0.6	0.6	1.5	260°			1.8	070°	
2781	Kelsey Point, 1 mile south of		41° 14'	72° 30'	-1 21	-0 42	-1 08	-2 05	0.7	0.5	2.0	249°			1.5	118°	
2786	Six Mile Reef, 1.5 miles north of		41° 12.66'	72° 28.87'	+0 04	+0 09	-0 14	-0 52	0.4	0.4	2.0	290°			1.3	095°	
2791	Six Mile Reef, 2 miles east of		41° 10.83'	72° 26.90'	-0 15	+0 09	+0 02	-0 46	0.6	0.7	1.6	235°			2.1	040°	
2796	Horton Point, 1.4 miles NNW of		41° 06.30'	72° 27.40'	+0 25	+0 29	+0 06	-0 29	0.5	0.7	1.4	260°			2.0	040°	
2801	Hammonasset Point, 1.2 miles SW of	15	41° 14.22'	72° 34.00'	-0 38	-0 54	-0 35	-1 42	0.4	0.3	1.0	287°			1.0	106°	
2806	Hammonasset Point, 5 miles south of	15	41° 09.80'	72° 34.17'	+0 18	+0 18	-0 15	-0 17	0.5	0.5	1.4	283°			1.5	090°	
2811	Duck Pond Point, 3.2 n.mi. NW of	15d	41° 04.73'	72° 33.91'	-0 12	+0 12	-0 07	-0 14	0.5	0.4	1.2	254°	0.1	343°	1.2	071°	
2816	Mattituck Inlet, 1 mile northwest of	15	41° 01.68'	72° 34.22'	0 00	+0 06	+0 01	-0 37	0.4	0.3	0.9	241°			1.0	053°	
2821	Sachem Head, 1 mile SSE of		41° 13.65'	72° 42.30'	-0 17	-0 15	-0 26	-1 13	0.4	0.3	1.1	255°			1.0	065°	
2826	Sachem Head, 6.2 miles south of	15	41° 08.73'	72° 42.30'	+0 50	+0 45	-0 03	-0 15	0.2	0.3	0.6	260°			0.9	065°	
2831	Roanoke Point, 5.6 miles north of	15	41° 04.37'	72° 42.53'	+0 19	-0 19	-0 06	-0 35	0.3	0.3	0.7	255°			0.9	050°	
2836	Roanoke Point, 2.3 miles NNW of	15	41° 00.92'	72° 42.97'	-0 58	-0 01	-0 01	-0 40	0.3	0.2	0.9	270°			0.7	070°	
2841	Brantford Reef, 1.5 miles southwest of	15	41° 12.57'	72° 49.83'	+0 08	+0 07	0 00	-0 29	0.3	0.2	0.8	272°			0.7	068°	
2846	Brantford Reef, 5.0 miles south of	15	41° 08.65'	72° 49.67'	+0 20	+0 30	+0 20	-0 08	0.3	0.3	0.7	260°			0.8	074°	
2851	Herod Point, 6.5 miles north of	15	41° 04.65'	72° 49.90'	-0 06	+0 27	+0 21	-0 18	0.3	0.2	0.9	254°			0.7	070°	
2856	Herod Point, 2.8 miles north of	15	41° 00.97'	72° 49.93'	-0 08	+0 04	-0 18	-0 17	0.2	0.2	0.4	290°	0.1	020°	0.6	090°	
2861	Herod Point, 5.0 n.mi. NW of	15d	41° 01.64'	72° 54.73'	+0 04	+0 04	-0 28	0 00	0.2	0.2	0.6	271°			0.7	089°	
2866	New Haven Harbor entrance <12>		41° 14'	72° 55'	-1 00	-1 16	-0 42	-1 29	0.5	0.3	1.4	319°			0.9	152°	
2871	City Point, 1.3 miles northeast of		41° 17.83'	72° 54.42'	+0 32	+0 51	+0 42	-0 03	0.1	0.1	0.3	015°			0.4	215°	
2876	Oyster River Pt., 1.3 miles SSE of <1>		41° 12.87'	72° 58.00'	-	+0 06	-	-0 58	0.1	0.1	0.3	255°			0.3	060°	
2881	Pond Point, 4.2 miles SSE of		41° 08.60'	72° 58.08'	+0 01	+0 25	+0 05	-0 25	0.2	0.2	0.6	265°			0.6	065°	
2886	Stratford Shoal, 6 miles east of		41° 04.52'	72° 58.43'	+0 22	+0 19	+0 02	-0 20	0.2	0.2	0.6	265°			0.6	060°	
2891	Sound Beach, 2.2 miles north of		41° 00.33'	72° 58.45'	+0 18	+0 15	-0 06	-0 36	0.3	0.3	0.9	270°			0.9	075°	
2896	Charles Island, 0.8 mile SSE of		41° 10.77'	73° 02.63'	-0 30	-0 15	-0 21	-1 05	0.2	0.1	0.4	250°			0.4	070°	
	<i>Housatonic River</i>																
2901	Milford Point, 0.2 mile west of	10	41° 10.35'	73° 06.82'	+0 15	+0 22	+0 24	-1 06	0.4	0.4	1.2	330°			1.2	135°	
2906	Railroad drawbridge, above	5	41° 12.53'	73° 06.67'	+0 55	+0 34	+0 38	-1 06	0.4	0.4	1.1	350°			1.3	185°	
2911	Fowler Island, 0.1 mile NNW of	5	41° 14.40'	73° 06.23'	+1 09	+0 31	+0 39	+0 37	0.4	0.4	1.1	040°			1.1	270°	
2916	Wooster Island, 0.1 mile southwest of	5	41° 16.67'	73° 05.20'	+1 40	+0 54	+0 29	+0 11	0.2	0.2	0.6	020°			0.7	220°	
2921	Derby—Shelton Bridge, below <13>		41° 18.73'	73° 04.78'	-	-	-	-	-	-	-	-			0.4	095°	
2926	Point No Point, 2.1 miles south of	15	41° 06.75'	73° 07.13'	-0 09	+0 15	+0 14	-0 12	0.5	0.4	1.3	251°			1.2	074°	
2931	Stratford Point, 4.3 miles south of	60	41° 04.77'	73° 06.67'	+0 33	+0 40	+0 14	+0 03	0.4	0.3	1.0	074°			1.0	075°	
	do.		41° 04.77'	73° 06.67'	-0 15	+0 12	-0 14	+0 04	0.2	0.3	0.6	291°			0.8	078°	
2936	Stratford Point, 6.1 miles south of	15	41° 02.97'	73° 05.80'	+0 03	+0 24	+0 25	+0 19	0.3	0.3	1.0	267°			0.8	080°	
	do.		41° 02.97'	73° 05.80'	+0 03	+0 24	+0 25	+0 19	0.3	0.3	1.0	267°			0.9	087°	
2941	Old Field Point, 2.9 n.mi. NNW of	51	41° 01.32'	73° 08.37'	-0 22	-0 10	-0 25	-0 23	0.3	0.2	0.9	279°			0.9	076°	
2946	Old Field Point, 2 miles northeast of	15d	41° 00.23'	73° 05.70'	+0 54	+0 34	-0 02	+0 47	0.4	0.4	1.0	266°	0.1	338°	0.6	076°	
	do.		41° 00.23'	73° 05.70'	+0 43	+0 29	-0 03	+0 30	0.2	0.2	0.5	236°			1.1	092°	
2951	Old Field Point, 1 mile east of	15	40° 58.47'	73° 05.80'	+3 47	+2 52	+2 34	+1 45	0.1	0.2	0.2	105°			0.6	308°	
	do.		40° 58.47'	73° 05.80'	+2 51	+2 15	+2 26	+1 33	0.1	0.2	0.2	110°			0.5	297°	
2956	Port Jefferson Harbor entrance	22	40° 58'	73° 06'	+0 22	+0 58	+0 27	0 00	1.0	0.6	2.6	151°			1.9	323°	
2961	Crane Neck Point, 0.5 mile northwest of		40° 58'	73° 10'	-0 34	-1 06	-1 43	-1 48	0.5	0.5	1.3	256°			1.5	016°	

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS				
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb	
	LONG ISLAND SOUND—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.	
					on The Race, p.36										
2966	Bridgeport Hbr. ent. bin. jetties <14>	4	41° 09'	73° 11'	+0 01	-0 04	0 00	-0 17	0.3	0.2	0.7	340°	0.6	176°	
2971	Pine Creek Point, 2.3 miles SSE of	15	41° 05.05'	73° 14.40'	+0 01	+0 27	0 30	-0 12	0.3	0.2	0.7	272°	0.6	084°	
2976	Shoal Point, 6 miles south of	15	41° 01.70'	73° 14.03'	+0 43	+0 49	+0 51	+0 44	0.2	0.1	0.4	232°	0.4	047°	
2881	Crane Neck Point, 3.4 miles WNW of	15	40° 59.00'	73° 13.87'	+0 09	+0 23	-0 16	-0 02	0.2	0.2	0.5	261°	0.6	079°	
2886	Crane Neck Point, 3.7 miles WSW of	15	40° 56.30'	73° 13.87'	+1 11	-0 10	-0 15	-0 29	0.2	0.1	0.4	066°	0.4	232°	
2991	Saugatuck River, 0.3 mi. NW of Bluff Pt	15	41° 06.27'	73° 21.92'	+0 09	-0 20	+0 29	-0 01	0.2	0.1	0.5	265°	0.4	080°	
2996	Saugatuck R., 0.5 mile above Bluff Pt		41° 06'	73° 23'	Current weak and variable										
3001	Norwalk River, off Gregory Point	15	41° 05.20'	73° 24.22'	+0 09	0 00	+0 38	+0 19	0.2	0.2	0.6	322°	0.5	155°	
3006	Sheffield I. Hbr., 0.5 mile southeast of	12	41° 03.32'	73° 25.25'	-2 20	-3 33	-3 27	-2 23	0.1	0.1	0.2	229°	0.4	042°	
3011	Sheffield I. Tower, 1.1 miles SE of	15	41° 01.97'	73° 24.33'	+0 54	+1 00	+1 08	+0 22	0.3	0.3	0.9	283°	0.8	081°	
3016	.....do.....	60	41° 01.97'	73° 24.33'	-0 06	+0 45	+1 09	+0 25	0.2	0.2	0.6	269°	0.5	076°	
	Eatons Neck Pt., 3 miles north of	15	41° 00.38'	73° 23.80'	+1 01	+0 51	+0 45	+0 06	0.3	0.3	0.7	253°	0.9	046°	
	.....do.....	40	41° 00.38'	73° 23.80'	+0 38	+0 34	+0 35	+0 17	0.2	0.2	0.6	264°	0.6	078°	
3021	Eatons Neck Pt., 1.3 miles north of	170	41° 00.38'	73° 23.80'	-0 17	-0 01	+1 35	+0 33	0.2	0.2	0.6	188°	0.5	054°	
3031	Eatons Neck Pt., 1.8 miles west of	15d	40° 59.73'	73° 24.60'	-1 38	-1 33	-2 07	-2 20	0.3	0.3	0.6	263°	0.6	073°	
3036	Huntington Bay, off East Fort Point	15	40° 58.60'	73° 23.77'	+0 42	+0 42	+0 14	+0 10	0.5	0.5	1.4	283°	1.4	075°	
	.....do.....	15	40° 57.70'	73° 26.1'	-0 58	-0 43	-0 33	-0 43	0.2	0.2	0.5	199°	0.6	068°	
	.....do.....	15	40° 55.60'	73° 25.05'	+0 15	+0 35	+0 23	+0 40	0.2	0.2	0.5	190°	0.5	014°	
	.....do.....	30	40° 55.60'	73° 25.05'	-0 33	+0 31	+0 14	-0 27	0.1	0.1	0.4	179°	0.3	007°	
3041	Northport Bay entrance (in channel)	15	40° 54.53'	73° 24.45'	+0 10	+0 35	+0 21	+0 19	0.2	0.1	0.4	100°	0.4	267°	
3046	Northport Bay, south of Duck I. Bluff	15	40° 55'	73° 23'	+0 42	+1 12	+0 07	-0 19	0.2	0.1	0.4	007°	0.3	286°	
3051	Long Neck Point, 0.6 mile south of				-0 59	+0 16	+1 23	0 00	0.3	0.2	0.8	252°	0.5	073°	
	.....do.....	27	41° 01.58'	73° 28.68'	-0 44	+0 13	+1 21	-0 02	0.3	0.2	0.8	257°	0.5	080°	
3056	Lloyd Point, 1.3 miles NNW of	15	40° 57.95'	73° 29.70'	+1 37	+1 15	+1 29	+0 54	0.4	0.3	1.0	255°	0.9	055°	
	.....do.....	40	40° 57.95'	73° 29.70'	+0 13	+0 34	+1 16	+0 26	0.4	0.2	1.0	268°	0.7	059°	
3061	Shippan Point, 1.3 miles SSE of	15	40° 59.90'	73° 31.00'	+0 49	+0 28	+0 22	+0 05	0.3	0.3	0.9	239°	0.9	059°	
	.....do.....	40	40° 59.98'	73° 31.03'	+0 31	+0 52	+0 55	-0 21	0.3	0.3	0.7	247°	0.8	071°	
3066	Stamford Harbor entrance	12	41° 00.88'	73° 32.20'	-1 09	-0 56	-1 58	-0 33	0.1	0.3	0.4	329°	0.8	134°	
	Oyster Bay														
3071	Rocky Point, 1 mile east of	15	40° 55.15'	73° 30.03'	+0 32	+0 41	+0 23	+0 31	0.2	0.2	0.6	117°	0.5	306°	
3076	Harbor ent. south of Plum Point		40° 54'	73° 31'	+0 07	+0 25	-0 01	-0 10	0.3	0.2	0.7	244°	0.7	054°	
3081	Harbor, west of Soper Point		40° 53'	73° 32'	+0 37	+0 46	-0 04	+0 12	0.2	0.1	0.6	333°	0.4	140°	
3086	Cold Spring Harbor		40° 53'	73° 29'	Current weak and variable										
3091	Greenwich Point, 1.1 miles south of	15	40° 59.02'	73° 34.02'	+1 34	+1 24	+1 48	+1 02	0.3	0.3	0.7	258°	0.8	079°	
	.....do.....	55	40° 59.02'	73° 34.02'	+1 37	+1 17	+0 50	+1 04	0.2	0.2	0.6	265°	0.4	069°	
3096	Greenwich Point, 2.5 miles south of	15	40° 57.60'	73° 33.68'	+1 00	+0 36	+0 56	+0 30	0.3	0.2	0.7	242°	0.7	052°	
	.....do.....	55	40° 57.60'	73° 33.68'	-0 54	+0 22	-0 28	-0 16	0.2	0.1	0.5	256°	0.4	079°	
3101	Oak Neck Point, 0.6 mile north of	15	40° 55.50'	73° 34.02'	+3 04	+2 24	+2 24	+2 12	0.2	0.2	0.5	260°	0.6	072°	
	.....do.....	30	40° 55.50'	73° 34.02'	+1 07	+2 01	+1 40	+1 52	0.2	0.2	0.5	300°	0.6	090°	
3106	Cos Cob Harbor, off Goose Island	15	41° 01'	73° 36'	+0 24	+0 11	-0 01	-0 54	0.2	0.1	0.5	013°	0.4	188°	
3111	Captain Hbr. Ent., 0.6 mile southwest of	15	40° 59.65'	73° 35.67'	+1 45	+2 10	+1 48	+2 01	0.2	0.2	0.6	312°	0.7	118°	
	.....do.....	30	40° 59.65'	73° 35.67'	+1 35	+1 40	+1 57	+1 59	0.2	0.2	0.5	319°	0.7	142°	
3116	Parsonage Point, 1.3 n.mi. ESE of	15d	40° 56.25'	73° 39.49'	+1 00	+0 50	+1 09	+1 01	0.2	0.2	0.5	230°	0.4	051°	
3121	Penning Neck, 0.6 mi. off Parsonage Pt.	15	40° 56.32'	73° 40.50'	+1 22	+0 49	+1 15	+0 28	0.3	0.2	0.7	226°	0.7	035°	
3126	Mattinecock Point, 1.7 miles northwest of	15	40° 55.48'	73° 39.37'	+1 33	+1 25	+1 06	+1 03	0.1	0.1	0.4	234°	0.4	055°	
3131	Mattinecock Point, 0.7 mile NNW of	15	40° 54.80'	73° 38.40'	+1 27	+1 53	+1 33	+0 37	0.2	0.2	0.6	233°	0.6	048°	
	.....do.....	40	40° 54.80'	73° 38.40'	+0 48	+0 33	+1 32	+0 21	0.3	0.2	0.7	262°	0.5	059°	
3136	Hempstead Harbor, 0.3 mile north of	15	40° 51.72'	73° 40.47'	Current weak and variable										
3141	Hempstead Harbor, 0.5 mile east of	15	40° 51.50'	73° 39.98'	--	+0 26	--	-0 30	0.1	--	0.3	157°	0.1	331°	
3146	Hempstead Harbor, off Glenwood Landing	10	40° 49.68'	73° 39.00'	-0 25	+0 16	+0 02	-0 58	0.3	0.2	0.9	138°	0.7	320°	
3151	Old Town Wharf, 0.5 mile north of	5	40° 48.78'	73° 39.08'	--	-0 01	--	--	0.1	--	0.4	196°	--	--	
3156	Delancey Point, 1 mile southeast of	15	40° 55.00'	73° 42.73'	+0 58	+0 32	+1 03	-0 04	0.2	0.1	0.5	244°	0.4	059°	
	.....do.....	33	40° 55.00'	73° 42.73'	--	+0 32	+1 08	-0 38	0.2	0.1	0.4	239°	0.3	069°	
3161	Mamaroneck Harbor		40° 56'	73° 43'	Current weak and variable										
3166	Echo Bay entrance		40° 54'	73° 46'	Current weak and variable										

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	LONG ISLAND SOUND--cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
3171	Davids Island, channel 0.1 mile east of	15	40° 53'	73° 46'	-2 54	-3 36	-2 29	-3 48	0.2	0.4	0.2	069°	0.2	234°
3176	Huckleberry Island, 0.2 mile NW of	15	40° 53.43'	73° 45.43'	-2 04	+0 07	-1 01	-2 32	0.4	0.4	0.4	025°	0.3	226°
3181	Huckleberry Island, 0.6 mile SE of	15	40° 52.80'	73° 44.75'	-2 17	-2 52	-1 35	-2 46	0.6	0.4	0.6	058°	0.4	246°
3186	Manhattan Rocks, 0.4 mile southwest of	15	40° 52.40'	73° 44.00'	+3 19	+2 58	+3 40	+2 56	0.4	0.5	0.4	115°	0.3	307°
3191	Manhasset Bay entrance	15	40° 49.75'	73° 43.78'	-2 02	-3 24	-3 04	-3 18	0.2	0.4	0.2	098°	0.3	264°
3196	Hart Island, 0.2 mile north of	15	40° 51.82'	73° 46.27'	-0 43	-0 31	-0 19	-0 13	0.3	0.3	0.6	032°	0.2	283°
3201	Hart Island, southeast of	15	40° 50.62'	73° 45.77'	-1 06	-0 48	-0 54	-1 18	0.5	0.8	0.1	114°	0.2	119°
3206	Hart Island, 0.3 n.mi. SSE of	15d	40° 50.43'	73° 45.94'	-1 27	-2 08	-1 06	-2 35	0.2	0.3	0.2	349°	0.5	201°
3211	Hart Island and City Island, between	15	40° 51.37'	73° 46.73'	-2 08	-2 08	-1 59	-1 59	0.2	0.2	0.2	348°	0.2	143°
3216	City Island Bridge	10	40° 51.47'	73° 47.60'	-2 38	-4 21	-3 14	-4 21	0.4	0.4	0.2	349°	0.3	150°
3221	Eastchester Bay, near Big Tom	5	40° 50.20'	73° 47.72'	-0 39	-0 39	-0 35	-0 35	0.1	0.3	0.1	327°	0.2	196°
3226	Hutchinson R., Pelham Highway Bridge	5	40° 51.70'	73° 49.00'	+3 02	+3 08	+3 04	+2 05	0.4	0.6	0.3	097°	0.4	294°
3231	City Island, 0.6 mile southeast of	15	40° 49.72'	73° 46.47'	-0 56	-0 18	-1 46	-3 35	0.5	0.7	0.5	038°	0.4	078°
3236	Elm Point, 0.2 mile west of	15	40° 48.92'	73° 46.02'	-1 12	-2 45	-0 35	-0 21	0.2	0.9	0.2	026°	0.2	233°
3241	THROGS NECK, 0.3 n.mi. NE of	15d	40° 48.64'	73° 47.13'	+0 22	+0 22			0.7	0.7	0.1	028°	0.6	213°
3246	Throgs Neck, 0.4 mile south of	15	40° 47.90'	73° 47.45'	+0 57	+0 49	+1 33	+0 11	0.8	1.0	0.1	312°	0.0	015°
3251	Throgs Neck, 0.2 mile S of (Willeits Point)	15	40° 48.12'	73° 47.48'	+0 21	+0 31	+1 13	+0 05	0.7	1.2	0.6	090°	0.6	278°
3256	Throgs Neck Bridge	15	40° 48.1'	73° 47.6'	-0 24	+0 43	+0 50	-0 04	1.6	1.5	0.1	194°	1.5	122°
	EAST RIVER													
3261	Cryders Point, 0.4 mile NNW of	14	40° 48.02'	73° 47.92'	-0 29	-0 43	-0 30	-1 00	0.4	0.2	1.3	110°	1.1	285°
3266	Bronx-Whitestone Bridge, East of	15d	40° 48.1'	73° 49.6'	-0 34	-0 46	-0 10	-1 27	0.5	0.2	1.7	076°	1.0	247°
3271	Clason Point, 0.3 n.mi. S of	15d	40° 47.98'	73° 50.81'	-0 25	-1 06	-0 19	-0 33	0.4	0.4	1.5	083°	1.6	269°
3276	College Point Reef, 0.25 n.mi. NW of	15d	40° 48.06'	73° 51.28'	-0 27	-0 47	-0 32	-1 00	0.4	0.3	0.1	351°	0.1	350°
3281	Flushing Creek entrance		40° 45.9'	73° 50.7'										
3286	Rikers I. chan., off La Guardia Field		40° 47'	73° 50.7'										
3291	Bronx River (1 mile north of Hunts Pt.)		40° 48.9'	73° 52.5'										
3296	Hunts Point, southwest of		40° 48.9'	73° 53'										
3301	South Brother Island, NW of		40° 47.8'	73° 54.1'	+0 01	-0 10	+0 01	-0 05	0.5	0.3	1.7	108°	1.3	280°
3306	Off Winthrop Ave., Astoria		40° 47.2'	73° 55.0'	-0 17	+0 04	+0 06	-0 12	0.4	0.3	1.5	054°	1.2	252°
3311	Mill Rock, northeast of		40° 46.9'	73° 56.2'	+0 04	+0 02	-0 01	-0 11	1.0	0.5	3.4	040°	2.5	220°
3316	Mill Rock, west of		40° 46.8'	73° 56.5'	-0 23	+0 05	-0 29	-0 32	0.7	0.1	2.3	103°	0.6	288°
3321	HELL GATE, (off Mill Rock)		40° 46.7'	73° 56.3'	-0 26	+0 08	-0 02	-0 17	0.4	0.2	1.2	000°	1.0	180°
3326	Roosevelt Island		40° 46'	73° 57'										
3331	west of, off 75th Street		40° 46'	73° 57'	-0 02	-0 04	-0 08	+0 07	1.1	1.0	3.8	037°	4.7	215°
3336	east of, off 36th Avenue		40° 45.74'	73° 57.24'	-0 08	-0 04	-0 08	-0 11	1.0	0.7	3.5	030°	3.4	210°
3341	west of, off 67th Street		40° 45.58'	73° 57.27'	+0 13	-0 08	+0 06	+0 11	1.1	0.9	2.6	011°	4.0	230°
3346	east of, off 63rd Street		40° 45.49'	73° 57.08'	-0 10	-0 08	0 00	+0 03	0.8	0.6	3.8	036°	2.9	223°
3351	Manhattan, off 31st Street		40° 44.38'	73° 58.17'	0 00	-0 06	+0 02	+0 07	0.8	0.6	2.8	028°	2.6	200°
3356	Newtown Creek entrance		40° 44'	73° 57'	+0 09	-0 11	-0 02	+0 36	0.4	0.5	1.5	000°	2.1	175°

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No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS				
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb	
	<b>EAST RIVER—cont.</b> Time meridian, 75° W	ft	<b>North</b>	<b>West</b>	h m	h m	h m	h m	on Hell Gate, p.44	h m	h m	knots	Dir.	knots	Dir.
3361	Pier 67, off 19th Street		40° 44'	73° 58'	-0 08	+0 12	-0 08	+0 07		0 5	0 4	1 8	355°	1 9	179°
3366	Williamsburg Bridge, 0.3 mile north of		40° 43.08'	73° 58.24'	-0 05	+0 12	-0 01	+0 10		0 8	0 6	2 7	020°	2 9	220°
3371	Manhattan Bridge, East of	15	40° 42.5'	73° 59.4'	-0 28	+0 19	-0 13	+0 03		0 7	0 5	2 5	088°	2 2	259°
3376	Brooklyn Bridge	15d	40° 42.36'	73° 59.85'	+0 29	+0 41	+0 33	+0 29		0 8	0 6	2 7	063°	2 8	253°
3381	Brooklyn Bridge, 0.1 mile southwest of		40° 42.2'	74° 00.0'	-0 18	+0 08	-0 04	-0 07		0 9	0 8	2 9	046°	3 5	222°
3386	Buttermilk Channel (SEE CAUTION NOTE)	15	40° 41.3'	74° 00.8'	-0 31	0 00	+0 03	-0 18		0 5	0 6	1 8	050°	2 6	221°
3391	Buttermilk Channel		40° 41.15'	74° 00.81'	-0 12	-0 18	-0 06	+0 18		0 5	0 5	1 8	050°	2 4	220°
	<b>HARLEM RIVER</b>														
3396	East 107th Street	15	40° 47.4'	73° 56.1'	-0 08	-0 03	-1 09	-1 39		0 2	0 2	0 8	206°	0 8	030°
3401	Willis Ave. Bridge, 0.1 mile NW of		40° 48.3'	73° 55.8'	-0 30	0 00	-0 12	-0 13		0 4	0 3	1 2	140°	1 3	330°
3406	Madison Ave. Bridge		40° 48.8'	73° 56.1'	-0 20	+0 18	-0 21	-0 14		0 5	0 4	1 8	180°	1 7	000°
3411	Macombs Dam Bridge		40° 49.7'	73° 56.1'	-0 20	+0 14	-0 22	-0 11		0 5	0 3	1 7	180°	1 4	000°
3416	High Bridge		40° 50.5'	73° 55.9'	-0 20	+0 08	-0 23	-0 08		0 6	0 4	2 0	189°	2 0	015°
3421	West 207th Street Bridge		40° 51.8'	73° 54.9'	-0 22	+0 05	-0 22	-0 02		0 6	0 4	2 0	215°	2 0	035°
3426	Broadway Bridge		40° 52.4'	73° 54.7'	-0 23	+0 08	-0 20	+0 04		0 6	0 5	2 1	116°	2 3	299°
3431	Henry Hudson Bridge, 0.7 nmi. SE of	16	40° 52.6'	73° 55.3'	+0 12	+0 31	-0 31	+0 41		0 2	0 3	1 8	137°	1 3	326°
	<b>LONG ISLAND, South Coast</b>														
3436	Fire Island Lighted Whistle Bouy 2FI		40° 29'	73° 11'					<b>on The Narrows, p.48</b>						
3441	Fire Island Inlet, 22 miles S of <15>		40° 16'	73° 16'					See table 5.						
3446	Shinnecock Canal, railroad bridge <16>		40° 53.2'	72° 30.1'					See table 5.						
3451	Ponquogue bridge, Shinnecock Bay		40° 50.7'	72° 30.1'	+1 04	+0 34	+0 19	+0 30		0 8				1 5	180°
3456	Shinnecock Inlet		40° 50.6'	72° 28.7'	+0 04	-0 22	-0 38	-0 50		0 5	0 3	0 8	250°	0 6	090°
3461	Fire I. Inlet, 0.5 mi. S of Oak Beach		40° 37.78'	73° 18.40'	+0 07	-0 02	+0 21	-0 08		1 6	1 2	2 5	350°	2 3	170°
3466	Jones Inlet		40° 35.7'	73° 34.0'	-1 05	-0 50	-1 04	-1 12		1 5	1 3	2 4	082°	2 4	244°
3471	Long Beach, inside, between bridges		40° 35.7'	73° 39.6'	-0 44	+0 22	+0 24	-0 07		2 0	1 4	3 1	035°	2 6	217°
3476	East Rockaway Inlet		40° 35.4'	73° 45.3'	-1 36	+0 22	+0 24	-0 07		0 3	0 3	0 5	076°	0 6	277°
3481	Ambrose Light		40° 27'	73° 49'					See table 5.						
3486	Sandy Hook App. Lighted Horn Bouy 2A		40° 27'	73° 55'					See table 5.						
	<b>JAMAICA BAY</b>														
3491	Rockaway Point	15	40° 32.18'	73° 56.48'	-2 26	-2 35	-1 46	-3 09		1 2	0 6	1 9	301°	1 1	140°
3496	Rockaway Inlet entrance		40° 33.7'	73° 56.1'	-1 45	-2 21	-1 41	-2 18		1 1	1 4	1 8	085°	2 7	244°
3501	Rockaway Inlet		40° 34.12'	73° 53.48'	-1 43	-2 01	-1 23	-2 36		1 0	0 8	1 6	066°	1 5	261°
3506	Barren Island, east of	14	40° 35.0'	73° 53.0'	-1 49	-2 29	-2 11	-2 26		0 8	0 9	1 7	004°	1 7	192°
3511	Canarsie (midchannel, off pier)		40° 37.6'	73° 53.0'	-1 44	-1 39	-1 26	-2 13		0 3	0 4	0 5	045°	0 7	222°
3516	Beach Channel (bridge)		40° 35.0'	73° 49.0'	-1 38	-1 14	-1 05	-1 32		1 2	1 1	1 9	062°	2 0	225°
3521	Grass Hassock Channel		40° 36.6'	73° 47.1'	-1 11	-1 03	-1 05	-1 01		0 6	0 5	1 0	052°	1 0	228°
	<b>NEW YORK HARBOR ENTRANCE</b>														
3526	Ambrose Channel	15	40° 31.00'	73° 58.48'	-0 47	-1 11	-0 33	-0 14		1 0	0 9	1 6	303°	1 7	123°
3531	Norton Point, WSW of	16	40° 33.30'	74° 01.30'	-0 03	-1 02	+0 18	+0 20		0 6	0 7	0 3	263°	0 1	071°
3536	THE NARROWS, midchannel	17	40° 36.56'	74° 02.77'					<i>Daily predictions</i>			0 2	064°	1 6	164°
	... do.	30	40° 36.56'	74° 02.77'	-0 23	-0 07	+0 13	+0 14		1 1	0 9	1 7	332°	1 7	160°
	... do.	43	40° 36.56'	74° 02.77'	-0 44	-0 11	+0 17	+0 00		1 2	0 9	1 8	332°	1 6	156°
	... do.	63	40° 36.56'	74° 02.77'	-1 10	-0 31	+0 10	-0 13		1 1	0 7	1 7	331°	1 3	147°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS				
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb	
	NEW YORK HARBOR, Upper Bay Time meridian, 75° W	ft	North	West	h	m	h	m	h	m	knots	Dir.	knots	Dir.	
3541	Bay Ridge, west of	22	40° 37.54'	74° 03.24'	-0 01	+0 19	+0 34	+0 52	0.9	0.8	1.4	354°	1.5	185°	
3546	Bay Ridge Channel	15	40° 39.18'	74° 01.54'	-0 48	-1 27	-0 04	-1 24	0.7	0.4	1.0	032°	0.7	212°	
	do.	36	40° 39.18'	74° 01.54'	-1 25	-2 37	-0 58	-0 16	0.4	0.2	0.6	037°	0.4	225°	
3551	Red Hook Channel		40° 40.0'	74° 01.2'	-0 53	-0 45	-0 16	-0 37	0.6	0.4	1.0	353°	0.7	170°	
3556	Robbins Reef Light, east of		40° 39.45'	74° 03.50'	+0 26	+0 15	-0 06	+0 17	0.8	0.9	1.3	016°	1.6	204°	
3561	Red Hook, 1 mile west of		40° 40.5'	74° 02.5'	+0 51	+1 05	+0 39	+0 45	0.8	1.2	1.3	024°	2.3	206°	
3566	Statue of Liberty, east of		40° 41.4'	74° 01.8'	+1 07	+0 57	+0 48	+0 52	0.9	1.0	1.4	031°	1.9	205°	
	HUDSON RIVER, Midchannel <17>				on George Washington Bridge, p.52										
3571	Hudson River entrance	14	40° 42.30'	74° 01.12'	-0 28	-0 28	-0 25	+0 18	0.8	0.5	1.4	009°	1.4	199°	
3576	Grants Tomb	18	40° 48.48'	73° 58.06'	-0 13	-0 22	+0 11	-0 33	1.0	0.7	1.8	025°	1.8	208°	
3581	George Washington Bridge	14d	40° 50.97'	73° 56.99'	Daily predictions				0.1	0.1	0.1	289°	0.1	289°	
	do.	40d	40° 50.97'	73° 56.99'	-0 35	-0 38	-0 04	-0 19	1.0	0.8	0.2	285°	1.9	198°	
	do.	63d	40° 50.97'	73° 56.99'	-0 56	-0 40	+0 04	-0 36	0.7	0.4	0.3	266°	1.1	177°	
3586	Spuvfen Duyvil		40° 53'	73° 56'	-0 06	+0 28	+0 10	+0 24	0.9	0.8	1.6	020°	2.1	—	
3591	Riverdale		40° 54'	73° 55'	+0 54	+0 27	+0 15	+0 32	0.8	0.8	1.4	015°	2.0	200°	
3596	Mount St. Vincent College, SW of	15	40° 54.42'	73° 54.48'	+0 09	+0 20	+0 27	+0 29	0.8	0.5	1.5	007°	2.0	190°	
3601	Dobbs Ferry	5d	41° 01'	73° 53'	+1 13	+0 53	+0 37	+0 49	0.7	0.7	1.3	010°	1.7	—	
3606	Tappan Zee Bridge	16d	41° 04.00'	73° 52.90'	+1 12	+0 55	+1 04	+1 05	0.6	0.8	1.1	356°	1.9	175°	
	do.	35d	41° 04.00'	73° 52.90'	+0 14	+0 05	+0 51	+0 54	0.5	0.4	1.2	354°	1.6	174°	
	do.		41° 05'	73° 53'	+1 20	+1 06	+0 53	+1 02	0.6	0.6	0.1	265°	0.9	178°	
3611	Tarrytown		41° 10'	73° 54'	+1 33	+1 22	+1 16	+1 19	0.5	0.5	0.9	320°	1.5	—	
3616	Ossining	4d	41° 12.55'	73° 57.07'	+2 29	+2 11	+1 58	+2 01	0.4	0.6	0.8	348°	1.3	—	
3621	Haverstraw	12d	41° 12.55'	73° 57.07'	+2 04	+2 10	+2 14	+2 10	0.5	0.4	1.0	345°	1.5	165°	
	do.	20d	41° 12.55'	73° 57.07'	+1 26	+1 46	+2 14	+1 31	0.5	0.3	0.1	076°	0.1	073°	
3626	Stony Point	14d	41° 14.49'	73° 58.00'	+2 09	+1 55	+1 46	+2 00	0.6	0.6	0.8	348°	1.5	154°	
	do.	50d	41° 14.49'	73° 58.00'	+1 26	+1 50	+2 21	+1 40	0.7	0.5	1.3	334°	1.1	165°	
	do.	83d	41° 14.49'	73° 58.00'	+1 34	+1 57	+2 22	+1 36	0.7	0.2	1.3	338°	0.6	170°	
3631	Peekskill		41° 17'	73° 57'	+1 53	+1 44	+1 46	+1 42	0.5	0.5	0.6	000°	1.2	—	
3636	Bear Mountain Bridge	13d	41° 18.95'	73° 59.03'	+2 18	+1 32	+1 40	+2 02	0.4	0.6	0.8	000°	1.4	180°	
	do.	52d	41° 18.95'	73° 59.03'	+1 58	+1 46	+2 02	+2 05	0.6	0.5	1.0	343°	1.2	167°	
	do.	88d	41° 18.95'	73° 59.03'	+1 34	+1 38	+2 07	+2 07	0.6	0.4	1.0	339°	0.9	161°	
3641	Highland Falls		41° 22'	73° 58'	+2 07	+1 57	+1 57	+2 02	0.6	0.5	1.0	005°	1.2	185°	
3646	West Point, off Duck Island		41° 24'	73° 57'	+2 15	+2 07	+2 04	+2 04	0.6	0.4	1.0	010°	1.1	—	
3651	Newburgh Beacon Bridge	4d	41° 31.00'	73° 59.50'	+2 19	+2 19	+2 25	+2 19	0.6	0.5	1.2	350°	1.2	171°	
	do.	17d	41° 31.00'	73° 59.50'	+2 15	+2 08	+2 25	+2 18	0.6	0.4	1.0	346°	1.0	169°	
	do.	24d	41° 31.00'	73° 59.50'	+2 13	+2 07	+2 23	+2 18	0.5	0.3	0.9	345°	0.9	168°	
3656	Roseton	5d	41° 33.75'	73° 58.23'	+2 57	+2 36	+2 41	+2 51	0.6	0.6	1.1	039°	1.4	213°	
	do.	15d	41° 33.75'	73° 58.23'	+2 56	+2 37	+2 43	+2 50	0.6	0.5	1.1	038°	1.3	214°	
	do.	41d	41° 33.75'	73° 58.23'	+2 53	+2 32	+2 44	+3 01	0.5	0.4	0.9	031°	0.9	215°	
3661	New Hamburg		41° 35'	73° 57'	+2 48	+2 40	+2 54	+3 09	0.6	0.4	1.0	005°	1.1	—	
3666	Mid-Hudson Suspension Bridge	16d	41° 42.10'	73° 56.76'	+3 15	+2 49	+2 54	+3 09	0.7	0.6	1.2	005°	1.5	188°	
	do.	32d	41° 42.10'	73° 56.76'	+3 14	+2 47	+2 56	+3 08	0.6	0.5	1.1	005°	1.4	186°	
	do.	48d	41° 42.10'	73° 56.76'	+3 12	+2 45	+2 46	+3 09	0.5	0.5	0.9	005°	1.2	185°	
3671	Hyde Park		41° 47'	73° 57'	+3 25	+3 08	+2 43	+3 00	0.7	0.5	1.2	005°	1.3	—	
	Kingston Point, south of	4d	41° 55.10'	73° 57.57'	-0 31	-0 09	-0 07	-0 24	1.2	1.1	1.3	009°	1.5	177°	
	do.	17d	41° 55.10'	73° 57.57'	-0 30	-0 10	-0 10	-0 22	1.2	1.1	1.7	010°	1.4	170°	
	do.	30d	41° 55.10'	73° 57.57'	-0 30	-0 07	-0 07	-0 25	1.0	0.9	1.0	011°	1.1	178°	
3681	Kingston-Rhinecliff Bridge	14d	41° 58.63'	73° 57.13'	Daily predictions				0.1	0.1	0.1	090°	0.1	095°	
	do.	4d	41° 58.63'	73° 57.13'	+0 00	-0 01	+0 01	-0 01	1.1	1.1	1.1	011°	1.3	191°	
	do.	27d	51° 58.63'	73° 57.13'	-0 02	-0 01	-0 02	+0 01	0.8	0.9	0.9	010°	1.4	192°	

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	HUDSON RIVER, Midchannel <17>—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
3686	Barnytown		42° 00'	73° 56'	+0 21	+0 24	-0 05	-0 04	1.3	1.3	1.4	010°	1.7	--
3691	Saugerties	4d	42° 04'	73° 56'	+0 38	+0 45	+0 14	+0 06	1.4	1.5	1.5	000°	1.9	--
3696	Silver Point, south of	14d	42° 08.29'	73° 54.51'	+0 38	+0 54	+0 41	+0 28	1.3	1.2	1.4	025°	1.5	205°
	... do.	31d	42° 08.29'	73° 54.51'	+0 28	+0 54	+0 37	+0 27	1.2	1.1	1.3	025°	1.1	205°
3701	Catskill		42° 13'	73° 51'	+1 11	+1 30	+0 54	+0 36	1.5	1.5	1.6	355°	2.0	--
3706	Hudson	14d	42° 14.88'	73° 49.10'	+1 22	+1 17	+0 46	+0 48	1.4	1.5	1.5	061°	1.9	242°
	... do.	24d	42° 14.88'	73° 49.10'	+1 22	+1 17	+0 44	+0 47	1.3	1.4	1.4	060°	1.8	242°
	... do.	40d	42° 14.88'	73° 49.10'	+1 21	+1 14	+0 40	+0 52	1.0	1.1	1.1	060°	1.4	238°
3711	Coxsackie	4d	42° 21.08'	73° 47.40'	+1 31	+1 17	+1 01	+1 04	1.4	1.1	1.5	007°	1.5	190°
	... do.	14d	42° 21.08'	73° 47.40'	+1 30	+1 16	+1 00	+1 04	1.3	1.1	1.4	007°	1.4	189°
	... do.	31d	42° 21.08'	73° 47.40'	+1 28	+1 16	+0 58	+1 04	1.1	0.8	1.1	007°	1.1	184°
3716	Houghtaling Island, south of	4d	42° 25.36'	73° 46.80'	+1 41	+1 12	+1 10	+1 12	1.2	0.9	1.2	000°	1.2	180°
	... do.	14d	42° 25.36'	73° 46.80'	+1 41	+1 12	+1 09	+1 15	1.1	0.8	1.2	359°	1.1	180°
	... do.	27d	42° 25.36'	73° 46.80'	+1 40	+1 09	+1 07	+1 14	0.9	0.7	1.0	357°	0.9	181°
3721	New Baltimore		42° 27'	73° 47'	+2 07	+2 07	+1 58	+1 58	1.2	1.1	1.3	355°	1.5	--
3726	Castleton-on-Hudson Bridge	6d	42° 30.26'	73° 46.64'	+1 50	+1 09	+1 06	+1 23	1.0	0.7	1.0	051°	0.9	233°
	... do.	16d	42° 30.26'	73° 46.64'	+1 50	+1 10	+1 00	+1 20	0.9	0.7	1.0	050°	0.9	232°
	... do.	32d	42° 30.26'	73° 46.64'	+1 48	+1 09	+1 00	+1 16	0.8	0.6	0.8	049°	0.8	229°
3731	Port of Albany	7d	42° 37.39'	73° 45.34'	+2 08	+1 09	+1 27	+0 48	0.4	0.4	0.5	021°	0.5	198°
	... do.	16d	42° 37.39'	73° 45.34'	+2 17	+1 10	+1 26	+0 44	0.4	0.4	0.4	020°	0.5	198°
	... do.	30d	42° 37.39'	73° 45.34'	+2 18	+1 11	+1 27	+0 26	0.4	0.4	0.4	018°	0.5	200°
3736	Troy (below the locks) <19>		42° 44'	73° 42'	--	--	--	--	--	--	--	--	--	--
	NEW YORK HARBOR, Lower Bay													
3741	Sandy Hook Channel	15	40° 29.06'	74° 00.06'	-1 23	-2 04	-1 14	-1 30	1.0	0.5	1.6	286°	1.9	094°
3746	Sandy Hook Chan., 0.4 mi. W of N. Tip		40° 28.79'	74° 01.30'	-1 41	-1 56	-1 38	-1 57	1.3	0.9	2.0	235°	1.6	050°
3751	Sandy Hook Pt., 2 mi. W of (channel)		40° 28.8'	74° 03.6'	-1 35	-2 01	-1 58	-1 49	0.4	0.3	0.6	263°	0.6	086°
3756	Chapel Hill South Channel		40° 29.90'	74° 03.8'	-2 02	-2 31	-1 48	-2 15	0.4	0.3	0.7	255°	0.6	075°
3761	New Dorp Beach, 1.2 miles south of		40° 32.4'	74° 05.8'	-4 09	-3 37	-4 43	-4 23	0.3	0.3	0.4	225°	0.5	030°
3766	Old Orchard Shoal Lt., 1.2 mi. ENE of		40° 31.1'	74° 04.4'	-2 09	-2 08	-1 31	-2 09	0.4	0.2	0.7	270°	0.4	085°
3771	New Dorp Beach, 1.8 miles SE of <20>		40° 32.9'	74° 03.7'	--	--	--	--	--	--	0.5	045°	0.5	225°
3776	Midland Beach, 2.6 miles SE of <21>		40° 32.8'	74° 02.35'	--	+0 06	--	-0 06	0.2	0.2	0.2	270°	0.2	068°
3781	Coney Island Lt., 1.5 miles SSE of		40° 33.1'	74° 00.3'	-1 17	-1 57	-1 06	-1 00	0.7	0.7	1.1	310°	1.3	125°
3786	Hoffman Island, 0.2 mile west of		40° 35'	74° 04'	-1 33	-1 49	-0 25	-0 57	0.6	0.4	0.9	020°	0.8	210°
3791	Rockaway Inlet Jetty, 1 mile SW of		40° 31.8'	73° 57.2'	-2 06	-2 13	-1 36	-1 50	0.8	0.8	1.2	287°	1.4	142°
3796	Coney Island Channel, west end		40° 34.2'	74° 00.5'	-1 14	-0 45	-0 32	-0 55	0.7	0.6	1.1	293°	1.2	102°
	SANDY HOOK BAY <22>													
3801	Highlands Bridge, Shrewsbury River		40° 23.8'	73° 58.8'	+0 31	+0 35	+0 25	+0 12	1.7	1.3	2.6	170°	2.5	--
3806	Seabright Bridge, Shrewsbury River		40° 21.9'	73° 58.5'	+1 05	+1 05	+0 44	+0 44	0.9	0.9	1.4	185°	1.7	--
	RARITAN BAY													
3811	Raritan Bay Reach Channel	15	40° 29.36'	74° 07.06'	-1 55	-2 41	-0 46	-0 58	0.4	0.2	0.6	285°	0.4	094°
3816	Keypoint Channel entrance		40° 26.9'	74° 11.9'	--	--	--	--	--	--	--	--	--	--
3821	Red Bank, 1.4 miles south of		40° 28.9'	74° 12.6'	-1 35	-2 13	-1 30	-1 51	0.4	0.3	0.6	278°	0.5	079°
3826	Seguine Point	14	40° 30.24'	74° 11.12'	-1 52	-2 51	-0 56	-2 15	0.4	0.2	0.1	008°	0.3	079°
	... do.	34	40° 30.24'	74° 11.12'	-3 28	-2 52	-0 21	-2 31	0.3	0.1	0.5	285°	0.2	105°
3831	Ward Point, ESE	14	40° 29.30'	74° 13.48'	-1 45	-1 59	-0 19	-1 01	0.5	0.3	0.7	244°	0.5	048°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS							
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb				
	RARITAN RIVER Time meridian, 75° W			West														
3836	Railroad Bridge, Raritan River	15	40° 29.54'	74° 17.00'	-2 02	-2 26	-1 23	-2 08	0.6	0.4								
3841	Washington Canal, north entrance		40° 28.3'	74° 22.1'	-1 02	-1 26	-1 38	-2 58	1.0	0.8								
3846	South River entrance		40° 28.7'	74° 22.7'	-1 45	-2 15	-0 35	-1 51	0.7	0.5								
	ARTHUR KILL																	
3851	Tottenville, Arthur Kill River	15	40° 30.8'	74° 15.3'	-1 04	-1 26	-0 41	-1 30	0.7	0.6								
	do.	32	40° 30.8'	74° 15.3'	-1 23	-1 06	-0 56	-1 10	0.4	0.3								
3856	Tufts Point-Smoking Point		40° 33.4'	74° 13.4'	-0 38	-0 45	-0 32	-1 07	0.8	0.6								
3861	Tremley Point Reach	21	40° 35.18'	74° 12.30'	-0 08	-0 55	+0 23	+0 22	0.6	0.4								
3866	Elizabethport		40° 38.8'	74° 10.9'	+0 15	-0 10	+0 24	-0 03	0.9	0.6								
	KILL VAN KULL																	
3871	BERGEN POINT REACH (BAYONNE BRIDGE)	16	40° 38.5'	74° 08.6'														
	do.	29	40° 38.5'	74° 08.6'	-0 15	+0 02	+0 14	-0 04	0.8	0.9								
					on Bergen Point Reach, p.60													
					Daily predictions													
3876	Bergen Point, East Reach	15	40° 38.42'	74° 07.48'	-1 24	-2 14	-1 43	-1 51	0.7	0.6								
3881	New Brighton	15	40° 39.00'	74° 05.06'	-1 34	-2 09	-1 32	-1 50	0.8	1.0								
	NEWARK BAY																	
3886	South Reach, Newark Bay	15	40° 39.36'	74° 08.24'	-0 46	-1 46	-0 59	-1 13	0.4	0.4								
	HACKENSACK RIVER																	
3891	Lincoln Highway Bridge, north of		40° 44'	74° 06'	+0 04	+0 11	+0 39	-0 21	0.6	0.4								
	PASSAIC RIVER																	
3896	Lincoln Highway Bridge		40° 44'	74° 07'	-0 21	-0 20	-0 20	-0 27	0.4	0.3								
	NEW JERSEY COAST																	
					on Delaware Bay Entrance, p.64													
3901	Shark River Entrance	5d	40° 11.24'	74° 00.76'	-2 05	-1 52	-2 06	-1 12	1.4	1.1								
	do.	15d	40° 11.24'	74° 00.76'	-2 06	-1 51	-2 06	-1 14	1.1	0.9								
3906	Manasquan Inlet		40° 06'	74° 02'	-0 43	-0 30	-1 12	-0 57	1.2	1.4								
3911	Manasquan R., hwy. bridge, main chan		40° 06'	74° 03'	-0 41	-0 50	-1 15	+0 10	1.6	1.6								
3916	Point Pleasant Canal, north bridge <54>		40° 05'	74° 04'	+1 46	+1 28	+0 48	+2 10	1.3	1.5								
3921	Barnegat Inlet		39° 48'	74° 07'	+1 01	+0 12	+0 15	+0 48	1.6	1.9								
3926	Manahawkin Drawbridge		39° 39'	74° 11'	+2 33	+2 43	+2 25	+4 21	0.8	0.7								
3931	Absecon Inlet	9d	39° 22.59'	74° 24.87'	-1 07	-0 51	-0 54	-1 18	1.6	1.6								
	do.	42d	39° 22.59'	74° 24.87'	-1 02	-1 06	-0 56	-1 08	1.3	1.3								
3936	Corson's Inlet Entrance	15d	39° 12.50'	74° 39.11'	-1 33	-1 18	-1 37	-1 59	1.1	1.4								
3941	Cape May, 72 miles east of <29>		39° 04'	73° 25'	See table 5.													
3946	Five-Fathom Bank NE: Buoy 2 FB	35d	38° 58'	74° 32'	See table 5.													
3951	Five-Fathom Bank Traffic Lane	50d	38° 47.30'	74° 42.68'	-1 50	-1 42	-1 02	-0 40	0.4	0.3								
	do.		38° 51'	74° 51'	-0 34	-0 26	-0 43	-0 04	0.9	1.1								
3956	McCrie Shoal		38° 58.85'	74° 52.36'	-1 41	-1 20	-1 34	-1 10	1.1	1.3								
3961	Cape May Harbor entrance	5d	38° 58.85'	74° 52.36'	-1 42	-1 23	-1 34	-1 07	1.1	1.3								
	do.	15d	38° 58.85'	74° 52.36'	-1 46	-1 22	-1 34	-1 05	0.9	1.1								
	do.	28d	38° 57'	74° 54'	-1 47	-1 48	-1 53	-1 05	1.4	1.5								
3966	Cape May Canal, east end		38° 58'	74° 58'	-1 48	-1 48	-1 48	-1 16	0.6	0.7								
3971	Cape May Canal, west end		38° 58'	74° 58'	-1 48	-1 48	-1 48	-1 16	0.6	0.7								

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TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS				
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb	
	DELAWARE BAY and RIVER Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.	
3976	Cape May Channel	15d	38° 54'	74° 58'	-1 14	-1 30	-1 11	-0 45	1.1	1.8	1.5	306°	2.3	150°	
3981	Cape May Point, 1.4 n.mi. SSW of	25d	38° 54.37'	74° 58.68'	-1 03	-1 18	-1 02	-0 47	1.0	1.3	1.5	309°	1.8	130°	
3986	Cape May Point, 2.7 n.mi. SSW of	15d	38° 54.37'	74° 58.68'	-0 56	-1 05	-1 00	-0 41	0.8	0.9	1.1	306°	1.2	139°	
3991	DELAWARE BAY ENTRANCE	22	38° 53.40'	74° 59.13'	-1 30	-1 08	-0 47	-0 36	0.9	0.6	1.2	299°	0.9	146°	
3996	Cape Henlopen, 0.7 n.mi. ESE of	12d	38° 46.85'	75° 02.58'	<i>Daily Predictions</i>				1.4	327°	1.4	327°	1.3	147°	
4001	Cape Henlopen, 2 miles northeast of	70d	38° 47.97'	75° 04.90'	-0 05	+0 07	-0 40	-0 03	1.3	1.8	1.8	331°	2.4	139°	
4006	Cape Henlopen, 3.0 n.mi. NNE of	31d	38° 49.2'	75° 03.4'	+0 21	+0 21	-0 03	+0 59	1.4	1.8	2.0	315°	0.7	150°	
	do.	31d	38° 51.22'	75° 04.62'	+0 19	+0 38	+0 26	+0 55	1.3	1.3	1.7	345°	2.3	145°	
	do.	57d	38° 51.22'	75° 04.62'	+0 11	+0 27	+0 31	+0 58	1.3	1.2	0.2	252°	0.6	262°	
	do.	96d	38° 51.22'	75° 04.62'	+0 02	+0 12	+0 44	+1 04	1.4	1.0	0.0	245°	0.1	065°	
	do.	18d	38° 51.22'	75° 04.62'	+0 10	+0 11	+0 38	+0 57	1.3	0.9	0.1	053°	1.2	149°	
4011	Cape Henlopen, 4.8 n.mi. northeast of	28d	38° 51.55'	75° 01.47'	-0 23	-1 11	-0 44	-0 03	1.1	1.4	1.5	322°	1.8	150°	
4016	Cape Henlopen, 5 miles north of	14d	38° 51.55'	75° 01.47'	-0 44	-1 00	-0 44	+0 05	0.7	0.9	0.2	229°	1.2	154°	
4021	Breakwater Harbor		38° 53.0'	75° 05.3'	+0 22	+0 39	+0 41	+1 08	1.4	1.5	2.0	344°	1.2	173°	
4026	Roosevelt Inlet (between jetties) <24>		38° 47.6'	75° 06.5'	-0 55	-0 50	-1 14	-0 14	0.6	0.7	0.8	266°	0.9	078°	
4031	Broadkill Slough		38° 47.5'	75° 09.5'	--	+2 10	--	+1 15	0.5	0.8	--	--	--	1.1	030°
4036	Mispillion River mouth		38° 53.78'	75° 12.63'	-0 36	+0 08	-0 03	+0 01	0.5	0.5	0.1	223°	0.6	132°	
4041	Bay Shore Channel (north of Town Bank)	13d	38° 56.8'	75° 18.9'	+2 34	+2 29	+1 49	+2 14	1.1	0.8	1.5	025°	1.0	190°	
4046	BRANDYWINE SHOAL LIGHT, 0.5nm west of	15d	38° 59.08'	74° 59.28'	-0 29	+0 05	+0 03	+0 52	0.7	0.5	0.1	098°	0.7	183°	
4051	do.	15d	38° 59.26'	75° 07.62'	-0 31	-0 51	-0 45	+0 35	0.6	0.7	0.1	093°	1.0	183°	
4056	Brandywine Ra. (off Brandywine Shoal N)	15d	39° 00.37'	75° 08.38'	-0 09	+0 01	+0 02	+0 27	0.8	0.8	1.5	330°	1.4	153°	
	do.	40d	39° 00.37'	75° 08.38'	-0 36	0 00	-0 05	+0 24	0.5	0.4	0.6	334°	0.6	153°	
4061	Big Stone Beach, 2.8 miles southeast of	15d	39° 00.48'	75° 17.05'	-0 44	-0 51	-0 41	-0 11	0.5	0.7	0.7	326°	0.9	145°	
4066	Big Stone Beach, 2.2 n.mi. ENE of	12d	39° 02.32'	75° 09.48'	+0 10	+0 03	+0 13	+1 06	0.4	0.5	0.6	319°	0.1	233°	
4071	do.	30d	39° 02.32'	75° 09.48'	-0 20	+0 07	+0 10	+0 51	0.9	0.9	1.2	344°	1.2	160°	
4076	Fourteen Ft. Bank Lt., 1.2 mi. east of	13d	39° 03.3'	75° 09.5'	+0 10	+0 13	+0 29	+1 01	0.9	1.2	0.1	069°	0.1	249°	
4081	do.	13d	39° 03.3'	75° 09.5'	-0 23	+0 04	-0 08	+0 37	0.6	0.5	1.3	339°	0.5	174°	
4086	Deadman Shoal, 3.1 n.mi. SW of	9d	39° 06.4'	75° 07.1'	-0 53	-0 26	-0 31	-0 30	0.5	0.5	0.1	085°	1.6	173°	
4091	Egg Island Flats		39° 04.97'	75° 11.28'	+0 40	+0 03	+0 21	+1 40	0.7	0.9	0.7	355°	0.7	150°	
4096	Brandywine Range at Miah Maul Range		39° 13.0'	75° 02.7'	+0 51	+0 45	+1 04	+1 35	0.8	0.8	1.0	341°	1.0	159°	
4101	Maurice River entrance		39° 17.2'	74° 59.6'	+1 01	+1 27	+1 24	+2 47	1.7	1.7	2.4	000°	2.2	180°	
4106	Milville Drawbridge, Maurice River		39° 23.7'	75° 02.4'	--	--	--	+2 29	0.1	0.3	0.2	000°	0.4	180°	
4111	St. Jones River ent., 1 mile east of		39° 04'	75° 23'	-0 01	-0 01	+0 11	+0 47	0.4	0.5	0.6	334°	0.7	122°	
4116	Kelly Island, 1.5 miles east of		39° 12.8'	75° 21.7'	+0 51	+0 50	+0 44	+1 12	0.6	0.9	0.9	348°	1.2	164°	
4121	Miah Maul Range at Cross Ledge Range	16d	39° 10.72'	75° 16.40'	+0 19	+0 41	+1 27	+2 27	1.1	1.4	1.5	335°	1.8	160°	
4126	False Egg Island Point, 2 miles off	15d	39° 11.4'	75° 12'	+0 27	+0 04	+0 13	+1 02	0.8	1.0	0.2	254°	0.1	241°	
4131	Ben Davis Pt. Shoal, southwest of	12d	39° 14.87'	75° 18.93'	+1 48	+1 30	+1 30	+2 37	1.3	1.4	1.8	321°	1.9	147°	
4136	do.	43d	39° 16.13'	75° 20.88'	+2 06	+1 38	+1 51	+2 51	1.4	1.7	2.2	328°	2.2	140°	
	do.		39° 16.13'	75° 20.88'	+1 01	+1 17	+1 25	+3 09	0.6	0.3	0.8	319°	0.4	136°	
4141	Ben Davis Point, 0.8 mile southwest of		39° 16.9'	75° 18.2'	+0 57	+0 58	+1 31	+1 21	0.9	0.6	1.2	308°	0.8	122°	
4146	Cohansey River, 0.5 mile above entrance		39° 20.9'	75° 21.6'	+1 30	+1 20	+1 31	+1 49	0.9	1.1	1.2	074°	1.4	254°	
4151	Bridgeton (Broad Street Bridge) <1>		39° 25.6'	75° 14.2'	--	+2 27	--	+2 52	0.1	0.2	0.2	000°	0.3	180°	
4156	Arnold Point, 2.2 n.mi. WSW of	14d	39° 22.67'	75° 28.07'	+2 23	+2 18	+2 18	+3 10	1.5	1.4	2.1	324°	1.9	145°	
	do.	29d	39° 22.67'	75° 28.07'	+1 50	+2 08	+2 16	+2 30	1.2	1.0	1.6	327°	1.3	140°	
4161	Smyrna River entrance		39° 21.9'	75° 30.8'	+1 49	+1 41	+1 57	+2 28	0.9	1.2	1.5	250°	1.5	070°	
4166	Stony Point, channel west of		39° 27.1'	75° 33.8'	+3 24	+2 49	+2 30	+3 27	1.1	1.5	1.5	324°	1.9	151°	
4171	Appoquinimink River entrance		39° 26.8'	75° 34.9'	+2 34	+2 54	+2 14	+2 55	0.7	0.9	2.0	231°	1.2	048°	
4176	Artificial Island (Baker Range)	14d	39° 28.20'	75° 33.88'	+3 02	+2 38	+2 46	+4 06	1.5	2.0	2.1	346°	2.7	175°	
4181	Reedy Island (off end of pier)		39° 30.7'	75° 33.4'	+3 02	+3 00	+2 46	+3 44	1.7	2.0	2.4	027°	2.6	194°	
4186	Alloway Creek ent., 0.2 mile above		39° 29.9'	75° 31.5'	+2 22	+2 41	+2 11	+2 17	1.5	1.6	2.1	129°	2.1	325°	
4191	New Bridge, Alloway Creek		39° 31.6'	75° 27.1'	+3 04	+3 56	+3 28	+3 57	0.9	1.1	1.3	090°	1.4	270°	
4196	Chesapeake and Delaware Canal Entrance	15d	39° 33.63'	75° 34.20'	+6 05	+5 30	+6 31	+6 16	1.0	1.5	1.4	264°	2.0	087°	

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No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS					
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb		
	DELAWARE BAY and RIVER—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.		
4201	REEDY POINT, 0.3nm east of south jetty	15d	39° 33.51'	75° 33.10'	+3 20	+3 10	+3 00	+3 57	1.3	1.3	0.1	074°	1.7	351°	2.0	163°
4206	Reedy Point, 1.1 miles east of		39° 33.58'	75° 32.47'	+3 35	+2 35	+2 52	+3 51	1.2	1.6	--	--	1.8	354°	1.7	179°
4211	Reedy Point, 0.65 n.mi. northeast of	15d	39° 34.23'	75° 33.22'	+3 47	+3 32	+3 29	+4 30	1.1	1.2	--	--	1.6	341°	2.2	169°
4216	Salem River entrance	14d	39° 34.2'	75° 30.1'	+3 25	+2 44	+3 01	+4 03	1.3	1.6	--	--	1.8	299°	2.1	118°
4221	Bulkhead Shoal Channel, SE, Del. City		39° 34.58'	75° 34.52'	+3 17	+2 57	+2 55	+4 05	1.5	1.6	--	--	2.1	308°	2.1	138°
4226	Bulkhead Shoal Channel, off Del. City		39° 35.0'	75° 35.2'	+3 31	+3 12	+3 25	+4 30	1.6	1.8	--	--	2.3	319°	2.3	148°
4231	Pea Patch Island, channel east of		39° 36.37'	75° 34.47'	+3 35	+3 07	+3 17	+4 14	1.5	1.7	--	--	2.1	332°	2.3	152°
4236	Finn's Point, 0.60 n.mi. Northwest of	16d	39° 36.37'	75° 34.47'	+3 39	+3 37	+3 06	+3 52	1.2	1.3	--	--	1.7	002°	1.7	167°
4241	Penns Neck, 0.6 mile west of		39° 37.05'	75° 34.92'	+3 23	+2 06	+3 00	+3 58	1.3	1.3	--	--	1.8	339°	1.7	152°
4246	Penns Neck, 0.3 mile west of		39° 37.07'	75° 34.58'	+3 37	+2 52	+2 58	+3 54	1.4	1.8	--	--	1.9	051°	2.4	230°
4251	New Castle, channel abreast of		39° 39.1'	75° 33.2'	+3 44	+3 54	+3 16	+3 52	1.1	1.2	--	--	1.6	049°	1.5	230°
4256	Kelly Point, 0.2 mile northwest of		39° 38.9'	75° 32.8'	+3 52	+3 22	+3 31	+4 28	1.4	1.5	--	--	2.0	038°	1.9	225°
4261	Riverview Beach, 0.75 n.mi. west of	15d	39° 39.40'	75° 32.38'	+3 45	+3 37	+3 37	+4 16	2.1	2.0	--	--	3.0	029°	2.6	215°
4266	Deepwater Point, channel northwest of		39° 42.1'	75° 30.6'	+3 53	+3 15	+2 33	+3 50	0.2	0.6	0.1	226°	0.2	303°	0.8	137°
4271	Christina River, 0.9 n.mi. above ent	15d	39° 43.30'	75° 31.77'	+4 10	+4 07	+3 54	+4 18	1.1	1.1	--	--	1.6	027°	1.4	207°
4276	Cherry Island Flats, channel east of		39° 44.3'	75° 29.1'	+4 29	+3 41	+3 55	+5 01	1.1	1.2	--	--	1.6	027°	1.5	210°
4281	Oldsmans Point		39° 45.9'	75° 28.4'	+4 15	+3 26	+3 57	+4 49	1.4	1.3	--	--	1.9	059°	1.7	246°
4286	Marcus Hook Bar (north), Main Channel	15d	39° 47.70'	75° 26.08'	+4 59	+4 18	+3 54	+5 12	1.2	1.2	--	--	1.6	232°	1.6	232°
4291	Marcus Hook		39° 48.2'	75° 24.6'	+5 26	+4 40	+4 23	+5 16	1.2	1.7	--	--	1.7	058°	2.2	242°
4296	Eddystone		39° 50.8'	75° 20.5'	+4 10	+3 53	+3 56	+4 17	1.0	0.9	--	--	1.4	096°	1.2	274°
4301	Essington Harbor		39° 51.5'	75° 18.3'	+4 49	+4 43	+4 36	+5 19	1.5	1.5	--	--	2.1	094°	1.9	268°
4306	Crab Point, 0.5 mile east of		39° 50.8'	75° 17.0'	+4 54	+4 52	+4 34	+5 13	1.4	1.7	--	--	1.9	054°	2.2	231°
4311	Hog Island, channel southeast of		39° 52.0'	75° 12.9'	--	--	--	--	0.4	0.3	--	--	0.5	356°	0.4	178°
4316	Schuykill River entrance <1>		39° 53.2'	75° 11.7'	--	--	--	--	0.2	0.2	--	--	0.2	351°	0.3	172°
4321	Schuykill River <1>	12d	39° 54.23'	75° 12.90'	+5 13	+2 31	+4 27	+3 51	0.2	0.2	--	--	1.6	091°	1.8	271°
4326	Eagle Point, 0.2 n.mi. northwest of	17d	39° 52.82'	75° 10.38'	+5 07	+3 44	+4 22	+4 57	0.8	1.0	--	--	1.1	090°	1.3	274°
	do.	40d	39° 52.82'	75° 10.38'	+5 14	+5 01	+4 45	+5 21	1.6	1.5	--	--	2.2	020°	2.0	210°
	do.		39° 53.4'	75° 08.1'	+5 19	+4 52	+4 46	+5 22	1.1	1.2	--	--	1.6	002°	1.6	188°
4331	Gloucester		39° 56.4'	75° 08.2'	+5 53	+5 12	+5 08	+5 28	0.9	0.8	--	--	1.3	005°	1.1	174°
4336	Greenwich Point, northeast of	15d	39° 56.76'	75° 08.33'	+5 34	+4 49	+4 40	+5 00	1.3	1.3	--	--	1.5	017°	2.0	201°
4341	Camden Marine Terminals, E of Chan. <26>	24d	39° 58.03'	75° 07.13'	+5 08	+5 45	+5 15	+5 27	1.0	1.3	--	--	1.8	066°	1.8	248°
4346	PHILADELPHIA, PENNS LANDING		39° 58.9'	75° 04.2'	+5 29	+4 52	+4 33	+4 20	1.1	1.0	--	--	1.4	041°	1.7	229°
4351	Petty Island (west end), Main Channel	35d	39° 59.18'	75° 03.75'	+6 08	+5 45	+4 51	+6 07	0.6	1.2	--	--	1.5	038°	1.3	214°
4356	Fisher Point		40° 02.4'	74° 59.4'	+6 55	+5 55	+4 51	+6 07	0.6	1.2	--	--	1.9	044°	1.6	223°
4361	Fivemile Point Bridge, northeast of		40° 02.6'	74° 57.6'	+6 37	+6 24	+5 43	+6 29	0.7	0.7	--	--	1.0	090°	0.9	272°
4366	Torresdale, west of channel		40° 04.65'	74° 53.20'	+6 34	+4 54	+5 01	+4 50	0.8	0.9	--	--	1.2	084°	1.2	252°
4371	Rancocas Creek, off Delanco	21d	40° 05.3'	74° 51.6'	+6 56	+5 30	+4 49	+6 31	0.9	1.2	--	--	1.3	024°	1.6	200°
4376	College Point, 0.4 n.mi. east of	8	40° 05.7'	74° 50.2'	+7 33	+5 45	+4 08	+7 07	0.6	1.4	--	--	0.9	018°	1.8	204°
4381	Bristol, south of		40° 08.03'	74° 45.58'	+6 27	+4 29	+4 28	+3 51	0.5	0.4	--	--	0.7	084°	0.5	250°
4386	Burlington Island, channel east of	15d	40° 08.2'	74° 44.2'	--	--	--	+7 28	--	1.1	--	--	--	--	1.4	233°
4391	Newbold Island north of, Main Channel				--	--	--	--	--	--	--	--	--	--	--	--
4396	Whitehill <27>				--	--	--	--	--	--	--	--	--	--	--	--
	DEL., MD. and VA. COAST															
4401	Indian River Inlet (bridge)		38° 37'	75° 04'	--	+0 04	--	+0 31	1.3	1.6	--	--	1.8	265°	--	085°
4406	Fenwick Shoal Lighted Whistle Buoy 2		38° 25'	74° 46'	--	--	--	--	--	--	--	--	--	--	--	--
4411	Winter-Quarter Shoal Buoy 6WQS <28>		37° 55'	74° 56'	--	--	--	--	--	--	--	--	--	--	--	--
	on Chesapeake Bay Entrance, p.80															
4416	Smith Island Shoal, southeast of	7	37° 05.3'	75° 43.5'	-1 36	-1 17	-1 35	-1 34	0.4	0.3	--	--	0.3	298°	0.4	068°
4421	Cape Henry Light, 2.2 miles southeast of		36° 53.9'	75° 58.7'	-1 16	-0 23	-0 10	-1 10	1.2	0.7	--	--	1.0	346°	0.9	165°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS							
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb				
	CHESAPEAKE BAY Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.				
4426	Cape Henry Light, 3.4nm NNE of	7d	36° 58.79'	75° 58.85'	-0 03	+0 00	+0 09	-0 01	1.3	1.3	0.2	206°	1.0	287°	0.2	016°	1.6	116°
	do.	15d	36° 58.79'	75° 58.85'	-0 14	+0 04	+0 11	-0 05	1.2	1.0	0.1	199°	1.0	284°	0.1	198°	1.2	112°
4431	Cape Henry Light, 2.35nm NNE of	30d	36° 58.79'	75° 58.85'	-0 49	+0 01	-0 03	-0 38	0.7	0.5	0.1	009°	0.6	277°	0.1	195°	0.6	104°
	do.	30d	36° 57.74'	75° 59.14'	+0 17	+0 33	+0 18	+0 07	1.3	1.0	—	—	1.0	291°	—	—	1.2	116°
	do.	45d	36° 57.74'	75° 59.14'	-0 36	+0 00	+0 07	-0 25	1.5	0.8	—	—	1.2	294°	—	—	1.0	123°
	do.	60d	36° 57.74'	75° 59.14'	-1 05	+0 08	+0 10	-0 41	1.7	0.6	—	—	1.4	294°	—	—	0.9	125°
4436	Cape Henry Light, 1.4nm NE of	15d	36° 56.73'	75° 59.38'	-1 22	+0 18	+0 04	-0 56	1.4	0.6	—	—	1.2	294°	—	—	0.7	124°
	do.	30d	36° 56.73'	75° 59.38'	+0 43	+0 44	+0 17	+0 21	1.1	1.2	0.1	205°	0.9	298°	—	—	1.5	117°
	do.	45d	36° 56.73'	75° 59.38'	+0 00	+0 19	+0 25	+0 10	1.5	1.0	0.1	205°	1.2	298°	—	—	1.2	118°
4441	Cape Henry Light, 0.8 n.mi. NNE of	60d	36° 56.73'	75° 59.38'	-0 18	+0 09	+0 30	-0 01	1.5	0.9	0.1	203°	1.2	293°	0.1	199°	1.1	114°
	do.	15d	36° 56.33'	75° 59.98'	-0 32	+0 07	+0 30	-0 11	1.3	0.8	—	—	1.0	282°	—	—	1.0	107°
	do.	38d	36° 56.33'	75° 59.98'	+0 26	+0 03	-0 04	+0 10	1.3	1.3	—	—	1.0	298°	—	—	1.7	113°
4446	Cape Henry Light, 2.0 n.mi. north of	15d	36° 57.53'	76° 00.63'	-1 42	-1 41	+1 36	-1 52	1.4	1.0	0.2	003°	1.1	275°	0.2	189°	1.2	110°
	do.	39d	36° 57.53'	76° 00.63'	+0 12	+0 25	+1 00	+0 20	1.5	0.9	0.1	210°	1.2	289°	—	—	1.1	110°
	do.	54d	36° 57.53'	76° 00.63'	-0 23	+0 10	+0 55	-0 17	1.5	0.5	0.1	012°	1.2	277°	0.1	190°	0.7	110°
4451	CHESAPEAKE BAY ENTRANCE	15d	36° 58.80'	76° 05.6'	-1 03	+0 07	+0 34	-1 05	1.1	0.4	—	—	0.9	263°	0.2	177°	0.5	111°
4456	Cape Henry Light, 4.6 miles north of	14d	37° 00.1'	75° 59.3'	-0 27	+0 09	+0 19	+0 23	1.6	1.0	—	—	1.3	294°	—	—	1.2	129°
4461	Cape Henry Light, 5.9 n.mi. north of	12	37° 01.40'	75° 59.55'	-0 59	+0 09	+0 26	-0 36	0.8	0.5	0.1	228°	0.6	307°	—	—	0.7	140°
4466	Lynnhaven Roads	12	37° 02.20'	76° 06.60'	+0 16	+0 43	+0 45	+0 26	1.2	0.9	—	—	1.0	329°	—	—	1.1	133°
4471	Lynnhaven Inlet bridge		36° 55.1'	76° 04.9'	-0 20	+0 18	+0 15	-0 10	1.0	0.7	—	—	0.8	280°	—	—	0.9	070°
4476	Chesapeake Bay Bridge Tunnel		36° 54.4'	76° 05.6'	-1 18	-1 10	-1 43	-2 30	0.7	1.1	—	—	0.6	180°	—	—	1.4	000°
4481	Chesapeake Beach, 1.5 miles north of	6d	36° 56.69'	76° 07.33'	+0 29	+0 48	+0 06	+0 00	1.0	0.7	—	—	0.8	305°	—	—	0.9	100°
4486	0.75nm west, Thimble Shoal Channel	16d	36° 58.64'	76° 07.45'	-0 03	+0 18	+0 13	+0 08	1.5	0.8	0.3	205°	1.2	288°	0.2	013°	1.1	113°
	do.	29d	36° 58.64'	76° 07.45'	-0 30	+0 19	+0 45	+0 02	1.4	0.6	0.1	200°	1.1	289°	0.1	017°	0.8	111°
	do.	39d	36° 58.64'	76° 07.45'	-0 42	+0 13	+1 05	+0 11	1.1	0.4	0.1	008°	0.9	284°	—	—	0.5	101°
4491	Tail of the Horseshoe		36° 59.57'	76° 06.20'	+0 05	+0 30	+0 16	+0 28	1.1	0.8	—	—	0.6	281°	—	—	0.5	096°
4496	Chesapeake Channel (bridge tunnel)		37° 02.50'	76° 04.33'	+0 05	+0 38	+0 32	+0 19	2.2	1.2	—	—	1.8	300°	—	—	1.0	110°
4501	Chesapeake Channel (Buoy '15')	13d	37° 03.40'	76° 05.58'	-0 30	+0 33	+0 50	+0 38	0.8	0.4	0.2	037°	1.6	335°	—	—	1.5	145°
	do.	34d	37° 03.40'	76° 05.58'	-0 21	+0 27	+0 57	-0 07	0.7	0.3	0.2	032°	0.6	311°	0.1	229°	0.4	125°
4506	Fishermans Island, 3.2 miles WSW of		37° 04.00'	76° 02.25'	-0 22	-0 12	-0 17	-0 36	1.5	1.3	—	—	1.2	330°	—	—	1.6	135°
4511	Fishermans Island, 1.4 miles WSW of	6d	37° 04.78'	76° 00.25'	-1 09	-0 02	-0 12	-1 02	2.2	0.9	—	—	1.8	330°	—	—	1.1	140°
4516	Fishermans Island, 2.45nm south of	16d	37° 02.64'	75° 57.77'	-0 17	-0 20	-0 14	-0 31	1.5	1.5	0.2	220°	1.2	301°	0.1	028°	1.8	126°
	do.	31d	37° 02.64'	75° 57.77'	-0 34	-0 28	-0 14	-0 33	1.4	1.3	0.1	213°	1.0	298°	—	—	1.6	127°
	do.	16d	37° 03.37'	75° 58.33'	-0 19	-0 29	-0 15	-0 26	1.2	1.1	0.2	218°	1.0	297°	—	—	1.1	123°
4521	Fishermans Island, 1.7 n.mi. south of	26d	37° 03.37'	75° 58.33'	-0 37	-0 19	-0 16	-0 34	1.0	0.8	—	—	0.8	290°	—	—	1.4	126°
	do.	15d	37° 04.85'	75° 58.83'	-0 57	-0 15	-0 24	-0 35	1.9	1.5	0.2	223°	1.5	306°	0.1	218°	1.9	140°
4526	Fishermans Island, 0.5 n.mi. SW of		37° 05.57'	75° 59.33'	-0 21	-0 08	-0 06	-0 42	2.5	1.6	—	—	2.0	005°	—	—	2.0	175°
4531	Fishermans I., 0.4 mile west of	16d	37° 06.10'	76° 00.33'	-0 28	-0 14	+0 02	-0 27	1.4	1.0	0.1	060°	1.2	333°	0.1	247°	1.2	155°
4536	Fishermans I., 1.4 n.mi. WNW of		37° 06.50'	76° 00.00'	-0 39	+0 20	+0 23	-0 19	2.2	1.3	—	—	1.8	355°	—	—	1.6	165°
4541	Fishermans I., 1.1 miles northwest of	5	37° 06.88'	76° 00.00'	+0 09	+0 37	+0 56	+1 20	0.9	0.2	—	—	0.7	305°	—	—	0.2	075°
4546	Cape Charles, off Wise Point	15d	36° 56.05'	76° 10.60'	-1 01	-1 18	-0 39	-1 01	0.4	0.3	—	—	0.3	278°	—	—	0.3	092°
4551	Little Creek, 0.2 n.mi. N of east jetty <63>	14d	37° 09.37'	76° 01.60'	+0 02	+0 14	+0 57	+0 02	0.9	0.7	—	—	0.8	348°	—	—	0.8	164°
4556	Butler Bluff, 2.1 n.mi. WSW of	7	37° 12.90'	76° 08.50'	+1 33	+1 50	+1 24	+1 26	1.0	0.9	—	—	0.8	010°	—	—	1.1	195°
4561	York Spit Channel, N of Buoy '26'		37° 14.00'	76° 04.10'	+1 31	+2 01	+1 55	+1 06	1.5	1.0	—	—	1.2	005°	—	—	1.3	175°
4566	Old Plantation Flats Lt., 0.5 mi. W of	15d	37° 15.87'	76° 05.62'	+0 38	+1 18	+1 53	+1 01	1.2	0.8	0.2	280°	1.0	355°	0.1	094°	1.0	187°
4571	Cape Charles City, 3.3 n.mi. west of	40d	37° 15.87'	76° 05.62'	+0 16	+0 43	+1 10	+0 30	1.1	0.7	—	—	0.9	356°	0.1	284°	0.8	182°
	do.	95d	37° 15.87'	76° 05.62'	+0 29	+1 00	+1 37	+1 24	1.2	0.7	0.1	223°	1.0	322°	—	—	0.8	138°
	do.	15d	37° 17.40'	76° 11.45'	+1 07	+1 22	+0 46	+0 46	1.0	0.8	0.3	296°	0.8	018°	0.3	098°	1.0	202°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS					
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb		
															North	West
	CHESAPEAKE BAY—cont. Time meridian, 75° W	ft			on Chesapeake Bay Entrance, p. 80											
4581	Wolf Trap Light, 0.5 miles west of		37° 23.4'	76° 11.9'	+1 43	+2 00	+1 34	+1 36	1.2	1.0	--	--	--	1.2	190°	
4586	Wolf Trap Light, 5.8 miles east of		37° 23.1'	76° 04.3'	+2 40	+2 40	+2 14	+2 16	1.1	1.0	--	--	--	1.3	175°	
4591	Church Neck Point, 1.9 n.mi. W of	15d	37° 24.20'	76° 00.78'	+0 46	+1 37	+1 36	+0 50	0.6	0.3	--	--	--	0.4	177°	
4596	Wolf Trap Light, 6.1 n.mi. ENE of	14d	37° 24.50'	76° 03.83'	+1 40	+1 58	+2 28	+2 11	1.6	0.9	0.2	275°	0.2	0.98°	1.1	191°
	do.	29d	37° 24.50'	76° 03.83'	+0 26	+0 55	+1 27	+1 07	0.8	0.5	0.2	099°	0.2	279°	0.7	173°
4601	Wolf Trap Light, 5.2 n.mi. ENE of	15d	37° 24.50'	76° 05.00'	+1 43	+2 34	+2 41	+2 09	1.6	0.9	0.2	098°	0.2	266°	1.1	187°
	do.	40d	37° 24.50'	76° 05.00'	+1 07	+2 24	+2 43	+1 19	1.3	0.5	0.2	089°	0.2	266°	0.7	183°
	do.	63d	37° 24.50'	76° 05.00'	+0 24	+1 22	+2 05	+1 11	1.0	0.5	--	--	0.2	088°	0.6	158°
4606	Wolf Trap Light, 1.4 n.mi. NNE of	15d	37° 24.67'	76° 10.57'	+1 38	+2 16	+1 52	+1 19	1.4	0.9	--	--	0.2	088°	1.2	175°
4811	Wolf Trap Light, 2.0 n.mi. NW of	14d	37° 25.00'	76° 12.90'	+0 03	+0 33	+1 05	+0 08	0.7	0.4	--	--	0.6	345°	0.6	166°
4821	Nassawadox Point, 1.9 n.mi. NW of	13d	37° 29.97'	75° 59.37'	+1 16	+1 43	+1 56	+1 36	0.8	0.5	--	--	0.6	352°	0.6	178°
4626	Gwynn Island, 8.0 n.mi. east of	14d	37° 29.70'	76° 06.50'	+2 03	+3 03	+2 48	+2 33	1.2	0.9	0.2	267°	0.1	270°	0.6	178°
4631	Gwynn Island, 1.5 n.mi. east of	28d	37° 29.70'	76° 06.50'	+0 33	+1 07	+1 46	+0 23	0.7	0.4	0.2	102°	0.3	090°	1.1	175°
4636	Stingray Point, 5.5 miles east of	16d	37° 30.03'	76° 14.70'	+0 59	+0 54	+0 54	+0 22	0.6	0.4	0.2	102°	0.5	209°	0.5	209°
4841	Powells Bluff, 2.2 n.mi. NW of	17d	37° 35.0'	76° 10.4'	+2 28	+3 36	+3 21	+2 32	1.2	0.7	--	--	0.5	331°	0.1	227°
4846	Windmill Point Light, 8.3 n.mi. ESE of	14d	37° 35.45'	76° 02.3'	+2 18	+3 00	+2 09	+2 36	1.2	0.6	--	--	1.0	343°	0.9	175°
	do.	33d	37° 34.60'	76° 03.80'	+2 18	+2 57	+3 04	+1 23	0.8	0.5	0.1	101°	0.1	284°	0.8	175°
4651	Windmill Point Light, 2.2 n.mi. ESE of	33d	37° 34.60'	76° 03.80'	+1 06	+1 22	+3 07	+2 46	1.1	0.7	0.2	099°	0.2	255°	0.8	182°
4656	Milby Point, 5.3 n.mi. WNW of	14d	37° 35.30'	76° 11.50'	+2 49	+1 35	+2 21	+2 29	0.8	0.7	0.1	079°	0.1	081°	0.9	169°
	do.	35d	37° 35.30'	76° 11.50'	+1 08	+1 35	+2 01	+1 44	0.8	0.3	--	--	0.1	246°	0.4	175°
4661	Bluff Point, 4.6 n.mi. east of	38d	37° 39.85'	76° 00.52'	+2 33	+2 30	+2 28	+2 32	0.6	0.3	0.1	120°	0.6	016°	0.2	297°
	do.	13d	37° 40.70'	76° 12.25'	+3 10	+3 25	+2 55	+2 46	0.4	0.6	--	--	0.5	043°	0.4	170°
4666	Tangler Sound Light, 5.8 n.mi. west of	33d	37° 40.70'	76° 12.25'	+1 30	+2 01	+2 32	+2 01	0.5	0.2	0.1	089°	0.1	089°	0.7	178°
4671	Great Wicomico R. Lt., 3.8 n.mi. ESE of	14d	37° 47.00'	76° 05.68'	+3 34	+4 09	+3 56	+3 26	0.6	0.6	--	--	0.5	344°	0.2	185°
4676	Smith Point Light, 6.7 n.mi. east of	39d	37° 47.00'	76° 11.50'	+3 20	+4 17	+3 54	+3 52	0.5	0.4	0.1	273°	0.4	355°	0.5	196°
4681	Smith Point Light, 4.5 n.mi. east of	14d	37° 52.83'	76° 02.65'	+2 29	+2 57	+2 45	+1 59	0.8	0.2	0.1	079°	0.2	280°	0.1	280°
	do.	24d	37° 52.67'	76° 05.30'	+3 18	+3 27	+3 09	+3 35	0.7	0.6	--	--	0.4	352°	0.4	178°
4686	Smith Point Light, 3.0 n.mi. east of	15d	37° 52.65'	76° 07.08'	+2 15	+2 22	+3 16	+3 32	0.5	0.6	--	--	0.4	347°	0.5	168°
	do.	34d	37° 52.65'	76° 07.08'	+2 15	+2 22	+3 16	+3 32	0.5	0.2	0.1	080°	0.1	080°	0.7	167°
4691	Smith Point Light, 1.5 n.mi. east of	14d	37° 52.75'	76° 09.12'	+2 49	+4 21	+4 29	+3 34	0.5	0.6	0.1	068°	0.1	068°	0.3	149°
4696	Smith Point Light, 0.8 n.mi. NW of	8d	37° 53.23'	76° 11.90'	+2 28	+2 45	+3 13	+2 27	1.1	0.6	0.2	079°	0.1	098°	0.5	176°
4701	Smith Point Light, 5.0 n.mi. NW of	5d	37° 56.19'	76° 15.68'	+3 51	+3 43	+2 57	+3 24	0.6	0.7	--	--	0.5	306°	0.8	150°
4706	Smith Point Light, 6 miles north of	15d	37° 58.9'	76° 11.4'	+4 28	+4 30	+3 27	+3 32	0.7	0.6	--	--	0.5	296°	0.9	125°
4711	Smith Island, 3.6 n.mi. northwest of	15d	38° 00.45'	76° 07.28'	+2 48	+4 32	+4 19	+4 06	0.5	0.8	--	--	0.4	350°	1.0	135°
4716	Point Lookout, 5.9 n.mi. ESE of	15d	38° 00.88'	76° 12.12'	+3 45	+4 53	+3 39	+3 18	0.6	0.4	0.1	096°	0.1	096°	0.4	187°
	do.	51d	38° 00.88'	76° 12.12'	+2 45	+4 30	+4 36	+4 15	0.5	0.3	--	--	0.5	014°	0.4	161°
4721	Point Lookout, 1.5 n.mi. east of	16d	38° 02.30'	76° 17.50'	+5 13	+6 10	+5 04	+4 36	0.4	0.1	--	--	0.4	330°	0.2	167°
4726	Point Lookin	12d	38° 06.6'	76° 13.1'	+4 35	+5 32	+4 27	+4 46	0.5	0.4	--	--	0.4	010°	0.5	160°
4731	Adams Island, 1.1 n.mi. west of	16d	38° 08.67'	76° 06.87'	+4 58	+5 10	+4 03	+4 38	0.2	0.3	--	--	0.1	017°	0.3	191°
4736	Point No Point, 4.3 n.mi. west of	17d	38° 08.13'	76° 13.75'	+4 49	+5 32	+6 04	+5 45	0.4	0.2	--	--	0.2	325°	0.4	167°
4746	Point No Point, 2.8 n.mi. east of	15d	38° 08.38'	76° 15.67'	+5 21	+5 33	+4 44	+5 06	0.3	0.4	--	--	0.3	340°	0.5	170°
	do.	39d	38° 08.38'	76° 15.67'	+4 32	+5 00	+4 52	+4 54	0.4	0.1	--	--	0.2	340°	0.2	172°
4751	Point No Point, 1.0 n.mi. east of	17d	38° 08.43'	76° 18.13'	+4 47	+5 06	+4 31	+4 34	0.4	0.4	--	--	0.3	001°	0.5	162°
4756	Hooper Strait (west), at buoy 2'	15d	38° 13.25'	76° 06.20'	+2 05	+2 28	+2 33	+1 40	0.7	0.4	--	--	0.2	304°	0.6	233°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	CHESAPEAKE BAY—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
4761	Cedar Point, 4.7 n.mi. east of	5d	38° 17.92'	76° 16.38'	-3.29	-3.45	-4.07	-3.36	0.6	0.9	0.5	325°	0.7	145°
4766	do.	15d	38° 17.92'	76° 16.38'	-3.54	-3.59	-4.04	-3.53	0.6	0.7	0.4	323°	0.6	144°
4771	Cedar Point, 2.9 n.mi. ENE of	16d	38° 18.65'	76° 18.80'	-2.35	-2.34	-3.16	-2.55	0.5	0.8	0.4	347°	0.7	164°
4776	do.	50d	38° 18.65'	76° 18.80'	-3.03	-3.30	-3.05	-3.15	0.5	0.3	0.4	326°	0.3	141°
4781	Cedar Point, 1.1 miles ENE of		38° 18.27'	76° 21.95'	-4.28	-3.50	-2.36	-3.42	0.4	0.10°	0.4	010°	0.6	185°
4786	Drum Point, 2.8 miles northeast of	17d	38° 20.18'	76° 21.95'	-	-3.12	-	-2.42	0.2	0.5	0.2	335°	0.4	185°
	Cove Point, 1.1 n.mi. east of		38° 20.18'	76° 21.95'	-	-3.12	-	-2.42	0.9	0.9	0.7	342°	0.7	165°
	do.	40d	38° 22.88'	76° 21.62'	-2.57	-2.42	-2.40	-2.14	0.2	0.9	0.6	343°	0.6	165°
	Cove Point, 2.7 n.mi. east of	15d	38° 22.80'	76° 19.52'	-2.23	-2.41	-2.59	-2.40	0.5	0.7	0.4	344°	0.7	169°
	do.	40d	38° 22.80'	76° 19.52'	-3.15	-2.39	-1.53	-2.40	0.9	0.6	0.8	347°	0.5	170°
	do.	98d	38° 22.80'	76° 19.52'	-3.49	-4.02	-3.13	-3.36	0.7	0.5	0.6	341°	0.4	169°
4791	Cove Point, 3.9 n.mi. east of	11d	38° 22.52'	76° 17.92'	-3.29	-3.36	-4.08	-3.44	0.4	0.6	0.3	346°	0.4	171°
4796	Cove Point, 4.9 n.mi. NNE of	15d	38° 28.03'	76° 22.60'	-2.57	-2.29	-2.24	-2.26	0.7	0.7	0.6	333°	0.6	159°
	do.	40d	38° 28.03'	76° 22.60'	-3.23	-2.47	-1.58	-2.17	1.0	0.4	0.8	332°	0.3	149°
	do.	67d	38° 28.03'	76° 22.60'	-3.55	-3.38	-2.14	-2.58	0.6	0.4	0.4	321°	0.4	135°
4801	Kenwood Beach, 1.5 miles northeast of		38° 31.1'	76° 28.9'	-1.56	-2.41	-2.46	-2.37	0.2	0.4	0.2	340°	0.3	160°
4806	James Island, 1.6 n.mi. SW of	5d	38° 31.1'	76° 21.87'	-3.27	-3.33	-3.31	-3.41	0.6	0.8	0.5	352°	0.6	168°
	do.	15d	38° 29.14'	76° 21.87'	-3.29	-3.33	-3.31	-3.27	0.6	0.7	0.1	077°	0.1	251°
	do.		38° 31.5'	76° 25.2'	-2.16	-2.39	-3.01	-2.02	0.5	0.4	0.4	005°	0.5	175°
4811	James Island, 3.4 miles west of		38° 32.0'	76° 23.6'	-1.31	-2.42	-2.18	-2.36	0.5	0.6	0.2	000°	0.6	155°
4816	James Island, 2.5 miles WNW of		38° 36.75'	76° 28.65'	-1.31	-1.37	-2.20	-2.04	0.2	0.7	0.2	000°	0.6	203°
4821	Plum Point, 1.4 miles ESE of	20d	38° 36.43'	76° 20.88'	-3.15	-3.34	-3.07	-2.54	0.8	0.7	0.7	037°	0.6	203°
4826	Sharp Island Lt., 2.3 n.mi. SE of	18d	38° 38.60'	76° 25.22'	-1.49	-1.36	-1.33	-1.33	0.4	0.5	0.4	357°	0.4	183°
4831	Sharp Island Lt., 2.1 n.mi. west of	18d	38° 38.63'	76° 26.88'	-1.39	-1.41	-1.57	-1.43	0.4	0.5	0.3	355°	0.4	186°
4836	Sharp Island Lt., 3.4 n.mi. west of	35d	38° 38.63'	76° 26.88'	-2.34	-2.23	-2.23	-2.24	0.4	0.4	0.3	355°	0.4	186°
	do.	15d	38° 38.70'	76° 29.23'	-1.50	-1.21	-1.51	-2.01	0.4	0.5	0.3	350°	0.4	174°
4841	Plum Point, 2.1 n.mi. NNE of	14d	38° 45.37'	76° 25.77'	-0.44	-1.26	-0.57	-0.49	0.6	0.8	0.5	359°	0.6	185°
4846	Poplar Island, 2.2 n.mi. WSW of	14d	38° 44.98'	76° 26.73'	-1.08	-1.22	-0.59	-1.08	0.6	0.5	0.4	355°	0.4	189°
4851	Poplar Island, 3.0 n.mi. WSW of	15d	38° 44.98'	76° 26.73'	+0.58	+1.21	+2.01	+1.13	0.5	0.4	0.1	085°	0.3	172°
	do.	48d	38° 45.10'	76° 29.93'	-1.20	-1.24	-1.45	-1.39	0.2	0.4	0.2	354°	0.3	180°
4856	Holland Point, 2.0 n.mi east of	15d	38° 47.50'	76° 26.00'	-1.03	-1.04	-1.11	-1.05	0.6	0.6	0.5	025°	0.5	210°
4861	Kent Point, 4 miles southwest of		38° 49.00'	76° 21.85'	-3.27	-3.38	-3.53	-3.47	0.6	0.5	0.4	055°	0.4	235°
4866	Kent Point, 1.3 miles south of		38° 50.30'	76° 27.20'	-0.52	-0.39	-0.53	-1.10	0.6	0.6	0.5	005°	0.5	200°
4871	Horseshoe Point, 1.7 miles east of	19	38° 50.37'	76° 24.17'	-0.08	-0.23	+0.02	-0.05	0.9	0.6	0.7	035°	0.5	190°
4876	Bloody Point Bar Light, 0.6 mi. NW of	22d	38° 52.50'	76° 27.70'	-2.24	-2.27	-1.43	-2.17	0.5	0.4	0.4	340°	0.3	190°
4881	Thomas Pt. Shoal Lt., 1.8 mi. SW of	16d	38° 53.75'	76° 23.21'	-1.05	-0.14	-0.22	-0.20	0.6	0.6	0.5	007°	0.5	186°
4886	Thomas Pt. Shoal Lt., 2.0 n.mi. east of	16d	38° 53.46'	76° 25.62'	-0.25	-0.09	-0.43	-0.41	1.0	1.3	0.1	102°	0.1	120°
4891	Thomas Pt. Shoal Lt., 0.5 n.mi. SE of	33d	38° 53.46'	76° 25.62'	-0.54	-1.18	-1.25	-1.20	0.7	0.7	0.6	018°	0.6	196°
	do.		38° 56.07'	76° 25.02'	-0.03	-0.19	-0.32	-0.24	0.6	0.9	0.5	355°	0.7	190°
4896	Tolly Point, 1.6 miles east of		38° 59.50'	76° 23.10'	+0.16	+0.08	-0.32	+0.13	0.9	1.1	0.7	025°	0.9	230°
4901	Chesapeake Bay Bridge, main channel	15d	39° 00.16'	76° 20.93'	+0.19	+0.15	+0.13	+0.29	1.1	0.9	0.8	020°	0.7	199°
4906	Sandy Point, 2.3 n.mi. east of	41d	39° 00.16'	76° 20.93'	-1.33	-1.14	-0.48	-0.39	0.8	0.6	0.7	021°	0.5	210°
	do.	15d	39° 00.24'	76° 22.80'	-0.11	+0.24	-0.15	+0.05	1.2	1.5	0.9	025°	1.2	199°
4911	Sandy Point, 0.8 n.mi. ESE of	43d	39° 00.24'	76° 22.80'	-0.59	-1.10	-0.59	-1.02	1.0	1.0	0.1	116°	0.1	276°
	do.		39° 00.78'	76° 22.10'	-	-	-	-	-	-	-	-	-	-
4916	BALTIMORE HBR, APP (off Sandy Point)	15d	39° 02.42'	76° 22.67'	-0.04	+0.26	+0.01	+0.09	1.0	0.9	0.8	353°	0.7	189°
4921	Craighill Channel entrance, Buoy 2C	38d	39° 02.42'	76° 22.67'	0.00	+0.01	-0.06	+0.18	0.5	0.6	0.4	325°	0.1	244°
	do.		39° 04.7'	76° 16.3'	-	-	-	-	-	-	-	-	-	-
4926	Love Point, 2.8 miles NNE of		39° 04.78'	76° 18.73'	-0.48	+0.19	+0.27	-0.07	0.8	0.5	0.6	055°	0.4	240°
4931	Love Point, 2.5 miles north of	5d	39° 04.44'	76° 18.19'	-1.33	-0.45	-0.48	-0.38	0.5	0.6	0.1	146°	0.5	238°
4936	Love Point, 2.0 nmi north of	15d	39° 04.44'	76° 18.19'	-0.45	-0.05	-0.07	-0.35	0.8	0.5	0.6	055°	0.1	325°
	do.		39° 04.88'	76° 23.67'	+0.28	+0.40	+0.33	+0.34	0.8	0.9	0.6	350°	0.7	175°
4941	Craighill Channel, NE of Mountain Pt	18d	39° 05.68'	76° 23.58'	+0.10	+0.46	+0.33	+0.19	0.7	0.6	0.6	360°	0.5	186°
4946	Craighill Channel, Belvidere Shoal		39° 05.68'	76° 23.58'	+0.12	+0.27	+0.34	+0.23	0.6	0.6	0.5	345°	0.5	170°
4951	Craighill Angle, right outside quarter		39° 07.70'	76° 23.27'	+0.12	+0.27	+0.34	+0.23	0.6	0.6	0.5	345°	0.5	170°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS						
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb			
	CHESAPEAKE BAY—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.			
4956	Swan Point, 2.7 n.mi. SW of	14d	39° 06.48'	76° 18.32'	+0 18	+0 42	+0 38	+0 25	0.6	0.5	0.5	078°	0.5	006°	0.4	170°	
4961	do.	27d	39° 06.48'	76° 18.32'	-0 27	+0 30	+1 17	+0 25	0.6	0.4	0.4	—	0.4	342°	0.3	142°	
4966	Swan Point, 2.15 n.mi. west of	18d	39° 08.85'	76° 19.48'	+0 18	+0 50	+1 05	+1 06	0.8	0.7	0.1	271°	0.7	008°	0.5	203°	
4971	Brewerton Channel Eastern Ext., Buoy 7	14d	39° 09.78'	76° 18.28'	+0 53	+0 44	+0 38	+0 57	0.8	0.9	—	—	0.6	020°	0.7	215°	
4976	Tolchester Channel, SW of Buoy 58B	17d	39° 10.95'	76° 23.38'	+0 16	-0 02	-0 14	-0 05	0.5	0.4	0.2	080°	0.4	013°	0.3	175°	
	do.	17d	39° 10.95'	76° 16.87'	+0 44	+0 20	+0 48	+0 54	1.1	1.1	0.2	302°	0.9	030°	0.9	229°	
4981	Tolchester Channel, Buoy '22'	25d	39° 10.95'	76° 16.87'	-0 09	+0 02	+0 38	-0 48	0.9	0.7	—	—	0.7	025°	0.5	217°	
4986	Tolchester Channel, south of Buoy '38B'	15d	39° 11.47'	76° 15.95'	+1 43	+1 10	+0 59	+1 23	0.9	0.8	0.1	151°	0.7	061°	0.7	231°	
4991	North Point, 2.5 miles northeast of	7	39° 11.57'	76° 17.27'	+0 51	+1 08	+0 59	+0 50	0.7	0.8	—	—	0.5	028°	0.6	208°	
4996	Tolchester Beach, 0.33 n.mi. west of	15d	39° 12.87'	76° 23.72'	+1 25	+1 00	+0 53	+1 06	0.4	0.5	—	—	0.3	035°	0.4	225°	
5001	Pooles Island, 4 miles southwest of	5001	39° 13.03'	76° 14.90'	+0 49	+1 20	+1 22	+1 24	1.2	1.1	0.1	285°	1.0	015°	0.8	201°	
5006	Pooles Island, 2.0 n.mi. SSW of	15d	39° 13.60'	76° 19.88'	+0 59	+0 48	+0 56	+1 12	0.6	0.8	—	—	0.5	025°	0.6	210°	
5011	Pooles Island, 0.8 mile south of	5011	39° 14.78'	76° 17.80'	+1 01	+0 58	+1 03	+1 29	0.7	0.7	0.2	327°	0.6	038°	0.6	238°	
5016	Miller Island, 1.5 miles ENE of	7	39° 15.7'	76° 16.4'	+1 29	+1 24	+1 12	+1 20	0.9	1.2	—	—	0.7	060°	1.0	255°	
5021	Pooles Island, 1.6 n.mi. east of	16d	39° 16.5'	76° 19.9'	+0 11	+0 15	+0 37	+0 25	0.6	0.3	—	—	0.5	000°	0.2	185°	
5026	Robins Point, 0.7 mile ESE of	5	39° 16.47'	76° 13.57'	+1 28	+1 34	+1 45	+1 03	1.1	1.1	—	—	0.9	014°	0.8	208°	
5031	Worton Point, 1.5 n.mi. WSW of	17d	39° 17.75'	76° 16.10'	-0 03	-0 14	+0 37	-0 13	1.4	1.0	—	—	1.1	025°	0.8	210°	
5036	Worton Point, 1.1 miles northwest of	5036	39° 18.70'	76° 13.03'	+2 04	+1 45	+1 27	+1 36	1.0	1.1	—	—	0.2	298°	0.9	211°	
5041	Howell Point, 0.8 n.mi. west of	15d	39° 19.9'	76° 12.0'	+1 43	+1 43	+1 32	+1 32	1.4	1.5	—	—	1.1	040°	1.2	245°	
5046	Howell Point, 0.4 mile NNW of	5046	39° 22.23'	76° 07.80'	+2 30	+1 48	+1 19	+1 33	1.0	1.3	—	—	0.8	051°	1.0	235°	
5051	Grove Point, 0.7 n.mi. NW of	14d	39° 23.78'	76° 06.9'	+1 28	+1 24	+1 20	+1 18	1.1	1.1	—	—	0.9	080°	0.9	245°	
5056	Turkey Point, 1.2 n.mi. SW of	9d	39° 26.60'	76° 02.03'	+2 40	+2 01	+1 31	+2 03	0.6	1.0	0.1	131°	0.5	034°	0.8	211°	
5061	Speeulie Island, channel north of	7	39° 28.83'	76° 04.90'	+1 42	+1 20	+1 49	+1 40	0.8	0.6	0.2	101°	0.5	021°	0.6	193°	
5066	Rocky Pt. (Elk Neck), 0.25 n.mi. SW of	9d	39° 29.30'	75° 59.85'	+2 42	+1 28	+1 14	+1 49	0.6	0.6	—	—	0.6	285°	0.5	100°	
5071	Red Point, 0.2 mile W of, Northeast River	7	39° 31.75'	75° 59.08'	+1 42	+1 28	+1 57	+1 47	0.9	0.6	—	—	0.5	009°	0.6	196°	
5076	Havre de Grace, Susquehanna River		39° 33.13'	76° 05.08'	Current weak and variable												
	HAMPTON ROADS																
5081	Thimble Shoal Channel (west end)	15d	37° 00.32'	76° 13.60'	-0 15	+0 12	-0 02	+0 31	1.1	1.0	0.3	204°	0.9	293°	1.2	116°	
5086	Hampton Roads entrance, midchannel	8d	36° 59.66'	76° 18.32'	-0 52	-0 31	-0 24	-0 57	2.1	1.5	—	—	1.7	243°	1.9	059°	
	do.	15d	36° 59.66'	76° 18.32'	-0 59	-0 34	-0 26	-0 58	2.1	1.4	—	—	1.7	246°	1.8	062°	
	do.	31d	36° 59.66'	76° 18.32'	-1 18	-0 36	-0 26	-1 03	2.1	1.3	—	—	1.7	243°	1.6	065°	
	do.	44d	36° 59.66'	76° 18.32'	-1 50	-0 44	-0 37	-1 20	2.1	1.2	—	—	1.7	241°	1.4	059°	
	do.	61d	36° 59.66'	76° 18.32'	-2 21	-1 12	-0 52	-1 38	1.4	0.9	0.1	144°	1.2	229°	1.1	055°	
	Old Point Comfort																
5091	0.55 n.mi. east of	48d	37° 00.12'	76° 17.72'	-3 02	-0 32	+0 17	-2 11	1.7	0.5	—	—	1.4	251°	0.6	060°	
5096	0.2 mile south of		36° 59.77'	76° 18.88'	-0 37	-0 25	-0 53	-1 25	2.1	1.1	—	—	1.7	240°	1.4	075°	
5101	0.9 mile southwest of		36° 59.33'	76° 19.57'	-0 53	-0 14	-0 01	-1 11	2.1	1.2	—	—	1.7	240°	1.5	050°	
5106	Willoughby Spit, 0.8 mile northwest of		36° 59.6'	76° 18.4'	-1 32	-1 30	-1 41	-1 54	0.9	0.8	—	—	0.7	260°	1.0	040°	
5111	Willoughby Bay entrance		36° 57.7'	76° 17.9'	-2 12	-1 55	-2 21	-2 19	0.4	0.3	—	—	0.3	135°	0.4	330°	
5116	Sewells Point, channel west of		36° 57.5'	76° 20.4'	-0 41	-0 47	-1 23	-1 11	1.1	1.0	—	—	0.9	195°	1.2	000°	
5121	Norfolk Harbor Reach (Buoy R '8')	13d	36° 57.00'	76° 20.37'	-0 18	-0 42	-1 36	-0 16	0.8	0.7	—	—	0.6	183°	0.9	011°	
	do.	42d	36° 57.00'	76° 20.37'	-0 33	-1 00	-0 22	+1 04	0.6	0.3	—	—	0.5	152°	0.3	000°	
5126	Sewells Point, pierhead	7	36° 56.8'	76° 22.91'	-0 52	-0 40	-1 01	-1 04	0.7	0.6	—	—	0.6	195°	0.8	010°	
	Newport News																
5131	Channel, middle	15	36° 57.38'	76° 22.90'	-0 43	-0 23	-0 12	-1 01	1.3	0.8	—	—	1.1	244°	1.1	076°	
5136	Channel, west end <63>	15	36° 57.20'	76° 24.80'	-0 16	-0 20	+0 03	-0 09	0.8	0.5	—	—	0.7	280°	0.6	092°	
5141	Middle Ground, 1 mile south of	7	36° 56.0'	76° 23.2'	+0 33	+0 50	+0 24	+0 26	1.4	1.0	—	—	1.1	270°	1.2	100°	

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TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	ELIZABETH RIVER Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
5146	Crane Island	15	36° 53.68'	76° 20.15'	-1 17	-1 15	-1 53	-1 48	0.9	0.7	0.1	098°	0.2	270°
5151	Crane Island Reach	7d	36° 53.43'	76° 20.15'	-1 27	-1 08	-1 36	-1 39	0.7	0.6	--	--	0.9	001°
	do.	17d	36° 53.43'	76° 20.15'	-2 00	-1 24	-1 18	-1 46	0.8	0.5	--	--	0.7	009°
	do.	33d	36° 53.43'	76° 20.15'	-2 47	-1 45	-1 26	-2 00	0.9	0.4	--	--	0.6	004°
	do.	43d	36° 53.43'	76° 20.15'	-3 12	-2 17	-1 26	-2 23	0.8	0.4	--	--	0.5	008°
	do.	15	36° 52.50'	76° 19.95'	-2 03	-1 21	-1 54	-1 50	0.6	0.6	--	--	0.5	004°
5156	Lamberts Point		36° 51.5'	76° 19.0'	-2 01	-1 40	-2 06	-2 04	0.7	0.6	--	--	0.7	328°
5161	West Norfolk Bridge, Western Branch		36° 51.6'	76° 19.0'	-2 08	-1 35	-1 31	-2 09	0.5	0.3	--	--	0.4	290°
5166	Seaboard Coast Line RR, Pinner Point		36° 50.5'	76° 17.0'	-2 25	-1 31	-1 36	-2 49	0.4	0.3	--	--	0.4	295°
5171	Berkley Bridge, Eastern Branch		36° 50.2'	76° 14.7'	-1 32	-1 15	-1 41	-1 39	0.5	0.5	--	--	0.6	280°
5176	Norfolk and Western RR, Bridge, E Branch		36° 50.0'	76° 17.8'	-2 23	-1 17	-1 28	-2 27	0.4	0.4	--	--	0.3	330°
5181	Berkley, Southern Branch		36° 48.5'	76° 17.4'	-1 58	-1 16	-1 30	-1 53	0.9	0.5	--	--	0.6	360°
5186	Chesapeake, Southern Branch		36° 46.5'	76° 17.7'	-2 08	-1 19	-1 43	-2 03	0.7	0.6	--	--	0.7	360°
5191	Gilmerton Hwy. bridge, Southern Branch		36° 46.44'	76° 18.13'	-2 04	-0 48	-1 30	-2 21	0.5	0.3	--	--	0.3	276°
5196	Money Point, Southern Branch	15d												
	NANSEMOND RIVER													
5201	Pig Point, 1.8 miles northeast of		36° 55.4'	76° 25.1'	-0 48	-0 07	+0 05	-0 41	1.0	0.8	--	--	0.8	285°
5206	Town Point Bridge, 0.5 mile east of		36° 53.3'	76° 29.0'	-1 25	-0 59	-0 51	-1 07	1.1	0.6	--	--	0.9	265°
5211	Dumpling Island		36° 48.5'	76° 33.5'	-1 17	-1 00	-1 26	-1 24	1.2	0.8	--	--	1.0	175°
	JAMES RIVER													
5216	Newport News													
	0.15nm WSW of Pier No. 2	6d	36° 58.76'	76° 26.61'	+0 04	+0 15	+0 19	+0 01	1.4	1.2	--	--	1.2	342°
	do.	15d	36° 58.76'	76° 26.61'	-0 14	+0 03	+0 25	-0 04	1.6	1.1	--	--	1.3	344°
	do.	29d	36° 58.76'	76° 26.61'	-0 32	-0 12	+0 24	-0 13	1.5	1.0	--	--	1.2	162°
	do.	42d	36° 58.76'	76° 26.61'	-0 48	-0 18	+0 14	-0 19	1.2	0.8	--	--	1.0	346°
5221	0.8 mile SW of shipbuilding plant		36° 58.5'	76° 27.3'	+0 03	+0 18	+0 13	+0 04	1.2	1.0	--	--	1.0	325°
5226	1.5 miles SW of shipbuilding plant	6	36° 58.1'	76° 28.2'	-0 36	0 00	-0 03	-0 43	1.2	0.9	--	--	1.0	350°
	Rocklanding Shoal Channel													
5231	South end		37° 03.50'	76° 35.63'	+0 39	+1 01	+1 00	+1 14	1.0	0.9	--	--	0.8	310°
5236	Middle		37° 03.20'	76° 36.83'	+0 49	+1 36	+1 43	+1 09	1.4	0.8	--	--	1.1	345°
5241	North end		37° 06.60'	76° 37.95'	+1 00	+1 40	+1 47	+1 22	1.6	0.8	--	--	1.3	340°
5246	Point of Shoals, west of		37° 03.9'	76° 39.6'	+2 28	+2 45	+2 19	+2 21	0.4	0.7	--	--	0.3	325°
5251	Deepwater Shoals		37° 08.6'	76° 38.2'	+1 42	+2 12	+1 39	+0 57	0.5	0.7	--	--	1.2	353°
5256	Hog Point		37° 12.2'	76° 41.5'	+2 28	+2 35	+2 19	+2 11	1.4	1.0	--	--	1.0	260°
5261	Jamestown Island, Church Point		37° 12.2'	76° 47.0'	+2 24	+2 34	+2 43	+2 15	1.4	1.0	--	--	1.1	325°
5266	Chickahominy River Bridge		37° 15.7'	76° 52.5'	+2 05	+2 29	+2 42	+1 59	1.6	1.0	--	--	1.3	332°
5271	Carenont Landing		37° 14.0'	76° 57.2'	+3 43	+3 50	+3 34	+3 26	1.8	1.2	--	--	1.5	290°
5276	Brandon Point, 0.3 mile northeast of		37° 16.5'	76° 59.2'	+3 56	+3 56	+3 37	+3 27	1.5	1.0	--	--	1.2	350°
5281	Windmill Point		37° 18.7'	77° 05.7'	+4 30	+4 00	+4 04	+3 36	1.6	0.8	--	--	1.3	310°
5286	Coggins Point, 0.5 mile north of		37° 18.4'	77° 10.0'	+4 45	+4 18	+4 07	+4 07	0.7	0.7	--	--	0.9	088°
5291	City Point		37° 19.0'	77° 16.3'	+4 48	+4 35	+4 39	+4 11	1.6	1.0	--	--	1.3	320°
5296	Appomattox River entrance		37° 18.7'	77° 17.7'	+5 24	+4 59	+4 37	+3 58	1.2	0.6	--	--	0.8	080°
5301	Bermuda Hundred		37° 20.2'	77° 16.2'	+5 45	+4 52	+4 01	+4 26	1.1	1.0	--	--	0.9	019°
5306	Dutch Gap Canal, 0.5 mile east of		37° 22.8'	77° 20.8'	+5 28	+5 20	+5 19	+4 56	1.0	0.7	--	--	0.8	270°
5311	Rocketts <19>		37° 31.2'	77° 25.0'	--	--	--	--	--	--	--	--	--	--
	YORK RIVER													
5316	York River Ent. Channel (SE end) <29>	13d	37° 07.38'	76° 09.20'	+0 50	+1 22	+1 32	+1 00	1.3	0.8	0.3	256°	0.3	074°
	do.	32d	37° 07.38'	76° 09.20'	-0 45	+0 58	+1 04	-0 08	0.6	0.3	0.2	083°	0.2	246°
5321	York Spit Light, 0.8 mile southwest of		37° 12.0'	76° 16.0'	-0 37	+0 06	+0 24	-0 13	1.0	0.6	--	--	0.8	323°
5326	York River Ent. Channel (NW end)	15d	37° 13.55'	76° 18.47'	-1 47	-0 06	+0 43	-0 19	0.8	0.4	0.2	200°	0.7	298°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	YORK RIVER—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
5331	Tue Marshes Light, 0.7 n.mi. north of	14d	37° 14.80'	76° 23.28'	+1 32	+2 05	+0 18	-0 23	1.2	0.7	1.0	265°	0.9	078°
	do.	39d	37° 14.80'	76° 23.28'	+0 32	+1 03	+1 58	+1 25	1.1	0.5	0.9	247°	0.6	070°
	do.	49d	37° 14.80'	76° 23.28'	-2 51	-1 32	-0 31	-1 41	0.6	0.2	0.5	248°	0.3	068°
5336	Tue Marshes Light, 0.9 n.mi. WNW of	14d	37° 14.28'	76° 24.13'	-0 16	+0 09	+0 10	-0 25	1.0	0.5	0.8	249°	0.7	069°
	do.	28d	37° 14.28'	76° 24.13'	-1 15	+0 36	-0 06	-1 34	0.8	0.5	0.6	262°	0.6	064°
5341	Tue Marshes Light, 2.7 miles west of													
	Midchannel		37° 14.0'	76° 26.6'	-0 13	+0 22	+0 18	-0 23	0.7	0.5	0.6	258°	0.6	072°
5346	North edge of channel		37° 14.2'	76° 26.6'	-0 48	-0 17	-0 36	-1 01	0.6	0.6	0.5	251°	0.7	074°
5351	South edge of channel		37° 13.6'	76° 26.5'	-0 26	-0 10	-0 22	-0 24	0.5	0.4	0.4	257°	0.5	095°
5356	Yorktown		37° 14.5'	76° 30.5'	-0 30	-0 28	-0 19	-0 17	1.5	1.3	1.2	302°	1.6	124°
5361	Gloucester Point, 150 yds. southeast of		37° 14.55'	76° 30.10'	-0 35	-0 01	-0 27	-1 21	1.1	0.9	0.9	267°	1.1	090°
5366	Gloucester Point, 0.4 mile southwest of		37° 14.42'	76° 30.65'	-0 25	0 00	+0 16	-0 44	1.4	0.8	1.1	294°	1.0	108°
5371	Pages Rock, 1 mile SSE of		37° 17.6'	76° 34.8'	-0 10	+0 24	+0 13	-0 22	1.2	0.8	1.0	303°	1.0	125°
5376	Blundering Point, 0.9 mile SSW of		37° 18.13'	76° 35.08'	-0 22	+0 13	+0 37	-0 16	1.3	0.8	1.1	293°	1.1	138°
5381	Clay Bank Pier, 100 yds. southwest of		37° 20.78'	76° 36.80'	-0 02	+0 14	+1 17	-0 05	1.4	0.9	1.1	311°	1.1	123°
5386	Allmondsville		37° 24'	76° 40'	+0 48	+0 44	+0 49	+0 20	1.5	0.9	1.2	310°	1.1	105°
5391	Puritan Island, 0.2 mile southwest of		37° 24.88'	76° 41.22'	+0 49	+1 05	+0 58	+0 53	1.3	0.8	1.3	310°	1.1	104°
5396	Goff Point, 0.8 mile SSW of		37° 29.97'	76° 47.03'	+1 37	+1 36	+1 54	+1 54	1.1	0.8	0.9	320°	1.0	123°
5401	West Point, 0.8 mile below		37° 30.9'	76° 47.5'	+1 23	+1 20	+1 14	+1 06	1.4	1.2	1.1	340°	1.5	150°
5406	Lord Delaware Bridge, 100 yds. S of		37° 32.22'	76° 47.45'	+1 37	+2 05	+1 48	+1 46	1.0	0.4	0.8	350°	0.5	210°
5411	Wakema, Mattaponi River		37° 39.2'	76° 54.0'	+2 08	+2 00	+1 59	+1 41	1.7	1.4	1.4	260°	1.7	280°
5416	Walkerton, Mattaponi River		37° 43.4'	77° 01.5'	+3 29	+3 04	+2 50	+3 25	1.1	0.7	0.9	275°	0.9	095°
5421	Etham Bridge, 100 yds. north of		37° 32.10'	76° 48.42'	+2 06	+2 33	+2 17	+2 14	0.7	0.8	0.6	327°	0.9	124°
5426	Lester Manor, Pamunkey River		37° 34.9'	76° 59.4'	+3 18	+3 30	+3 19	+3 06	1.5	0.8	1.2	235°	1.0	055°
5431	Northbury, Pamunkey River		37° 37.5'	77° 07.3'	+4 33	+4 50	+4 24	+4 26	0.6	1.0	0.5	290°	1.3	100°
	MOBJACK BAY and PIANKATANK RIVER													
5436	New Point Comfort, 2.0 n.mi. WSW of	16d	37° 17.70'	76° 19.25'	+1 03	+2 18	+1 52	+2 03	0.7	0.3	0.6	315°	0.4	129°
5441	Bland Point, Piankatank River		37° 31.8'	76° 21.9'	+0 08	+0 25	-0 01	+0 01	0.5	0.2	0.4	300°	0.2	125°
5446	Doctor Point, 0.4 mile west of		37° 31.1'	76° 27.0'	+0 10	-0 03	-0 48	-0 06	0.5	0.3	0.4	311°	0.4	142°
	RAPPAHANNOCK RIVER													
5451	Stingray Point, 1.2 n.mi. NE of	28d	37° 34.53'	76° 17.08'	+1 06	+0 35	-0 11	+1 01	0.5	0.4	0.4	293°	0.5	121°
5456	Windmill Point, 1.0 n.mi SSW of	15d	37° 36.00'	76° 17.50'	+1 13	+1 53	+2 29	+1 31	0.8	0.4	0.1	188°	0.5	103°
	do.	38d	37° 36.00'	76° 17.50'	+0 38	+1 57	+2 30	+0 53	0.7	0.2	0.6	269°	0.3	090°
5461	Mosquito Point, 0.9 mile SSE of		37° 35.72'	76° 21.08'	+1 34	+2 26	+2 07	+1 12	0.8	0.7	0.7	265°	0.8	090°
5466	Mosquito Point		37° 35.8'	76° 21.5'	+1 23	+1 40	+1 14	+1 16	0.7	0.5	0.6	290°	0.6	115°
5471	Ochard Point, 1.0 mile south of		37° 37.97'	76° 27.45'	+1 27	+2 30	+2 19	+1 23	0.6	0.5	0.5	270°	0.6	085°
5476	Towles Point		37° 37.8'	76° 30.4'	+1 44	+2 02	+2 39	+1 56	0.7	0.4	0.6	274°	0.5	103°
5481	Rogue Point, 0.8 mile WNW of		37° 40.28'	76° 33.20'	--	+2 39	--	+1 58	0.7	0.5	0.6	000°	0.6	195°
5486	Waterview, 1.3 miles NINE of		37° 44.95'	76° 35.92'	+2 19	+2 54	+3 15	+2 41	0.9	0.4	0.7	340°	0.6	155°
5491	Tarpley Point, 1.5 miles south of		37° 46.15'	76° 39.12'	+2 54	+3 32	+3 49	+3 10	0.8	0.6	0.7	300°	0.7	105°
5496	Jones Point, 1.4 miles NNW of		37° 48.03'	76° 41.58'	+2 42	+3 18	+3 48	+2 58	1.4	0.7	1.1	315°	0.9	105°
5501	Sharps, 1.2 miles south of		37° 48.18'	76° 41.92'	+2 57	+3 41	+4 21	+3 32	1.1	0.6	0.9	290°	0.8	095°
5506	Bowlers Rock, 0.2 mile north of		37° 49.58'	76° 44.00'	+3 05	+3 36	+4 06	+3 21	1.3	0.9	1.0	315°	1.1	135°
5511	Accaceek Point, 0.3 mile southwest of		37° 52.52'	76° 46.40'	+3 18	+3 43	+3 56	+3 44	1.4	0.8	1.2	335°	1.0	150°
5516	Tappahannock Bridge, 1.8 miles SE of		37° 55.10'	76° 49.27'	+3 56	+4 02	+4 25	+3 59	1.7	1.1	1.4	315°	1.3	105°
5521	Tappahannock Bridge		37° 56.0'	76° 51.2'	+4 18	+4 35	+4 09	+4 11	1.6	1.0	1.3	315°	1.2	135°
5526	Port Royal		38° 10.5'	77° 11.4'	+6 48	+7 05	+6 39	+6 41	0.9	0.6	0.7	310°	0.7	130°

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No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS				
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb	
		ft	North	West	h m	h m	h m	h m	h m	h m	knots	Dir.	knots	Dir.	
	POCOMOKE SOUND Time meridian, 75° W				<b>on Chesapeake Bay Entrance, p. 80</b>										
5531	Pocomoke Sound Approach	13d	37° 38.00'	75° 57.90'	+2 14	+2 07	+2 40	+2 02	0.9	0.6	--	--	0.7	196°	
5536	Milby Point, 5.3 n.mi. WNW of	38d	37° 39.85'	76° 00.52'	+2 13	+2 30	+2 28	+2 32	0.7	0.5	0.2	297°	0.7	210°	
5541	do.	7	37° 39.85'	76° 00.52'	+0 33	+0 12	+1 12	+0 40	0.6	0.3	0.1	120°	0.4	197°	
5546	Watts Island, 4 miles south of	13d	37° 43.2'	75° 54.0'	+0 55	+0 56	+0 56	+0 27	0.7	0.5	--	--	0.6	247°	
5551	Watts Island, 2.3 n.mi. east of	48d	37° 47.62'	75° 50.83'	+1 58	+2 03	+2 00	+1 57	1.2	0.9	--	--	1.1	208°	
5551	do.	9d	37° 47.62'	75° 50.83'	+1 31	+1 52	+1 31	+1 17	1.0	0.2	--	--	0.9	209°	
5556	Long Point, 2.0 n.mi. northeast of	9d	37° 54.90'	75° 47.90'	+1 29	+1 43	+1 43	+1 30	0.5	0.3	--	--	0.3	211°	
5556	Pocomoke R., 0.5 mile below Shelltown	9d	37° 58.3'	75° 38.7'	+4 08	+3 55	+3 59	+3 31	1.4	0.7	--	--	0.9	170°	
	TANGIER SOUND														
5561	Tangier Sound Light, 0.5 n.mi. east of	16d	37° 47.25'	75° 57.83'	+2 26	+2 38	+2 47	+2 35	1.2	0.7	0.1	115°	0.9	019°	
5566	do.	41d	37° 47.25'	75° 57.83'	+2 25	+2 36	+2 54	+2 24	1.2	0.7	--	--	0.9	189°	
5571	Tangier Sound Light, 1.5 miles NE of	15d	37° 48.5'	75° 57.4'	+2 08	+2 57	+2 44	+2 10	1.5	0.9	--	--	1.1	220°	
5576	Clump Island, 2.5 n.mi. west of	40d	37° 54.50'	75° 57.42'	+3 10	+3 43	+3 46	+3 23	0.8	0.5	--	--	0.6	168°	
5576	do.	14d	37° 54.50'	75° 57.42'	+3 01	+3 24	+3 33	+3 16	1.0	0.5	--	--	0.6	166°	
5581	Janes Island Light, 2.3 n.mi. NNE OF	14d	38° 00.05'	75° 54.52'	+3 22	+3 53	+4 03	+3 16	0.9	0.6	--	--	0.7	188°	
5581	do.	39d	38° 00.05'	75° 54.52'	+3 33	+4 12	+4 20	+3 49	0.9	0.6	--	--	0.7	174°	
5581	do.	92d	38° 00.05'	75° 54.52'	+3 03	+4 18	+4 13	+3 35	0.7	0.3	--	--	0.4	181°	
5586	Big Annessex River Entrance	12d	38° 02.93'	75° 51.45'	+2 12	+2 14	+2 16	+1 43	0.4	0.2	--	--	0.2	258°	
5591	Kedges Strait Buoy '4'	12d	38° 03.45'	76° 01.93'	+0 51	+1 28	+1 27	+1 04	0.9	0.6	--	--	0.7	276°	
5596	Manokin R. Ent., 1.1 n.mi. E of Drum Pt.	20d	38° 05.82'	75° 53.48'	+2 23	+2 55	+3 12	+2 39	0.4	0.3	--	--	0.3	197°	
5596	Deal Is., 0.6 n.mi. W. of, at Bouy '14'	14d	38° 08.45'	75° 58.33'	+3 23	+3 52	+3 54	+3 10	0.9	0.5	--	--	0.6	181°	
5601	do.	41d	38° 08.45'	75° 58.33'	+2 56	+3 00	+4 04	+3 36	0.7	0.3	--	--	0.4	175°	
5601	Frog Point, 1.6 miles south of	9d	38° 12.6'	75° 57.3'	+3 57	+3 55	+4 10	+4 02	1.2	0.8	--	--	1.1	240°	
5606	Wicomico River														
5606	Long Point and Nanticoke Point, between	9d	38° 12.80'	75° 54.00'	+3 29	+3 32	+3 36	+3 43	0.6	0.6	--	--	0.7	263°	
5611	Victor Point, 0.8 mile southwest of	9d	38° 14.3'	75° 51.8'	+3 48	+3 49	+4 18	+4 05	0.7	0.7	--	--	0.9	242°	
5616	Whitehaven	4	38° 15.9'	75° 47.5'	+3 34	+4 40	+4 31	+3 32	1.4	0.9	--	--	1.1	284°	
5621	Whitehaven, 2.5 miles above	4	38° 17.8'	75° 45.5'	+3 38	+4 08	+4 14	+3 26	1.2	0.9	--	--	1.1	188°	
5626	Salisbury, 2 miles below	4	38° 20.4'	75° 38.3'	+4 01	+4 26	+4 32	+3 59	0.6	0.6	--	--	0.8	258°	
5631	Sandy Point, Nanticoke River	18d	38° 14.8'	75° 55.7'	+3 52	+4 31	+4 50	+4 10	1.5	0.9	--	--	1.1	182°	
5636	Roaring Point, WSW of Nanticoke River	37d	38° 15.80'	75° 55.40'	+3 55	+3 56	+4 46	+3 41	1.1	0.7	--	--	0.9	181°	
5641	do.	37d	38° 15.80'	75° 55.40'	+3 43	+3 54	+5 14	+4 43	0.8	0.4	--	--	0.5	150°	
5641	Chapter Point, Nanticoke River	15d	38° 22.6'	75° 52.0'	+5 15	+4 38	+5 21	+5 49	1.8	1.0	--	--	1.2	204°	
5646	Fishing Bay Entrance, at Buoy '2'	14d	38° 13.48'	75° 59.37'	+3 52	+4 55	+4 42	+4 52	0.7	0.2	0.1	050°	0.1	202°	
5651	Hooper Strait, at Buoy '4'	14d	38° 13.05'	76° 03.83'	+0 56	+1 27	+1 56	+1 14	1.0	0.6	--	--	0.7	287°	
5656	Hooper Strait (west), at Buoy '2'	15d	38° 13.25'	76° 06.20'	+2 05	+2 28	+2 33	+1 40	0.7	0.4	--	--	0.6	233°	
5661	Honga River Entrance, at Buoy '1A'	26d	38° 14.80'	76° 07.00'	+2 57	+3 01	+3 57	+3 10	0.6	0.3	--	--	0.5	331°	
5666	GREAT WICOMICO RIVER														
5666	Sandy Point, east of		37° 49.30'	76° 18.00'	+1 03	+1 20	+0 54	+0 56	0.4	0.2	--	--	0.3	320°	
5671	POTOMAC RIVER														
5676	Point Lookout, 5.2 n.mi. SW of	13d	37° 58.12'	76° 23.50'	+2 39	+2 16	+2 18	+1 23	0.1	0.1	--	--	0.1	294°	
5681	Point Lookout, 3.1 n.mi. SW of	15d	37° 59.87'	76° 21.75'	+3 39	+4 02	+4 00	+3 26	0.4	0.3	--	--	0.3	295°	
5681	do.	34d	37° 59.87'	76° 21.75'	+2 49	+2 59	+3 30	+2 47	0.3	0.2	0.1	214°	0.2	126°	
5686	Point Lookout, 1.8 n.mi. SW of	47d	38° 00.80'	76° 20.62'	+3 06	+3 40	+4 28	+3 38	0.6	0.3	0.1	216°	0.5	297°	
5686	do.	15d	38° 00.80'	76° 20.62'	+2 13	+3 10	+3 56	+3 20	0.4	0.1	--	--	0.1	102°	
5686	Point Lookout, 1.0 n.mi. south of	43d	38° 01.25'	76° 19.45'	+2 30	+3 27	+3 54	+2 55	0.9	0.4	0.2	211°	0.7	270°	
5686	do.	43d	38° 01.25'	76° 19.45'	+2 05	+3 10	+4 38	+3 11	0.7	0.2	--	--	0.6	271°	

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	POTOMAC RIVER—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
5691	<i>Cornfield Point</i>		38° 02'	76° 21'										
5696	1 mile south of midchannel		38° 01.1'	76° 21.3'	Current irregular	+4 55	+4 29	+4 31	0.6	0.5	0.5	310°	0.5	130°
5701	3.8 miles south of Fort Point, St. Marys River		37° 59.4'	76° 21.5'	Current weak and variable	+4 23	+4 14	+4 16	0.9	0.5			0.6	110°
5706	Yeocomico River entrance		38° 07.8'	76° 26.9'	Current weak and variable								0.7	315°
5711	<i>Piney Point</i>		38° 02.1'	76° 31.2'										
5716	0.2 mile south of do.	15d	38° 07.8'	76° 32.0'	+3 38	+3 55	+3 29	+3 31	1.6	0.5				
5721	1.06 n.mi. south of do.	31d	38° 06.95'	76° 31.84'	+4 22	+4 37	+4 14	+4 32	0.6	0.4				0.6
5726	2.2 miles south of do.		38° 06.95'	76° 31.84'	+3 50	+4 35	+5 00	+4 13	0.7	0.3			0.1	044°
5731	Lower Machodoc Creek entrance		38° 05.9'	76° 33.1'	+3 38	+3 55	+3 29	+3 31	0.6	0.4				
5736	White Point, Nomini Creek entrance		38° 08.1'	76° 43.3'	Current weak and variable									
5741	Bretton Bay entrance		38° 08.1'	76° 43.3'	+4 13	+4 30	+4 04	+4 06	1.5	1.0				1.2
5746	St. Clements Bay entrance		38° 14.5'	76° 41.7'	+2 58	+3 15	+2 49	+2 51	0.7	0.3				0.4
5751	St. Clements I., 1.8 miles southeast of St. Clements I., 1.1 miles southwest of Rock Point, Wicomico River entrance		38° 11.57'	76° 42.5'	Current weak and variable									
5756			38° 11.57'	76° 45.67'	+5 23	+5 40	+5 14	+5 16	0.5	0.7				0.9
5761			38° 16.4'	76° 49.3'	+5 09	+5 49	+5 13	+5 05	0.7	0.6				0.8
					+3 47	+4 36	+4 22	+3 53	0.6	0.5				0.6
					<b>on Baltimore Harbor Approach, p.84</b>									
5766	Swan Point		38° 16.4'	76° 56.7'	-1 54	-2 04	-2 32	-2 09	0.4	1.0				
5771	Dahlgren Harbor Channel		38° 18.90'	77° 01.93'	Current weak and variable									0.8
5776	Upper Machodoc Creek entrance		38° 19'	77° 02'	Current irregular									0.3
5781	Persimmon Point		38° 22.1'	76° 59.4'	-1 09	-1 19	-1 47	-1 24	1.5	1.8				0.3
5786	Potomac River Bridge, 0.4 mile south of Chapel Point, Port Tobacco River		38° 21.38'	76° 59.20'	-1 25	-1 28	-1 38	-1 17	1.1	1.8				1.4
5791	Maryland Point		38° 27.9'	77° 02.2'	Current weak and variable									0.9
5796	Quantico		38° 20.8'	77° 11.8'	-1 04	-1 14	-1 42	-1 19	1.4	1.8				1.4
5801	Quantico Creek entrance		38° 31.3'	77° 16.6'	-0 54	-1 04	-1 32	-1 09	0.9	1.1				0.9
5806	Freestone Point, 2.3 miles east of Hallowing Point		38° 31.7'	77° 17.3'	-1 19	-1 29	-1 57	-1 34	0.6	0.6				0.7
5811	Hallowing Point		38° 35.78'	77° 11.88'	-0 03	-0 01	-0 28	-0 06	0.9	0.9				0.5
5816	Jones Point, Alexandria		38° 38.70'	77° 07.65'	+0 12	-0 05	-0 24	-0 15	1.4	1.4				0.7
5821	Hains Point		38° 47.62'	77° 02.23'	+0 36	+0 01	+0 09	+0 07	1.2	1.1				1.1
5826	Anacostia River entrance		38° 51.08'	77° 01.32'	+0 20	+0 31	+0 04	-0 18	0.8	0.4				0.9
5831	South Capitol Street Bridge		38° 51.8'	77° 00.38'	Current weak and variable									0.3
5836	Washington Channel, Washington, D.C.		38° 52.07'	77° 01.2'	Current weak and variable									0.6
5841	Virginia Channel, Washington, D.C. <13>		38° 51.8'	77° 01.2'										
5846			38° 52'	77° 02'										0.6
					<b>PATUXENT RIVER</b>									
5851	Hog Point, 0.6 n.mi. north of do.	13d	38° 19.08'	76° 24.07'	-4 45	-5 29	-5 59	-6 00	0.5	0.6				0.5
5856	Drum Point, 0.3 mile SSE of do.	41d	38° 19.08'	76° 24.07'	-6 24	-5 38	-6 38	-6 38	0.5	0.3			0.1	358°
5861	Sandy Point, 0.5 mile south of Point Patience, 0.1 mile southwest of Broomes Island, 0.4 mile south of <62>	15	38° 18.93'	76° 25.15'	-5 19	-5 20	-5 25	-5 16	0.5	0.5				0.2
5866	Point Patience, 0.1 mile southwest of Broomes Island, 0.4 mile south of <62>		38° 18.50'	76° 27.30'	-5 08	-5 49	-6 53	-4 55	0.5	0.6				0.4
5871	Sheridan Point, 0.1 mile southwest of Benedict, highway bridge		38° 19.70'	76° 29.20'	-5 07	-6 12	-6 46	-6 01	0.6	1.0				0.8
5876	Lyons Creek Wharf		38° 23.70'	76° 33.25'	-5 01	-5 16	-5 02	-5 02	0.5	0.6				0.5
5881			38° 27.97'	76° 38.88'	-4 33	-4 54	-4 34	-4 16	1.0	0.8				0.6
5886			38° 30.70'	76° 40.33'	-4 45	-4 38	-4 09	-4 35	1.0	0.6				0.5
			38° 44.8'	76° 41.1'	-3 14	-3 24	-3 52	-3 29	1.4	1.1				0.9

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS					
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	h m	h m	h m	h m	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	LITTLE CHOPTANK RIVER Time meridian, 75° W	ft	North	West												
5891	Hills Point, 1.0 mile south of		38° 33.0'	76° 18.7'												
5896	Ragged Point, 1.5 miles east of		38° 31.80'	76° 14.65'	-4 53	-5 15	-4 29	-4 57	0.5	0.2	--	--	--	--	0.4	045°
	CHOPTANK RIVER															
5901	Cook Point, 1.4 n.mi. NNW of	15d	38° 38.83'	76° 18.40'	-3 52	-4 06	-4 06	-4 24	0.8	0.7	--	--	--	--	0.5	241°
	do.	45d	38° 38.83'	76° 18.40'	-4 09	-4 05	-4 03	-4 12	0.6	0.6	0.1	145°	--	--	0.5	232°
5906	Holland Point, 2.0 n.mi. SSW of	14d	38° 40.43'	76° 15.45'	-3 54	-4 21	-3 26	-4 00	0.3	0.2	--	--	--	--	0.2	262°
5911	Chlora Point, 0.5 n.mi. SSW of	17d	38° 37.70'	76° 09.10'	-3 45	-3 32	-3 22	-3 58	0.6	0.5	--	--	--	--	0.4	332°
	do.	24d	38° 37.70'	76° 09.10'	-3 48	-3 33	-3 15	-3 42	0.4	0.4	--	--	--	--	0.3	323°
5916	Martin Point, 0.6 n.mi. west of	18d	38° 37.63'	76° 08.15'	-3 18	-3 42	-3 22	-3 34	0.3	0.2	--	--	--	--	0.2	341°
5921	Howell Point, 0.5 n.mi. south of	7d	38° 36.23'	76° 06.87'	-3 17	-4 04	-3 52	-3 42	0.4	0.5	--	--	--	--	0.4	274°
5926	Cambridge hwy. bridge, W. of Swing Span	18d	38° 34.78'	76° 03.67'	-2 48	-3 05	-1 07	-2 13	0.6	0.3	--	--	--	--	0.3	316°
5931	Off Jamaica Point		38° 36.58'	75° 58.97'	-2 13	-2 32	-2 44	-2 26	0.6	0.8	--	--	--	--	0.6	205°
5936	Poplar Point, south of		38° 40.52'	75° 57.98'	-1 52	-2 05	-1 56	-2 15	1.0	1.0	--	--	--	--	0.8	100°
5941	Dover Bridge		38° 45.40'	75° 59.92'	-1 19	-1 50	-1 25	-1 47	1.1	1.0	--	--	--	--	0.9	35°
5946	Oxford, Tred Avon River		38° 41.72'	76° 10.67'	--	-4 05	--	-4 03	0.4	0.2	--	--	--	--	0.3	040°
5951	Easton Pt., 0.5 mi. below, Tred Avon River		38° 45.8'	76° 06.2'	--	--	--	--	--	--	--	--	--	--	--	--
5956	Mulberry Pt., 0.6 mi. S of, Broad Creek		38° 44.33'	76° 14.95'	--	-4 10	--	-4 18	0.4	0.2	--	--	--	--	0.3	350°
5961	Bald Eagle Pt., east of, Harris Creek		38° 43.75'	76° 18.30'	-4 07	-4 27	-4 07	-4 14	0.5	0.5	--	--	--	--	0.4	010°
	EASTERN BAY															
5966	Poplar Island, east of south end		38° 44.9'	76° 21.2'	-2 20	-2 20	-2 20	-2 20	1.2	0.8	--	--	--	--	0.6	170°
5971	Kent Point, 1.4 n.mi. east of		38° 50.33'	76° 20.25'	-3 04	-3 18	-3 49	-3 12	0.5	0.4	--	--	--	--	0.3	239°
5976	Long Point, 1 mile southeast of	15d	38° 50.6'	76° 19.6'	-3 40	-3 40	-3 40	-3 40	0.6	0.5	--	--	--	--	0.5	043°
5981	Turkey Point, 1.3 miles WSW of		38° 53.68'	76° 19.55'												
5986	Parson Island, 1.4 miles west of		38° 54.83'	76° 16.77'												
5991	Parson Island, 0.7 mile NNE of		38° 55.48'	76° 14.33'												
5996	Tilghman Point, 1 mile north of		38° 52.78'	76° 15.18'												
6001	Wye River, west of Buuffs Island	9	38° 51.28'	76° 11.88'	-2 33	-3 18	-3 17	-3 00	0.4	0.4	--	--	--	--	0.3	060°
6006	Deepwater Point, Miles River		38° 48.33'	76° 12.55'	-3 48	-3 52	-3 43	-4 14	0.8	0.9	--	--	--	--	0.6	030°
6011	Long Point, 0.8 mi. east of, Miles River		38° 46.43'	76° 09.32'	--	-3 24	--	-3 45	0.6	0.6	--	--	--	--	0.5	215°
	WEST and SOUTH RIVERS															
6016	Cheston Point, south of, West River		38° 51.33'	76° 31.43'												
6021	South River entrance		38° 54.77'	76° 29.43'												
	SEVERN and MAGOTHY RIVERS															
6026	Greenbury Point, 1.8 miles east of	8	38° 58.40'	76° 25.00'	-0 57	-1 05	-0 51	-0 47	0.8	0.8	--	--	--	--	0.6	070°
6031	Annapolis		38° 58.95'	76° 28.50'	--	-3 35	--	-2 26	0.5	0.4	--	--	--	--	0.4	320°
6036	Brewer Point, Severn River		39° 01.83'	76° 31.73'	--	-1 22	--	-1 50	0.4	0.4	--	--	--	--	0.3	155°
6041	Mountain Point, Magothy River entrance		39° 03.47'	76° 26.23'	-2 20	-2 00	-1 29	-2 04	0.8	0.4	--	--	--	--	0.6	315°
	CHESTER RIVER															
6046	Love Point, 1.6 n.mi. east of	16d	39° 02.05'	76° 16.07'	-1 42	-1 15	-0 47	-1 15	0.6	0.4	0.1	278°	--	--	0.4	202°
6051	Kent Island Narrows (highway bridge)	4	39° 58.23'	76° 10.83'	-2 07	-2 25	-2 11	-2 56	1.2	1.1	--	--	--	--	1.0	005°
6056	Hail Point, 0.7 n.mi. east of	16d	39° 00.63'	76° 10.95'	-0 51	-1 08	-1 12	-0 37	0.5	0.6	--	--	--	--	0.4	002°
6061	Deep Point		39° 06.38'	76° 07.23'	-0 31	-0 33	-0 32	-0 18	0.6	0.9	--	--	--	--	0.5	065°
6066	Chestertown		39° 12.43'	76° 03.67'	-0 21	+0 05	-0 02	-0 17	0.8	0.6	--	--	--	--	0.6	025°

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No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	PATAPSCO RIVER Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
6071	North Point, Brewerton Channel	15d	39° 10.70'	76° 26.65'	0 00	-0 10	0 00	-0 10	0.7	0.5	0.6	310°	0.4	130°
6076	Brewerton Angle		39° 12.08'	76° 30.78'	-0 24	-0 41	+0 25	+0 05	0.5	0.4	0.4	040°	0.3	205°
6081	Fort McHenry Angle		39° 15.45'	76° 34.53'	+0 07	-0 24	+0 21	+0 20	0.8	0.6	0.6	325°	0.5	165°
6086	Bear Creek entrance		39° 13.8'	76° 29.9'										
6091	Curtis Creek entrance		39° 13.1'	76° 34.6'										
6096	Fort McHenry, NW Harbor entrance		39° 15.8'	76° 34.5'										
6101	Middle Branch entrance		39° 15.4'	76° 37.0'										
	BACK, GUNPOWDER and BUSH RIVERS													
6106	Lynch Point, Back River		39° 15.0'	76° 26.3'	0 00	-0 10	0 00	-0 10	0.7	0.5	0.6	310°	0.4	130°
6111	Gunpowder River entrance		39° 18.7'	76° 18.5'	-0 24	-0 41	+0 25	+0 05	0.5	0.4	0.4	040°	0.3	205°
6116	Bush River, 0.4 mi. SW of Bush Point		39° 21.4'	76° 15.4'	+0 07	-0 24	+0 21	+0 20	0.8	0.6	0.6	325°	0.5	165°
	SASSAFRAS RIVER													
6121	Grove Point		39° 22.7'	76° 02.6'	+0 46	+0 46	+0 51	+0 44	0.5	0.4	0.4	095°	0.3	288°
6126	Ordinary Point, 0.4 mile west of Georgetown		39° 22.45'	75° 59.25'	+0 50	+0 37	+1 17	+0 58	0.6	0.5	0.5	165°	0.4	345°
6131			39° 21.67'	75° 53.17'	+1 00	+0 25	+0 56	+1 25	0.4	0.5	0.3	090°	0.4	200°
	ELK RIVER													
6136	Arnold Point, 0.4 mile west of Old Town Point Wharf, northwest of Henderson's Point	17d 29d	39° 27.83'	75° 58.45'	+1 39	+1 45	+1 24	+1 32	1.0	1.0	0.8	040°	0.8	215°
6141			39° 30.23'	75° 55.12'	+2 00	+1 53	+1 49	+1 45	1.3	1.6	1.1	054°	1.3	242°
6146			39° 30.23'	75° 55.12'	+2 07	+2 04	+1 47	+1 45	1.2	1.4	0.9	055°	1.1	237°
	CHESAPEAKE and DELAWARE CANAL													
6151	Back Creek, 0.3 n.mi. W of Sandy Pt. do.	14d 31d	39° 31.67'	75° 51.97'	-0 03	-0 10	-0 07	-0 02	0.6	0.7	1.2	057°	1.4	244°
6156	C&D CANAL, Chesapeake City	6d	39° 31.67'	75° 49.65'	-0 01	-0 23	+0 03	+0 00	0.6	0.6	1.2	052°	1.2	240°
6161	Chesapeake City Bridge, 0.45 n.mi. E of do.	26d 37d	39° 31.89'	75° 48.43'	-0 24	-0 09	+0 11	-0 08	1.0	0.7	2.1	097°	1.9	278°
6166	Conrail Bridge, east of do. do.	17d 34d	39° 31.67'	75° 48.43'	-0 28	-0 14	+0 14	-0 15	0.7	0.5	2.0	092°	1.4	273°
6171	St. George Bridge, 0.1 n.mi. ENE of Reedy Point Radio Tower, south of VIRGINIA, outer coast	18d 19d	39° 32.55'	75° 42.15'	-0 32	-0 23	+0 05	-0 09	0.9	0.7	1.5	083°	0.9	275°
6176			39° 33.17'	75° 39.00'	-0 37	-0 21	+0 02	-0 32	0.7	0.5	1.9	099°	1.3	278°
	CHESAPEAKE BAY ENTRANCE													
6181	Cape Henry Light, 0.7 mile east of Virginia Beach, south end		36° 55.70'	75° 59.60'	-0 54	-1 06	-0 45	-1 09	0.8	0.7	1.7	064°	1.3	247°
6186			36° 33.00'	75° 52.10'	-1 02	-0 53	-0 07	-0 17	0.9	0.7	1.9	078°	1.3	263°
	PAMLICO SOUND													
6191	Oregon Inlet	6	35° 46.6'	75° 32.1'	+2 38	+2 20	+2 03	+1 52	1.2	0.6	2.1	202°	1.2	028°
6196	Bodie Island—Pea Island, between do. do.	12	35° 46.6'	75° 32.1'	+2 49	+2 36	+2 02	+1 48	1.2	0.6	2.0	204°	1.2	036°
6201	Coast Guard Tower, southwest of do. do.	6	35° 45.7'	75° 31.9'	+3 04	+2 30	+1 53	+2 18	0.8	0.8	1.4	205°	1.5	028°
6206	Herbert C. Bonner Bridge, WSW of Hatteras Inlet	6	35° 45.7'	75° 31.9'	+3 01	+2 33	+1 57	+1 33	0.8	0.7	1.3	212°	1.4	033°
6211	Diamond Shoal Light, 3.9 miles SSW of do.		35° 46.2'	75° 32.8'	+3 32	+2 55	+1 30	+1 46	0.6	0.9	1.0	280°	1.8	087°
			35° 42'	75° 45'	+2 42	+2 42	+2 18	+1 38	1.2	1.0	2.1	307°	2.0	148°
			35° 09'	75° 18'										

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	PAMLICO SOUND—cont. Time meridian, 75° W	ft	North	West	h	m	h	m	h	m	knots	Dir.	knots	Dir.
6216	Ocracoke Inlet channel entrance	10	35° 03.92'	76° 01.13'	+2 48	+2 24	+1 43	+1 40	1.0	1.2	1.7	000°	2.4	145°
6221	Teaches Hole Channel	10	35° 04.75'	76° 00.28'	+2 49	+2 27	+1 42	+1 47	0.6	0.8	1.1	050°	1.6	195°
6226	Blair Channel	9	35° 04.88'	76° 02.03'	+2 52	+2 33	+1 48	+2 03	0.6	0.9	1.0	355°	1.7	140°
6231	Wallace Channel	9	35° 04.78'	76° 03.12'	+2 51	+2 37	+2 03	+2 13	0.9	0.9	1.6	305°	1.8	140°
6236	Sheep Island Slue	9	35° 04'	76° 06'	+2 33	+3 18	+1 35	+1 56	0.1	0.2	0.2	310°	0.3	095°
6241	Ocracoke Inlet, 3.5 miles SSE of		35° 01'	76° 00'	See table 5.									
	NORTH CAROLINA COAST													
6246	Beaufort Inlet	6	34° 39.98'	76° 39.33'	+1 19	+1 16	+0 30	+0 31	0.8	0.7	1.4	314°	1.5	145°
6251	Shackleford Banks, 0.8 mile S of	6	34° 40.3'	76° 40.2'	+2 03	+1 19	+0 37	+0 57	0.2	0.7	0.3	358°	1.4	161°
6256	Approach	6	34° 41.15'	76° 40.10'	+1 42	+1 47	+0 31	+0 38	0.7	0.9	1.2	332°	1.7	154°
6261	Fort Macon, 0.6 mile SE of	10	34° 41.98'	76° 40.52'	+1 12	+1 20	+0 36	+0 21	1.1	0.9	2.0	307°	1.8	151°
6266	do	20	34° 41.98'	76° 40.52'	+1 12	+1 18	+0 36	+0 39	1.1	0.9	0.2	242°	0.1	232°
6271	Fort Macon, 0.2 mile NE of	15	34° 42.23'	76° 41.17'	+1 13	+1 25	+0 34	+0 27	0.9	0.8	1.6	305°	1.7	128°
6276	Tombstone Point, 0.1 mile E of	15	34° 42.78'	76° 41.65'	+1 11	+1 34	+0 50	+0 32	0.8	0.5	1.3	327°	1.0	144°
6281	Turning Basin	15	34° 42.78'	76° 41.65'	+1 09	+1 34	+0 59	+0 32	0.7	0.5	0.4	048°	0.1	237°
6286	Sugarbaaf Island, 0.2 mile S of	6	34° 42.75'	76° 42.83'	+1 58	+1 39	+1 22	+1 14	0.7	0.8	1.1	266°	1.6	094°
6291	Morehead City, S of	6	34° 43.00'	76° 43.97'	+2 12	+1 47	+1 22	+1 42	0.8	0.7	1.4	293°	1.4	110°
6296	Morehead City, RR, bridge, N of	6	34° 43.37'	76° 41.63'	+0 44	+1 01	+0 09	+1 03	0.6	0.5	0.2	127°	0.1	185°
6301	Newport Marshes, SE of	6	34° 43.88'	76° 41.00'	+0 57	+1 02	+0 18	-0 08	0.8	0.6	1.0	054°	1.2	215°
6306	do	15	34° 43.88'	76° 41.00'	+0 53	+1 15	+0 21	-0 08	0.8	0.6	0.1	130°	0.1	226°
6311	Newport Marshes, E of	6	34° 44.27'	76° 40.83'	+0 07	+0 11	-0 37	-0 09	0.6	0.5	1.3	044°	1.2	226°
6316	Radio Island, E of	6	34° 42.70'	76° 40.78'	+0 55	+0 55	+0 20	+0 16	0.7	0.6	1.0	040°	1.0	220°
6321	Beaufort, off docks	6	34° 43'	76° 40'	Current irregular									
6326	Bird Shoal, SE of	6	34° 42.03'	76° 39.23'	+1 40	+1 34	+1 10	+0 16	0.5	0.4	0.5	310°	0.8	130°
6331	Shackleford Point, NE of	6	34° 41.53'	76° 39.13'	+1 32	+1 28	+1 10	+0 46	0.8	0.6	1.3	135°	1.1	305°
	Carrot Island	6	34° 42.13'	76° 37.05'	+1 49	+1 34	+1 15	+1 49	0.5	0.7	0.1	218°	0.1	262°
	Middle Marshes, S of	6	34° 40.70'	76° 36.83'	+0 59	+1 04	+1 03	+0 18	0.8	0.5	0.1	197°	0.1	181°
	Cape Lookout Shoals Ltd. Whistle Buoy 14	6	34° 18'	76° 24'	See table 5.									
	CAPE FEAR RIVER													
6336	Bald Head	6	33° 52.43'	78° 00.45'	+1 15	+0 22	+0 09	+0 59	1.3	1.5	2.2	034°	2.9	190°
6341	Intracoastal Waterway, Southport	6	33° 55.07'	78° 02.53'	+0 27	+1 28	+0 05	-1 15	0.5	0.4	0.8	280°	0.8	095°
6346	Southport	6	33° 54.87'	78° 00.70'	+1 49	+1 05	+0 54	+1 15	0.9	1.4	1.6	059°	2.6	225°
6351	Southport	16	33° 55.03'	78° 00.53'	+1 34	+1 12	+1 03	+1 15	1.0	1.2	1.6	062°	2.4	244°
6356	do	26	33° 55.03'	78° 00.53'	+1 22	+1 23	+1 03	+1 13	1.0	1.1	1.7	082°	2.1	247°
	Sunny Point	6	33° 59.18'	77° 57.28'	+2 10	+0 56	+0 45	+1 24	0.5	0.6	0.9	003°	1.2	176°
	do	16	33° 59.18'	77° 57.28'	+2 07	+1 49	+1 11	+1 55	0.5	0.6	0.9	347°	1.1	160°
	do	26	33° 59.18'	77° 57.28'	+1 57	+1 49	+1 40	+1 52	0.6	1.0	1.0	167°	1.0	167°
6361	Horseshoe Shoal	6	33° 58.17'	77° 56.87'	+2 16	+1 34	+1 24	+1 52	0.9	1.0	1.5	019°	1.8	198°
	do	16	33° 58.17'	77° 56.87'	+2 04	+1 35	+1 32	+1 51	0.9	0.9	1.5	025°	1.8	198°
	do	26	33° 58.17'	77° 56.87'	+1 54	+1 41	+1 32	+1 51	0.8	0.7	1.3	012°	1.4	193°
6366	Reaves Point, 0.3 mile east of	6	33° 59.92'	77° 56.97'	+1 09	+0 03	+1 02	-0 49	0.2	0.2	0.3	35°	0.3	181°
	do	16	33° 59.92'	77° 56.97'	+1 24	+1 41	+1 39	+0 13	0.4	0.2	0.7	332°	0.4	159°
	do	26	33° 59.92'	77° 56.97'	+0 52	+1 44	+2 44	+1 37	0.6	0.1	1.0	331°	0.2	160°
6371	Reaves Point Channel	6	33° 59.08'	77° 55.85'	+2 27	+1 31	+1 41	+2 19	0.8	0.8	1.3	009°	1.6	195°
	do	16	33° 59.08'	77° 55.85'	+2 04	+1 08	+1 35	+2 19	0.9	0.9	1.5	013°	1.7	192°
	do	26	33° 59.08'	77° 55.85'	+1 50	+2 06	+1 41	+1 52	0.7	0.6	1.1	017°	1.1	194°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	CAPE FEAR RIVER—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
6376	Reaves Point, 0.8 mile northeast of	6	34° 00.43'	77° 56.47'	+2 27	+1 47	+1 39	+2 25	0.8	0.8	1.4	020°	1.5	197°
	do.	16	34° 00.43'	77° 56.47'	+2 14	+1 42	+1 53	+2 28	0.8	0.7	1.4	021°	1.4	196°
6381	Reaves Point, 0.4 mile north of	26	34° 00.43'	77° 56.47'	+2 09	+1 33	+2 01	+2 10	0.7	0.5	1.2	017°	1.0	163°
	do.	16	34° 00.37'	77° 57.15'	+2 41	+1 46	+1 57	+2 07	0.5	0.4	0.8	027°	0.9	198°
	do.	16	34° 00.37'	77° 57.15'	+2 21	+2 48	+1 26	+2 27	0.5	0.4	0.9	011°	0.7	191°
6386	Snow's Cut, Intracoastal Waterway	6	34° 03.38'	77° 53.93'	+6 27	+5 13	+6 59	+5 27	0.7	0.5	1.2	080°	1.0	264°
6391	Myrtle Sound, Intracoastal Waterway	6	34° 04.68'	77° 53.40'	+6 44	+5 58	+6 59	+5 45	0.7	0.6	1.2	017°	1.1	195°
6396	Upper Midnight channel	6	34° 01.72'	77° 56.43'	+2 06	+1 32	+1 47	+1 32	1.0	1.0	1.7	028°	2.0	174°
6401	Doctor Point, 0.6 mile NNW of	6	34° 04.72'	77° 55.95'	+2 42	+2 10	+1 46	+2 31	0.9	1.0	1.6	015°	2.0	192°
	do.	16	34° 04.72'	77° 55.95'	+2 30	+2 03	+1 59	+2 22	0.9	0.8	1.5	006°	1.6	177°
	do.	26	34° 04.72'	77° 55.95'	+2 12	+2 18	+2 04	+2 22	0.9	0.7	1.5	327°	1.4	177°
6406	Campbell Island, east side	6	34° 07.22'	77° 56.18'	+2 56	+2 33	+2 02	+2 39	0.9	0.7	1.5	020°	1.4	193°
	do.	16	34° 07.22'	77° 56.18'	+2 28	+2 15	+2 13	+2 32	0.8	0.7	1.4	003°	1.4	182°
	do.	26	34° 07.22'	77° 56.18'	+2 21	+2 34	+2 28	+2 34	0.7	0.5	1.2	004°	1.0	185°
6411	Dram Tree Point, 0.5 mile SSE of Brunswick River	26	34° 11.53'	77° 57.45'	+3 26	+3 35	+2 22	+3 31	0.8	0.7	1.4	006°	1.3	181°
6416	0.4 mile north of	6	34° 10.87'	77° 57.95'	+3 12	+1 40	+1 51	+1 22	0.5	0.6	0.8	290°	1.2	118°
	do.	16	34° 10.87'	77° 57.95'	+3 04	+1 52	+1 53	+1 22	0.5	0.5	0.8	301°	1.0	127°
6421	1.8 miles north of mouth	6	34° 12.33'	77° 58.47'	+3 18	+2 34	+1 59	+2 52	0.3	0.4	1.5	354°	0.8	170°
6426	Wilmington	6	34° 14.20'	77° 57.17'	+3 52	+4 07	+2 48	+3 07	0.8	0.7	1.4	337°	1.4	153°
	do.	20	34° 14.20'	77° 57.17'	+3 40	+3 34	+2 37	+3 37	0.8	0.7	1.3	341°	1.4	164°
6431	Point Pater	6	34° 14.53'	77° 57.50'	+5 15	+5 19	+4 10	+5 07	0.4	0.4	0.6	307°	0.7	124°
6436	Turning Basin, Northeast River	6	34° 14.85'	77° 57.23'	+4 08	+4 13	+3 11	+3 52	0.4	0.4	0.6	021°	0.7	207°
	do.	20	34° 14.85'	77° 57.23'	+4 03	+4 18	+3 13	+3 52	0.4	0.3	0.7	026°	0.7	200°
	NORTH CAROLINA COAST													
6441	Frying Pan Shoals, off Cape Fear		33° 34'	77° 49'										
6446	Frying Pan Shoals Light, 14.3 mi. NW of		33° 28'	77° 34'										
	WINYAH BAY													
6451	Winyah Bay entrance		33° 12.43'	79° 11.07'	+1 47	+1 35	+1 05	+1 20	1.1	1.0	1.9	320°	2.0	140°
6456	Range D, off Mosquito Creek		33° 14.65'	79° 12.35'	+2 00	+1 57	+1 13	+1 42	1.2	1.1	2.1	330°	2.2	130°
6461	Frazier Point, south of		33° 17.70'	79° 16.37'	+1 52	+1 52	+2 20	+1 59	1.1	0.5	1.8	320°	0.9	115°
6466	Frazier Point, west of		33° 18.58'	79° 17.20'	+2 23	+2 19	+2 01	+1 41	0.9	1.0	1.6	000°	2.0	170°
6471	Rabbit Island, northwest of		33° 20.37'	79° 16.88'	+2 39	+2 46	+2 14	+2 25	1.2	0.9	2.1	015°	1.8	215°
6476	Sampit River entrance		33° 21.08'	79° 16.82'	+1 33	+1 20	+1 39	+0 53	0.6	0.7	1.1	345°	1.3	135°
6481	Georgetown, Sampit River		33° 21.55'	79° 17.25'	+2 00	+1 18	+0 56	+0 52	0.5	0.6	0.8	275°	1.1	080°
6486	Pee Dee River, swing bridge		33° 22.23'	79° 15.83'	+3 03	+3 13	+1 57	+2 43	0.4	0.6	0.7	000°	0.9	210°
6491	Lalayette swing bridge, Waccamaw River		33° 22.12'	79° 15.12'	+3 23	+3 04	+1 56	+2 31	0.4	0.6	0.7	005°	1.2	200°
6496	Butler Island, 0.3 mile south of		33° 25.00'	79° 12.72'	+3 36	+3 34	+2 11	+2 55	0.4	0.5	0.6	030°	0.9	205°
	SOUTH CAROLINA COAST													
6501	North Santee River entrance	6	33° 08.15'	79° 14.45'	+1 00	+0 33	+0 03	-0 01	0.9	0.9	1.5	010°	1.8	165°
6506	South Santee River entrance	5	33° 07.2'	79° 16.5'	+0 20	+0 38	+0 27	+0 15	0.9	0.8	1.5	045°	1.6	240°
6511	Cape Romain		--	--										
6516	Capers Inlet		--	--										
6521	Charleston Entrance, 37 miles east of		32° 42'	79° 06'										
6526	Charleston Lighted Whistle Buoy 2C		32° 41'	79° 43'										

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth ft	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS							
			Latitude North	Longitude West	Min. before Flood h m	Flood h m	Min. before Ebb h m	Ebb h m	Flood	Ebb	Minimum before Flood knots	Dir. Dir.	Maximum Flood knots	Dir. Dir.	Minimum before Ebb knots	Dir. Dir.	Maximum Ebb knots	
																		on Charleston Harbor, p.92
CHARLESTON HARBOR Time meridian, 75° W																		
6531	Fort Sumter Range, Buoy '2'		32° 40.98'	79° 43.56'	-1 05	-0 51	-1 11	-1 03	0.2	0.2	0.2	194°	0.3	280°	0.2	023°	0.4	104°
6536	Fort Sumter Range, Buoy '4'		32° 41.86'	79° 45.34'	-0 49	-0 59	-1 10	-0 38	0.3	0.2	0.2	202°	0.5	289°	0.1	026°	0.4	117°
6541	Fort Sumter Range, Buoy '8'		32° 42.90'	79° 47.54'	-0 15	-0 16	+0 17	+0 24	0.4	0.5	0.2	204°	0.6	299°	0.1	038°	0.9	128°
6546	Fort Sumter Range, Buoy '14'		32° 43.46'	79° 48.00'	-0 10	-0 04	+0 16	+0 01	0.6	0.8	0.1	193°	1.1	287°	0.2	019°	1.5	116°
6551	North Jetty, 0.8 mile southeast of <30>		32° 43.05'	79° 48.00'	-0 06	-0 48	+0 09	-0 16	0.2	0.6	0.1	202°	1.4	295°	0.1	358°	1.1	110°
6556	Charleston Hbr. ent. (between jetties)		32° 44.00'	79° 50.00'	-0 01	+0 04	+0 05	+0 09	1.1	0.9	0.1	202°	1.8	320°	0.1	040°	1.8	121°
6561	Fort Sumter Range, Buoy '20'		32° 44.43'	79° 50.67'	-0 33	-0 15	+0 33	-0 51	0.9	0.9	0.1	230°	1.6	305°	0.1	040°	1.8	128°
6566	South Jetty, break in		32° 43.87'	79° 51.02'	+0 38	+0 31	+0 06	+0 22	0.7	1.4	0.1	202°	1.2	002°	0.1	040°	2.8	204°
6571	CHARLESTON HARBOR (off Fort Sumter)		32° 45.36'	79° 52.22'	-0 05	-0 03	+0 01	-0 24	0.9	0.9	0.2	212°	1.7	313°	0.1	233°	2.0	177°
6576	Ft. Sumter, 0.6 n.mi. NW of		32° 45.67'	79° 52.03'	-0 43	+0 11	+0 12	+0 43	0.5	1.3	0.1	220°	1.6	322°	0.1	098°	1.7	158°
6581	South Chan., 0.8 mi. ENE of Ft. Johnson		32° 45.52'	79° 53.08'	+0 43	+0 58	+0 16	+0 43	0.4	1.0	0.1	220°	0.8	275°	0.1	098°	2.6	119°
6586	South Chan., 0.4 mi. NW of Ft. Johnson		32° 45.48'	79° 54.38'	+1 10	+0 37	+0 01	+0 03	0.5	0.8	0.1	220°	0.7	282°	0.1	098°	1.9	104°
6591	Sullivan's I., 0.7 mi. NE of Ft. Sumter		32° 45.72'	79° 52.05'	+0 17	+0 37	+0 14	+0 58	0.8	0.8	0.1	220°	1.4	342°	0.1	098°	1.5	132°
6596	Castle Pinckney, 0.4 mile south of		32° 46.02'	79° 54.70'	+0 40	+1 00	+0 14	+0 58	0.5	0.9	0.1	219°	0.8	304°	0.1	026°	1.7	098°
6601	South Channel, Buoy '32'		32° 45.73'	79° 54.66'	-0 01	-0 04	+0 18	-0 02	0.5	0.5	0.1	219°	0.8	305°	0.1	026°	1.0	125°
6606	Castle Pinckney, 0.6 mile southwest of		32° 45.98'	79° 55.17'	+1 21	+1 20	+0 24	+0 40	0.4	0.7	0.1	219°	0.7	318°	0.1	026°	1.3	156°
6611	Shutes Folly Island, 0.4 mile west of		32° 46.58'	79° 55.25'	+0 53	+0 59	+0 20	+0 08	0.5	1.1	0.1	219°	0.8	325°	0.1	098°	2.2	164°
6616	Customhouse Reach, off Customhouse		32° 46.77'	79° 55.35'	+0 49	+1 03	+0 59	+0 23	0.6	0.7	0.1	219°	1.0	009°	0.1	098°	1.3	190°
6621	Customhouse Reach		32° 46.95'	79° 55.20'	+0 46	+0 37	+0 37	+0 15	0.6	0.9	0.1	219°	1.0	009°	0.1	098°	1.8	153°
6626	Town Creek Lower Reach		32° 47.55'	79° 55.47'	+0 34	+0 24	+0 02	+0 07	0.6	1.1	0.1	219°	1.1	335°	0.1	098°	2.2	172°
6631	Town Creek, 0.2 mile above bridge		32° 48.32'	79° 55.90'	+1 06	+0 54	+0 03	+0 03	0.5	1.3	0.1	219°	0.8	302°	0.1	098°	2.5	166°
6636	Rebellion Reach, 0.8 n.mi. N. of Ft. Sumter		32° 45.98'	79° 52.40'	-0 06	+0 17	+0 25	-0 48	0.4	0.4	0.1	240°	1.2	329°	0.1	098°	0.8	143°
6641	The Cove, entrance on the Cove Range		32° 46.05'	79° 52.32'	+0 28	+1 24	+0 06	+0 10	0.7	0.5	0.1	240°	1.2	346°	0.1	098°	0.9	151°
6646	Hog Island Channel		32° 46.87'	79° 52.58'	-0 39	-0 03	-0 29	-0 20	0.5	0.4	0.1	240°	1.2	346°	0.1	098°	0.8	125°
6651	Folly I. Channel, N of Ft. Johnson		32° 46.18'	79° 54.07'	-1 09	-0 03	-0 04	-0 59	0.7	0.6	0.1	205°	1.2	302°	0.1	098°	1.1	104°
6656	Folly Reach, Buoy '5'		32° 46.58'	79° 53.95'	+0 02	+0 35	+0 18	+0 13	0.7	0.8	0.1	205°	1.2	292°	0.1	098°	1.6	110°
6661	Shutes Reach, Buoy '8'		32° 46.93'	79° 54.65'	+0 18	+0 22	+0 15	-0 25	0.7	0.8	0.1	205°	1.3	315°	0.1	037°	1.5	136°
6666	Horse Reach		32° 47.17'	79° 54.90'	+0 36	+0 23	-0 12	+0 09	0.8	1.0	0.1	205°	1.4	350°	0.1	037°	1.9	146°
6671	Hog Island Reach, Buoy '12'		32° 47.67'	79° 54.90'	+0 13	+0 28	+0 14	-0 12	0.7	0.7	0.1	103°	1.3	011°	0.1	103°	1.3	193°
6676	Drum Island, 0.4 mile SSE of		32° 47.67'	79° 55.25'	+0 34	+0 53	+0 11	-0 02	0.8	0.9	0.1	103°	1.3	011°	0.1	103°	1.8	155°
6681	Drum Island, east of (bridge)		32° 48.27'	79° 54.92'	+0 30	+0 42	+0 15	+0 06	0.7	1.0	0.1	103°	1.2	020°	0.1	103°	2.0	183°
6686	Hog Island Reach, SW of Remley Point		32° 48.71'	79° 54.72'	+0 30	+0 44	+0 43	+0 51	0.7	0.7	0.1	103°	1.1	030°	0.1	103°	1.4	210°
6691	Drum Island Reach, off Drum I., Buoy '45'		32° 48.97'	79° 55.37'	+0 26	+1 00	+1 06	+1 00	0.4	0.5	0.1	103°	0.6	312°	0.1	103°	1.0	133°
<i>Cooper River</i>																		
6696	Drum Island, 0.2 mile above		32° 49.18'	79° 55.75'	+1 12	+1 09	+0 01	+0 37	0.6	1.2	0.1	103°	1.1	332°	0.1	103°	2.4	152°
6701	Daniel Island Reach, Buoy '48'		32° 49.63'	79° 55.73'	+1 01	+1 29	+0 53	+0 55	0.7	0.7	0.1	103°	1.2	006°	0.1	278°	1.3	182°
6706	Shipyard Creek entrance <31>		32° 49.80'	79° 56.10'	+0 41	+1 06	-0 29	+0 09	0.3	0.8	0.1	103°	0.5	352°	0.1	278°	1.5	197°
6711	Daniel Island Reach		32° 49.97'	79° 55.80'	+1 29	+1 49	+0 42	+0 51	0.8	1.2	0.1	103°	1.3	352°	0.1	260°	2.3	190°
6716	Daniel Island Bend		32° 50.90'	79° 55.75'	+0 55	+1 29	+0 55	+0 39	0.7	1.1	0.1	103°	1.2	335°	0.1	260°	2.1	153°
6721	Daniel Island Bend, west side of <47>		32° 50.85'	79° 56.00'	--	--	--	-0 01	--	0.5	0.1	103°	--	--	--	--	1.0	144°
6726	North Charleston		32° 51.82'	79° 57.53'	+1 26	+2 28	+1 04	+0 17	0.6	0.9	0.1	103°	1.1	335°	0.1	260°	1.7	142°
6731	Filbin Creek Reach		32° 53.32'	79° 57.92'	+1 31	+2 06	+1 08	+1 27	0.7	0.9	0.1	103°	1.2	006°	0.1	260°	1.8	180°
6736	Filbin Creek Reach, 0.2 mile east of		32° 53.28'	79° 57.63'	+1 16	+1 47	+1 24	+0 29	0.4	0.7	0.1	103°	0.6	002°	0.1	260°	1.4	197°
6741	Filbin Creek Reach, Buoy '58'		32° 53.78'	79° 57.63'	+1 18	+2 04	+1 24	+0 29	0.6	0.7	0.1	103°	1.0	031°	0.1	260°	1.3	214°
6746	Ordnance Reach		32° 54.38'	79° 57.17'	+1 35	+2 34	+1 05	+1 07	0.6	0.6	0.1	103°	1.0	062°	0.1	260°	1.2	242°
6751	Yellow House Creek		32° 54.53'	79° 56.18'	+2 06	+2 41	+0 57	+1 12	0.4	0.7	0.1	103°	0.7	088°	0.1	260°	1.4	270°
6756	Yellow House Landing, 1 mile NW of		32° 55.18'	79° 55.83'	+2 26	+2 43	+0 58	+1 06	0.4	0.9	0.1	103°	0.7	334°	0.1	260°	1.8	170°
6761	Woods Point, SE of		32° 55.55'	79° 55.97'	+1 48	+1 55	+1 55	+2 09	0.5	0.5	0.1	103°	0.8	334°	0.1	260°	1.0	157°
6766	Woods Point		32° 55.90'	79° 56.30'	+2 41	+3 02	+1 11	+1 43	0.5	0.7	0.1	103°	0.9	002°	0.1	260°	1.4	201°
6771	Snow Point, 0.5 mile north of		32° 57.1'	79° 55.8'	+2 15	+2 36	+1 48	+1 33	0.6	0.6	0.1	103°	1.0	010°	0.1	260°	1.4	210°
6776	Back River entrance		32° 58.1'	79° 56.0'	+0 46	+0 45	+0 48	+0 34	0.6	0.6	0.1	103°	1.0	252°	0.1	260°	1.2	067°
6781	Amoco Pier, off		32° 57.55'	79° 55.08'	+2 39	+2 49	+2 10	+1 48	1.1	1.0	0.1	292°	0.7	024°	0.1	292°	0.9	191°
6786	Moreland, 0.5 n.mi. below		33° 00.03'	79° 54.28'	+2 09	+2 58	+2 28	+2 19	1.1	1.0	0.1	292°	1.9	036°	0.1	292°	2.0	216°
6791	Hagan Island, 1 n.mi. below		33° 02.00'	79° 54.80'	+2 39	+3 52	+2 27	+1 37	0.8	0.7	0.1	048°	1.3	308°	0.1	048°	1.4	134°
6796	The Tee, 0.4 mile southwest of		33° 03.80'	79° 55.78'	+4 22	+4 20	+2 29	+3 20	0.6	0.9	0.1	048°	1.0	280°	0.1	048°	1.7	098°
6801	The Tee		33° 03.95'	79° 55.38'	+3 00	+3 09	+2 36	+1 43	0.6	0.5	0.1	075°	0.9	339°	0.1	075°	1.0	161°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	CHARLESTON HARBOR—cont. Time meridian, 75° W	ft	North	West	h	m	h	m	h	m	knots	Dir.	knots	Dir.
6806	<i>Cooper River—cont.</i>													
6811	Childsbury, S.A.L. RR. bridge		33° 05.63'	79° 56.55'	+4.43	+4.27	+2.15	+3.34	0.4	0.9	0.7	309°	1.7	141°
6816	East Branch, 0.2 mile above entrance		33° 04.1'	79° 55.2'	+3.01	+3.07	+2.59	+3.06	1.1	0.9	1.8	084°	1.7	262°
	Bonneau Ferry, east of		33° 04.3'	79° 53.0'	+3.27	+3.10	+2.44	+3.36	0.4	0.4	0.7	022°	0.8	197°
	<i>Wando River</i>													
6821	Remley Point, 0.2 mile northwest of		32° 48.97'	79° 54.57'	-0.14	+0.36	+0.20	-0.04	0.8	0.9	1.3	028°	1.8	191°
6826	Wando River Upper Reach, Turning Basin		32° 50.00'	79° 53.80'	-0.14	-0.12	-0.09	-0.18	0.6	0.6	1.0	012°	1.2	192°
6831	Rathall Creek entrance		32° 51.57'	79° 53.77'	+0.25	+0.35	+0.18	-0.18	0.8	0.9	1.3	030°	1.7	216°
6836	Horbek Creek, 0.2 mile above entrance		32° 53.1'	79° 50.7'	+0.28	+0.29	+0.31	+0.24	0.6	0.5	1.0	026°	0.9	218°
6841	Nowell Creek entrance		32° 52.7'	79° 52.5'	-0.02	+0.42	-0.12	-0.39	0.4	0.6	0.7	350°	1.1	171°
6846	Buoy 19, off Nowell Creek		32° 52.32'	79° 51.93'	-0.08	-0.06	+0.04	-0.19	0.5	0.5	0.8	080°	1.0	261°
6851	Horbek Creek, 2.5 miles north of		32° 55.1'	79° 50.3'	+0.30	+0.41	+0.26	+0.28	0.5	0.7	0.8	015°	1.3	207°
	<i>Ashley River</i>													
6856	Battery, southwest of		32° 46.03'	79° 56.03'	+0.16	+0.09	-0.24	+0.03	0.7	0.9	1.2	303°	1.8	114°
6861	Wappoo Creek, off of		32° 46.38'	79° 57.00'	+0.07	-0.05	-0.06	-0.41	0.7	0.6	1.1	315°	1.2	136°
6866	Highway Bridge		32° 46.92'	79° 57.60'	-0.09	+0.30	-0.03	-0.18	0.7	0.6	1.2	321°	1.1	138°
6871	S.C.L. RR. bridge, 0.1 mile below		32° 47.73'	79° 58.40'	-0.06	+0.44	-0.12	-0.28	0.6	0.6	1.0	353°	1.1	150°
6876	S.C.L. RR. bridge, 1.5 miles above		32° 49.2'	79° 57.9'	+0.22	-0.19	+0.07	+0.09	0.7	0.8	1.2	351°	1.5	178°
6881	State Hwy. 7 bridge		32° 50.23'	79° 58.92'	+0.06	-0.04	+0.05	-0.05	0.6	0.5	1.0	293°	1.0	114°
6886	West Marsh Island, 0.1 mile east of		32° 49.7'	80° 00.5'	+0.23	+0.30	+0.14	+0.25	0.4	0.5	0.7	250°	1.0	086°
6891	Bees Ferry Bridge		32° 50.8'	80° 03.0'	+1.13	+0.44	+0.37	+0.22	1.1	1.2	1.9	310°	2.3	130°
	STONO RIVER													
6896	Stono Inlet	12	32° 37.6'	79° 59.6'	-0.14	+0.44	-0.09	-0.45	1.1	1.4	1.9	315°	2.7	136°
6901	Snake Island		32° 38.4'	80° 01.2'	-0.44	-0.42	-0.30	-0.38	0.7	0.5	1.1	347°	1.0	179°
6906	Johns Island Airport, south of	12	32° 41.0'	80° 00.2'	-0.15	-0.46	+0.13	-0.34	0.9	0.8	1.5	007°	1.6	192°
6911	Johns Island Bridge	14	32° 45.2'	80° 00.6'	+0.40	+0.21	+0.33	+0.10	0.5	0.5	0.8	358°	1.0	182°
6916	Elliott Cut, west end		32° 46.0'	80° 00.0'	+0.10	+1.00	+0.46	+0.12	0.9	1.0	1.6	260°	1.9	080°
6921	Johns Island	12	32° 47.2'	80° 06.4'	-0.24	+1.48	+0.29	-0.32	0.4	0.4	0.6	249°	0.8	068°
6926	Pleasant Point	12	32° 45.0'	80° 08.0'	+2.04	0.34	+3.54	+3.37	0.3	0.4	0.4	008°	0.7	196°
	SOUTH CAROLINA COAST—cont.													
6931	Folly Island, 3.5 miles east of		32° 38.4'	79° 50.5'										
6936	Folly Island, 2.0 miles east of		32° 39.4'	80° 02.1'										
6941	Deveaux Banks, off North Edisto River entrance	12	32° 32.7'	80° 09.4'	-0.16	-0.01	-0.04	-0.26	0.8	1.0	1.4	306°	2.0	126°
6946	North Edisto River entrance		32° 33.7'	80° 11.2'	+0.56	+1.10	+1.11	+0.43	1.7	1.9	2.9	332°	3.7	142°
6951	Wadmalaw Island, Wadmalaw River entrance	12	32° 39.9'	80° 14.1'	-1.02	+0.11	+0.06	-1.29	0.7	0.4	1.1	355°	0.7	165°
6956	Goshen Point, SE of, Wadmalaw River	12	32° 42.6'	80° 10.3'	+0.51	+2.18	+1.47	+1.48	0.5	0.4	0.8	059°	0.7	249°
6961	Goshen Point, south of, Wadmalaw River	12	32° 42.8'	80° 11.2'	+1.24	+2.03	+1.53	+0.15	0.4	0.5	0.6	048°	1.0	235°
6966	White Point, south of, Dawho River	12	32° 37.5'	80° 16.9'	+0.31	+0.02	+0.29	+0.15	0.4	0.4	0.8	234°	0.8	044°
6971	Whooping Island, Dawho River	12	32° 38.2'	80° 20.4'	+1.36	+0.36	+1.35	+1.37	0.5	0.3	0.8	246°	0.6	070°
6976	South Edisto River entrance		32° 29.3'	80° 20.9'	+0.19	-0.14	-0.09	+0.24	1.1	1.1	1.8	350°	2.2	148°
6981	Pine Island, South Edisto River	15	32° 30.4'	80° 21.7'	0.00	-0.09	+0.12	+0.37	0.7	0.5	1.2	345°	1.0	168°
6986	Fenwick Island Cut, South Edisto River	15	32° 32.1'	80° 24.8'	-2.43	-0.55	-3.20	-1.26	0.4	0.4	0.8	220°	0.8	023°
6991	Sampson Island, S end, South Edisto River	15	32° 33.8'	80° 23.5'	+0.59	+0.34	+0.59	+0.52	0.8	0.8	1.4	037°	1.5	244°
6996	Sampson Island, NE end, South Edisto River	15	32° 37.0'	80° 23.2'	+1.35	+1.15	+1.02	+0.52	0.7	0.7	1.4	334°	1.5	166°
7001	Jehossee Island, S tip, South Edisto River	10	32° 36.2'	80° 25.2'	+1.44	+0.48	+0.53	+0.05	0.8	0.8	1.2	275°	1.4	069°
7006	Smugglers Swamp, South Edisto River	6	32° 39.6'	80° 24.7'	+2.26	+1.14	+1.01	+2.25	0.6	0.7	0.8	349°	1.4	166°
7011	Hutchinson Island, Ashepoo River	10	32° 31.9'	80° 26.1'	+1.21	+1.14	+0.54	+0.56	0.6	0.7	1.1	278°	1.3	068°
7016	Ashepoo Coosaw Cutoff	6	32° 31.5'	80° 27.2'	+1.22	+0.36	+0.55	+1.12	0.5	0.6	0.8	065°	1.2	268°
7021	Pelican Bank, St. Helena Sound	15	32° 27.3'	80° 25.7'	+0.05	-0.33	+0.17	-0.35	0.9	0.8	1.5	300°	1.6	118°
7026	Ashepoo River, off Jefford Creek entrance		32° 30.4'	80° 24.6'	+1.04	+0.46	+1.00	+0.43	0.9	0.8	1.5	016°	1.6	197°

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No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS				
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb	
SOUTH CAROLINA COAST—cont.															
Time meridian, 75° W															
7031	Egg Bank, St. Helena Sound	10	32° 26.1'	West	-0 12	-1 24	-0 06	h m	h m	0.8	0.8	0.1	053°	1.5	128°
7036	Morgan Island, NE of Coosaw River	15	32° 29.3'	80° 28.4'	+0 28	+0 27	+0 36	-0 20	+0 19	0.8	1.0	0.1	205°	1.8	125°
7041	Ashe Island Cut, SW of Coosaw River	15	32° 30.6'	80° 30.3'	+0 32	-0 09	+0 43	+0 31	+0 31	0.6	0.6	—	—	1.2	134°
7046	Ashe Island Cut, St. Helena Sound	6	32° 31.2'	80° 29.3'	+0 31	+1 41	+1 01	+0 13	+0 13	0.5	0.4	—	—	0.8	034°
7051	Combahce River	8	32° 31.6'	80° 32.2'	+0 55	+0 59	+1 04	+0 53	+0 53	0.6	0.8	—	—	1.5	147°
7056	Combahce River	15	32° 33.8'	80° 33.8'	+1 36	+1 35	+1 03	+1 03	+1 03	0.8	1.0	—	—	2.0	073°
7061	Parrot Creek, Coosaw Island	15	32° 28.4'	80° 32.7'	+0 12	-0 48	+0 24	-0 54	-0 54	0.7	0.6	—	—	1.1	175°
7066	Morgan Island, North end, Coosaw River	15	32° 30.2'	80° 32.2'	+0 34	+0 41	+0 27	-0 30	-0 30	0.8	0.9	—	—	1.7	085°
7071	Willman Creek	10	32° 33.7'	80° 35.5'	+0 40	+1 27	+1 02	+0 04	+0 04	0.6	0.8	—	—	1.6	160°
7076	Coosaw Island, South of, Morgan River	10	32° 27.1'	80° 35.0'	+0 09	+0 55	+0 15	+0 03	+0 03	0.7	0.7	—	—	1.4	058°
7081	Sanis Point, Northwest of, Coosaw River	10	32° 29.6'	80° 35.6'	+0 34	+0 36	+0 31	+0 24	+0 24	0.5	0.6	—	—	1.1	117°
7086	Whale Branch River	10	32° 31.6'	80° 41.5'	+1 12	-0 09	+0 51	-0 09	-0 09	0.8	0.7	—	—	1.3	111°
7091	Fripps Inlet, Fripps Island	15	32° 20.4'	80° 27.9'	-0 29	+1 12	-0 22	-1 29	-1 29	0.7	0.6	—	—	1.2	104°
7096	Martins Industry, 5 miles east of		32° 06'	80° 28'	See table 5.										
PORT ROYAL SOUND															
7101	Southeast Channel entrance	15	32° 08'	80° 35'	-0 30	-0 38	-0 09	-0 12	-0 12	0.8	0.8	—	—	1.6	150°
7106	Port Royal Plantation Tower, east of	15	32° 13.4'	80° 39.4'	+0 33	-0 16	+0 19	+0 16	+0 16	0.9	1.0	—	—	1.9	147°
7111	Bay Point Island, S of, Broad River entrance	15	32° 14.0'	80° 37.8'	+0 39	-0 09	+0 06	+0 46	+0 46	0.7	0.9	0.2	071°	1.7	128°
7116	Broad River Entrance, Point Royal Sound	15	32° 13.9'	80° 38.4'	+0 36	+0 21	+0 32	+0 25	+0 25	1.0	0.9	0.2	041°	1.7	138°
7121	Hilton Head	6	32° 15'	80° 40'	+0 16	+0 49	+0 32	+0 01	+0 01	1.1	0.9	—	—	1.8	146°
7126	Beaufort River Entrance	15	32° 17.3'	80° 39.1'	+0 19	+1 11	+0 20	-0 03	-0 03	0.7	0.7	—	—	1.4	195°
7131	Parris Island, Beaufort River	15	32° 19.6'	80° 39.4'	+0 29	+1 12	+0 11	0 00	0 00	0.7	0.8	—	—	1.5	175°
7136	Chowan Creek	15	32° 22.2'	80° 38.3'	+0 24	+1 53	+0 23	-0 34	-0 34	0.6	0.6	—	—	1.1	246°
7141	Parris Island, Beaufort River	15	32° 21.6'	80° 40.5'	+0 56	+1 19	+0 29	+0 22	+0 22	0.7	0.7	—	—	1.4	149°
7146	Beaufort River	15	32° 24.2'	80° 40.3'	+1 04	+1 19	+1 01	+0 33	+0 33	0.5	0.5	0.1	286°	1.0	200°
7151	Beaufort River	12	32° 25.8'	80° 40.6'	+0 55	+1 18	+1 08	+0 17	+0 17	0.7	0.6	—	—	1.1	257°
7156	Beaufort Airport, Beaufort River	15	32° 27.0'	80° 39.8'	+1 25	+1 39	+1 21	+1 08	+1 08	0.5	0.5	—	—	0.9	152°
7161	Brickyard Creek	10	32° 28.4'	80° 41.5'	+1 48	+0 30	+2 50	+2 58	+2 58	0.8	0.4	—	—	0.8	171°
7166	Skull Creek, north entrance	15	32° 15.8'	80° 44.5'	-1 50	-1 20	-1 58	-2 14	-2 14	0.4	0.6	—	—	0.7	035°
7171	Daws Island, SE of, Broad River	15	32° 18.1'	80° 43.5'	+0 46	+0 05	+0 39	+0 31	+0 31	0.8	0.8	0.1	048°	1.5	150°
7176	Parris Island Lookout Tower, Broad River	15	32° 18.7'	80° 42.4'	+0 39	-0 07	+0 29	+0 16	+0 16	0.7	0.7	—	—	1.4	152°
7181	Daws Island, South of, Cooper River	15	32° 17.2'	80° 44.6'	+0 31	-0 22	+0 34	+0 31	+0 31	0.6	0.7	0.1	232°	1.3	142°
7186	Lemon Island South, Chesapeake River	10	32° 21.0'	80° 48.4'	+0 33	+1 19	+0 39	-0 02	-0 02	0.6	0.7	—	—	1.3	175°
7191	Broad River Bridge, S of, Broad River	15	32° 22.9'	80° 46.6'	+0 52	-0 15	+0 49	+0 07	+0 07	0.6	0.8	—	—	1.5	156°
7196	Byrd Creek Entrance, SE of, Broad River	12	32° 27.4'	80° 49.1'	+1 27	+0 51	+1 32	+0 52	+0 52	0.6	0.5	—	—	1.0	174°
7201	Little Barnwell I., E of, Whale Branch River	6	32° 30.1'	80° 47.2'	+1 41	+3 03	+1 54	+0 40	+0 40	0.6	0.4	—	—	0.8	175°
CALIBOGUE SOUND															
7206	Braddock Point, SW of, Calibogue Sound	10	32° 06.3'	80° 50.2'	-0 15	+0 16	-0 04	-1 04	-1 04	0.8	1.0	0.1	095°	2.0	183°
7211	Haig Point Light, NW of, Cooper River	10	32° 08.9'	80° 50.5'	-0 51	-0 05	-0 40	-1 12	-1 12	0.4	0.7	—	—	1.4	094°
7216	Ramshorn Creek Light, E of, Cooper River	6	32° 07.8'	80° 52.9'	+0 06	-0 53	+0 15	-1 17	-1 17	0.5	0.7	—	—	1.3	098°
7221	Spanish Wells, Calibogue Sound	30	32° 11.2'	80° 47.1'	-0 14	+0 51	+1 10	-1 10	-1 10	0.4	0.4	—	—	1.5	204°
7226	Skull Creek, south entrance	10	32° 13.4'	80° 47.1'	+0 38	+2 57	+1 23	+0 55	+0 55	0.4	0.4	0.1	309°	0.9	231°
7231	MacKay Creek, south entrance	10	32° 13.2'	80° 47.4'	+0 06	+0 03	+0 12	-0 26	-0 26	0.3	0.6	—	—	1.2	212°
NEW and WRIGHT RIVERS															
7236	Bloody Pt., 0.5 mile north of, New River	10	32° 05.3'	80° 52.8'	-1 03	0 00	-0 53	-2 13	-2 13	0.6	0.6	—	—	1.3	147°
7241	Bloody Pt., 0.5 mile west of, New River	10	32° 04.9'	80° 53.0'	-0 47	-0 21	-0 36	-1 26	-1 26	0.9	0.9	—	—	1.8	092°
7246	Wright R., 0.2 mile above Walls Cut	6	32° 05.1'	80° 55.3'	-0 38	-0 16	-0 38	-1 16	-1 16	0.6	0.8	—	—	1.6	142°
7251	Fields Cut <32>	10	32° 05.7'	80° 57.0'	—	—	-2 00	-1 51	-1 51	—	—	—	—	1.9	042°
7256	Walls Cut, Turtle Island	6	32° 04.9'	80° 55.0'	-2 29	-0 57	-1 12	-3 05	-3 05	0.5	0.5	0.1	060°	1.9	100°
7261	Daufuskie Landing Light, south of	10	32° 06.1'	80° 53.9'	+0 07	+1 04	+0 02	-1 45	-1 45	0.7	0.8	—	—	1.5	043°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	SAVANNAH RIVER Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
7266	Savannah Light, 1.2 miles southeast of SAVANNAH RIVER ENT. (between jetties)	11	31° 57'	80° 40'										
7271	Fort Pulaski		32° 02' 14"	80° 53.42'										
7276	Fort Pulaski, 1.8 miles above		32° 02.2'	80° 54.1'	+0.42	+0.51	+0.15	+0.09	0.9	1.5	2.0	286°	2.0	110°
7286	Fort Pulaski, 4.8 miles above		32° 04.5'	80° 58.6'	+0.25	+0.18	+0.01	+0.12	1.1	1.4	1.8	288°	3.1	098°
7291	McQueen Island Cut	10	32° 03.9'	80° 59.2'	+0.36	+0.31	+0.06	-0.16	1.1	1.5	2.2	316°	2.8	140°
7296	Elba Island, NE of Savannah River	10	32° 04.4'	80° 57.9'	-2.39	-2.45	-1.04	-2.44	0.3	0.6	2.1	296°	3.0	116°
7301	Elba Island, west of Savannah River	10	32° 05.4'	80° 59.6'	+0.26	+0.15	-0.37	-0.14	0.7	1.3	0.1	202°	1.2	069°
7306	Fig Island, north of, Back River	10	32° 05.7'	81° 01.2'	+1.01	+0.40	-0.35	-0.27	0.6	1.2	0.1	183°	2.6	104°
7311	South Channel, western end		32° 05.1'	81° 03.0'	+0.37	+0.52	-0.30	-0.53	0.5	0.8	0.9	219°	2.5	149°
7316	Wilmington R. ent., south channel		32° 05.3'	81° 01.0'	+0.14	+1.06	-0.25	-1.00	0.5	0.7	1.0	280°	1.6	040°
7321	Savannah, southeast of highway bridge	10	32° 04.6'	81° 00.1'	+0.42	+0.18	-0.33	-0.35	0.5	0.7	1.0	300°	1.5	122°
7326	Savannah		32° 05.2'	81° 05.8'	+0.42	-0.36	+1.28	+1.25	0.5	0.8	1.0	032°	1.6	206°
7331	Kings Island Channel, Savannah River <58>	10	32° 05'	81° 05'	+1.12	+0.45	+0.01	+0.18	0.6	1.1	1.1	319°	2.6	146°
7336	Seaboard Coast Line Railroad	10	32° 07.6'	81° 08.2'	+1.21	+0.45	+0.06	-0.21	0.8	1.0	1.6	279°	2.2	106°
7341	King Island, west of		32° 06.2'	81° 07.1'	+1.06	+0.45	+0.29	+0.59	1.2	1.7	1.5	339°	2.1	152°
7346	Port Wentworth, 0.2 mile above		32° 07.4'	81° 08.1'	+1.21	+0.54	+0.33	+0.48	0.7	1.0	2.4	320°	3.5	150°
7351	Seaboard Coast Line Railroad		32° 08.8'	81° 08.4'	+2.00	+1.36	+0.24	+1.19	0.5	0.7	1.4	337°	2.0	160°
7356	Wassaw Island, N of E end, Wassaw Sound	10	32° 13.9'	81° 08.7'	--	--	--	--	--	--	0.9	022°	1.5	210°
7361			31° 54.9'	80° 56.3'	-0.48	-0.50	-0.45	-1.33	0.7	1.0	0.1	015°	1.4	292°
	WASSAW SOUND													
7366	Entrance, off Beach Hammock	10	31° 56.5'	80° 55.9'	-0.41	-1.00	-0.54	-1.44	0.9	1.1	1.7	352°	2.2	156°
7371	Wilmington Island, SSE of, Bull River	10	31° 58.0'	80° 55.8'	-0.35	+0.38	-0.40	-2.00	0.4	0.7	1.5	035°	1.5	218°
7376	Lazarreto Creek Entrance, N of, Bull River	10	32° 00.0'	80° 55.7'	-0.37	0.00	-0.33	-2.04	0.5	0.7	1.0	015°	1.4	207°
7381	Bull River, 2 miles below hwy. bridge		32° 01.1'	80° 56.4'	-0.18	-0.18	-0.25	-1.57	0.6	0.8	1.1	327°	1.6	151°
7386	Entrance, off Wassaw Island		31° 55.0'	80° 56.8'	-0.46	-1.11	-0.42	-1.27	0.7	0.9	1.4	277°	1.8	105°
7391	Wilmington River ent. off Cabbage Island		31° 56.3'	80° 58.6'	-0.44	-0.36	-0.45	-1.51	0.6	0.8	1.2	323°	1.7	138°
7396	Joe's Cut, Wilmington River	10	31° 56.6'	80° 59.1'	-0.54	-0.48	-0.34	-1.44	0.6	1.0	1.2	315°	2.1	123°
7401	Wilmington R. 0.5 mi. S of Turners Creek		32° 00.3'	81° 00.2'	-0.31	-0.10	-0.37	-1.51	0.5	0.7	0.1	208°	1.4	154°
7406	Thunderbolt, SE of, Wilmington River	10	32° 01.4'	81° 02.7'	-0.20	-1.04	+0.12	+0.25	0.4	0.5	0.8	298°	1.0	121°
7411	Oatland Island, north tip	10	32° 04.4'	81° 00.6'	-3.20	-2.14	-0.43	-2.32	0.3	0.5	0.6	317°	1.0	138°
7416	Skidaway River, north entrance		32° 00.5'	81° 01.0'	-0.46	-0.02	-0.49	-2.11	0.6	0.7	1.1	204°	1.4	016°
7421	Skidaway Island, N End, Wilmington River	10	32° 00.6'	81° 00.5'	-0.33	+0.16	-0.23	-1.49	0.6	0.9	1.1	307°	1.9	119°
7426	Dutch Island, SE of, Skidaway River	10	31° 59.5'	81° 01.2'	-0.40	+0.16	-0.33	-2.02	0.5	0.6	1.0	245°	1.2	061°
7431	Isle of Hope City, SE of, Skidaway River	10	31° 58.6'	81° 02.8'	-0.17	-0.30	-0.32	-1.40	0.2	0.3	0.5	268°	0.5	072°
7436	Isle of Hope City, Skidaway River	10	31° 58.8'	81° 03.3'	-0.34	0.00	-0.19	-1.25	0.4	0.3	0.8	212°	0.6	028°
7441	Burntpot Island, west of, Skidaway River	6	31° 58.1'	81° 03.2'	-0.27	-0.41	-0.13	-1.03	0.5	0.5	1.0	194°	1.0	018°
7446	Skidaway Narrows		31° 57.2'	81° 03.9'	+0.03	-0.24	+0.26	-0.24	0.5	0.5	0.9	218°	1.1	042°
7451	Long Island, NNE of, Skidaway River	6	31° 57.4'	81° 03.6'	-0.13	-1.09	+1.02	+0.17	0.4	0.4	0.8	226°	0.5	047°
7456	Long Island, south of, Skidaway River	10	31° 56.6'	81° 04.4'	-4.25	-4.43	-6.07	-8.05	0.2	0.3	0.5	075°	0.8	258°
7461	Pigeon Island, SSE of, Skidaway River	10	31° 56.2'	81° 04.6'	-2.37	-2.43	-0.56	-2.16	0.2	0.5	0.4	331°	1.0	150°
7466	Burnside Island, SE of, Burnside River	10	31° 55.3'	81° 04.8'	-0.40	-0.30	-0.20	-2.05	0.4	0.6	0.9	114°	1.2	295°
7471	Little Don Island, east of, Vernon River	10	31° 52.2'	81° 04.4'	-0.17	-1.16	-0.03	-1.38	0.7	0.7	0.2	232°	0.1	234°
7476	Little Ogeechee River Entrance	20	31° 53.3'	81° 05.9'	-0.15	-0.59	-0.03	-1.06	0.7	1.0	1.3	259°	1.5	153°
	... do. ...		31° 53.3'	81° 05.9'	-0.30	-0.50	+0.05	-0.57	0.6	0.9	1.1	244°	1.9	078°
7481	Montgomery, Vernon River	6	31° 56.1'	81° 07.7'	-0.52	0.00	-0.24	-1.30	0.3	0.6	0.6	267°	1.1	089°
7486	Odigswell River Entrance	10	31° 52.1'	81° 00.0'	-0.34	+0.44	-0.48	-2.14	0.7	0.9	1.3	032°	1.8	212°
	... do. ...		31° 52.1'	81° 00.0'	-1.19	+0.42	-0.42	-2.12	0.6	0.8	1.3	030°	1.6	210°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS					
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	h	m	h	m	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	OSSABAW SOUND Time meridian, 75° W	ft	North	West	h	m	h	m	h	m	knots	Dir.	knots	Dir.	knots	Dir.
7491	Wassaw Island, SSW of	10	31° 51.4'	81° 00.5'	-0.26	-1.04	-0.27	-1.01	0.8	1.1	0.1	034°	1.6	316°	2.3	123°
7496	do	20	31° 51.4'	81° 00.5'	-0.46	-0.58	-0.33	-1.01	0.7	0.9	0.1	034°	1.4	316°	1.8	132°
7501	Bradley Point, NNE of	10	31° 49.9'	81° 02.3'	-0.48	-0.58	-0.48	-1.12	0.6	0.8	0.1	209°	1.3	302°	1.7	125°
7506	Raccoon Key	10	31° 51.7'	81° 03.3'	-0.45	-1.23	-0.36	-1.35	0.8	0.9	0.1	209°	1.6	285°	1.9	117°
7511	Little Wassaw Island, SW of	10	31° 52.2'	81° 03.0'	-1.05	-0.17	-0.21	-1.51	0.9	0.7	0.1	209°	1.7	282°	1.4	116°
7516	Vernon R., 1.2 miles S of Possum Point	6	31° 53.9'	81° 05.9'	-0.24	+0.02	-0.12	-1.33	0.6	0.8	0.1	239°	1.1	324°	1.7	166°
7521	Little Ogeechee River Entrance, north of	10d	31° 53.8'	81° 05.7'	-0.41	+0.29	-0.30	-2.03	0.6	0.8	0.2	274°	1.2	324°	1.6	156°
7526	Raccoon Key & Egg Island Shoal, between	10	31° 50.57'	81° 04.05'	+0.20	+0.17	-0.23	-0.57	0.8	1.0	0.2	274°	1.6	254°	2.0	129°
7531	Florida Passage, N of Ogeechee River	6d	31° 51.4'	81° 08.6'	+0.10	+0.01	-0.01	-0.05	0.7	1.0	0.1	156°	1.4	302°	2.1	127°
	Florida Passage (south)		31° 49.78'	81° 09.47'	-1.48	-1.13	-0.23	-1.10	0.5	0.7	0.3	191°	0.9	187°	1.4	016°
	ST. CATHERINES SOUND															
	Bear River															
7536	610 Statute Mile Mark	6d	31° 48.63'	81° 10.60'	+0.20	+0.48	-0.05	-0.39	0.5	0.7	0.2	338°	1.0	357°	1.5	175°
7541	North of Big Tom Creek Entrance	10d	31° 47.00'	81° 09.62'	-0.24	-0.13	-0.19	-1.25	0.6	0.7	0.2	338°	1.2	011°	1.5	179°
7546	South of Kilkenny Creek Entrance	10d	31° 45.50'	81° 10.40'	+0.26	+1.25	-0.02	-1.12	0.6	1.0	0.1	086°	1.2	348°	2.0	190°
7551	Northwest of Newell Creek Entrance	10d	31° 44.93'	81° 09.93'	-0.11	+0.12	-0.16	-1.12	0.6	0.9	0.1	086°	1.1	349°	1.8	149°
7556	Medway River at Marsh Island	10d	31° 44.60'	81° 13.20'	+0.20	-0.18	-0.15	-0.56	0.3	0.8	0.3	306°	1.6	313°	1.6	117°
7561	St. Catherines Sound Entrance	10d	31° 42.90'	81° 08.43'	-0.39	-0.31	+0.13	-1.27	0.9	0.8	0.1	020°	1.8	291°	1.7	126°
7566	Medway River, northwest of Cedar Point	10d	31° 42.87'	81° 11.45'	-0.40	-0.43	-0.23	-0.21	0.7	0.8	0.5	139°	1.5	304°	1.7	146°
7571	N. Newport River, NE of Vanduyke Creek	10d	31° 41.47'	81° 11.22'	-0.27	+0.12	0.00	-1.21	0.7	0.8	0.2	011°	1.3	235°	1.7	045°
7576	N. Newport River, above Walburg Creek	6d	31° 40.43'	81° 11.72'	-0.34	+0.30	-0.39	-0.40	0.6	0.8	0.2	011°	1.0	195°	1.6	011°
7581	N. Newport River, NW of Johnson Creek	10d	31° 39.78'	81° 15.63'	+0.20	-1.01	-0.37	-0.27	0.5	0.9	0.2	308°	0.9	312°	1.8	138°
7586	N. Newport River, ESE of S. Newport Cut	6d	31° 39.92'	81° 15.87'	+0.32	-0.13	-0.27	+0.15	0.5	0.7	0.2	210°	1.0	315°	1.4	147°
7591	S. Newport River, below S. Newport Cut	10d	31° 39.02'	81° 18.12'	+1.20	+1.30	+2.41	+2.15	0.5	0.5	0.2	128°	0.9	306°	1.0	134°
7596	S. Newport River, above Swain River Ent.	10d	31° 37.47'	81° 13.00'	-0.22	-1.13	0.00	-0.43	0.6	0.6	0.1	156°	1.1	335°	1.2	156°
	SAPELO SOUND															
7601	Entrance	19d	31° 32.4'	81° 10.8'	-0.30	+0.28	-0.06	-0.59	0.9	1.1	0.1	212°	1.7	290°	2.2	118°
7606	do	29d	31° 32.4'	81° 10.8'	-0.48	+0.36	-0.17	-1.02	0.7	0.9	0.1	189°	1.3	289°	1.7	116°
7611	Johnson Creek, midway between ends	12d	31° 37.6'	81° 11.3'	-1.50	-1.08	-0.35	-1.59	0.4	0.4	0.1	015°	0.8	015°	0.9	195°
7616	Cedar Hammock, south of	11d	31° 32.7'	81° 14.8'	-0.26	-1.00	-0.12	-1.38	0.7	0.6	0.1	277°	1.4	277°	1.2	096°
7621	Sapelo River Entrance	11d	31° 32.1'	81° 16.3'	-0.23	-1.05	-0.13	-0.43	0.6	0.6	0.1	234°	1.1	234°	1.3	058°
7626	Sutherland Bluff, Sapelo River	13d	31° 32.9'	81° 20.0'	-0.30	+0.10	-0.12	-1.16	0.5	0.6	0.1	281°	1.0	281°	1.2	104°
	Front River		31° 30.8'	81° 17.9'	-0.33	+1.16	-0.25	-2.05	0.4	0.5	0.1	227°	0.8	227°	1.0	056°
	Mud River															
7631	New Teakettle Cr., 0.8 mi. N of <35>	11d	31° 29.8'	81° 17.4'	-0.54	-0.29	-1.08	-2.11	0.4	0.5	0.1	236°	0.8	236°	1.0	053°
7636	Crescent River	13d	31° 29.2'	81° 18.4'	-1.27	+1.07	-0.34	-1.21	0.2	0.5	0.1	203°	0.5	293°	1.1	133°
7641	Old Teakettle Creek (north)	13d	31° 28.7'	81° 19.7'	-0.35	+0.01	+0.14	-0.37	0.5	0.6	0.1	078°	0.9	078°	1.2	256°
	DOBOY SOUND															
7646	Bar	14d	31° 20.7'	81° 14.1'	-0.29	-0.29	-0.09	-0.53	0.7	0.7	0.1	312°	1.3	312°	1.4	114°
7651	Entrance	22d	31° 20.5'	81° 15.8'	-0.32	-0.10	-0.24	-1.49	0.8	0.9	0.1	289°	1.6	289°	1.8	106°
	do		31° 20.5'	81° 15.8'	-0.56	-0.05	-0.20	-1.26	0.8	0.8	0.1	276°	1.6	276°	1.7	099°
7656	Old Teakettle Creek Entrance, south of	13d	31° 23.2'	81° 18.9'	-0.45	-0.59	0.00	-1.27	0.5	0.5	0.1	335°	0.9	321°	1.1	159°
7661	Old Teakettle Creek (south)	13d	31° 23.2'	81° 18.9'	-3.12	-1.45	-2.16	-2.44	0.3	0.4	0.1	207°	0.9	207°	0.7	207°
7666	Folly River and Cardigan River, between	10d	31° 26.5'	81° 20.2'	-0.55	-0.56	-0.16	-1.00	0.3	0.3	0.1	327°	1.1	327°	1.6	150°
7671	South River	13d	31° 26.0'	81° 18.7'	-0.22	-0.25	-0.32	-0.24	0.6	0.7	0.1	282°	1.1	282°	1.3	095°
	do		31° 23.0'	81° 18.7'	-0.41	-0.33	-0.09	-0.24	0.5	0.4	0.1	286°	1.0	286°	0.8	095°
7676	North River at Darien River	9d	31° 23.0'	81° 20.1'	-0.10	-0.33	+0.08	+0.22	0.2	0.2	0.1	317°	0.5	247°	0.4	029°
7681	Doboy Island (North River)	12d	31° 24.2'	81° 19.7'	-0.14	-0.06	+0.47	+0.13	0.6	0.5	0.1	224°	1.1	224°	1.1	037°
	do		31° 24.2'	81° 19.7'	-0.20	+0.36	+0.46	+0.22	0.3	0.3	0.1	225°	0.9	225°	0.6	043°
7686	Buzzard Roost Creek	13d	31° 24.9'	81° 22.5'	+0.22	+0.12	+0.56	+0.28	0.5	0.2	0.1	177°	0.7	177°	0.4	002°

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TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS					
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	h m	h m	h m	h m	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	ALTAMAHA SOUND Time meridian, 75° W	ft	North	West												
7691	Little Egg Island, northwest of	12d	31° 19.1'	81° 18.3'	-0.33	-0.53	-0.25	-1 10	0.6	0.6	1.1	296°	1.2	110°		
7696	Little Mud River Range	9d	31° 19.6'	81° 19.1'	-0.38	-1.05	-0.23	-0 06	0.3	0.5	0.6	304°	0.9	116°		
7701	Little St. Simon Island (north)	11d	31° 18.7'	81° 21.2'	+0.10	+0.06	-0.15	-1 29	0.6	0.8	1.2	267°	1.6	089°		
7706	Onemile Cut, 1 mile southeast of Buttermilk Sound		31° 18.8'	81° 21.1'	+0.46	+0.03	-1 09	-0 32	0.5	0.9	1.0	272°	1.9	092°		
7711	Broughton Island (south)	9d	31° 18.6'	81° 24.8'	-2.06	+0.12	-0 01	-1 51	0.4	0.4	0.1	292°	0.8	030°		
	ST. SIMONS SOUND															
7716	Bar Channel	12d	31° 06.3'	81° 20.3'	-0.13	-0.44	+0.09	-0 02	0.4	0.8	0.1	033°	1.7	119°		
7721	Entrance, north of channel	13d	31° 08.01'	81° 24.24'	-0.32	+0.18	+0.07	-1 11	0.9	0.6	0.7	290°	1.2	107°		
7726	Entrance, south of channel	11d	31° 07.6'	81° 24.2'	-0.27	-0.32	-0.21	-0 59	0.8	1.1	1.6	262°	2.2	080°		
7731	Back River entrance	29d	31° 07.6'	81° 24.2'	-0.18	-0.03	+0.06	-0 21	0.6	0.8	1.2	257°	0.1	188°		
7736	do.	10d	31° 08.9'	81° 26.5'	-0.37	+1.34	+0.06	-1 16	0.5	0.5	1.0	288°	1.1	111°		
7741	do.	18d	31° 08.9'	81° 26.5'	-1.29	+1.36	+0.08	-1 15	0.5	0.4	0.9	280°	0.8	109°		
7746	Mackay R., 0.5 mi. N. of Troup Creek entrance Brunswick River, off Quarantine Dock	13d	31° 13.5'	81° 26.0'	+0.56	+0.09	+0.35	+0 24	0.5	0.7	1.3	308°	1.5	166°		
7751	do.	21d	31° 06.7'	81° 28.4'	+0.10	-0.03	+0.11	-0 39	0.7	1.0	1.3	300°	2.1	125°		
7756	Brunswick River Bridge, southeast of	13d	31° 06.9'	81° 28.6'	-0.15	+0.13	+0.26	-1 09	0.5	0.7	0.1	223°	1.4	132°		
7761	do.	21d	31° 06.9'	81° 28.6'	+0.19	+0.42	+0.56	-0 02	0.5	0.7	0.1	226°	1.5	129°		
7766	Brunswick, off Prince Street Dock	20d	31° 08.3'	81° 29.8'	-0.01	+0.55	+0.06	-1 08	0.5	0.6	1.0	306°	1.3	166°		
7771	Turtle River, off Allied Chemical Corp		31° 10.6'	81° 31.5'	+0.16	+0.18	+0.36	-0 33	0.7	0.8	1.3	348°	1.7	165°		
7776	Turtle River, off Andrews Island		31° 08.6'	81° 31.6'	-0.21	+0.40	+0.31	-0 23	0.5	0.7	1.1	339°	1.4	153°		
	ST. ANDREWS SOUND															
7786	Entrance		30° 59.2'	81° 24.3'	-0.18	+0.13	+0.02	-1 00	1.1	1.1	2.1	268°	2.2	103°		
7791	Jekyl Creek, south entrance		31° 02.1'	81° 26.0'	-0.21	-0.21	-0.25	-1 20	0.5	0.7	1.0	060°	1.4	232°		
7796	Cumberland River, north entrance		30° 57.5'	81° 25.9'	-0.29	+0.32	-0.17	-1 18	0.7	0.7	1.3	191°	1.5	018°		
7801	Cabin Bluff, Cumberland River		30° 52.9'	81° 30.8'	+0.21	+1.29	+0.51	-0 45	0.7	0.6	1.3	171°	1.3	355°		
	CUMBERLAND SOUND															
7806	St. Marys River	11d	30° 42.6'	81° 26.8'	-0.40	-0.21	-0.17	-1 10	1.2	1.7	2.2	275°	2.7	087°		
7811	Fort Clinch, 0.6 n.mi. NE of	50d	30° 42.6'	81° 27.2'	-1.10	-0.36	-0.37	-1 39	0.8	1.0	1.4	275°	1.6	087°		
7816	Fort Clinch, 0.3 n.mi. N of	12d	30° 42.4'	81° 27.3'	-0.40	-0.15	-0.21	-1 09	1.2	1.6	2.2	275°	2.6	087°		
7821	do.	47d	30° 42.4'	81° 27.3'	-0.57	-0.17	-0.19	-1 09	0.8	1.0	1.4	265°	1.6	093°		
7826	do.	14d	30° 42.9'	81° 28.6'	-0.33	-0.23	-0.04	-0 48	0.7	1.2	1.3	309°	1.9	133°		
7831	Fort Clinch, 1.1 n.mi. NW of	29d	30° 42.9'	81° 28.6'	-0.47	-0.20	-0.12	-0 58	0.6	0.8	1.1	315°	1.3	122°		
7836	do.	22d	30° 43.9'	81° 29.1'	-0.52	-1.00	-0.20	-1 00	0.7	1.2	1.2	315°	1.8	122°		
7841	Cumberland Island, Range B Channel	12d	30° 45.9'	81° 29.2'	-0.39	-0.33	-0.12	-1 09	0.6	1.0	1.1	350°	0.1	154°		
7846	Drum Point Island, Range D Channel	22d	30° 45.9'	81° 29.2'	-0.44	-0.56	-0.22	-1 15	0.5	0.8	0.2	160°	0.1	170°		
7851	do.	14d	30° 47.9'	81° 30.8'	-0.37	+0.16	-0.32	-2 10	0.2	0.2	0.1	282°	0.1	316°		
7856	Kings Bay, Lower Turning Basin	7d	30° 41.2'	81° 27.6'	-1.18	-0.12	-0.34	-1 36	0.8	1.1	1.4	188°	1.8	358°		
7861	Stafford Island, west of		30° 41.2'	81° 27.6'	+0.59	-0.50	-0.41	-2 07	0.7	0.8	0.3	000°	0.3	180°		
7866	Old Fernandina, Amelia River		30° 40.2'	81° 28.1'	-0.25	-0.33	-0.17	-0 57	0.5	0.5	0.9	208°	0.8	034°		
7871	Fernandina Beach, Amelia River		30° 37.7'	81° 29.1'	+1.11	+0.55	+0.39	+0 19	0.6	1.0	1.1	150°	1.6	330°		
7876	Kingsley Creek, highway bridge															
	NASSAU SOUND															
7881	Midsound, 1 mi. N of Sawpit Creek entrance		30° 31.4'	81° 27.1'	+0.01	-0.24	-0.14	-0 30	0.9	1.1	1.7	312°	1.7	135°		
7886	South Amelia River, off Walker Creek		30° 32.2'	81° 27.9'	-0.09	-0.21	-0.39	-0 26	0.8	0.9	1.4	341°	1.4	162°		
7891	Nassau River, SW of Mesa Marsh		30° 32.0'	81° 28.8'	+0.08	-0.21	0.00	-0 22	0.8	1.1	1.5	294°	1.7	129°		
7896	Fl. George River		30° 27.4'	81° 27.1'	-1.36	-1.20	-1.25	-2 29	0.2	0.6	0.3	334°	0.9	162°		

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS					
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb		
	ST. JOHNS RIVER Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.		
7861	St. Johns Point, 5 miles east of	5d	30° 23.5'	81° 18.0'	+0 33	-1 19	-0 41	+1 04	0.3	0.8	0.6	356°	0.2	045°	1.6	091°
7866	St. Johns Bar Cut, 0.7 n.mi. east of jetties <64>	14d	30° 23.88'	81° 21.83'	-1 19	-2 43	-1 04	+0 13	0.3	0.6	0.7	007°	0.2	227°	1.2	095°
7871	St. Johns Bar Cut 0.13 n.mi. ENE of south jetty	14d	30° 23.85'	81° 22.45'	+2 20	-2 04	+1 17	-0 54	0.2	0.3	0.4	318°	0.3	038°	0.6	122°
7876	ST. JOHNS RIVER ENT. (between jetties)	33d	30° 23.85'	81° 22.45'	+2 05	+0 02	+0 10	+1 35	0.4	1.1	0.9	094°	0.2	173°	2.2	094°
		46d	30° 23.85'	81° 22.45'	-2 05	+0 03	+0 21	-0 11	0.5	0.5	0.5	298°	0.1	144°	1.4	095°
		16d	30° 24.02'	81° 23.15'	+0 06	+0 13	-0 04	+0 07	1.0	1.2	2.0	262°	0.1	100°	1.0	100°
		10d	30° 24.02'	81° 23.15'	-0 19	-0 01	-0 02	+0 07	0.9	0.9	2.0	081°	0.1	144°	2.0	081°
7881	Mayport Basin Entrance	30d	30° 23.82'	81° 23.93'	-0 02	-0 08	+0 01	+0 33	0.6	0.7	1.9	262°	0.1	179°	1.9	080°
		9d	30° 23.82'	81° 23.93'	-0 12	+0 17	+0 11	+0 07	0.7	0.6	1.2	255°	0.1	166°	1.4	093°
7886	Mayport	15d	30° 23.82'	81° 23.93'	+0 24	+0 48	+0 15	+0 34	0.6	0.3	1.3	251°	0.1	333°	1.2	087°
		32d	30° 23.6'	81° 26.0'	+0 06	+1 02	+0 15	-0 04	1.1	1.6	2.2	211°	0.1	164°	0.6	069°
		7d	30° 23.6'	81° 26.0'	-0 03	+0 38	+0 12	+0 05	1.1	1.3	2.2	211°	0.1	333°	3.3	026°
		17d	30° 23.6'	81° 26.0'	-0 27	+0 26	+0 15	+0 14	0.9	0.9	1.7	211°	0.1	164°	1.8	026°
7891	Mill Point, southeast of	27d	30° 22.9'	81° 26.7'	+0 06	+0 38	+0 48	+0 44	1.5	1.6	3.0	241°	0.1	164°	3.2	073°
		18d	30° 22.9'	81° 26.7'	-0 12	+0 38	+0 54	+0 56	1.2	1.2	2.5	241°	0.1	164°	2.5	073°
		29d	30° 22.9'	81° 26.7'	-0 42	+0 38	+1 00	+0 38	1.1	0.9	2.3	241°	0.1	164°	1.8	073°
7896	ICW Intersection	10d	30° 23.02'	81° 27.52'	+0 27	+0 29	+0 08	+0 58	0.8	1.3	1.6	293°	0.4	003°	2.6	125°
		16d	30° 23.02'	81° 27.52'	+0 22	+0 31	+0 10	+0 49	0.8	1.2	0.2	213°	0.3	007°	2.4	113°
7901	Pablo Creek bascule bridge <33>	29d	30° 23.02'	81° 27.52'	+0 09	+0 35	+0 10	+0 21	0.8	1.0	1.5	294°	0.2	020°	2.1	099°
7906	Sisters Creek entrance (bridge)	3	30° 19.4'	81° 26.3'	-0 14	-0 18	+0 49	+0 59	1.7	2.5	3.4	180°	0.1	200°	5.2	000°
		4d	30° 23.4'	81° 27.7'	-3 30	-3 14	-2 13	-2 34	0.8	0.6	1.6	000°	0.1	168°	1.6	180°
		10d	30° 23.4'	81° 27.7'	-3 36	-3 04	-2 07	-2 34	0.6	0.6	1.2	000°	0.1	168°	1.2	180°
7911	St. Johns Bluff	7d	30° 23.4'	81° 29.5'	+0 30	+1 21	+0 18	+1 02	0.8	1.2	1.6	244°	0.1	168°	2.4	180°
		17d	30° 23.4'	81° 29.5'	+0 18	+1 03	+0 30	+1 02	0.9	1.0	1.7	244°	0.1	168°	2.2	180°
		26d	30° 23.4'	81° 29.5'	-0 12	+0 33	+0 24	+1 14	0.8	0.8	1.6	244°	0.1	168°	2.0	059°
7916	Blount Island, East of	7d	30° 23.52'	81° 30.51'	+1 21	+1 08	+0 49	+1 54	0.7	1.1	1.5	275°	0.2	183°	1.6	059°
		16d	30° 23.52'	81° 30.51'	+0 54	+1 04	+1 04	+1 43	0.7	1.1	1.5	275°	0.2	183°	2.3	079°
		30d	30° 23.52'	81° 30.51'	+0 33	+1 08	+1 12	+1 32	0.5	0.6	1.1	264°	0.1	168°	1.7	090°
7921	Dames Point, 0.23 n.mi. ESE of	5d	30° 23.19'	81° 33.23'	+1 58	+1 51	+1 40	+1 59	0.5	0.9	1.0	244°	0.4	136°	1.3	095°
		14d	30° 23.19'	81° 33.23'	+1 26	+0 54	+1 19	+1 57	0.6	0.9	1.1	256°	0.2	158°	1.9	068°
		31d	30° 23.19'	81° 33.23'	+0 33	+2 24	+2 04	+1 58	0.6	0.4	1.1	270°	0.1	000°	0.7	069°
7926	Dames Point, 0.25 n.mi. SE of	5d	30° 23.08'	81° 33.28'	+1 52	+1 39	+1 28	+2 14	0.6	0.9	1.2	254°	0.2	155°	1.9	080°
		14d	30° 23.08'	81° 33.28'	+1 30	+1 29	+1 32	+2 07	0.7	0.9	1.4	257°	0.1	343°	1.8	073°
		28d	30° 23.08'	81° 33.28'	+1 15	+2 00	+2 01	+2 14	0.6	0.7	1.4	254°	0.1	160°	1.4	073°
7931	Drummond Point, channel south of	7d	30° 24.55'	81° 36.17'	+1 51	+2 32	+2 44	+3 00	0.7	0.8	1.4	241°	0.1	160°	1.7	060°
		17d	30° 24.55'	81° 36.17'	+1 34	+2 35	+2 51	+3 01	0.7	0.7	1.3	225°	0.1	160°	1.7	060°
		27d	30° 24.55'	81° 36.17'	+1 21	+2 20	+2 46	+2 51	0.6	0.5	1.2	243°	0.1	160°	1.4	061°
7936	Trout River Cut	6d	30° 23.03'	81° 37.69'	+2 31	+2 48	+2 32	+2 52	0.7	0.7	1.3	193°	0.1	277°	1.5	005°
		15d	30° 23.03'	81° 37.69'	+2 19	+2 53	+2 42	+2 52	0.6	0.6	1.1	191°	0.1	107°	1.3	025°
		32d	30° 23.03'	81° 37.69'	+1 49	+2 31	+3 02	+2 58	0.6	0.6	1.2	205°	0.1	107°	1.1	023°
7941	Chaseville Turn	4d	30° 22.71'	81° 37.77'	+2 16	+2 39	+2 28	+2 27	0.7	0.5	1.4	165°	0.1	089°	1.0	339°
		14d	30° 22.71'	81° 37.77'	+2 10	+2 29	+2 25	+2 28	0.7	0.5	1.3	166°	0.1	089°	1.0	339°
		30d	30° 22.71'	81° 37.77'	+1 48	+2 25	+2 55	+2 43	0.6	0.5	1.2	186°	0.1	082°	1.0	017°
7946	Terminal Channel (north end)	7d	30° 21.42'	81° 37.08'	+2 39	+3 16	+3 02	+3 38	0.5	0.6	1.0	225°	0.1	082°	1.3	001°
		17d	30° 21.42'	81° 37.08'	+2 16	+3 06	+3 20	+3 33	0.6	0.5	1.2	183°	0.1	082°	1.1	001°
		27d	30° 21.42'	81° 37.08'	+1 51	+3 28	+3 16	+3 23	0.5	0.3	1.0	185°	0.1	082°	0.7	001°
7951	Commodore Point, terminal channel	7d	30° 19.05'	81° 37.58'	+2 39	+3 28	+3 10	+3 37	0.5	0.5	0.9	197°	0.1	072°	1.0	051°
		17d	30° 19.05'	81° 37.58'	+2 12	+3 13	+3 23	+3 25	0.5	0.4	1.0	221°	0.1	072°	0.9	051°
		27d	30° 19.05'	81° 37.58'	+1 43	+3 30	+3 38	+3 08	0.6	0.4	1.1	221°	0.1	082°	0.8	035°
7956	Jacksonville, off Washington St	30d	30° 19.3'	81° 39.2'	+2 59	+3 10	+2 54	+3 23	0.9	0.9	1.8	281°	0.1	082°	1.8	118°
7961	Jacksonville, F.E.C. RR, bridge	30d	30° 19.3'	81° 39.2'	+2 59	+3 24	+2 59	+3 39	0.8	0.8	1.8	240°	0.1	082°	1.7	060°
7966	Winter Point	30d	30° 18.5'	81° 40.5'	+2 59	+3 22	+4 04	+3 59	0.6	0.5	1.1	200°	0.1	082°	1.1	015°

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No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	ST. JOHNS RIVER—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
7971	Mandarin Point	6d	30° 09.3'	81° 41.1'	+3 07	+3 39	+3 24	+3 38	0.3	0.4	0.6	179°	0.8	013°
	do.	15d	30° 09.3'	81° 41.1'	+3 13	+3 33	+3 24	+3 38	0.3	0.3	0.6	179°	0.7	013°
7976	Red Bay Point, draw bridge	24d	30° 09.3'	81° 41.1'	+2 48	+3 33	+3 24	+3 32	0.3	0.3	0.5	179°	0.5	013°
	do.	4d	29° 59.1'	81° 37.8'	+2 48	+3 57	+4 02	+4 02	0.5	0.3	0.9	115°	0.6	300°
	do.	6d	29° 59.1'	81° 37.8'	+2 42	+3 57	+5 18	+4 08	0.5	0.3	0.9	115°	0.5	300°
7981	Toccoi to Lake George	14d	29° 59.1'	81° 37.8'	+2 48	+3 57	+5 30	+4 08	0.4	0.2	0.8	115°	0.4	300°
	Current weak and variable													
	FLORIDA COAST													
7986	Fort Pierce Inlet <63>		27° 28.3'	80° 17.5'	+1 19	+0 39	+0 48	+0 35	1.5	2.0	2.6	250°	3.1	072°
7991	Lake Worth Inlet (between jetties) <63>		26° 46.33'	80° 02.13'	+0 13	-0 07	-0 01	0 00	1.3	2.3	2.4	273°	3.6	094°
7996	Fort Lauderdale, New River		26° 06.73'	80° 07.18'	-0 43	-0 39	-0 06	-0 16	0.4	0.3	0.8	005°	0.5	130°
	PORT EVERGLADES													
8001	Pier 2, 1.3 miles east of <34>		26° 05.63'	80° 05.78'	--	--	--	--	--	--	0.2	--	0.4	--
8006	Entrance (between jetties)		26° 05.58'	80° 06.32'	-0 08	-0 49	-0 43	-0 34	0.3	0.4	0.6	275°	0.7	095°
8011	Entrance from southward (canal)		26° 05.2'	80° 06.9'	+0 40	+0 07	+0 31	-0 09	0.7	1.1	1.3	167°	1.7	358°
8016	Turning Basin		26° 05.70'	80° 07.05'	-1 01	-1 09	-1 02	-1 11	0.1	0.3	0.2	320°	0.5	155°
8021	Turning Basin, 300 yards north of		26° 05.8'	80° 07.1'	-0 20	-1 09	-0 27	-0 14	0.5	1.1	0.9	349°	1.8	160°
8026	17th Street Bridge		26° 06.02'	80° 07.13'	-0 38	-0 53	-0 28	-0 55	1.1	1.2	1.9	350°	1.9	170°
	MIAMI HARBOR													
8031	Bakers Haulover Cut		25° 54.0'	80° 07.4'	-0 01	+0 07	+0 14	-0 17	1.6	1.6	2.9	270°	2.5	090°
	Government Cut													
8036	East entrance, off north jetty	13d	25° 45.59'	80° 07.35'	-0 02	-0 19	-0 08	-0 26	0.4	0.9	0.6	236°	1.5	092°
8041	East entrance, inside south jetty	13d	25° 45.61'	80° 07.66'	-0 07	-0 06	-0 04	0 00	1.2	1.1	2.1	343°	1.8	116°
8046	Midway, north side	13d	25° 45.84'	80° 07.96'	-0 12	-0 03	-0 07	-0 08	0.7	0.5	1.2	292°	0.7	108°
	do.	28d	25° 45.84'	80° 07.96'	-0 11	-0 05	-0 10	-0 06	0.4	0.3	0.7	288°	0.4	104°
8051	MIAMI HARBOR ENTRANCE	16d	25° 45.90'	80° 08.17'	+0 01	-0 02	-0 02	+0 02	0.8	1.0	1.8	298°	1.6	112°
	do.	31d	25° 45.90'	80° 08.17'	+0 09	+0 10	-0 04	+0 01	0.9	1.6	1.4	298°	1.6	104°
8056	West entrance, south side	15d	25° 45.85'	80° 08.25'	+0 09	+0 10	-0 04	+0 01	0.1	0.10°	1.6	288°	2.5	100°
	Main Channel													
8061	Causeway Is., 0.2 mi. SE of <56>	13d	25° 46.06'	80° 08.58'	+0 01	+0 23	-0 01	-0 14	0.8	0.4	1.4	306°	0.7	131°
8066	Lummus Is., northeast corner <57>	13d	25° 46.02'	80° 08.70'	-0 07	-0 02	+0 06	-0 04	0.1	0.4	0.2	265°	0.7	104°
8071	Dodge Is., 0.1 mi. off NW corner	12d	25° 46.89'	80° 10.90'	+0 17	-0 14	+0 01	+0 04	0.2	0.3	0.4	277°	0.4	093°
	do.	26d	25° 46.89'	80° 10.90'	+0 12	-0 32	+0 14	+0 20	0.2	0.2	0.4	276°	0.3	091°
	Fishermans Channel													
8076	Fisher Is., 0.2 mi. NW of	15d	25° 45.87'	80° 09.08'	+0 14	+0 38	+0 17	+0 39	0.6	0.7	1.0	280°	1.1	090°
8081	Lummus Is., 0.15 mi. off SW corner	15d	25° 45.89'	80° 09.69'	+0 20	-0 20	+0 10	+0 22	0.3	0.6	0.6	271°	0.9	095°
8086	West end, SW of Dodge Island	11d	25° 46.36'	80° 10.74'	-0 05	-0 32	-0 15	-0 21	0.1	0.2	0.2	277°	0.3	089°
8091	Miami River entrance	10d	25° 46.21'	80° 11.23'	+0 15	-0 02	-0 01	+0 46	0.1	0.4	0.2	261°	0.6	071°
8096	Fowey Rocks Light, 1.5 miles SW of		25° 35'	80° 07'										
	FLORIDA REEFES to MIDNIGHT PASS													
8101	Caesar Creek, Biscayne Bay		25° 23.2'	80° 13.6'	+0 07	-0 08	-0 14	-0 05	1.2	1.0	1.2	316°	1.8	123°
8106	Long Key, drawbridge east of		24° 50.4'	80° 46.2'	+0 58	+1 27	+2 21	+1 33	1.1	0.7	0.9	000°	1.2	202°
8111	Long Key Viaduct		24° 48.1'	80° 51.9'	+1 34	+1 28	+2 02	+1 57	0.9	0.7	1.1	349°	1.2	170°
8116	Moser Channel, swingbridge		24° 42.0'	81° 10.2'	+1 07	+1 30	+1 50	+1 47	1.4	1.0	1.4	339°	1.8	166°
8121	Bahia Honda Harbor, bridge		24° 39.4'	81° 17.3'	+1 01	+0 39	+1 53	+1 05	1.4	1.2	1.4	004°	2.1	182°
8126	No Name Key, northeast of		24° 42.3'	81° 18.8'	+0 55	+1 24	+1 20	+0 53	0.7	0.5	0.7	312°	0.9	142°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS						
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb			
	FLORIDA REEFES to MIDNIGHT PASS—cont. Time meridian, 75° W	ft	North	West	h	m	h	m	h	m	knots	Dir.	knots	Dir.	knots	Dir.	
	<i>Key West</i>				on Key West, p.108												
8131	Main Ship Channel entrance		24° 28.4'	81° 48.1'	-0 44	-0 12	+0 10	+0 10	+0 10	0.2	0.3	0.4	0.2	040°	0.4	178°	
8136	KEY WEST, 0.3 mi. W of Ft. Taylor		24° 30.5'	81° 48.3'					+0 30		0.2			064°	0.4	133°	
8141	Ft. Taylor, 0.6 mile N of		24° 32.9'	81° 48.6'										022°	1.7	194°	
8146	Turning Basin		24° 33.5'	81° 48.6'	+0 20	+0 13	-0 11	+0 13	+0 13	0.6	0.7			06 042°	1.2	202°	
8151	Northwest Channel		24° 34.0'	81° 50.9'	+0 43	+0 44	-0 29	+1 06	+0 48 25'	0.8	0.6			08 048°	1.1	216°	
8156	Northwest Channel		24° 35.0'	81° 52.8'	-0 08	-0 03	-0 09	-0 07	-0 07	1.2	0.8			12 353°	1.4	162°	
8161	Northwest Channel		24° 37.3'	82° 04.1'	-0 28	-0 19	-0 20	-0 20	-0 20	0.6	0.4			06 346°	0.6	168°	
8166	Boca Grande Channel		24° 34.4'	82° 04.1'	-0 40	-0 45	-0 01	-0 06	-0 06	1.1	0.8			1.1 353°	1.2	194°	
8171	New Ground <36>		24° 39.0'	82° 25.0'	+1 36	+1 55	+1 28	+1 18	+1 18	0.7	0.4			0.2 356°	0.7	244°	
8176	Isaac Shoal		24° 33.5'	82° 32.2'	+1 00	+0 54	+1 52	+1 55	+1 55	1.0	0.5			0.6 002°	0.8	181°	
8181	Southeast Channel		24° 37.62'	82° 51.07'	-0 27	-0 06	+0 37	+0 36	+0 36	0.6	0.4			0.6 004°	0.6	172°	
8186	Southwest Channel		24° 36.92'	82° 54.70'	+0 45	+0 59	+1 25	+2 04	+2 04	0.4	0.4			0.4 001°	0.6	209°	
	Point Ybel, 0.4 mile northwest of		26° 27.40'	82° 01.12'	-0 25	-0 52	+0 17	+0 35	+0 35	0.8	0.7			1.0 255°	0.9	080°	
8191	Capitva Pass <37>		26° 36.56'	82° 13.34'	-0 53	-1 29	-1 14	-0 23	-0 23	1.4	0.9			1.8 067°	1.9	251°	
8201	Boca Grande Pass, Charlotte Harbor		26° 42.86'	82° 15.40'	-0 15	-0 37	-0 15	+0 05	+0 05	1.7	1.3			2.2 057°	1.8	251°	
8206	Pine Island Sound		26° 40.90'	82° 11.87'										0.5 011°	0.5	191°	
8211	Little Pine I. bridge, Matlacha Pass		26° 37.9'	82° 04.1'						0.4	-			0.6 132°	-	-	
8216	Cape Haze, 2.3 mi. S of, Charlotte Hbr		26° 44.7'	82° 09.1'	+0 30	+0 41	-0 20	+1 18	+1 18	0.4	0.4			0.5 080°	0.5	268°	
8221	Punta Gorda, Peace River Bridge		26° 56.7'	82° 03.4'						0.3	0.2			0.4 047°	0.3	230°	
8226	Myakka River bridge <45>		26° 57.5'	82° 12.8'	+1 48	+1 18	+1 47	-	-	0.4	-			0.5 304°	-	-	
8231	Gasparilla Pass		26° 48.74'	82° 16.86'	-1 15	-1 13	-0 35	-0 41	-0 41	0.8	0.8			1.0 066°	1.1	236°	
8236	Venice inlet		27° 06.8'	82° 28.2'	-2 05	-2 08	-1 57	-1 59	-1 59	0.8	0.7			1.1 087°	0.9	262°	
8241	Blackburn Bay, south end, bridge		27° 07.4'	82° 28.2'	-0 55	-1 20	-1 28	-1 10	-1 10	0.7	0.5			0.9 357°	0.7	180°	
8246	Little Sarasota Bay, south end, bridge		27° 10.8'	82° 29.7'	-1 19	-0 56	-1 28	-0 06	-0 06	1.1	0.5			1.4 167°	0.7	357°	
8251	Midnight Pass entrance		27° 12.4'	82° 30.6'	-1 43	-1 59	-1 49	-1 13	-1 13	1.4	1.1			1.8 061°	1.4	242°	
	SARASOTA BAY																
8256	Big Sarasota Pass		27° 18.0'	82° 33.8'	-1 54	-1 49	-1 34	-2 03	-2 03	1.2	0.8			1.5 006°	1.0	183°	
8261	Sarasota Bay, south end, bridge		27° 18.1'	82° 32.8'	-1 25	-1 39	-1 13	-0 32	-0 32	0.2	0.2			0.3 196°	0.3	013°	
8266	New Pass		27° 19.9'	82° 34.9'	-2 06	-2 48	-1 18	-1 25	-1 25	1.2	0.8			1.6 046°	1.0	231°	
8271	Golden Gate Point, off		27° 19.7'	82° 33.4'	-1 38	-1 57	-1 25	-1 19	-1 19	0.3	0.2			0.4 344°	0.3	159°	
8276	Longboat Pass		27° 26.5'	82° 41.4'	-2 32	-2 42	-1 51	-1 56	-1 56	1.4	1.2			1.8 088°	1.6	267°	
8281	Cortez, north of bridge		27° 28.2'	82° 41.6'	-1 47	-1 10	-0 25	-1 11	-1 11	0.5	0.1			0.6 346°	0.1	162°	
	TAMPA BAY																
8286	Egmont Channel, marker '10'	15d	27° 36.03'	82° 52.06'	-2 04	-3 17	-2 22	-1 31	-1 31	0.2	0.2			0.2 018°	0.3	259°	
8291	Egmont Channel (3 mi. W of Egmont Key Lt.)		27° 36.5'	82° 49.1'	-0 30	-0 28	-0 30	-0 29	-0 29	0.4	0.5			0.5 065°	0.7	260°	
8296	TAMPA BAY ENTRANCE (Egmont Channel)	15d	27° 36.26'	82° 45.62'	-0 46	-0 53	-0 40	+0 30	+0 30	0.6	0.9			1.3 120°	1.3	298°	
8301	Southwest Channel (S of Egmont Key)	15d	27° 33.70'	82° 46.04'	-0 03	-0 01	-0 23	+0 08	+0 08	0.8	0.8			0.8 087°	1.2	269°	
8306	Mullet Key Channel entrance		27° 36.27'	82° 43.43'	-1 29	-1 50	-1 13	-1 08	-1 08	0.6	0.7			1.1 055°	1.1	255°	
8311	Passage Key Inlet (off Bean Pt.)	15d	27° 32.36'	82° 44.86'	+0 20	-0 05	-0 51	+0 04	+0 04	0.3	0.4			0.4 065°	0.6	250°	
8316	Rattlesnake Key, 3.1 miles west of		27° 33.20'	82° 41.30'	-0 28	-0 34	-0 34	-0 09	-0 09	0.2	0.1			0.3 035°	0.2	210°	
8321	Mullet Key Channel, marker '24'		27° 34.25'	82° 38.63'	-0 14	-0 07	-0 06	-0 06	-0 06	0.7	0.7			0.9 073°	1.0	255°	
8326	Buncoes Pass (West of Bayway bridge)	15d	27° 36.50'	82° 41.64'	-0 47	-0 46	-1 07	-1 02	-1 02	0.8	0.7			1.0 125°	1.0	315°	
8331	Pine Key (Pinellas Bayway bridge)		27° 38.82'	82° 44.37'	-0 32	-0 29	-1 07	-1 00	-1 00	0.3	0.6			0.4 100°	0.8	280°	
8336	Cats Point (bridge west of)		27° 41.55'	82° 43.03'	-1 27	-2 41	-2 12	-1 23	-1 23	0.5	0.5			0.6 015°	0.7	150°	
8341	SUNSHINE SKYWAY BRIDGE	15d	27° 37.22'	82° 39.32'	+0 25	+0 07	+0 23	+0 46	+0 46	0.8	0.7			1.3 060°	1.1	235°	
8346	Cut A & B, Channel Junction		27° 36.33'	82° 37.53'	+0 03	-0 07	-0 24	-0 02	-0 02	0.5	0.7			1.0 045°	0.9	225°	
8356	Joe Island, 1.8 miles northwest of		27° 36.75'	82° 37.50'										0.7 070°	0.9	245°	

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			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
8361	TAMPA BAY—cont. Time meridian, 75° W	ft	North	West	h m	h m	h m	h m	0.2	0.3	knots	Dir.	knots	Dir.
8366	Harbor Key, 1.3 miles west of		27° 36.67'	82° 35.67'	-0 50	-0 56	-1 06	-0 38			0.3	020°	0.4	160°
8371	Pinellas Point		27° 40.55'	82° 39.58'	Current weak and variable									
8376	2 miles southwest of		27° 39.63'	82° 38.50'	-0 46	-0 23	-0 16	-0 34	0.6	0.7			0.9	210°
8381	0.5 mile south of		27° 41.82'	82° 37.95'	-1 28	-1 19	-1 53	-0 57	0.2	0.2			0.3	220°
8386	1.9 miles SE of		27° 40.08'	82° 36.58'	+0 29	+0 32	+0 06	+0 20	0.5	0.6			0.8	180°
8391	3 miles southeast of		27° 39.72'	82° 35.95'	+0 29	+0 23	+0 20	+0 47	0.6	0.6			0.8	200°
8396	Port Manatee Channel entrance	15d	27° 39.72'	82° 35.95'	-0 01	+0 08	+0 24	+0 23	0.6	0.6			0.8	216°
8401	Port Manatee Channel, marker '4'	15d	27° 39.21'	82° 35.39'	-0 34	-0 11	-0 22	+0 01	0.2	0.3			0.4	242°
	Pinney Point, 0.6 mile NNW of		27° 39.22'	82° 33.73'	+0 12	-0 29	-0 45	+0 01	0.3	0.4			0.5	215°
	on Old Tampa Bay ent., p.120													
8406	Lewis Island, 0.9 mile east of		27° 43.47'	82° 36.58'	+0 04	-0 19	-1 05	-0 19	0.8	0.9			0.8	160°
8411	Camp Key, 1.9 miles northwest of		27° 42.47'	82° 33.00'	+0 11	-0 01	-0 43	-0 21	0.7	0.8			0.7	220°
8416	Shell Point, 1.1 miles west of		27° 43.28'	82° 30.22'	Current weak and variable								0.3	235°
8421	Cut E Channel, marker '2E'	15d	27° 43.52'	82° 32.14'	-0 44	+0 07	-0 26	-0 22	0.7	0.7			0.7	228°
8426	Port of St. Petersburg approach, marker 'S'	12d	27° 45.55'	82° 36.61'	Current weak and variable						0.1	274°	0.3	344°
8431	Snell Isle, 1.8 miles east of		27° 47.62'	82° 34.33'	+0 38	+0 22	-0 49	0 00	0.3	0.4			0.4	170°
8436	Ross Island, 1 mile east of, marker '4'	15d	27° 50.22'	82° 34.39'	+0 01	+0 19	+0 04	-0 22	0.6	0.5			0.5	175°
8441	OLD TAMPA BAY ENTRANCE (Port Tampa)	15d	27° 51.90'	82° 33.22'	Daily predictions						0.1	257°	0.9	207°
8446	Weedon I., powerplant channel, marker '10'	23d	27° 51.72'	82° 35.12'	+0 17	+0 37	+0 03	-0 23	0.7	0.5			0.1	276°
8451	Gandy Bridge, west channel		27° 52.75'	82° 34.83'	+0 09	-0 26	-0 55	-0 33	0.9	0.9			0.8	155°
8456	Gandy Bridge, east channel	6d	27° 52.99'	82° 33.14'	+0 10	+0 20	+0 09	+0 07	0.6	0.6			0.5	179°
8461	W Howard Frankland Bridge		27° 55.55'	82° 35.17'	+0 19	+0 50	-0 12	+0 16	0.3	0.2			0.2	140°
8466	Courney Campbell Parkway		27° 58.08'	82° 37.45'	+0 37	+0 26	-0 35	+0 16	0.5	0.6			0.6	140°
8471	Gadsden Pt. Cut-Cut G Channel junction	15d	27° 47.16'	82° 31.32'	Current weak and variable								0.1	312°
8476	Cut A Channel, marker '10', Hillsborough Bay	15d	27° 48.71'	82° 26.84'	-1 33	+0 06	-0 54	-0 53	0.3	0.2			0.2	213°
8481	Cut C Channel, marker '21', Hillsborough Bay	15d	27° 50.76'	82° 26.62'	-1 14	+0 31	-0 20	-0 23	0.4	0.2			0.2	183°
8486	Alafia River ent., 1.2 miles west of		27° 50.97'	82° 25.28'	Current weak and variable								0.2	060°
	BOCA CIEGA BAY and ST. JOSEPH SOUND													
8491	Pass-a-Grille Channel		27° 41.1'	82° 44.1'	-0 30	-0 43	-0 30	-0 17	0.9	1.0			1.2	357°
8496	Bridge, 0.8 mi. south of Maximo Pt. <39>		27° 41.6'	82° 40.8'	-1 05	-1 22	-1 05	-0 50	0.9	1.0			1.2	078°
8501	Gulfport, south of		27° 43.7'	82° 42.4'	Current weak and variable									
8506	Blind Pass (north end)		27° 45.4'	82° 45.7'	-1 20	-1 25	-1 20	-1 12	0.5	0.3			0.6	000°
8511	Treasure Island Causeway		27° 46.2'	82° 45.3'	Current weak and variable									
8516	Johns Pass <38>		27° 47.0'	82° 46.9'	-1 30	-1 28	-1 30	-1 29					2.0	044°
8521	Treasure Island, 3.5 miles southwest of		27° 45.0'	82° 50.0'	Current weak and variable									
8526	The Narrows (Indian Rocks Beach Bridge)		27° 52.6'	82° 51.0'	-0 23	-0 25	-1 17	-0 54	0.5	0.1			0.6	180°
8531	Clearwater Pass, 0.2 mi. NE of Sand Key		27° 57.4'	82° 49.4'	-2 24	-2 49	-2 18	-1 50	1.0	0.8			1.3	179°
8536	St. Joseph Sound, off		28° 05.0'	82° 55.0'									0.4	018°
	on Miami Harbor Entrance, p.104													
8541	Anclote Key, off		28° 10.0'	82° 49.8'	+2 58	+2 43	+2 42	+2 23	0.3	0.5			0.6	006°
	APALACHEE BAY													
8546	St. Marks River approach		30° 02.8'	84° 10.8'	-0 57	-0 46	-0 10	-0 08	0.5	0.4			0.6	339°
8551	Four Mile Point, St. Marks River		30° 06.7'	84° 12.2'	-0 13	-0 14	+0 24	-0 26	0.3	0.3			0.4	358°
8556	St. Marks, St. Marks River		30° 09.3'	84° 12.1'	+1 38	+1 10	-0 23	+0 23	0.2	0.3			0.3	067°

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			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
8561	PENSACOLA BAY Time meridian, 90° W Pensacola Bay entrance, midchannel	ft	North	West	h m	h m	h m	h m	1.1	1.2	knots	Dir.	knots	Dir.
			30° 20.1'	87° 18.0'	-0 48	-0 31	+0 18	-1 15			1.6	074°	1.8	256°
	MOBILE BAY													
8566	Main Ship Channel entrance		30° 09.2'	88° 03.2'	---	+0 50	---	+0 50	0.5	0.7	0.7	344°	1.0	182°
8571	MOBILE BAY ENTRANCE (off Mobile Point)		30° 13.6'	88° 02.1'	---	+1 16	---	+0 43	0.4	0.3	1.4	027°	1.5	190°
8576	Channel, 6 miles N of Mobile Point		30° 19.8'	88° 01.1'	+0 15	+1 26	Current weak and variable				0.6	032°	0.5	208°
8581	Great Point Clear, channel west of		30° 29.4'	88° 02.0'	+5 36	+4 54	+2 44	+2 45	0.2	0.5	0.3	333°	0.7	151°
8586	Mobile River entrance		30° 40.2'	88° 00.7'	+2 04	+1 35	-1 00	-0 21	0.3	0.7	0.4	029°	1.0	222°
8591	Tensaw River entrance (bridge)		30° 40.9'	88° 00.7'										
8596	Pass Aux Herons Entrance to Mississippi Sound <40>		30° 17.3'	88° 07.8'	+0 09	+0 15	+0 22	+0 02	0.9	0.9	1.3	068°	1.3	245°
	MISSISSIPPI SOUND													
8601	Pascagoula River highway bridge <24>		30° 22.3'	88° 33.8'	---	+0 48	---	-1 02	0.9	0.8	1.2	016°	1.2	201°
	LOUISIANA COAST													
8606	Quatre Bayoux Pass, Barataria Bay		29° 18.6'	89° 51.1'	+1 37	+1 04	+0 43	+0 06	0.9	0.9	1.2	288°	1.3	103°
8611	Pass Abel, Barataria Bay		29° 17.7'	89° 54.2'	+0 53	+1 00	+0 13	-0 03	0.6	1.1	0.9	317°	1.6	143°
8616	Barataria Pass, Barataria Bay		29° 16.3'	89° 56.9'	+2 29	+1 23	+1 01	+0 19	1.1	0.9	1.5	315°	1.3	120°
8621	Barataria Bay, 1 mi. NE of Manilla		29° 26.2'	89° 57.6'	+4 41	+3 35	+3 10	+4 12	0.3	0.3	0.4	356°	0.5	160°
8626	Caminada Pass, Barataria Bay		29° 11.9'	90° 02.8'	+1 44	+0 03	+0 56	+0 38	1.1	1.0	1.5	297°	1.5	118°
8631	Seabrook Bridge, New Orleans <1>		30° 01.9'	90° 02.1'	---	+7 37	---	+7 57	0.9	0.6	1.2	350°	0.9	170°
	TEXAS													
8636	Cat Island Pass, Terrebonne Bay	6	29° 04.8'	90° 34.4'	-2 32	-1 57	-1 05	-2 59	0.8	1.2	1.1	013°	1.5	195°
8641	Wine Island Pass		29° 04.2'	90° 38.0'	-4 33	-5 03	-3 38	-4 17	1.2	1.5	1.7	325°	1.9	160°
8646	Caillou Boca, Caillou Bay	4	29° 03.5'	90° 48.5'	-0 33	-0 41	+2 59	-0 05	0.9	0.6	1.3	095°	0.7	264°
8651	Calcasieu Pass		29° 46.4'	93° 20.7'	-0 02	-0 42	+1 16	-0 55	1.2	1.8	1.7	020°	2.3	205°
8656	Calcasieu Pass, 35 miles south of		29° 10.15'	93° 19.23'										
8661	Calcasieu Pass, 67 miles south of <41>		28° 39.80'	93° 19.95'										
	SABINE PASS													
8666	Texas Point, 1.7 miles SSE of		29° 39.0'	93° 49.6'	+0 02	-0 33	-1 11	-0 32	0.8	1.3	1.1	335°	1.6	145°
8671	Sabine, channel east of		29° 43.3'	93° 51.7'	+0 01	-0 01	-1 11	-0 07	1.1	1.4	1.6	335°	1.7	140°
8676	Port Arthur Canal entrance		29° 45.6'	93° 54.1'	+1 09	+0 35	-0 11	+1 01	0.6	1.1	0.9	310°	1.3	110°
8681	Mesquite Pt., La. Causeway bridge		29° 45.95'	93° 53.70'	-0 05	-0 21	-1 16	-0 46	1.1	1.8	1.6	330°	2.2	150°
8686	GALVESTON BAY ENT. (between jetties)	15d	29° 20.92'	94° 42.85'									0.1	004°
	do.	5d	29° 20.92'	94° 42.85'	+0 17	+0 15	+0 02	+0 05	1.0	1.1	1.4	272°	1.2	088°
	do.	34d	29° 20.92'	94° 42.85'	-0 18	-0 01	-0 03	-0 13	0.8	0.9	1.1	274°	1.1	094°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	GALVESTON BAY Time meridian, 90° W	ft	North	West	h	m	h	m	h	m	knots	Dir.	knots	Dir.
8691	BOLIVAR ROADS	14d	29° 20.60'	94° 46.88'	+0 09	+0 07	-0 16	-0 01	1 0	1 1	1 6	296°	1 3	123°
	do.	8d	29° 20.60'	94° 46.88'	-0 32	-0 11	+0 17	-0 08	0 8	0 6	1 6	295°	1 5	125°
	do.	31d	29° 20.60'	94° 46.88'	-0 30	+2 16	--	-1 53	0 7	0 6	1 2	308°	1 0	115°
8696	Quarantine Station, 0.3 mile S of <24>		29° 18.6'	94° 49.2'	-0 30	-0 54	-2 30	-1 11	1 0	1 2	1 6	272°	1 6	103°
8701	Galveston Channel, west end <24>		29° 17.80'	94° 53.13'	-0 33	-0 54	-1 41	-1 41	0 5	0 8	1 7	312°	1 0	026°
8706	Galveston Causeway RR, bridge <61>	3d	29° 21.88'	94° 47.80'	-0 05	-0 18	-2 14	-1 41	1 1	1 0	1 7	213°	1 3	135°
8711	Houston Channel, W of Port Bolivar	14d	29° 21.88'	94° 47.80'	-0 03	-0 11	-2 15	-1 55	1 0	0 9	1 5	312°	1 2	133°
	do.	26d	29° 21.88'	94° 47.80'	-0 06	-0 14	-2 12	-1 41	0 9	0 8	1 4	312°	1 0	133°
8716	Houston Ship Channel (Red Fish Bar)	7d	29° 30.44'	94° 52.48'	+0 41	+1 13	+1 13	+0 50	0 1	0 69°	0 7	341°	0 7	154°
	do.	14d	29° 30.44'	94° 52.48'	+0 45	+1 28	+1 17	+1 10	0 7	0 7	1 0	331°	0 9	148°
	do.	24d	29° 30.44'	94° 52.48'	+0 48	+1 15	+1 20	+1 42	0 5	0 5	0 8	323°	0 7	144°
8721	Morgans Point	6d	29° 40.79'	94° 58.90'	+2 15	+1 43	+1 05	+1 16	0 3	0 5	0 5	336°	0 7	163°
	do.	15d	29° 40.79'	94° 58.90'	+1 44	+1 23	-0 50	+1 11	0 3	0 4	0 5	341°	0 5	159°
	do.	25d	29° 40.79'	94° 58.90'	+0 47	+0 58	-1 02	+1 20	0 2	0 3	0 4	340°	0 4	160°
	TEXAS COAST													
8726	Matagorda Channel (entrance jetty)	15	28° 25.3'	96° 19.4'	-0 40	-0 27	-1 14	-1 25	1 4	1 5	2 0	317°	1 9	142°
	Aransas Pass	15d	27° 50.03'	97° 02.65'	0 00	0 00	0 00	0 00	1 1	1 5	1 9	300°	2 0	118°
8731	do.	35d	27° 50.03'	97° 02.65'	0 00	0 00	0 00	0 00	0 9	0 8	1 6	300°	1 5	118°
8736	Port Ingleside	5d	27° 50.03'	97° 02.65'	+0 24	+1 48	+2 11	+1 09	0 7	0 5	1 0	300°	0 7	118°
8741	Sabine Bank <46>		29° 18.20'	94° 00.20'	--	--	--	--	--	--	--	--	--	--
8746	Heald Bank, 28 miles SSE of <46>		28° 40.17'	93° 59.60'	--	--	--	--	--	--	--	--	--	--
	PUERTO RICO Time meridian, 60° W													
8751	Las Mareas		17° 55.41'	66° 09.70'	-0 26	-0 52	-0 04	-0 35	1 7	1 3	0 3	256°	0 4	095°
8756	Punta Ostiones, 1.5 miles west of		18° 05.2'	67° 13.6'	--	--	--	--	--	--	--	--	--	--
8761	VIEQUES PASSAGE		18° 11.3'	65° 37.1'	-0 44	-1 16	-1 28	-1 05	0 7	0 9	0 6	250°	0 7	057°
8766	Vieques Sound		18° 15.87'	65° 34.20'	-0 52	-1 28	-1 33	-1 08	0 7	0 9	0 4	180°	0 6	355°
8771	Largo Shoals, west of		18° 19.1'	66° 35.1'	-0 52	-1 28	-1 33	-1 08	0 7	1 0	0 4	186°	0 7	330°
8776	Ramos Cay, 0.3 mile SE of <1>		18° 18.6'	65° 36.4'	--	-0 42	--	-0 44	0 3	0 1	0 2	120°	0 1	284°
8781	Palominos Island, 0.9 mile SW of <13>		18° 20.1'	65° 34.8'	--	--	--	-0 48	--	0 7	--	--	0 5	307°
8786	Fajardo Harbor (channel)		18° 20.1'	65° 34.8'	-1 13	-1 52	-2 27	-1 45	0 5	1 6	0 3	162°	1 1	339°
8791	Isla Marina, 0.2 mile west of <1>		18° 20.50'	65° 37.38'	--	--	--	-2 06	--	1 0	--	--	0 7	335°
8796	Coronata Laja, 0.4 mile NW of <13>		18° 21.6'	65° 37.3'	--	--	--	-1 33	--	0 4	--	--	0 3	000°
8801	Pasaje de San Juan <1>		18° 23.9'	66° 36.9'	--	--	--	-1 15	--	1 7	--	--	1 2	310°
8806	Bahia de San Juan		18° 27.23'	66° 06.6'	--	--	--	--	--	--	--	--	--	--
8811	Bahia de San Juan entrance <42>		18° 28.3'	66° 07.6'	--	--	--	--	--	--	--	--	--	--

Endnotes can be found at the end of table 2.

**ENDNOTES**

- < 1> The times of minimum before flood and minimum before ebb are indefinite.
- < 2> Current speeds up to 9.0 knots have been observed in the vicinity of the Boilers.
- < 3> Current turns westward, just before the end of the flood.
- < 4> Current tends to rotate counterclockwise, flood direction swings from westward to southward.
- < 5> Observations indicate that current floods about 11 hours and ebbs about 1 1/2 hours. Minimum before flood occurs about 4 1/2 hours earlier, maximum flood about 1 hour later, minimum before ebb about 1/2 hour later, and maximum ebb about 1 1/2 hours earlier than corresponding predictions at Portsmouth Harbor Entrance. Average ebb speed is less than 0.5 knot.
- < 6> Current is variable; current speeds are usually less than 1 knot. Currents are strong in the entrance to Menemsha Pond.
- < 7> In the open waters of Buzzards Bay, except in the entrance and off Penikese Island and West Island, the current is too weak and variable to be predicted.
- < 8> The currents in Narragansett Bay have a pronounced irregularity which is evidenced at times during the month by a long period of approximate slack water preceding the flood, and at other times by a double flood of two distinct maximums of speed separated by a period of lesser speed. These peculiarities appear to be somewhat unstable, consequently, flood currents differing from those predicted should be expected. The ebb current is fairly regular and the predictions for maximum ebb will usually agree closely with the current encountered.
- < 9> At minimum flood, current sometimes ebbs for a short period.
- <10> At minimum flood, current frequently ebbs for a short period.
- <11> Flood is too weak to be predicted. Time difference gives mid-point of 4 hour stand of weak and variable current and time of maximum ebb.
- <12> Inside breakwaters, in channel, the current is only 0.4 knot.
- <13> Current seldom floods.
- <14> Near Tongue Point, Bridgeport Harbor, the current is weak and irregular.
- <15> Tidal current is weak, averaging about 0.1 knot at maximum.
- <16> For maximum southward current only, the gates of the lock being closed to prevent northward flow. Apply difference and ratio to maximum ebb at The Narrows.
- <17> Spring freshwater flow tends to decrease flood speeds and increase ebb speeds by approximately 0.25knots. This also has the effect of delaying the slack before flood and advancing the slack before ebb by 15 to 45 minutes.
- <18> In Roundout Creek entrance (between lights), eddies on the flood make navigation difficult. Little difficulty should be experienced on the ebb.
- <19> Current always ebbs. Ebb speeds vary depending on freshwater flow and average 1.5 knots in the spring and 0.5 knots in the fall.
- <20> Current is rotary, turning clockwise. It flows northwest at times of "minimum before flood" at The Narrows; northeast 1 hour after maximum flood; southeast 1 1/2 hours after "minimum before ebb"; and southwest 2 hours after maximum ebb.
- <21> Current is rotary, turning clockwise. Minimum current of 0.2 knot sets west about the time of "minimum before flood" at The Narrows. Minimum current of 0.2 knot sets ENE about the time of "minimum before ebb" at The Narrows.
- <22> In Sandy Hook Bay (except in southern extremity) the current is weak.
- <23> Tidal current is weak and rotary, averaging about 0.1 knot at maximum.
- <24> The times of minimum before flood and ebb are variable.
- <25> Current usually ebbs during the period 3 hours before to 3 hours after maximum ebb. Flood is weak and variable.
- <26> To obtain speeds in midchannel use speed ratio 0.8.

- <27> Flood is usually weak and of short duration. A weak ebb or flood current occurs about 6 hours after maximum flood at Delaware Bay Entrance.
- <28> Tidal current is weak and rotary, averaging less than 0.1 knot.
- <29> Current tends to rotate clockwise. At times of "minimum before flood" there may be a weak current flowing WSW while at times of "minimum before ebb" there may be a weak current flowing ENE.
- <30> Current tends to rotate clockwise. At times of "minimum before flood" there may be a weak current flowing southwest, while at times of "minimum before ebb" there may be a weak current flowing north.
- <31> Flood usually flows northward, however, direction is variable.
- <32> Flood is variable, current sometimes changes to ebb for a short time during the flood period.
- <33> Due to changes in the waterway, average speed values given are probably too large.
- <34> Flood usually occurs in a southerly direction and the ebb in a northeastwardly direction.
- <35> Flood is weak and variable.
- <36> Current tends to rotate clockwise. At times of "minimum before flood" there may be a weak current flowing northward while at times of "minimum before ebb" there may be a weak current flowing southeastward.
- <37> For greater ebb only.
- <38> The strength of flood is usually about 2 knots. The speed ratio for strength of ebb is 0.8, except for an ebb speed at Tampa Bay entrance less than 1 knot or marked with an asterisk. In this case take the ebb speed at Johns Pass to be about 1 knot.
- <39> For greater ebb. Lesser ebb is almost equal to greater ebb.
- <40> Currents are materially affected by winds.
- <41> Current is weak and variable. Current is somewhat rotary turning clockwise.
- <42> Current is normally weak and variable, but winds may cause heavy swells.
- <43> Minimum ebb is extremely weak, possibly flooding for a short period.
- <44> Every other ebb phase exhibits a double ebb pattern. For single ebb phases use time differences and speed ratios of the first ebb.
- <45> Ebb is weak and variable.
- <46> Current is somewhat rotary, speed seldom exceeds 0.3 knot.
- <47> Flood is weak and variable with speeds less than or equal to 0.2 knot. Minimums are indefinite.
- <48> Diamond Island Pass - Ebb current is very weak, averaging less than 0.1 knot.
- <49> During period observed, the current flow was nearly continuous in a southwesterly direction with an average speed of about 0.4 knot.
- <50> Observations during the spring showed an increase of about 0.4 knots in both the flood and ebb directions.
- <51> Observations were made in the summer months when the freshwater discharge was at a minimum. Periods of heavier discharge will increase ebb current speeds and decrease flood current speeds.
- <52> Observations were made in the spring during period of heavy freshwater discharge. Periods of lesser discharge will decrease ebb current speeds and increase flood current speeds.
- <53> Observations at this location showed long periods of minimum currents and short durations of flood and ebb currents.
- <54> Turbulence with hazardous current speeds of 6 to 7 knots have been reported near the bridges in the canal. Extreme caution should be exercised.
- <55> The time of minimum before flood is indefinite.
- <56> Maximum ebb time difference is for middle of phase. Speed near 0.7 knots throughout most of ebb phase. Speeds a short distance away may vary significantly.

- <57> Maximum flood time difference is for middle of phase. Speed is very low throughout most of flood phase.
- <58> It has been reported that under conditions of extreme river discharge, the currents can reach 7 or 8 knots. Caution should be exercised when docking and undocking vessels
- <59> In the narrow part of Woods Hole Passage (Woods Hole, 0.1 mile SW of Devils Footh Island) the current velocity at times exceeds 4.5 knots. Velocities as high as 5.0 knots have been reported by the U. S. Coast Guard. Currents in Woods Hole Passage computed from the daily predictions at Cape Cod Canal in the Tidal Current Tables, Atlantic Coast should be used WITH CAUTION. actual velocities and directions shown on Tidal Current Charts, Narragansett Bay to Nantucket should be used only with EXTREME CAUTION. These differences result from dredging, filling, shoaling, and other modifications since the 1931 survey.
- <60> Depths at the locations were previously averaged. The original data has been separated into its component depths.
- <61> The time of minimum before ebb is indefinite.
- <62> Short term observational data taken by United States Power Squadrons (USPS) as part of the NOS/USPS Tidal Current Predictions Quality Assurance Program has shown that predictions at this location are accurate.
- <63> Short term observational data taken by United States Power Squadrons (USPS) as part of the NOS/USPS Tidal Current Predictions Quality Assurance Program have shown predictions at these locations to be inaccurate.
- Observed speeds at "Little Creek" were approximately twice the predicted values.
  - Observations at "Newport News Channel, west end" showed both time and speed of the currents were altered by the Monitor-Merrimac Tunnel. Predictions should be used with caution.
  - Observations at "Lake Worth Inlet" showed that maximum currents occurred up to 2 hours earlier than predicted, and speeds were decreased by at least 25%.
  - Observations at "Fort Pierce Inlet" showed that maximum currents occurred up to 1 hour earlier than predicted, and speeds were decreased by at least 25%.

CAUTION—During the first 2 hours of flood in the channel north of Governors Island, the current in the Hudson River is still ebbing while during the first 1 1/2 hours of ebb in this channel, the current in the Hudson River is still flooding. At such times, special care must be taken by large ships in navigating this channel.

- <64> At times of slack before flood there is a non-tidal current flowing NE at speeds of approximately 0.5 knots.

## TABLE 3.—SPEED OF CURRENT AT ANY TIME

### EXPLANATION

Though the predictions in this publication give only the slacks and maximum currents, the speed of the current at any intermediate time can be obtained approximately by the use of this table. Directions for its use are given below the table.

Before using the table for a place listed in Table 2, the predictions for the day in question should be first obtained by means of the differences and ratios given in Table 2.

The examples below follow the numbered steps in the directions.

*Example 1.*—Find the speed of the current in The Race at 6:00 on a day when the predictions which immediately precede and follow 6:00 are as follows:

(1)	Slack Water	Maximum (Flood)	
	Time	Time	Speed
	4:18	7:36	3.2 knots

Directions under the table indicate Table A is to be used for this station.

(2) Interval between slack and maximum flood is  $7:36 - 4:18 = 3^h18^m$ . Column heading nearest to  $3^h18^m$  is  $3^h20^m$ .

(3) Interval between slack and time desired is  $6:00 - 4:18 = 1^h42^m$ . Line labeled  $1^h40^m$  is nearest to  $1^h42^m$ .

(4) Factor in column  $3^h20^m$  and on line  $1^h40^m$  is 0.7. The above flood speed of 3.2 knots multiplied by 0.7 gives a flood speed of 2.24 knots (or 2.2 knots, since one decimal is sufficient) for the time desired.

*Example 2.*—Find the speed of the current in the Harlem River at Broadway Bridge at 16:30 on a day when the predictions (obtained using the difference and ratio in table 2) which immediately precede and follow 16:30 are as follows:

(1)	Maximum (Ebb)		Slack Water
	Time	Speed	Time
	13:49	2.5 knots	17:25

Directions under the table indicate Table B is to be used, since this station in Table 2 is referred to Hell Gate.

(2) Interval between slack and maximum ebb is  $17:25 - 13:49 = 3^h36^m$ . Hence, use column headed  $3^h40^m$ .

(3) Interval between slack and time desired is  $17:25 - 16:30 = 0^h55^m$ . Hence, use line labeled  $1^h00^m$ .

(4) Factor in column  $3^h40^m$  and on line  $1^h00^m$  is 0.5. The above ebb speed of 2.5 knots multiplied by 0.5 gives an ebb speed of 1.2 knots for the desired time.

When the interval between slack and maximum current is greater than  $5^h40^m$ , enter the table with one-half the interval between slack and maximum current and one-half the interval between slack and the desired time and use the factor thus found.

**TABLE 3.—SPEED OF CURRENT AT ANY TIME**

TABLE A

		Interval between slack and maximum current												
		<i>h. m.</i> 1 20	<i>h. m.</i> 1 40	<i>h. m.</i> 2 00	<i>h. m.</i> 2 20	<i>h. m.</i> 2 40	<i>h. m.</i> 3 00	<i>h.m.</i> 3 20	<i>h.m.</i> 3 40	<i>h.m.</i> 4 00	<i>h.m.</i> 4 20	<i>h.m.</i> 4 40	<i>h.m.</i> 5 00	<i>h.m.</i> 5 20
Interval between slack and desired time	<i>h. m.</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>
	0 20	0.4	0.3	0.3	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1
	0 40	0.7	0.6	0.5	0.4	0.4	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2
	1 00	0.9	0.8	0.7	0.6	0.6	0.5	0.5	0.4	0.4	0.4	0.3	0.3	0.3
	1 20	1.0	1.0	0.9	0.8	0.7	0.6	0.6	0.5	0.5	0.5	0.4	0.4	0.4
	1 40	----	1.0	1.0	0.9	0.8	0.8	0.7	0.7	0.6	0.6	0.5	0.5	0.4
	2 00	----	----	1.0	1.0	0.9	0.9	0.8	0.8	0.7	0.7	0.6	0.6	0.5
	2 20	----	----	----	1.0	1.0	0.9	0.9	0.8	0.8	0.7	0.7	0.6	0.6
	2 40	----	----	----	----	1.0	1.0	1.0	0.9	0.9	0.8	0.8	0.7	0.7
	3 00	----	----	----	----	----	1.0	1.0	1.0	0.9	0.9	0.8	0.8	0.7
	3 20	----	----	----	----	----	----	1.0	1.0	1.0	0.9	0.9	0.9	0.8
	3 40	----	----	----	----	----	----	----	1.0	1.0	1.0	0.9	0.9	0.9
	4 00	----	----	----	----	----	----	----	----	1.0	1.0	1.0	0.9	0.9
	4 20	----	----	----	----	----	----	----	----	----	1.0	1.0	1.0	0.9
	4 40	----	----	----	----	----	----	----	----	----	----	1.0	1.0	1.0
	5 00	----	----	----	----	----	----	----	----	----	----	----	1.0	1.0
	5 20	----	----	----	----	----	----	----	----	----	----	----	----	1.0
	5 40	----	----	----	----	----	----	----	----	----	----	----	----	1.0

TABLE B

		Interval between slack and maximum current												
		<i>h. m.</i> 1 20	<i>h. m.</i> 1 40	<i>h. m.</i> 2 00	<i>h. m.</i> 2 20	<i>h. m.</i> 2 40	<i>h. m.</i> 3 00	<i>h. m.</i> 3 20	<i>h. m.</i> 3 40	<i>h. m.</i> 4 00	<i>h. m.</i> 4 20	<i>h. m.</i> 4 40	<i>h. m.</i> 5 00	<i>h. m.</i> 5 20
Interval between slack and desired time	<i>h. m.</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>
	0 20	0.5	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2
	0 40	0.8	0.7	0.6	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.3	0.3	0.3
	1 00	0.9	0.8	0.8	0.7	0.7	0.6	0.6	0.5	0.5	0.4	0.4	0.4	0.4
	1 20	1.0	1.0	0.9	0.8	0.8	0.7	0.7	0.6	0.6	0.5	0.5	0.5	0.5
	1 40	----	1.0	1.0	0.9	0.9	0.8	0.8	0.7	0.7	0.6	0.6	0.6	0.6
	2 00	----	----	1.0	1.0	0.9	0.9	0.9	0.8	0.8	0.7	0.7	0.7	0.6
	2 20	----	----	----	1.0	1.0	1.0	0.9	0.9	0.8	0.8	0.8	0.7	0.7
	2 40	----	----	----	----	1.0	1.0	1.0	0.9	0.9	0.9	0.8	0.8	0.7
	3 00	----	----	----	----	----	1.0	1.0	1.0	0.9	0.9	0.9	0.8	0.8
	3 20	----	----	----	----	----	----	1.0	1.0	1.0	1.0	0.9	0.9	0.9
	3 40	----	----	----	----	----	----	----	1.0	1.0	1.0	0.9	0.9	0.9
	4 00	----	----	----	----	----	----	----	----	1.0	1.0	1.0	0.9	0.9
	4 20	----	----	----	----	----	----	----	----	----	1.0	1.0	1.0	0.9
	4 40	----	----	----	----	----	----	----	----	----	----	1.0	1.0	1.0
	5 00	----	----	----	----	----	----	----	----	----	----	----	1.0	1.0
	5 20	----	----	----	----	----	----	----	----	----	----	----	----	1.0
	5 40	----	----	----	----	----	----	----	----	----	----	----	----	1.0

Use Table A for all places except those listed below for Table B.

Use Table B for Cape Code Canal, Hell Gate, Chesapeake and Delaware Canal, and all stations in table 2 which are referred to them.

1. From predictions find the time of slack water and the time and velocity of maximum current (flood or ebb), one of which is immediately before and the other after the time for which the velocity is desired.
2. Find the interval of time between the above slack and maximum current, and enter the top of Table A or B with the interval which most nearly agrees with this value.
3. Find the interval of time between the above slack and the time desired, and enter the side of Table A or B with the interval which most nearly agrees with this value.
4. Find, in the Table, the factor corresponding to the above two intervals, and multiply the maximum velocity by this factor. The result will be the approximate velocity at the time desired.

## TABLE 4.—DURATION OF SLACK

The predicted times of slack water given in this publication indicate the instant of zero speed, which is only momentary. There is a period on each side of the slack water, however, during which the current is so weak that for practical purposes it may be considered negligible.

The following tables give, for various maximum currents, the approximate period of time during which weak currents not exceeding 0.1 to 0.5 knot will be encountered. This duration includes the last of the flood or ebb and the beginning of the following ebb or flood, that is, half of the duration will be before and half after the time of slack water.

Table A should be used for all places except those listed below for table B.

Table B should be used for Cape Cod Canal, Hell Gate, Chesapeake and Delaware Canal, and all stations in Table 2 which are referred to them.

### Duration of weak current near time of slack water

**TABLE A**

Maximum current	<i>Period with a speed not more than -</i>				
	<i>0.1 knot</i>	<i>0.2 knot</i>	<i>0.3 knot</i>	<i>0.4 knot</i>	<i>0.5 knot</i>
<i>Knots</i>	<i>Minutes</i>	<i>Minutes</i>	<i>Minutes</i>	<i>Minutes</i>	<i>Minutes</i>
1.0	23	46	70	94	120
1.5	15	31	46	62	78
2.0	11	23	35	46	58
3.0	8	15	23	31	38
4.0	6	11	17	23	29
5.0	5	9	14	18	23
6.0	4	8	11	15	19
7.0	3	7	10	13	16
8.0	3	6	9	11	14
9.0	3	5	8	10	13
10.0	2	5	7	9	11

**TABLE B**

Maximum current	<i>Period with a speed not more than -</i>				
	<i>0.1 knot</i>	<i>0.2 knot</i>	<i>0.3 knot</i>	<i>0.4 knot</i>	<i>0.5 knot</i>
<i>Knots</i>	<i>Minutes</i>	<i>Minutes</i>	<i>Minutes</i>	<i>Minutes</i>	<i>Minutes</i>
1.0	13	28	46	66	89
1.5	8	18	28	39	52
2.0	6	13	20	28	36
3.0	4	8	13	18	22
4.0	3	6	9	13	17
5.0	3	5	8	10	13
6.0	2	4	6	8	11
7.0	2	4	5	7	9
8.0	2	3	5	6	8

When there is a difference between the speeds of the maximum flood and ebb preceding and following the slack for which the duration is desired, it will be sufficiently accurate for practical purposes to find a separate duration for each maximum speed and take the average of the two as the duration of the weak current.



## TABLE 5.—ROTARY TIDAL CURRENTS

### EXPLANATION

Offshore and in some of the wider indentations of the coast, the tidal current is quite different from that found in the more protected bays and rivers. In these inside waters the tidal current is of the reversing type. The current sets in one direction for a period of 6 hours after which it ceases to flow momentarily and then sets in the opposite direction during the following 6 hours. The offshore tidal current, not being confined to a definite channel, changes its direction continually and never slows to a true slack water. Thus in a tidal cycle of 12 ½ hours it will have set in all directions of the compass. This type of current is referred to as a rotary current.

A characteristic feature of the rotary current is the absence of slack water. Although the current generally varies from hour to hour, this variation from greatest current to least current and back again to greatest does not give rise to a period of slack water. When the speed of the rotary tidal current is least, it is known as the minimum current, and when it is greatest it is known as the maximum current. The minimum and maximum speeds of the rotary current are related to each other in the same way as slack and strength of current. A minimum speed of the current follows a maximum speed by an interval of approximately 3 hours and followed in turn by another maximum after a further interval of 3 hours.

The following table provides the direction and speed of the rotary current for each hour at a number of offshore stations. The times and speeds are referred to predictions for a reference station in Table 1. All times are in local standard time for the secondary station.

The speeds given in the table are the average speeds for the station. The Moon when new, full, or at perigee tends to increase the speeds 15 to 20 percent above average. When perigee occurs at or near the time of new or full Moon, the current speeds will be 30 to 40 percent above average. The Moon when at first and third quarter or at apogee tend to decrease the current speeds below average by 15 to 20 percent. When apogee occurs at or near the first or third quarter Moon, the currents will be 30 to 40 percent below average. The speeds will be about average when apogee occurs at or near the time of the new or full Moon and also when perigee occurs at or near the first or third quarter Moon. (See table of astronomical data for dates of Moon phases and other data.)

The direction of the current is given in degrees, true, reading clockwise from 0° at north, and is the direction toward which the water is flowing.

The speeds and directions are for tidal current only and do not include the effect of the wind. When a wind is blowing, a wind-driven current will be set up as is superimposed on the normal tidal current. The actual current encountered will thus be a combination of the wind-driven current and the tidal current. See the chapters on "Wind-Driven Currents" and "The Combination of Currents".

As an example, in the following table the current at Nantucket Shoals is given for each hour after maximum flood at Pollock Rip Channel. Suppose it is desired to find the direction and speed of the current at Nantucket Shoals at 3:15 p.m. (15:15) on a day when the maximum flood at Pollock Rip Channel is predicted in Table 1 to occur at 13:20. The desired time is therefore 2 hours after the maximum flood at Pollock Rip Channel. From the table the tidal current at Nantucket Shoals at 2 hours is setting 015° true with an average speed of 0.8 knots. If this day is near the time of new Moon and about half way between apogee and perigee, then the distance effect of the moon will be nil and the phase effect alone will increase the speed by about 15 percent, to 0.9 knots.

**Caution** - Speeds from 1 ½ to 3 knots have been observed at most of the stations in this table. Near Diamond Shoal Light a speed of 4 knots has occurred.

At some offshore stations, such as those near the entrance to Chesapeake Bay, the tidal current is directed alternately toward and away from the bay entrance with intervening periods of slack water. At these stations the current is essentially a reversing current. For such places, differences for predicting the current are given in Table 2.

TABLE 5. – ROTARY TIDAL CURRENTS

Station Name	Depth	Hourly time increments												
		0	1	2	3	4	5	6	7	8	9	10	11	
		after Maximum Flood at BAY OF FUNDY ENTRANCE (Add time increment to the time of maximum flood, then subtract 1 hour to correct to standard time at the subordinate station.)												
Horse Head Island, 0.2nm ENE of	14	0.13 106	0.19 298	0.20 340	0.17 133	0.16 198	0.18 184	0.20 174	0.15 121	0.12 084	0.19 054	0.23 036	0.21 083	knots degrees
Pickering Island, north of	14	0.23 296	0.20 278	0.21 281	0.31 283	0.29 256	0.27 254	0.22 237	0.23 200	0.24 198	0.20 171	0.24 088	0.24 087	knots degrees
Swains Ledge, WSW of	14	0.39 029	0.36 040	0.39 313	0.35 296	0.29 275	0.30 141	0.38 163	0.36 171	0.37 172	0.27 034	0.27 038	0.24 035	knots degrees
Isleboro Harbor, Penobscot Bay	14	0.30 342	0.29 348	0.22 336	0.32 348	0.31 210	0.32 205	0.43 188	0.42 177	0.25 139	0.24 090	0.25 069	0.20 063	knots degrees
Mark Island, 0.3 nm North of	14	0.33 044	0.19 088	0.17 171	0.18 244	0.28 235	0.23 204	0.20 329	0.21 294	0.23 308	0.25 312	0.28 022	0.32 037	knots degrees
		After Minimum Before Flood at BOSTON HARBOR												
Ram Island, 0.2nm NNE of	10	0.03 265	0.23 265	0.23 270	0.25 282	0.32 319	0.33 333	0.31 357	0.29 067	0.27 070	0.28 073	0.26 076	0.23 073	knots degrees
Ram Island, 0.2nm southeast of	10	0.30 210	0.45 258	0.46 248	0.50 262	0.51 280	0.50 340	0.51 009	0.49 049	0.48 068	0.49 074	0.46 082	0.40 090	knots degrees
Great Pig Rocks, southeast of	10	0.29 200	0.30 212	0.32 229	0.34 247	0.37 265	0.35 284	0.34 002	0.34 042	0.34 058	0.35 065	0.36 080	0.34 086	knots degrees
Galloupes Point, 0.4nm south of	10	0.50 138	0.52 220	0.56 284	0.54 252	0.55 250	0.55 240	0.52 211	0.52 078	0.49 081	0.51 085	0.50 091	0.49 095	knots degrees
Little Hahant 0.9nm northeast of	10	0.20 306	0.21 340	0.24 228	0.25 223	0.26 200	0.26 216	0.24 290	0.23 357	0.23 059	0.21 045	0.21 037	0.20 028	knots degrees
Egg Rock, southwest of	10	0.42 213	0.45 193	0.47 175	0.46 178	0.45 222	0.44 267	0.45 330	0.44 328	0.47 335	0.42 334	0.43 337	0.40 306	knots degrees
Egg Rock, 0.2nm north of	10	0.42 221	0.43 215	0.46 213	0.46 215	0.48 219	0.49 235	0.48 221	0.50 019	0.49 009	0.47 052	0.47 055	0.45 135	knots degrees

TABLE 5.—ROTARY TIDAL CURRENTS

Station Name	Depth	Hourly time increments												
		0	1	2	3	4	5	6	7	8	9	10		11
		After Minimum Before Flood at BOSTON HARBOR												
Bass Point, 0.5nm SSW of	15	0.11 191	0.51 295	0.55 303	0.50 308	0.47 313	0.46 354	0.46 010	0.48 046	0.57 089	0.66 109	0.64 121	0.51 132	knots degrees
Bass Point, 0.7nm west of	10	0.30 251	0.38 331	0.38 332	0.37 343	0.36 343	0.35 347	0.30 029	0.19 144	0.30 146	0.35 165	0.38 173	0.36 190	knots degrees
Lovell Island and Calf Island, between	10	0.34 267	0.41 261	0.35 259	0.34 235	0.39 220	0.35 199	0.32 146	0.36 069	0.41 071	0.31 030	0.31 024	0.07 024	knots degrees
Deer Island Light, 1.3nm NW of	10	0.33 007	0.36 024	0.36 060	0.40 348	0.40 063	0.45 095	0.35 081	0.35 102	0.34 104	0.35 135	0.34 158	0.29 339	knots degrees
Georges Island, 0.2nm WSW of	10	0.22 217	0.29 209	0.37 052	0.44 074	0.44 066	0.44 032	0.50 029	0.47 061	0.39 082	0.37 071	0.36 070	0.30 069	knots degrees
Georges Island, 0.2nm WSW of	20	0.15 271	0.24 231	0.28 030	0.31 076	0.34 064	0.35 029	0.40 021	0.39 049	0.28 067	0.35 056	0.32 050	0.23 044	knots degrees
Peddocks Island, east of	10	0.20 246	0.27 282	0.41 019	0.35 024	0.28 355	0.34 338	0.33 345	0.29 013	0.33 002	0.33 345	0.32 333	0.26 331	knots degrees
Peddocks island, east of	20	0.15 220	0.20 232	0.34 020	0.24 024	0.22 345	0.31 333	0.32 331	0.26 009	0.28 003	0.31 339	0.26 329	0.17 322	knots degrees
		After Maximum Flood at POLLOCK RIP CHANNEL												
Georges Bank 41°50'N 66°37'W		0.9 285	1.1 304	1.2 324	1.1 341	1.0 010	0.9 043	1.0 089	1.3 127	1.6 147	1.4 172	0.9 197	0.8 232	knots degrees
Georges Bank 41°48'N 67°34'W		1.5 325	2.1 332	2.0 342	1.3 358	0.7 035	0.8 099	1.3 126	2.0 150	1.9 159	1.7 169	1.2 197	0.9 275	knots degrees
Georges Bank 41°42'N 67°37'W		1.1 316	1.3 341	1.0 356	0.8 016	0.6 043	0.8 092	1.0 122	1.1 146	1.1 170	1.0 195	1.0 215	0.9 272	knots degrees
Georges Bank 41°54'N 67°08'W		1.1 298	1.4 325	1.5 344	1.2 000	0.7 033	0.8 082	1.1 118	1.5 138	1.2 153	1.1 178	0.9 208	0.8 236	knots degrees

TABLE 5.—ROTARY TIDAL CURRENTS

Station Name	Depth	Hourly time increments															
		0	1	2	3	4	5	6	7	8	9	10	11				
After Maximum Flood at POLLOCK RIP CHANNEL																	
Georges Bank 41°41'N 67°49'W		1.6	1.8	1.4	0.8	0.3	0.9	1.5	1.7	1.7	1.7	1.1	1.1	0.8	1.2	1.2	292
Georges Bank 41°30'N 68°07'W		1.5	1.7	1.5	1.1	0.9	0.9	1.3	1.7	1.7	1.6	1.3	1.0	1.0	1.1	1.1	274
Georges Bank 41°29'N 67°04'W		1.0	1.2	1.4	1.3	1.2	1.1	1.2	1.4	1.4	1.5	1.3	1.2	1.2	1.1	1.1	223
Georges Bank 41°14'N 67°38'W		1.4	1.6	1.6	1.4	1.1	0.9	1.2	1.6	1.6	1.6	1.5	1.4	1.4	1.2	1.2	252
Georges Bank 41°13'N 68°20'W		1.5	2.0	1.4	0.8	0.6	0.7	1.0	1.3	1.3	1.4	1.5	1.3	1.3	0.9	0.9	236
Georges Bank 40°48'N 67°40'W		0.9	0.9	0.8	0.6	0.6	0.6	0.9	1.0	1.0	1.0	0.9	0.8	0.8	0.8	0.8	245
Georges Bank 40°49'N 68°34'W		1.2	1.5	1.4	1.1	0.8	0.8	1.0	1.4	1.4	1.5	1.4	1.1	1.1	0.9	0.9	237
Great South Channel, Georges Bank 41°10'N 68°56'W		0.5	0.7	1.1	1.0	0.7	0.4	0.4	0.7	0.7	1.0	1.0	0.8	0.8	0.6	0.6	204
Nantucket Shoals		0.6	0.7	0.8	0.8	0.8	0.7	0.6	0.7	0.7	0.8	0.8	0.8	0.8	0.7	0.7	257
Davis Bank, Nantucket Shoals		1.5	2.1	2.4	2.1	1.1	0.4	1.2	1.9	1.9	2.2	2.2	1.6	1.6	0.7	0.7	307
Davis Bank, Nantucket Shoals, 15 miles SE of Nantucket Island		0.9	1.2	1.3	1.1	0.8	0.9	0.8	1.2	1.2	1.1	0.9	0.7	0.7	0.7	0.7	302
Davis Bank, Nantucket Shoals, 17.5 miles SE of Nantucket Island		0.8	1.5	1.9	1.8	1.1	0.4	1.2	1.9	1.9	1.7	1.5	0.9	0.9	0.2	0.2	270
Great South Channel, Georges Bank 40°31'N 68°47'W		0.7	0.9	1.1	1.0	0.8	0.4	0.7	0.9	0.9	1.0	1.0	0.8	0.8	0.6	0.6	221

TABLE 5.—ROTARY TIDAL CURRENTS

Station Name	Depth	Hourly time increments											
		0	1	2	3	4	5	6	7	8	9	10	11
		After Maximum Flood at POLLOCK RIP CHANNEL											
Davis Bank, Nantucket Shoals, 18.5 miles SE of Nantucket Island	0.6 030	1.3 036	1.5 038	1.4 050	1.1 080	0.8 105	0.6 178	1.3 230	1.7 235	1.4 238	1.0 241	0.3 265	knots degrees
Nantucket Island, 28 miles east of	0.9 019	1.3 007	1.4 359	1.1 351	0.5 334	0.3 221	0.8 198	1.1 185	1.1 184	0.9 184	0.7 183	0.1 060	knots degrees
Monomoy Point, 23 miles east of	0.7 320	1.0 324	0.9 326	0.7 330	0.3 334	0.1 144	0.5 145	0.8 146	0.9 147	0.8 148	0.5 150	0.1 230	knots degrees
Nauset Beach Light, 5 miles NE	0.5 315	0.6 327	0.5 340	0.2 357	0.1 016	0.2 124	0.4 132	0.6 135	0.6 139	0.4 145	0.2 269	0.2 297	knots degrees
Great Round Shoal Channel entrance	1.6 032	1.4 045	1.3 068	1.1 095	0.8 140	1.2 192	1.5 210	1.5 220	1.2 235	0.9 264	0.8 303	1.2 350	knots degrees
Great Round Shoal Channel, 4 miles NE of Great Point	0.8 080	1.1 088	1.3 096	1.0 104	0.5 129	0.5 267	1.1 275	1.4 280	1.2 280	0.7 284	0.2 328	0.4 042	knots degrees
Cuttyhunk Island, 3.25 miles SW	0.4 356	0.3 015	0.2 080	0.3 123	0.5 146	0.4 158	0.4 173	0.3 208	0.2 267	0.3 306	0.3 322	0.4 335	knots degrees
Gooseberry Neck, 2 miles SSE of	0.6 052	0.4 065	0.2 108	0.3 168	0.4 210	0.5 223	0.5 232	0.3 249	0.2 274	0.2 321	0.3 016	0.5 038	knots degrees
Browns Ledge, Massachusetts	0.3 330	0.3 012	0.3 028	0.4 104	0.4 118	0.3 123	0.2 168	0.2 205	0.3 201	0.3 270	0.4 282	0.5 318	knots degrees
		After Maximum Flood at THE RACE											
Point Judith, Harbor of Refuge	0.2 197	0.2 160	0.4 151	0.5 159	0.5 146	0.5 124	0.4 109	0.2 104	0.2 090	0.1 030	0.1 336	0.1 209	knots degrees
Point Judith, 4.5 miles SW of	0.6 264	0.6 270	0.5 270	0.2 280	0.2 062	0.6 070	0.7 078	0.5 095	0.3 105	0.3 120	0.1 286	0.3 277	knots degrees
Grace Point, 2 miles NW of	0.2 304	0.2 002	0.4 028	0.6 028	0.7 037	0.6 071	0.6 086	0.4 126	0.2 137	0.1 213	0.1 256	0.1 267	knots degrees

TABLE 5.—ROTARY TIDAL CURRENTS

Station Name	Depth	Hourly time increments												
		0	1	2	3	4	5	6	7	8	9	10	11	
		After Maximum Flood at THE RACE												
Little Gull Island, 3.7 miles ESE		0.8 271	0.5 284	0.2 320	0.2 068	0.7 077	1.1 095	1.6 118	1.2 128	0.6 150	0.2 171	0.4 221	0.7 228	knots degrees
Great Round Shoal Channel		1.0 047	1.3 060	1.3 070	0.8 091	0.5 153	0.7 211	0.9 234	1.3 247	1.1 252	0.9 260	0.3 305	0.4 035	knots degrees
		After Maximum Flood at THE NARROWS, NEW YORK												
Sandy Hook Approach Lighted Horn Bouy 2A, 0.2 miles W		0.4 313	0.3 325	0.2 356	0.2 055	0.3 094	0.4 118	0.6 136	0.5 147	0.2 177	0.2 256	0.3 290	0.4 298	knots degrees
		After Maximum Flood at DELAWARE BAY ENTRANCE												
Fenwick Shoal Lighted Whistle Bouy 2		0.2 342	0.2 349	0.1 357	0.1 043	0.1 110	0.2 135	0.3 150	0.3 165	0.2 185	0.1 226	0.1 282	0.2 318	knots degrees
		After Maximum Flood at CHESAPEAKE BAY ENTRANCE												
Point Lookout, 1.5nm east of	16	0.31 197	0.26 217	0.24 242	0.24 266	0.22 290	0.22 311	0.18 330	0.10 358	0.09 073	0.13 113	0.20 152	0.29 179	knots degrees
		After Maximum Flood at CHARLESTON HARBOR												
Frying Pan Shoals, off Cape Fear		0.3 335	0.2 010	0.2 050	0.3 090	0.3 110	0.3 128	0.3 150	0.2 188	0.2 235	0.3 268	0.3 290	0.3 305	knots degrees
Cape Romain, 5 miles SE		0.2 006	0.2 038	0.3 055	0.3 067	0.3 093	0.3 114	0.2 167	0.2 212	0.3 242	0.4 244	0.3 262	0.3 292	knots degrees
Cape Romain, 6.9 miles SW		0.3 317	0.2 350	0.2 019	0.3 071	0.3 115	0.3 111	0.2 132	0.2 160	0.2 216	0.2 251	0.3 266	0.3 303	knots degrees
Capers Inlet, 1.9 miles east of		0.1 012	0.1 058	0.2 052	0.2 053	0.1 067	0.1 098	0.1 129	0.1 214	0.2 222	0.2 254	0.1 246	0.1 247	knots degrees
Capers Inlet, 3.6 miles SE of		0.2 302	0.1 357	0.1 034	0.2 017	0.2 089	0.2 094	0.2 112	0.2 116	0.1 189	0.2 249	0.2 268	0.2 282	knots degrees

TABLE 5.—ROTARY TIDAL CURRENTS

Station Name	Depth	Hourly time increments																
		0	1	2	3	4	5	6	7	8	9	10	11					
Charleston Entrance, 37 miles E		0.3	0.3	0.2	0.2	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	knots
		328	350	020	065	095	118	140	163	195	207	242	260	268	295			degrees
Charleston Lighted Whistle Buoy 2C		0.2	0.2	0.1	0.2	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	knots
		300	332	017	055	077	093	117	153	207	242	260	260	268	295			degrees
Folly Island, 2 miles east of		0.1	0.2	0.3	0.3	0.3	0.2	0.1	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.2	0.2	knots
		346	024	058	076	102	121	164	222	256	256	271	271	290				degrees
Folly Island, 3.5 miles east of		0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	knots
		322	047	069	086	096	115	148	215	256	260	265	265	285				degrees
Martins Industry, 5 miles east of		0.4	0.3	0.1	0.1	0.3	0.4	0.5	0.4	0.2	0.2	0.2	0.3	0.3	0.4	0.4	0.4	knots
		282	293	330	030	075	092	102	110	140	200	250	250	271				degrees
After Maximum Flood at SAVANNAH RIVER ENTRANCE																		
Savannah Light, 1.2 miles SE		0.3	0.2	0.1	0.1	0.2	0.3	0.3	0.3	0.2	0.2	0.1	0.2	0.2	0.3	0.3	0.3	knots
		296	308	326	045	090	107	114	123	145	213	267	267	283				degrees
After Maximum Flood at BUCKSPORT																		
Islesboro Ledge, PEB0612 Bin 8	51	0.24	0.12	0.04	0.19	0.32	0.37	0.34	0.26	0.13	0.06	0.18	0.18	0.26	0.26	0.26	0.26	knots
		035	037	116	203	204	196	182	168	155	074	040	040	039				degrees
Islesboro Ledge, PEB0612 Bin 13	18.5	0.17	0.08	0.06	0.14	0.28	0.43	0.48	0.46	0.37	0.21	0.06	0.06	0.17	0.17	0.17	0.17	knots
		013	354	276	215	192	183	189	205	216	223	287	287	002				degrees

Tabular values are mean current speed and direction at specific intervals relative to the reference station.

## TABLE 5.—ROTARY TIDAL CURRENTS

Fire Island Inlet, N. Y., 22 miles south of:	Tidal current is weak, averaging about 0.1 knot at strength.
<i>Fire Island Lighted Whistle Buoy 2 FI:</i>	Tidal current is weak, averaging about 0.2 knot at strength.
<i>Ambrose Light, New York Harbor entrance:</i>	Tidal current is weak, averaging about 0.2 knot at strength.
<i>Cape May, N.J., 72 miles east of:</i>	Tidal current is weak, averaging about 0.1 knot at strength.
<i>Five-Fathom Bank Northeast Lighted Whistle Buoy 2FB:</i>	Tidal current is weak, averaging about 0.2 knot at strength.
<i>Winter-Quarter Shoal Lighted Whistle Buoy 6WQS, 9.2 miles SE of, off Assateague I.:</i>	Tidal current is weak, averaging less than 0.1 knot.
<i>Cape Charles, 70 miles east of:</i>	Tidal current is weak, averaging about 0.2 knot at strength.
<i>Chesapeake Light, 4.4 miles NE of, off Chesapeake Bay entrance, Va.:</i>	Tidal current is weak and variable.
<i>Cape Lookout Shoals Lighted Whistle Buoy 14:</i>	Tidal current is weak, averaging about 0.2 knot at strength. Current during June-August usually sets eastward, average speed 0.5 knot.
<i>Ocracoke Inlet, 3.5 miles SSE of:</i>	Tidal current is weak, averaging about 0.1 knot at strength.
<i>Diamond Shoal Light, 3.9 miles SSW of:</i>	Tidal current is weak, averaging less than 0.1 knot at strength. Current during June-August usually sets northeastward, average speed 0.75 knot.
<i>Frying Pan Shoals Light, 14.3 miles NW of:</i>	Tidal current is weak, averaging about 0.2 knot at strength. Current during June-August usually sets eastward, average speed 0.5 knot.
<i>St. Johns Point, 5 miles east of, Fla:</i>	Tidal current is weak, averaging about 0.2 knot at strength.
<i>Fowey Rocks Light, 1.5 miles SW of:</i>	Tidal current is weak and variable.

## THE GULF STREAM

The region where the Gulf of Mexico narrows to form the channel between Florida Keys and Cuba may be regarded as the head of the Gulf Stream. From this region the stream sets eastward and northward through the Straits of Florida, and after passing Little Bahama Bank it continues northward and then northeastward, following the general direction of the 100-fathom curve as far as Cape Hatteras. The flow in the Straits is frequently referred to as the Florida Current.

Shortly after emerging from the Straits of Florida, the stream is joined by the Antilles Current, which flows northwesterly along the open ocean side of the West Indies before uniting with the water which has passed through the straits. Beyond Cape Hatteras the combined current turns more and more eastward under the combined effects of the deflecting force of the Earth's rotation and the eastwardly trending coastline, until the region of the Grand Banks of Newfoundland is reached.

Eastward of the Grand Banks the whole surface is slowly driven eastward and northeastward by the prevailing westerly winds to the coastal waters of northwestern Europe. For distinction, this broad and variable wind-driven surface movement is sometimes referred to as the North Atlantic Drift or Gulf Stream Drift.

In general, the Gulf Stream as it issues into the sea through the Straits of Florida may be characterized as a swift, highly saline current of blue water whose upper stratum is composed of warm water.

On its western or inner side, the Gulf Stream is separated from the coastal waters by a zone of rapidly falling temperature, to which the term "cold wall" has been applied. It is most clearly marked north of Cape Hatteras but extends, more or less well defined, from the Straits to Grand Banks.

Throughout the whole stretch of 400 miles in the Straits of Florida, the stream flows with considerable speed. Abreast of Havana, the average surface speed in the axis of the stream is about 2 1/2 knots. As the cross-sectional area of the stream decreases, the speed increases gradually, until abreast of Cape Florida it becomes about 3 1/2 knots. From this point within the narrows of the straits, the speed along the axis gradually decreases to about 2 1/2 knots off Cape Hatteras, N.C. These values are for the axis of the stream where the current is a maximum, the speed of the stream decreasing gradually from the axis as the edges of the stream are approached. The speed of the stream, furthermore, is subject to fluctuations brought about by variations in winds and barometric pressure.

The following tables give the mean surface speed of the Gulf Stream in two cross sections in the Straits of Florida:

<i>Between Rebecca Shoal and Cuba</i>		<i>Between Fowey Rocks and Gun Cay</i>	
<i>Distance south of Rebecca Shoal</i>	<i>Mean surface speed observed</i>	<i>Distance east of Fowey Rocks</i>	<i>Mean Surface Speed observe</i>
Nautical miles	Knots	Nautical miles	Knots
20	0.3	8	2.7
35	0.7	11 1/2	3.5
50	2.2	15	3.2
68	2.2	22	2.7
86	0.8	29	2.1
		36	1.7

Crossing the Gulf Stream at Jupiter or Fowey Rocks, an average allowance of 2.5 knots in a northerly direction should be made for the current.

Crossing the stream from Havana, a fair allowance for the average current between 100-fathoms curves is 1.1 knots in an east-north-easterly direction.

## THE GULF STREAM

From within the straits, the axis of the Gulf Stream runs approximately parallel with the 100-fathom curve as far as Cape Hatteras. Since this stretch of coast line sweeps northward in a sharper curve than does the 100-fathom line, the stream lies at varying distances from the shore. The lateral boundaries of the current within the straits are fairly well fixed, but when the stream flows into the sea the eastern boundary becomes somewhat vague. On the western side, the limits can be defined approximately since the waters of the stream differ in color, temperature, salinity, and flow from the inshore coastal waters. On the east, however, the Antilles Current combines with the Gulf Stream, so that its waters here merge gradually with the waters of the open Atlantic. Observation of the National Ocean Service indicate that, in general, the average position of the inner edge of the Gulf Stream as far as Cape Hatteras lies inside the 50-fathom curve. The Gulf Stream, however, shifts somewhat with the seasons, and is considerably influenced by the winds which cause fluctuations in its position, direction, and speed; consequently, any limits which are assigned refer to mean or average positions.

The approximate mean positions of the inner edge and axis (point where greatest speed may be found) are indicated in the following table:

Approximate mean position of the Gulf Stream

Locality	Inner Edge	Axis
North of Havana, Cuba . . . . .		25
Southeast of Key West, Florida. . . . .		45
East of Fowey Rocks, Florida . . . . .		10
East of Miami Beach, Florida . . . . .		15
East of Palm Beach, Florida . . . . .		15
East of Jupiter Inlet, Florida . . . . .		20
East of Cape Canaveral, Florida . . . . .	10	45
East of Daytona Beach, Florida . . . . .	25	75
East of Ormond Beach, Florida. . . . .	25	75
East of St. Augustine, Florida. (coast line) . . . . .	40	85
East of Jacksonville, Florida. (coast line) . . . . .	55	90
Southeast of Savannah, Georgia. (coast line) . . . . .	65	95
Southeast of Charleston, South Carolina. (coast line) . . . . .	55	90
Southeast of Myrtle Beach, South Carolina. . . . .	60	100
Southeast of Cape Fear, North Carolina (light). . . . .	35	75
Southeast of Cape Lookout, North Carolina (light) . . . . .	20	50
Southeast of Cape Hatteras, North Carolina. . . . .	10	35
Southeast of Virginia Beach, Virginia. . . . .	85	115
Southeast of Atlantic City, New Jersey . . . . .	120	
Southeast of Sandy Hook, New Jersey. . . . .	150	

At the western end of the Straits of Florida the limits of the Gulf Stream are not well defined, and for this reason the location of the inner edge has been omitted for Havana, Cuba, and Key West, Florida., in the above table. Between Fowey Rocks and Jupiter Inlet the inner edge is deflected westward and lies very close to the shore line.

Along the Florida Reefs between Alligator Reef and Dry Tortugas the distance of the northerly edge of the Gulf Stream from the edge of the reefs gradually increases toward the west. Off Alligator Reef it is quite close inshore, while off Rebecca Shoal and Dry Tortugas it is possibly 15 to 20 miles south of the 100-fathom curve. Between the reefs and the northern edge of the Gulf Stream the currents are ordinarily tidal and are subject at all times to considerable modification by local winds and barometric conditions. This neutral zone varies in both length and breadth; it may extend along the reefs a greater or lesser distance than stated, and its width varies as the northern edge of the Gulf Stream approaches or recedes from the reefs.

The approximate position of the axis of the Gulf Stream for various regions is shown on the following National Ocean Service Charts: No. 11013, Straits of Florida; No. 411, South Carolina to Cuba; No. 11460, Cape Canaveral to Key West; No. 11420, Alligator Reef to Havana. Chart No. 11009 show the axis and the position of the inner edge of the Gulf Stream from Cape Hatteras to Straits of Florida.

## WIND-DRIVEN CURRENTS

A wind continuing for some time will produce a current the speed of which depends on the speed of the wind, and unless the current is by some other cause, the deflective force of the Earth's rotation will cause it to set to the right of the direction of the wind in the northern hemisphere and to the left in the southern hemisphere.

The current produced at off-shore locations by local winds of various strengths and directions have been investigated from observations made at 20 lightships (some of which have since been moved) from Portland, Maine to St. John's River, Florida. The observations were made hourly and varied in length from 1 to 2 years at most of the locations to 5 years at Nantucket Shoals and 9 years at Diamond Shoal. The averages obtained are given below and may prove helpful in estimating the probable current that may result from various winds at the several locations.

Caution.—There were of course many departures from these averages of speed and direction, for the wind-driven current often depends not only on the length of time the wind blows but also on factors other than the local wind at the time and place of the current. The mariner must not, therefore, assume that the given wind will always produce the indicated current.

It should be remembered, too, that the current which a vessel experiences at any time is the resultant of the combined actions of the tidal current, the wind-driven current, and any other currents such as the Gulf Stream or currents due to river discharge.

**Speed.**—The table below shows the average speed of the current due to winds of various strengths.

Wind speed (mile per hour) .....	10	20	30	40	50
<i>Average current speed (knots) due to wind at following lightship stations:</i>					
Boston and Barnegat .....	0.1	0.1	0.2	0.3	0.3
Diamond Shoal and Cape Lookout Shoals .....	0.5	0.6	0.7	0.8	1.0
All other locations .....	0.2	0.3	0.4	0.5	0.6

**Direction.**—The position of the shore line with respect to the station influences considerably the direction of the currents due to certain winds. The following table shows for each station the average number of degrees by which the wind-driven current is deflected to the right or left (—) of the wind. Thus, at Cape Lookout Shoals the table indicates that with a north wind the wind-driven current flows on the average 030° west of south, and with an east wind it flows 029° south of west.



## THE COMBINATION OF CURRENTS

In determining from the current tables the speed and direction of the current at any time, it is frequently necessary to combine the tidal current with the wind-driven current. The following methods indicate how the resultant of two or more currents may be easily determined.

Currents in the same direction.—When two or more currents set in the same direction it is a simple matter to combine them. The resultant current will have a speed which is equal to the sum of all the currents and it will set in the same direction.

For example, a vessel is near the Nantucket Shoals station at a time when the tidal current is setting  $120^\circ$  with a speed of 0.6 knot, and at the same time a wind of 40 miles per hour is blowing from the west; What current will the vessel be subject to at that time? Since a wind of 40 miles per hour from the west will give rise to a current setting  $120^\circ$  with a speed of 0.5 knot, the combined tidal and wind-driven currents will set in the same direction ( $120^\circ$ ) with a speed of  $0.6 + 0.5 = 1.1$  knots.

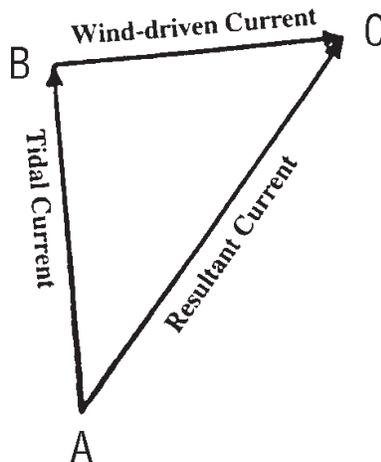
Currents in opposite directions.—The combination of currents setting in opposite directions is likewise a simple matter. The speed of the resultant current is the difference between the opposite setting currents, and the direction of the resultant current is the same as that of the greater current.

As an example, let it be required to determine the speed of the current at the Nantucket Shoals station when the tidal current is setting  $205^\circ$  with a speed of 0.8 knot, and when a wind of 40 miles per hour is blowing from the south. The current produced by a wind of 40 miles per hour from the south would set  $025^\circ$  with a speed of 0.5 knot. The tidal and wind-driven currents, therefore, set in opposite directions, the tidal current being the stronger. Hence, the resultant current will set in the direction of the tidal current ( $205^\circ$ ) with a speed of  $0.8 - 0.5 = 0.3$  knot.

## THE COMBINATION OF CURRENTS

Currents in different directions.—The combination of currents setting at arbitrary angles is best solved by a graphical method. Taking the combination of two currents as the simplest case, draw a line whose direction and length (to a suitable scale) represent the direction and speed of one of the currents to be combined. From this line draw another (to the same scale) representing the direction and speed of the second current. The line joining the origin of the first line with the end of the second line represents the direction and speed of the combined current.

As an example, take Nantucket Shoals station at a time when the tidal current is 0.7 knot setting  $355^\circ$  and a wind of 50 miles per hour is blowing from the west-southwest. The wind-driven current, according to the preceding chapter, would therefore be about 0.6 knot setting  $085^\circ$ .



### Combination of tidal current and wind-driven current

Using a scale of 2 inches to represent 1 knot, draw from point A, the origin in the diagram above, the line AB 1.4 inches in length directed  $355^\circ$  to represent the tidal current. From point B draw the line BC 1.2 inches in length directed  $085^\circ$  to represent the wind-driven current. The line AC represents the resultant current, which on being measured, is found to be about 1.8 inches in length directed  $035^\circ$ . Hence, the combined current sets  $35^\circ$  with a speed of 0.9 knot.

The combination of three or more currents is made in the same way as above, for example, the third current to be combined being drawn from the point C. The resultant current is given by joining the origin with the end of the last line. For drawing the lines, a parallel rule and compass rose will be found convenient. A protractor or polar coordinate paper may also be used.

# CURRENT DIAGRAMS

## EXPLANATION

“Current diagram” is a graphic table that shows the velocities of the flood and ebb currents and the times of slack and strength over a considerable stretch of the channel of a tidal waterway. At definite intervals along the channel the velocities of the current are shown with reference to the times of turning of the current at some reference station. This makes it a simple matter to determine the approximate velocity of the current along the channel for any desired time.

In using the diagrams, the desired time should be converted to hours before or after the time of the nearest predicted slack water at the reference station.

Besides showing in compact form the velocities of the current and their changes through the flood and ebb cycles, the current diagram serves two other useful purposes. By its use the mariner can determine the most advantageous time to pass through the waterway to carry the most favorable current and also the speed and direction of the current that will be encountered in the channel at any time.

Each diagram represents average durations and average velocities of flood and ebb. The durations and velocities of flood and ebb vary from day to day. Therefore predictions for the reference station at times will differ from average conditions and when precise results are desired the diagrams should be modified to represent conditions at such particular times. This can be done by changing the width of the shaded and unshaded portions of the diagram to agree in hours with the durations of flood and ebb, respectively, as given by the predictions for that time. The speeds in the shaded area should then be multiplied by the ratio of the predicted flood speed to the average flood speed (maximum flood speed given opposite the name of the reference station on the diagram) and the speeds in the unshaded area by the ratio of the predicted ebb speed to the average ebb speed.

In a number of cases approximate results can be obtained by using the diagram as drawn and modifying the final result by the ratio of speeds as mentioned above. Thus, if the diagram in a particular case gives a favorable flood speed averaging about 1.0 knot and the ratio of the predicted flood speed to the average flood speed is 0.5 the approximate favorable current for the particular time would be  $1.0 \times 0.5 = 0.5$  knot.

## CURRENT DIAGRAMS

### VINEYARD AND NANTUCKET SOUNDS EXPLANATION OF CURRENT DIAGRAM

The current diagram on the opposite page represents average conditions of the surface currents along the middle of the channel from Gay Head to the east end of Pollock Rip Channel, the scale being too small to show details.

Easterly streams are designated "Flood" and westerly streams "Ebb." The small figures in the diagram denote the speed of the current in knots and tenths. The times are referred to slack waters at Pollock Rip Channel (Butler Hole), daily predictions for which are given in Table 1 of these current tables.

The speed lines are directly related to the diagram. By transferring to the diagram the direction of the speed line which corresponds to the ship's speed, the diagram will show the general direction and speed of the current encountered by the vessel in passing through the sounds or the most favorable time, with respect to currents, for leaving any place shown on the left margin.

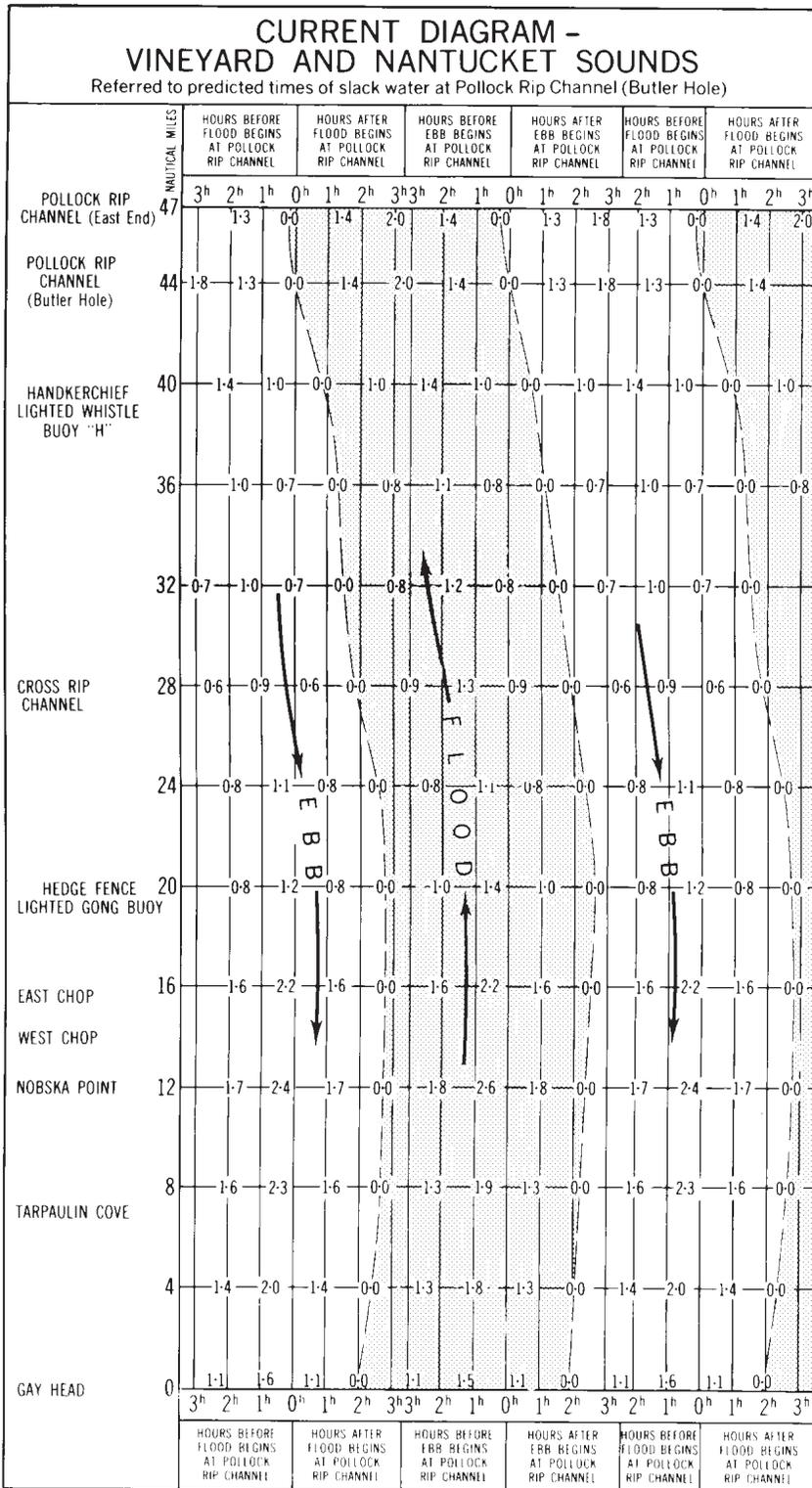
To determine speed and direction of current.—With parallel rulers transfer to the diagram the direction of the speed line corresponding to normal speed of vessel, moving edge of ruler to the point where the horizontal line representing place of departure intersects the vertical line representing the time of day in question. If the ruler's edge lies within the shaded portion of the diagram, a flood current will be encountered; if within the unshaded, an ebb current; and if along the boundary of both, slack water. The figures on the diagram along the edge of the ruler will show the speed of the current encountered at any place indicated on the left margin of the diagram.

Example.—A 12-knot vessel bound westward enters Pollock Rip Channel at 0700 of a given day, and it is desired to ascertain the speed and direction of the current which will be encountered on its passage through the sounds. Assuming that on the given day ebb begins at Pollock Rip Channel at 0508 and flood begins at 1120, the time 0700 will be about 2 hours after ebb begins. With parallel rulers transfer to the diagram the 12-knot speed line "Westbound," placing edge of ruler on the point where the vertical line "2 hours after ebb begins at Pollock Rip Channel" intersects the horizontal 47-mile line which is the starting point. It will be found that the edge of the ruler passes through the unshaded portion of the diagram, the speeds along the edge averaging about 1.4 knots. The vessel will, therefore, have a favorable ebb current averaging about 1.4 knots all the way to Gay Head. It will also be seen that the edge of the ruler crosses the horizontal 16-mile line (at East Chop) about halfway between the figures 1.6 and 2.2. Therefore, when passing the vicinity of East Chop she will have a favorable current of almost 2 knots.

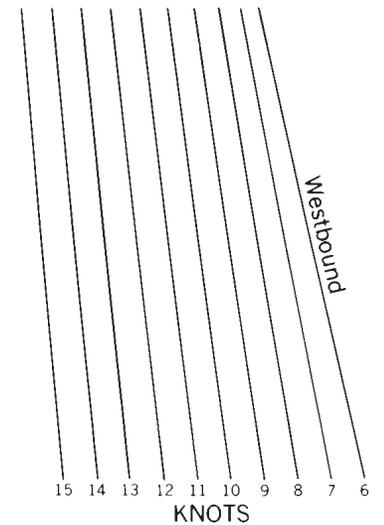
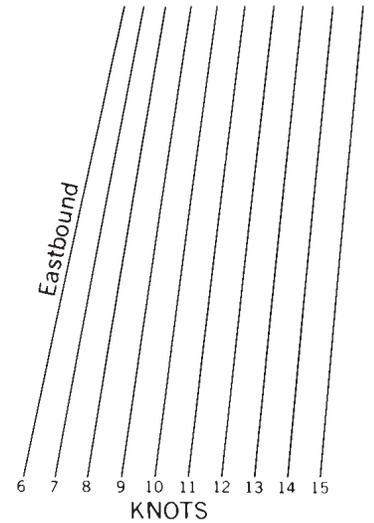
To determine the time of a favorable current for passing through the sounds.—With parallel rulers transfer to the diagram the direction of the speed line corresponding to normal speed of vessel, moving the ruler over the diagram until its edge runs as nearly as possible through the general line of largest speeds of shaded portion if eastbound and unshaded portion if westbound, giving consideration only to that part of the diagram which lies between place of departure and destination. An average of the figures along the edge of the ruler will give the average strength of current. The time (before or after flood begins or ebb begins at Pollock Rip Channel) for leaving any place shown on the left margin will be indicated vertically above the point where the ruler cuts a line drawn horizontally through the name of the place in question.

Example.—A 12-knot vessel will leave Gay Head for Pollock Rip Channel on a day when flood begins at Pollock Rip Channel at 0454 and ebb begins at 1104. At what time should she get under way so as to carry the most favorable current all the way through the sounds?

Place parallel rulers along the 12-knot speed line "Eastbound." Transfer the direction to the shaded portion of the diagram and as near as possible to the axis so as to include the greatest possible number of larger current speeds. It will be found that the edge of the ruler cuts the horizontal line at Gay Head at the point representing "3 hours after flood begins at Pollock Rip Channel," and that the average of the currents along the edge of rulers is about 0.8 knot in a favorable direction. For the given day flood begins at Pollock Rip Channel at 0454; hence, if the vessel leaves Gay Head 3 hours later, or about 0754, she will average a favorable current of almost 1 knot all the way.



SPEED LINES



## CURRENT DIAGRAMS

**EAST RIVER, NEW YORK  
EXPLANATION OF CURRENT DIAGRAM**

The current diagram on the opposite page represents average conditions of the surface currents along the middle of the channel between Governors Island and Throgs Neck, the scale being too small to show details. Eddies, of more or less violence, occur in numerous localities in the East River, but as a general rule the currents follow the channels.

On the diagram northerly and easterly streams are designated as "Flood" currents and westerly and southerly streams as "Ebb" currents. The small figures on the diagram denote the speed of the current in knots and tenths. The times are referred to slack waters at Hell Gate, daily predictions for which are given in Table 1 of these current tables.

The speed lines are directly related to the diagram. By their use the speed and general direction of the current encountered by a vessel passing through the river may be determined; also the time of a favorable current for leaving any place shown on the left margin of the diagram may be found.

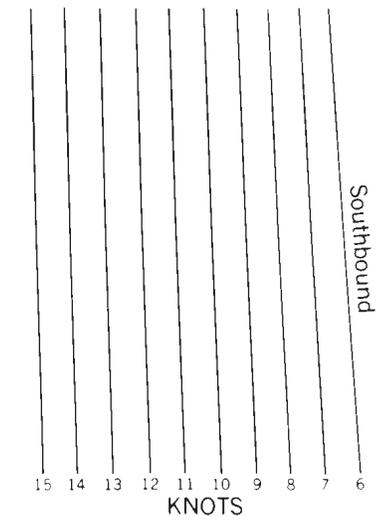
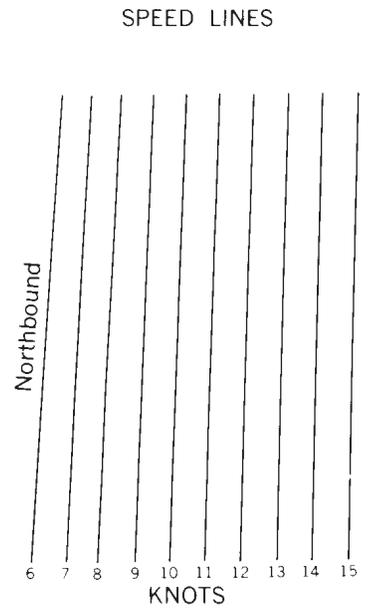
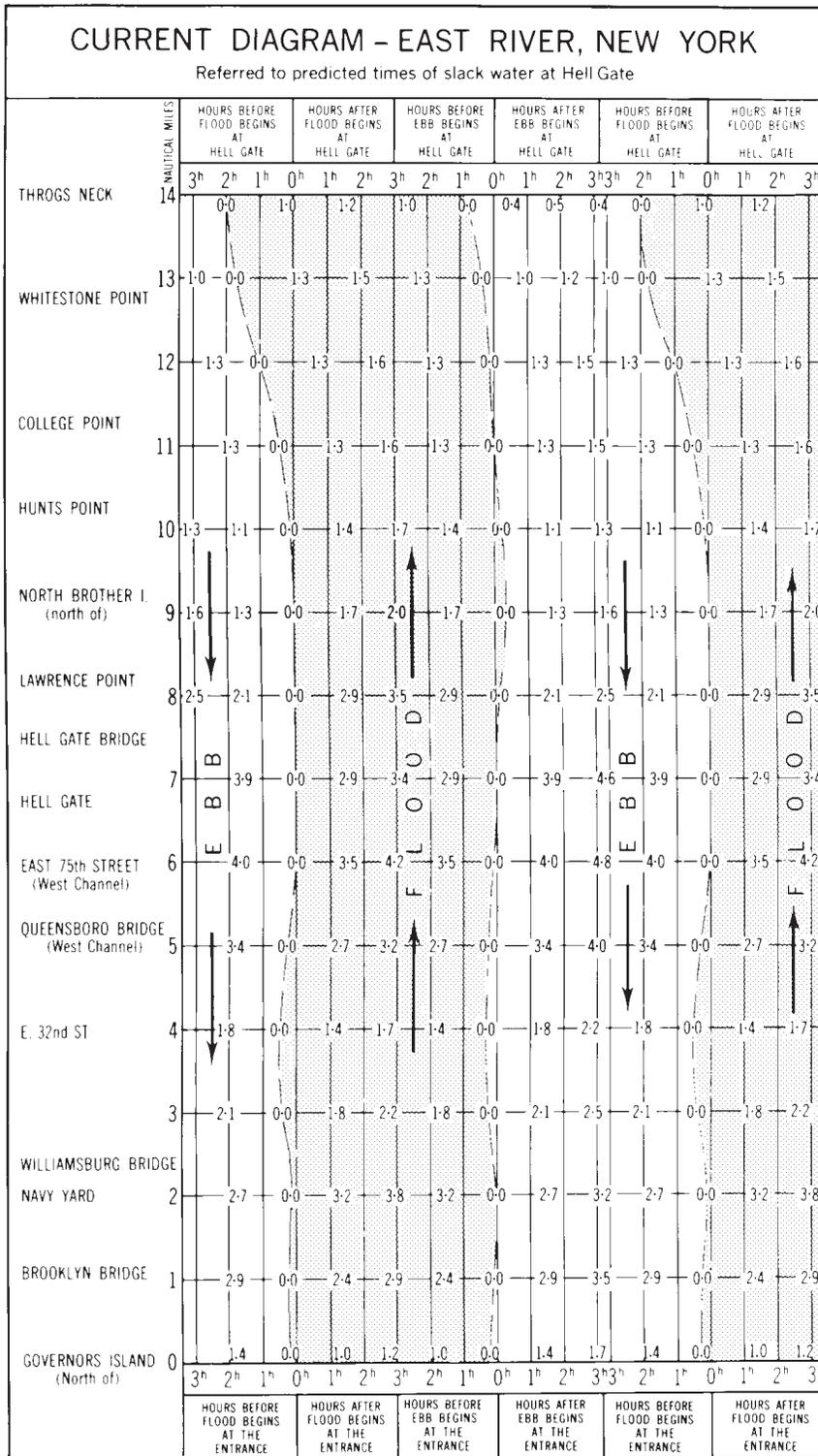
To determine the speed and direction of the current.—With parallel rulers transfer to the diagram the direction of the speed line corresponding to the normal speed of vessel, placing edge of ruler opposite the place of departure on the time before or after flood begins or ebb begins at Hell Gate that corresponds to the time of day desired. If the ruler's edge lies along the shaded portion of the diagram, a flood current will be encountered; if along the unshaded, an ebb current; and if along the boundary of both, slack water. The figures on the diagram along the edge of the ruler will show the speed of the current encountered at any place along the course indicated by the names on the left margin of diagram.

Example.—A 12-knot vessel passes Throgs Neck for Governors Island at 0820 of a given day and it is desired to ascertain the speed and direction of the current which will be encountered in passing through East River. Assuming that on the given day ebb begins at Hell Gate at 0614 and flood begins at 1245, the time 0820 will be about 2 hours after ebb begins. With parallel rulers transfer to the diagram the 12-knot speed line "Southbound", placing edge of ruler at the top in the column "Hours after ebb begins at Hell Gate" and intersecting 2h. It will be found that the edge of the ruler passes through strength of current in the unshaded portion of diagram averaging about 2.4 knots. The vessel will, therefore, have a favorable current averaging about 2.4 knots all the way.

To determine the time of a favorable current for passing through the East River.—With parallel rulers transfer to the diagram the direction of the speed line corresponding to normal speed of vessel, moving the ruler over the diagram until its edge runs as nearly as possible through the general line of greatest current of unshaded portion if bound westward and southward, and shaded portion if bound northward and eastward. An average of the figures along edge of ruler will give average strength of current. The time (before or after flood begins or ebb begins at Hell Gate) for leaving any place on the left margin of diagram will be found vertically above the point where the parallel ruler cuts the horizontal line opposite the name of the place in question.

Example.—A 12-knot vessel in New York Harbor desires to pass through the East River in the afternoon of a day when flood begins at Hell Gate at 1404 and ebb begins at 1934. At what time should she get under way as to carry the most favorable current all the way to Throgs Neck?

Place parallel rulers along the 12-knot speed line "Northbound." Transfer this direction to the shaded portion of diagram so as to include the greatest number of larger current speeds. It will be found that the ruler's edge cuts the horizontal line at Governors Island about vertically under "2 1/2 hours after flood begins at Hell Gate", and the average of the speeds along the edge of the ruler is about 2.3 knots. For the given day flood begins in Hell Gate at 1404 hence, if the vessel leaves Governors Island about 2 1/2 hours later, or 1630 on that day, she will have a favorable current, averaging about 2.3 knots all the way.



## CURRENT DIAGRAMS

**NEW YORK HARBOR VIA AMBROSE CHANNEL  
EXPLANATION OF CURRENT DIAGRAM**

The current diagram on the opposite page represents average conditions of the surface currents along the middle of the channel from Ambrose Channel entrance to Spuyten Duyvil, the scale being too small to show details.

Northerly streams are designated "Flood" and southerly streams "Ebb." The small figures in the diagram denote the speed of the current in knots and tenths. The times are referred to slack waters at The Narrows, daily predictions for which are given in Table 1 of these current tables.

The speed lines are directly related to the diagram. By transferring to the diagram the direction of the speed line which corresponds to the ship's speed, the diagram will show the general direction and speed of the current encountered by the vessel on entering or leaving the harbor or the most favorable time, with respect to currents, for leaving any place shown on the left margin.

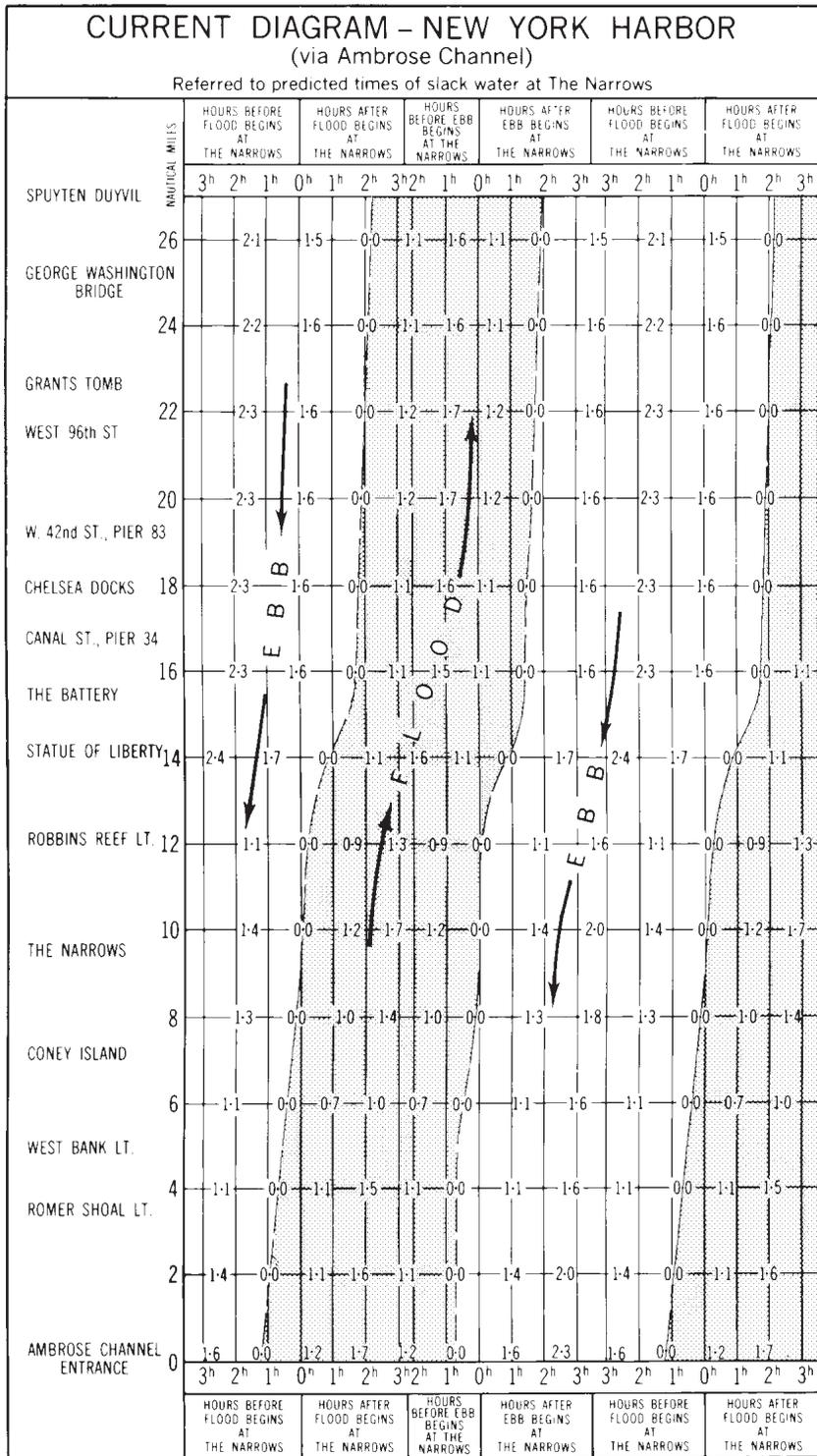
To determine speed and direction of current.—With parallel rulers transfer to the diagram the direction of the speed line corresponding to normal speed of vessel, moving edge of ruler to the point where the horizontal line representing place of departure intersects the vertical line representing the time of day in question. If the ruler's edge lies within the shaded portion of the diagram, a flood current will be encountered; if within the unshaded, an ebb current; and if along the boundary of both, slack water. The figures on the diagram along the edge of the ruler will show the speed of the current encountered at any place indicated on the left margin of the diagram.

Example.—A 10-knot vessel enters Ambrose Channel about 1040 of a given day. Flood begins at The Narrows at 0835 and ebb begins at 1420. The time 1040 will be about 2 hours after flood begins. With parallel rulers transfer to the diagram the 10-knot speed line "Northbound," placing edge of ruler on the point where the vertical line "2 hours after flood begins" intersects the horizontal 0-mile line which is the starting point. It will be found that the edge of the ruler passes through the shaded portion of the diagram, the speeds along the edge of the ruler from Ambrose Channel entrance to Chelsea Docks averaging about 1.4 knots. The vessel will, therefore, have a favorable flood current averaging about 1.4 knots all the way to Chelsea Docks.

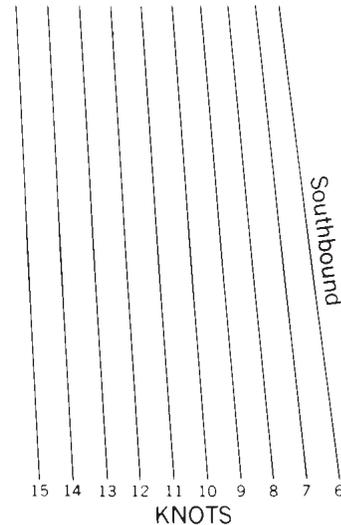
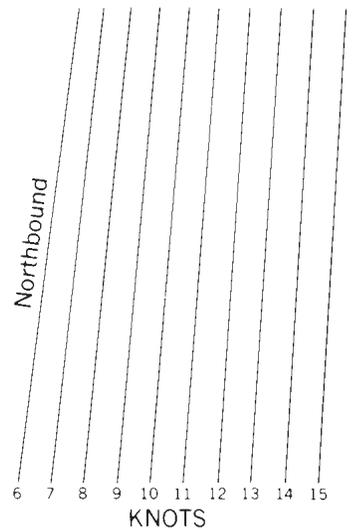
To determine the time of a favorable current for leaving or entering the harbor.—With parallel rulers transfer to the diagram the direction of the speed line corresponding to normal speed of vessel, moving the ruler over the diagram until its edge runs as nearly as possible through the general line of largest speeds of shaded portion if northbound and unshaded portion if southbound, giving consideration only to that part of the diagram which lies between place of departure and destination. An average of the figures along the edge of the ruler will give the average strength of current. The time (before or after flood or ebb begins at The Narrows) for leaving any place shown on the left margin will be indicated vertically above the point where the ruler cuts a line drawn horizontally through the name of the place in question.

Example.—A 10-knot vessel will leave Chelsea Docks on a day when flood begins at The Narrows at 0804 and ebb begins at 1338. At what time should she get under way so as to carry the most favorable current all the way to Ambrose Channel entrance?

Place parallel rulers along the 10-knot speed line "Southbound." Transfer the direction to the unshaded portion of the diagram as near as possible to the axis so as to include the greatest possible number of larger current speeds on the portion of the chart below Chelsea Docks. It will be found that the edge of the ruler cuts the horizontal line at Chelsea Docks at the point representing "2½ hours after ebb begins at The Narrows," and that the average of the currents along the edge of the ruler is about 1.5 knots in a favorable direction. For the given day, ebb begins at The Narrows at 1338; hence, if the vessel leaves Chelsea Docks 2½ hours later, or about 1608, she will average a favorable current of about 1.5 knots all the way to Ambrose Channel entrance.



SPEED LINES



## CURRENT DIAGRAMS

**DELAWARE BAY AND RIVER  
EXPLANATION OF CURRENT DIAGRAM**

This current diagram represents average conditions of the surface currents along the middle of the channel between Bristol and Delaware Bay Entrance, the scale being too small to show details.

Northerly streams are designated "Flood" and Southerly streams "Ebb." The small figures in the diagram denote the speed of the current in knots and tenths. The times are referred to slack waters at Delaware Bay Entrance, daily predictions for which are given in Table 1 of these current tables.

The speed lines are directly related to the diagram. By transferring to the diagram the direction of the speed line which corresponds to the ship's speed, the diagram will show the general direction and speed of the current encountered by the vessel in passing up or down the bay and river or the most favorable time, with respect to currents, for leaving any place shown in the left margin.

To determine speed and direction of current.—With parallel rulers transfer to the diagram the direction of the speed line corresponding to the normal speed of vessel, moving edge of ruler to the point where the horizontal line representing place of departure intersects the vertical line representing the time in question. If the ruler's edge lies within the shaded portion of the diagram, a flood current will be encountered; if within the unshaded, an ebb current, and if along the boundary of both, slack water. The figures in the diagram along the edge of the ruler will show the speed of the current encountered at any place indicated in the left margin of the diagram.

Example.—A 15-knot vessel bound southward leaves Philadelphia (Chestnut Street) at 0330 of a given day and it is desired to ascertain the speed and direction of the current which will be encountered between Philadelphia and Delaware Bay Entrance. Assuming that on the given day flood begins at Delaware Bay Entrance at 0436 and ebb begins at 1038, the time 0330 will be about 1 hour before flood begins. With parallel rulers transfer to the diagram the 15-knot speed line "Southbound" placing the edge of ruler on the intersection of the vertical line "1 hour before flood begins at Delaware Bay Entrance" and a horizontal line through Philadelphia (Chestnut Street) which is the starting point. It will be found that the edge of the ruler passes through an unshaded (ebb) portion with an average speed of about 1.3 knots from Philadelphia to the vicinity of Arnold Point, and the rest of the way through a shaded (flood) portion with an average speed of about 0.8 knot. The vessel will, therefore, have a favorable current averaging about 1.3 knots to the vicinity of Arnold Point and an unfavorable current averaging about 0.8 knot the rest of the way to Delaware Bay Entrance.

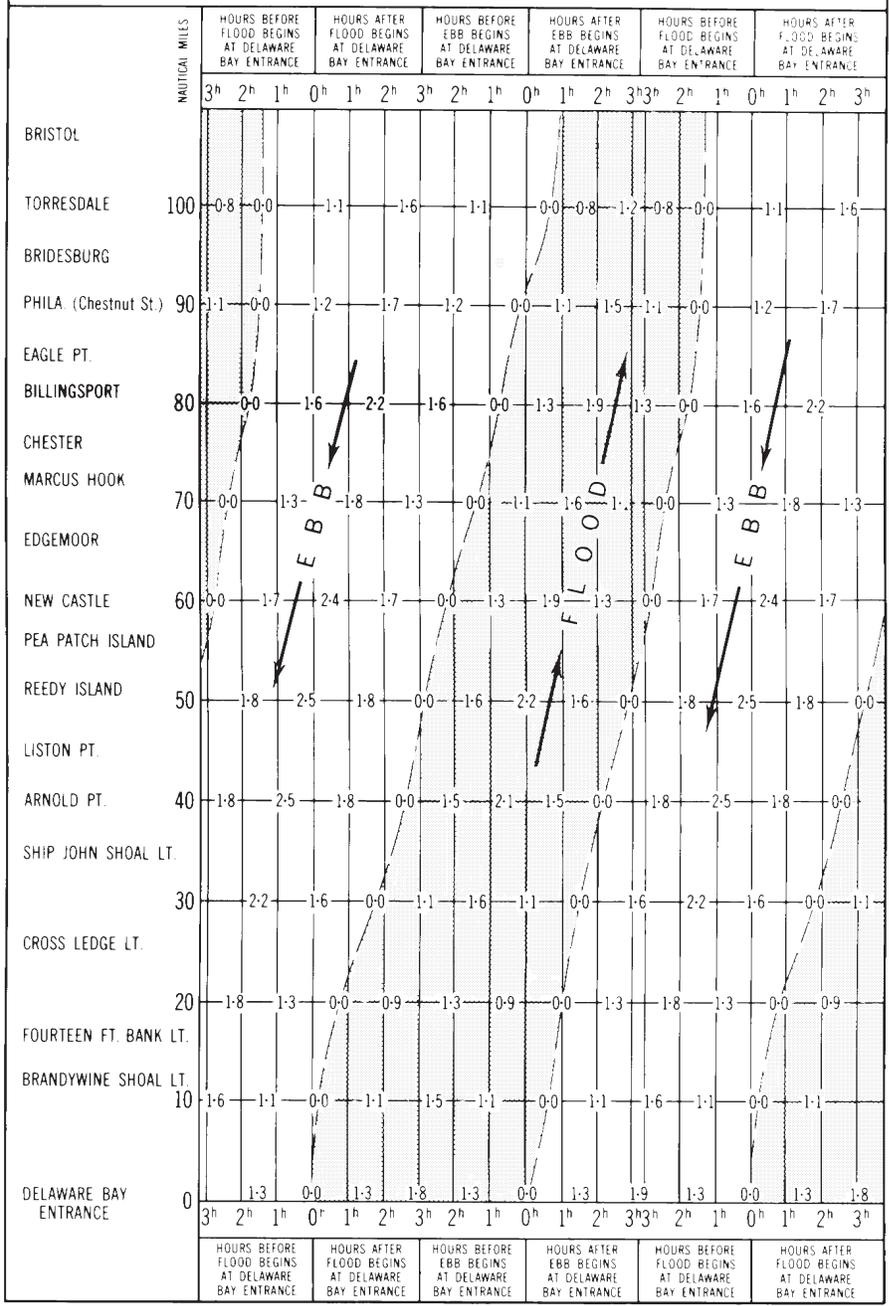
To determine the time of a favorable current for passing up or down the bay and river.—With parallel rulers transfer to the diagram the direction of the speed line corresponding to normal speed of vessel, moving the ruler over the diagram until its edge runs as nearly as possible through the general line of largest speeds of shaded portion if northbound or unshaded portion if southbound giving consideration only to that part of the diagram which lies between places of departure and destination. An average of the figures along edge of ruler will give the average speed of current. The time (before or after flood begins or ebb begins at Delaware Bay Entrance) for leaving any place shown in the left margin will be indicated vertically above or below the point where the ruler cuts a line drawn horizontally through the place in question.

Example.—A 12-knot vessel will leave Delaware Bay Entrance on a day when flood begins at 0505 and ebb begins at 1112. At what time should she get under way so as to carry the most favorable current all the way to Philadelphia? With parallel rulers transfer the direction of 12-knot speed line "Northbound" to the shaded portion of diagram and as near as possible to the axis so as to include the greatest number of larger speeds. The edge of the ruler will cut the horizontal line at Delaware Bay Entrance near the vertical line "2 hours after flood begins at Delaware Bay Entrance" and the speeds along the ruler's edge will average about 1.7 knots. On the given day flood begins at Delaware Bay Entrance at 0505, hence, if the vessel leaves about 2 hours later, i.e., about 0700, she will have a favorable current averaging about 1.7 knots all the way.

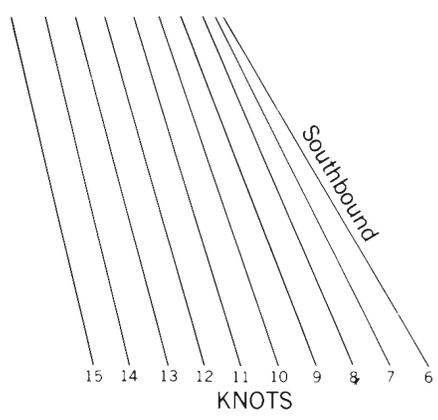
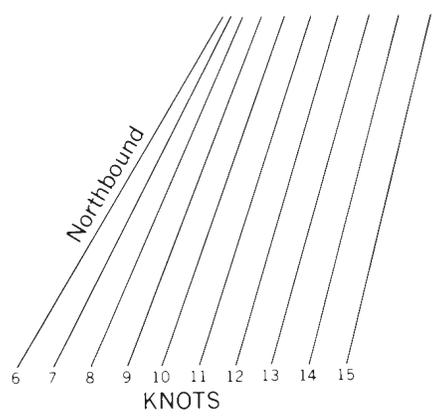
Note.—It is readily seen by transferring southbound speed lines to this diagram that southbound vessels can carry a favorable current for about 50 miles only.

### CURRENT DIAGRAM - DELAWARE BAY AND RIVER

Referred to predicted times of slack water at Delaware Bay Entrance



### SPEED LINES



## CURRENT DIAGRAMS

**CHESAPEAKE BAY  
EXPLANATION OF CURRENT DIAGRAM**

This current diagram represents average conditions of the surface currents along the middle of the channel from Cape Henry Light to Baltimore, the scale being too small to show details.

Northerly streams are designated "Flood" and southerly streams "Ebb." The small figures in the diagram denote the speed of the current in knots and tenths. The times are referred to slack waters at Chesapeake Bay Entrance, daily predictions for which are given in Table 1 of these current tables.

The speed lines are directly related to the diagram. By transferring to the diagram the direction of the speed line which corresponds to the ship's speed, the diagram will show the general direction and speed of the current encountered by the vessel in passing up or down the bay or the most favorable time, with respect to currents, for leaving any place shown in the left margin.

To determine speed and direction of current.—With parallel rulers transfer to the diagram the direction of the speed line corresponding to the normal speed of vessel, moving edge of ruler to the point where the horizontal line representing place of departure intersects the vertical line representing the time in question. If the ruler's edge lies within the shaded portion of the diagram, a flood current will be encountered; if within the unshaded, an ebb current, and if along the boundary of both, slack water. The figures in the diagram along the edge of the ruler will show the speed of the current encountered at any place indicated in the left margin of the diagram.

Example.—A 12-knot vessel bound for Baltimore passes Cape Henry Light at 1430 of a given day, and it is desired to ascertain the speed and direction of the current which will be encountered. Assuming that on the given day flood begins at Chesapeake Bay entrance at 1256 and ebb begins at 1803, the time 1430 will be about 1½ hours after flood begins. With parallel rulers transfer to the diagram the 12-knot speed line "Northbound," placing edge of ruler so that it will cross the horizontal line opposite Cape Henry at a point "1½ hours after flood begins at the entrance." It will be found that the edge of the ruler passes through strength of current in the shaded portion of the diagram averaging about 0.7 knot. The vessel will, therefore, have a favorable current averaging about 0.7 knot all the way to Baltimore.

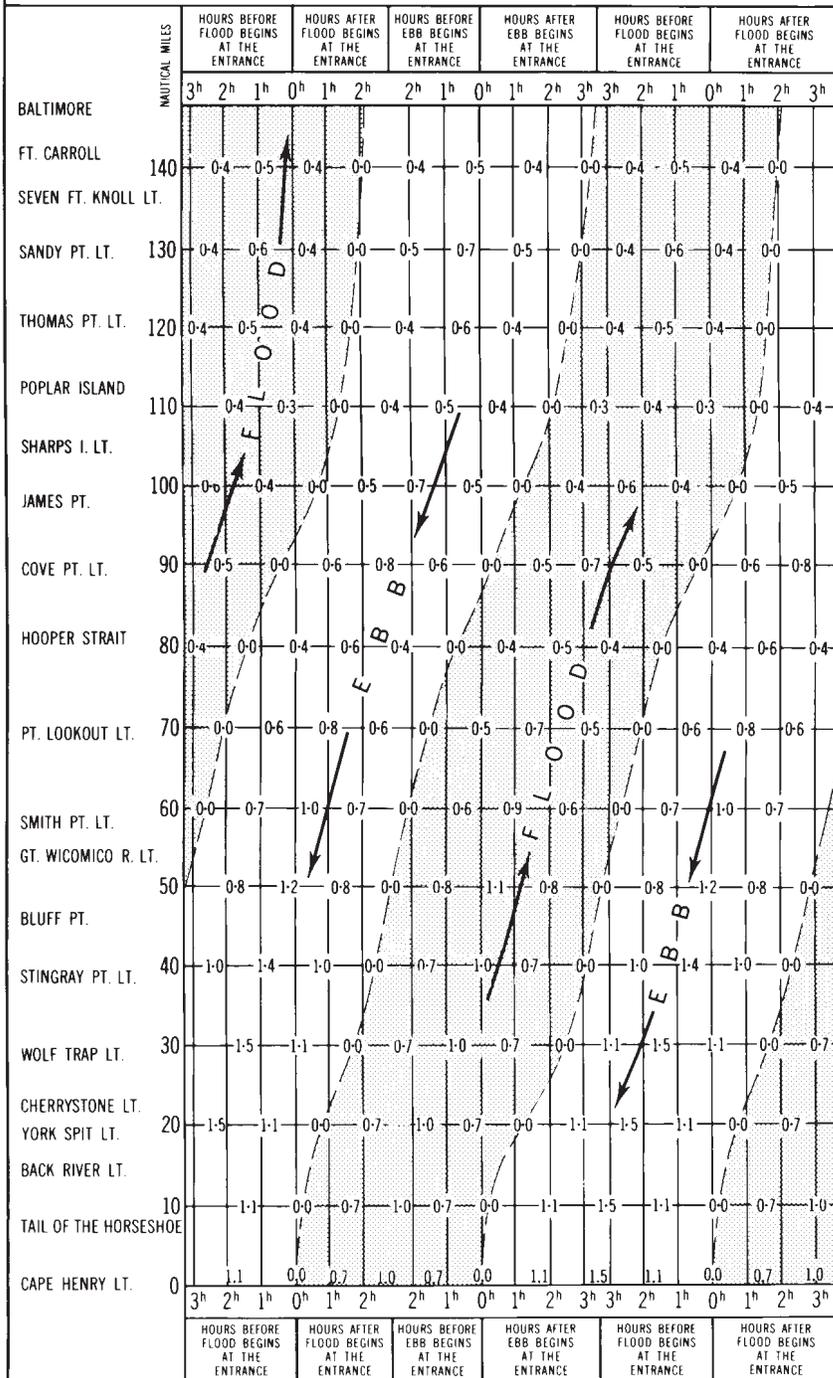
To determine the time of a favorable current for passing through the bay.—With parallel rulers transfer to the diagram the direction of the speed line corresponding to normal speed of vessel, moving the ruler over the diagram until its edge runs approximately through the general line of greatest current of unshaded portion if southbound and shaded portion if northbound. An average of the figures along edge of ruler will give average strength of current. The time (before or after ebb or flood begins at the entrance) for leaving any place in the left margin of diagram will be found vertically above the point where the parallel ruler cuts the horizontal line opposite the place in question.

Example.—A 12-knot vessel in Baltimore Harbor desires to leave for Cape Henry Light on the afternoon of a day when flood begins at Chesapeake Bay Entrance at 1148 and ebb begins at 1718. At what time should she get under way so as to carry the most favorable current?

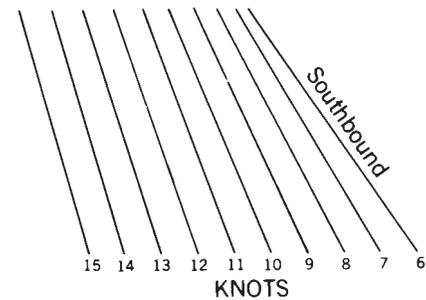
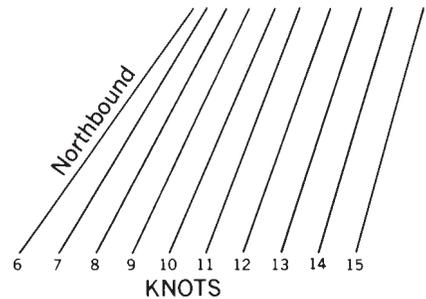
Place parallel rulers along the 12-knot speed line "Southbound." Transfer this direction to the diagram and move it along so as to include the greatest possible number of larger current speeds in the unshaded portion of the diagram. The most favorable time for leaving Baltimore thus found is about 1 hour after flood begins at the entrance, or about 1248. There will be an unfavorable current of about 0.2 knot as far as Seven Foot Knoll Light; after passing this light there will be an average favorable current of about 0.3 knot as far as Cove Point Light; from Cove Point Light to Bluff Point a contrary current averaging about 0.3 knot will be encountered; from Bluff Point to Tail of the Horseshoe there will be an average favorable current of about 0.9 knot; and from Tail of the Horseshoe to Cape Henry an average contrary current of about 0.2 knot will again be encountered.

### CURRENT DIAGRAM - CHESAPEAKE BAY

Referred to predicted times of slack water at Chesapeake Bay Entrance



### SPEED LINES





# **PUBLICATIONS RELATING TO TIDES AND TIDAL CURRENTS**

## **TIDE TABLES**

Advance information relative to the rise and fall of the tide is given in annual tide tables. These tables include the predicted times and heights of high and low waters for every day in the year for a number of reference stations and differences for obtaining similar predictions for numerous other places.

Tide Tables, Central and Western Pacific Ocean and Indian Ocean.

Tide Tables, East Coast of North and South America (Including Greenland).

Tide Tables, Europe and West Coast of Africa (Including the Mediterranean Sea).

Tide Tables, West Coast of North and South America (Including the Hawaiian Islands).

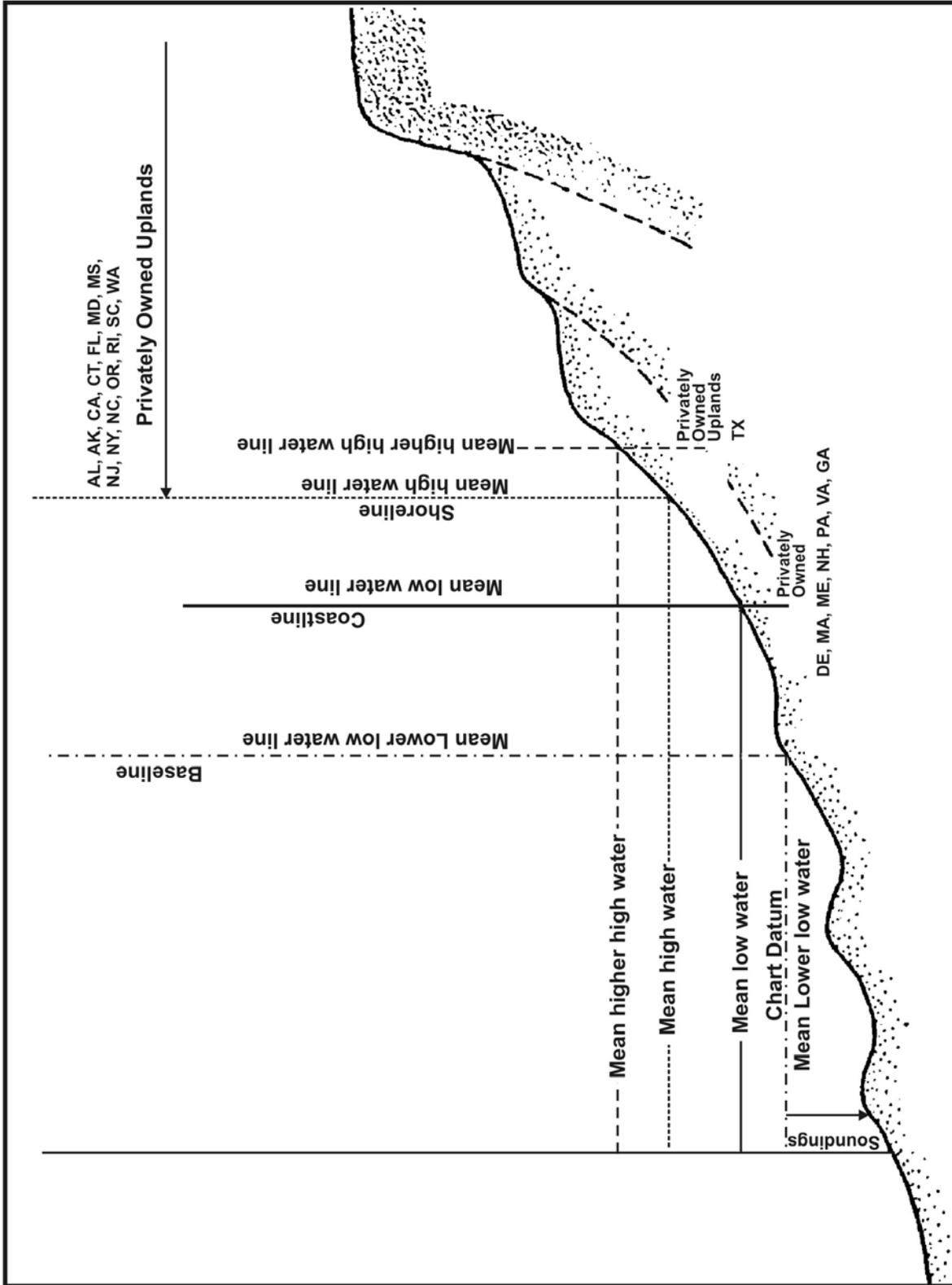
## **TIDAL CURRENT TABLES**

Accompanying the rise and fall of the tide is a periodic horizontal flow of the water known as the tidal current. Advance information relative to these currents is made available in annual tidal current tables which include daily predictions of the times of slack water and the times and velocities of strength of flood and ebb currents for a number of waterways together with differences for obtaining predictions for numerous other places.

Tidal Current Tables, Atlantic Coast of North America.

Tidal Current Tables, Pacific Coast of North America and Asia.

# OFFICIAL U.S. DATUMS



## GLOSSARY OF TERMS

- ANNUAL INEQUALITY**—Seasonal variation in the water level or current, more or less periodic, due chiefly to meteorological causes.
- APOGEAN TIDES OR TIDAL CURRENTS**—Tides of decreased range or currents of decreased speed occurring monthly as the result of the Moon being in apogee (farthest from the Earth).
- AUTOMATIC TIDE GAGE**—An instrument that automatically registers the rise and fall of the tide. In some instruments, the registration is accomplished by recording the heights at regular intervals in digital format, in others by a continuous graph in which the height versus corresponding time of the tide is recorded.
- BENCH MARK (BM)**—A fixed physical object or marks used as reference for a vertical datum. A *tidal bench mark* is one near a tide station to which the tide staff and tidal datums are referred. A *Geodetic bench mark* identifies a surveyed point in the National Geodetic Vertical Network.
- CHART DATUM**—The tidal datum to which soundings on a chart are referred. It is usually taken to correspond to low water elevation of the tide, and its depression below mean sea level is represented by the symbol Zo.
- CURRENT**—Generally, a horizontal movement of water. Currents may be classified as *tidal* and *nontidal*. Tidal currents are caused by gravitational interactions between the Sun, Moon, and Earth and are a part of the same general movement of the sea that is manifested in the vertical rise and fall, called *tide*. Nontidal currents include the permanent currents in the general circulatory systems of the sea as well as temporary currents arising from more pronounced meteorological variability.
- CURRENT DIFFERENCE**—Difference between the time of slack water (or minimum current) or strength of current in any locality and the time of the corresponding phase of the tidal current at a reference station, for which predictions are given in the *Tidal Current Tables*.
- CURRENT ELLIPSE**—A graphic representation of a rotary current in which the velocity of the current at different hours of the tidal cycle is represented by radius vectors and vectorial angles. A line joining the extremities of the radius vectors will form a curve roughly approximating an ellipse. The cycle is completed in one-half tidal day or in a whole tidal day according to whether the tidal current is of the semidiurnal or the diurnal type. A current of the mixed type will give a curve of two unequal loops each tidal day.
- CURRENT METER**—An instrument for measuring the speed and direction or just the speed of a current. The measurements are usually Eulerian since the meter is most often fixed or moored at a specific location.
- DATUM (vertical)**—For marine applications, a base elevation used as a reference from which to reckon heights or depths. It is called a *tidal datum* when defined by a certain phase of the tide. Tidal datums are local datums and should not be extended into areas which have differing topographic features without substantiating measurements. In order that they may be recovered when needed, such datums are referenced to fixed points known as *bench marks*.
- DAYLIGHT SAVING TIME**—A time used during the summer in some localities in which clocks are advanced 1 hour from the usual standard time.
- DIURNAL**—Having a period or cycle of approximately 1 tidal day. Thus, the tide is said to be diurnal when only one high water and one low water occur during a tidal day, and the tidal current is said to be diurnal when there is a single flood and single ebb period in the tidal day. A rotary current is diurnal if it changes its direction through all points of the compass once each tidal day.
- DIURNAL INEQUALITY**—The difference in height of the two high waters or of the two low waters of each day; also the difference in speed between the two flood tidal currents or the two ebb tidal currents of each day. The difference changes with the declination of the Moon and to a lesser extent with the declination of the Sun. In general, the inequality tends to increase with an increasing declination, either north or south, and to diminish as the Moon approaches the Equator. *Mean diurnal high water inequality* (DHQ) is one-half the average difference between the two high waters of each day observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch). It is obtained by subtracting the mean of all high waters from the mean of the higher high waters. *Mean diurnal low water inequality* (DLQ) is one-half the average difference between the two low waters of each day observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch). It is obtained by subtracting the mean of the lower low waters from the mean of all low waters. *Tropic high water inequality* (HWQ) is the average difference between the two high waters of the day at the times of the tropic tides. *Tropic low water inequality* (LWQ) is the average difference between the two low waters of the day at the times of the tropic tides. Mean and tropic inequalities as

## GLOSSARY OF TERMS

defined above are applicable only when the type of tide is either semidiurnal or mixed. Diurnal inequality is sometimes called *declinational inequality*.

**DOUBLE EBB**—An ebb tidal current where, after ebb begins, the speed increases to a maximum called *first ebb*; it then decreases, reaching a *minimum ebb* near the middle of the ebb period (and at some places it may actually run in a flood direction for a short period); it then again ebbs to a maximum speed called second ebb after which it decreases to slack water.

**DOUBLE FLOOD**—A flood tidal current where, after flood begins, the speed increases to a maximum called first flood; it then decreases, reaching a minimum flood near the middle of the flood period (and at some places it may actually run in an ebb direction for a short period); it then again floods to a maximum speed called second flood after which it decreases to slack water.

**DOUBLE TIDE**—A double-headed tide, that is, a high water consisting of two maxima of nearly the same height separated by a relatively small depression, or a low water consisting of two minima separated by a relatively small elevation. Sometimes, it is called an agger.

**DURATION OF FLOOD AND DURATION OF EBB**—Duration of flood is the interval of time in which a tidal current is flooding, and the *duration of ebb* is the interval in which it is ebbing. Together they cover, on an average, a period of 12.42 hours for a semidiurnal tidal current or a period of 24.84 hours for a diurnal current. In a normal semidiurnal tidal current, the duration of flood and duration of ebb will each be approximately equal to 6.21 hours, but the times may be modified greatly by the presence of a nontidal flow. In a river the duration of ebb is usually longer than the duration of flood because of the freshwater discharge, especially during the spring when snow and ice melt are the predominant influences.

**DURATION OF RISE AND DURATION OF FALL**—*Duration of rise* is the interval from low water to high water, and *duration of fall* is the interval from high water to low water. Together they cover, on an average, a period of 12.42 hours for a semidiurnal tide or a period of 24.84 hours for a diurnal tide. In a normal semidiurnal tide, the duration of rise and duration of fall will each be approximately equal to 6.21 hours, but in shallow waters and in rivers there is a tendency for a decrease in the duration of rise and a corresponding increase in the duration of fall.

**EBB CURRENT**—The movement of a tidal current away from shore or down a tidal river or estuary. In the

mixed type of reversing tidal current, the terms *greater ebb* and *lesser ebb* are applied respectively to the ebb tidal currents of greater and lesser speed of each day. The terms *maximum ebb* and *minimum ebb* are applied to the maximum and minimum speeds of a current running continuously ebb, the speed alternately increasing and decreasing without coming to a slack or reversing. The expression maximum ebb is also applicable to any ebb current at the time of greatest speed.

**EQUATORIAL TIDAL CURRENTS**—Tidal currents occurring semimonthly as a result of the Moon being over the Equator. At these times the tendency of the Moon to produce a diurnal inequality in the tidal current is at a minimum.

**EQUATORIAL TIDES**—Tides occurring semi monthly as the result of the Moon being over the Equator. At these times the tendency of the Moon to produce a diurnal inequality in the tide is at a minimum.

**FLOOD CURRENT**—The movement of a tidal current toward the shore or up a tidal river or estuary. In the mixed type of reversing current, the terms *greater flood* and *lesser flood* are applied respectively to the flood currents of greater and lesser speed of each day. The terms *maximum flood* and *minimum flood* are applied to the maximum and minimum speeds of a flood current, the speed of which alternately increases and decreases without coming to a slack or reversing. The expression maximum flood is also applicable to any flood current at the time of greatest speed.

**GREAT DIURNAL RANGE (Gt)**—The difference in height between mean higher high water and mean lower low water. The expression may also be used in its contracted form, *diurnal range*.

**GREENWICH INTERVAL**—An interval referred to the transit of the Moon over the meridian of Greenwich as distinguished from the local interval which is referred to the Moon's transit over the local meridian. The relation in hours between Greenwich and local intervals may be expressed by the formula:

Greenwich interval = local interval + 0.069 L  
where L is the west longitude of the local meridian in degrees. For east longitude, L is to be considered negative.

**GULF COAST LOW WATER DATUM**—A chart datum. Specifically, the tidal datum formerly designated for the coastal waters of the Gulf Coast of the United States. It was defined as *mean lower low water* when the type of tide was mixed and *mean low water* when the type of tide was diurnal.

**HALF-TIDE LEVEL**—See *mean tide level*.

## GLOSSARY OF TERMS

- HARMONIC ANALYSIS**—The mathematical process by which the observed tide or tidal current at any place is separated into basic harmonic constituents.
- HARMONIC CONSTANTS**—The amplitudes and epochs of the harmonic constituents of the tide or tidal current at any place.
- HARMONIC CONSTITUENT**—One of the harmonic elements in a mathematical expression for the tide-producing force and in corresponding formulas for the tide or tidal current. Each constituent represents a periodic change or variation in the relative positions of the Earth, Moon, and Sun. A single constituent is usually written in the form  $y=A \cos (at+\alpha)$ , in which  $y$  is a function of time as expressed by the symbol  $t$  and is reckoned from a specific origin. The coefficient  $A$  is called the amplitude of the constituent and is a measure of its relative importance. The angle  $(at+\alpha)$  changes uniformly and its value at any time is called the phase of the constituent. The speed of the constituent is the rate of change in its phase and is represented by the symbol  $a$  in the formula. The quantity  $\alpha$  is the phase of the constituent at the initial instant from which the time is reckoned. The period of the constituent is the time required for the phase to change through  $360^\circ$  and is the cycle of the astronomical condition represented by the constituent.
- HIGH WATER (HW)**—The maximum height reached by a rising tide. The height may be due solely to the periodic tidal forces or it may have superimposed upon it the effects of prevailing meteorological conditions. Use of the synonymous term, *high tide*, is discouraged.
- HIGHER HIGH WATER (HHW)**—The higher of the two high waters of any tidal day.
- HIGHER LOW WATER (HLW)**—The higher of the two low waters of any tidal day.
- HYDRAULIC CURRENT**—A current in a channel caused by a difference in the surface level at the two ends. Such a current may be expected in a strait connecting two bodies of water in which the tides differ in time or range. The current in the East River, N.Y., connecting Long Island Sound and New York Harbor, is an example.
- KNOT**—A unit of speed, one international nautical mile (1,852.0 meters or 6,076.11549 international feet) per hour.
- LOW WATER (LW)**—The minimum height reached by a falling tide. The height may be due solely to the periodic tidal forces or it may have superimposed upon it the effects of meteorological conditions. Use of the synonymous term, *low tide*, is discouraged.
- LOWER HIGH WATER (LHW)**—The lower of the two high waters of any tidal day.
- LOWER LOW WATER (LLW)**—The lower of the two low waters of any tidal day.
- LUNAR DAY**—The time of the rotation of the Earth with respect to the Moon, or the interval between two successive upper transits of the Moon over the meridian of a place. The mean lunar day is approximately 24.84 solar hours long, or 1.035 times as long as the mean solar day.
- LUNAR INTERVAL**—The difference in time between the transit of the Moon over the meridian of Greenwich and over a local meridian. The average value of this interval expressed in hours is  $0.069 L$ , in which  $L$  is the local longitude in degrees, positive for west longitude and negative for east longitude. The lunar interval equals the difference between the local and Greenwich interval of a tide or current phase.
- LUNICURRENT INTERVAL**—The interval between the Moon's transit (upper or lower) over the local or Greenwich meridian and a specified phase of the tidal current following the transit. Examples: *strength of flood interval and strength of ebb interval*, which may be abbreviated to *flood interval and ebb interval*, respectively. The interval is described as local or Greenwich according to whether the reference is to the Moon's transit over the local or Greenwich meridian. When not otherwise specified, the reference is assumed to be local.
- LUNITIDAL INTERVAL**—The interval between the Moon's transit (upper or lower) over the local or Greenwich meridian and the following high or low water. The average of all high water intervals for all phases of the Moon is known as *mean high water lunitidal interval* and is abbreviated to high water interval (HWI). Similarly the *mean low water lunitidal interval* is abbreviated to low water interval (LWI). The interval is described as local or Greenwich according to whether the reference is to the transit over the local or Greenwich meridian. When not otherwise specified, the reference is assumed to be local.
- MEAN HIGH WATER (MHW)**—A tidal datum. The arithmetic mean of the high water heights observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch). For stations with shorter series, simultaneous observational comparisons are made with a primary control tide station in order to derive the equivalent of a 19-year value.

## GLOSSARY OF TERMS

- MEAN HIGHER HIGH WATER (MHHW)**—A tidal datum. The arithmetic mean of the higher high water heights of a mixed tide observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch). Only the higher high water of each pair of high waters, or the only high water of a tidal day is included in the mean.
- MEAN HIGHER HIGH WATER LINE (MHHWL)**—The intersection of the land with the water surface at the elevation of mean higher high water.
- MEAN LOW WATER (MLW)**—A tidal datum. The arithmetic mean of the low water heights observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch). For stations with shorter series, simultaneous observational comparisons are made with a primary control tide station in order to derive the equivalent of a 19-year value.
- MEAN LOW WATER SPRINGS (MLWS)**—A tidal datum. Frequently abbreviated *spring low water*. The arithmetic mean of the low water heights occurring at the time of the spring tides observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch).
- MEAN LOWER LOW WATER (MLLW)**—A tidal datum. The arithmetic mean of the lower low water heights of a mixed tide observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch). Only the lower low water of each pair of low waters, or the only low water of a tidal day is included in the mean.
- MEAN RANGE OF TIDE (Mn)**—The difference in height between mean high water and mean low water.
- MEAN RIVER LEVEL**—A tidal datum. The average height of the surface of a tidal river at any point for all stages of the tide observed over a 19-year Metonic cycle (the National Tidal Datum Epoch), usually determined from hourly height readings. In rivers subject to occasional freshets the river level may undergo wide variations, and for practical purposes certain months of the year may be excluded in the determination of tidal datums. For charting purposes, tidal datums for rivers are usually based on observations during selected periods when the river is at or near low water stage.
- MEAN SEA LEVEL (MSL)**—A tidal datum. The arithmetic mean of hourly water elevations observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch). Shorter series are specified in the name; e.g., monthly mean sea level and yearly mean sea level.
- MEAN TIDE LEVEL (MTL)**—Also called half-tide level. A tidal datum midway between mean high water and mean low water.
- MIXED TIDE**—Type of tide with a large inequality in the high and/or low water heights, with two high waters and two low waters usually occurring each tidal day. In strictness, all tides are mixed but the name is usually applied to the tides intermediate to those predominantly semidiurnal and those predominantly diurnal.
- NATIONAL TIDAL DATUM EPOCH**—The specific 19-year period adopted by the National Ocean Service as the official time segment over which tide observations are taken and reduced to obtain mean values ( e.g., mean lower low water, etc.) for tidal datums. It is necessary for standardization because of periodic and apparent secular trends in sea level. The present National Tidal Datum Epoch is 1960 through 1978. It is reviewed annually for possible revision and must be actively considered for revision every 25 years.
- NEAP TIDES OR TIDAL CURRENTS**—Tides of decreased range or tidal currents of decreased speed occurring semimonthly as the result of the Moon being in quadrature. The *neap range* ( $N_p$ ) of the tide is the average semidiurnal range occurring at the time of neap tides and is most conveniently computed from the harmonic constants. It is smaller than the mean range where the type of tide is either semidiurnal or mixed and is of no practical significance where the type of tide is diurnal. The average height of the high waters of the neap tides is called *neap high water* or *high water neaps* (MHWN) and the average height of the corresponding low waters is called neap low water or low water neaps (MLWN).
- PERIGEAN TIDES OR TIDAL CURRENTS**—Tides of increased range or tidal currents of increased speed occurring monthly as the result of the Moon being in perigee or nearest the Earth. The *perigean range* ( $P_n$ ) of tide is the average semidiurnal range occurring at the time of perigean tides and is most conveniently computed from the harmonic constants. It is larger than the mean range where the type of tide is either semidiurnal or mixed, and is of no practical significance where the type of tide is diurnal.
- RANGE OF TIDE**—The difference in height between consecutive high and low waters, the *mean range* is the difference in height between mean high water and mean low water. Where the type of tide is diurnal the mean range is the same as the diurnal range.

## GLOSSARY OF TERMS

For other ranges, see great diurnal, spring, neap, perigean, apogean, and tropic tides.

**REFERENCE STATION**—A tide or current station for which independent daily predictions are given in the *Tide Tables and Tidal Current Tables*, and from which corresponding predictions are obtained for subordinate stations by means of differences and ratios.

**REVERSING CURRENT**—A tidal current which flows alternately in approximately opposite directions with a slack water at each reversal of direction. Currents of this type usually occur in rivers and straits where the direction of flow is more or less restricted to certain channels. When the movement is towards the shore or up a stream, the current is said to be flooding, and when in the opposite direction it is said to be ebbing. The combined flood and ebb movement including the slack water covers, on an average, 12.42 hours for the semidiurnal current. If unaffected by a nontidal flow, the flood and ebb movements will each last about 6 hours, but when combined with such a flow, the durations of flood and ebb may be quite unequal. During the flow in each direction the speed of the current will vary from zero at the time of slack water to a maximum about midway between the slacks.

**ROTARY CURRENT**—A tidal current that flows continually with the direction of flow changing through all points of the compass during the tidal period. Rotary currents are usually found offshore where the direction of flow is not restricted by any barriers. The tendency for the rotation in direction has its origin in the Coriolis force and, unless modified by local conditions, the change is clockwise in the Northern Hemisphere and counterclockwise in the Southern. The speed of the current usually varies throughout the tidal cycle, passing through the two maxima in approximately opposite directions and the two minima with the direction of the current at approximately 90° from the direction at time of maximum speed.

**SEMIDIURNAL**—Having a period or cycle of approximately one-half of a tidal day. The predominating type of tide throughout the world is semidiurnal, with two high waters and two low waters each tidal day. The tidal current is said to be semidiurnal when there are two flood and two ebb periods each day.

**SET (OF CURRENT)**—The direction *towards* which the current flows.

**SLACK WATER**—The state of a tidal current when its speed is near zero, especially the moment when a

reversing current changes direction and its speed is zero. The term is also applied to the entire period of low speed near the time of turning of the current when it is too weak to be of any practical importance in navigation. The relation of the time of slack water to the tidal phases varies in different localities. For standing tidal waves, slack water occurs near the times of high and low water, while for progressive tidal waves, slack water occurs midway between high and low water.

**SPRING TIDES OR TIDAL CURRENTS**—Tides of increased range or tidal currents of increased speed occurring semimonthly as the result of the Moon being new or full. The *spring range* (Sg) of tide is the average semidiurnal range occurring at the time of spring tides and is most conveniently computed from the harmonic constants. It is larger than the mean range where the type of tide is either semidiurnal or mixed, and is of no practical significance where the type of tide is diurnal. The mean of the high waters of the spring tide is called *spring high water or mean high water springs* (MHWS), and the average height of the corresponding low waters is called *spring low water or mean low water springs* (MLWS).

**STAND OF TIDE**—Sometimes called a platform tide. An interval at high or low water when there is no sensible change in the height of the tide. The water level is stationary at high and low water for only an instant, but the change in level near these times is so slow that it is not usually perceptible. In general, the duration of the apparent stand will depend upon the range of tide, being longer for a small range than for a large range, but where there is a tendency for a double tide the stand may last for several hours even with a large range of tide.

**STANDARD TIME**—A kind of time based upon the transit of the Sun over a certain specified meridian, called the *time meridian*, and adopted for use over a considerable area. With a few exceptions, standard time is based upon some meridian which differs by a multiple of 15° from the meridian of Greenwich.

**STRENGTH OF CURRENT**—Phase of tidal current in which the speed is a maximum; also the speed at this time. Beginning with slack before flood in the period of a reversing tidal current (or minimum before flood in a rotary current), the speed gradually increases to flood strength and then diminishes to slack before ebb (or minimum before ebb in a rotary current), after which the current turns in direction, the speed increases to ebb strength and then diminishes to slack before flood completing the cycle. If it is assumed that the speed throughout the cycle varies as the ordinates of a cosine curve, it can

## GLOSSARY OF TERMS

be shown that the average speed for an entire flood or ebb period is equal to  $2/\pi$  or 0.6366 of the speed of the corresponding strength of current.

**SUBORDINATE CURRENT STATION**—(1) A current station from which a relatively short series of observations is reduced by comparison with simultaneous observations from a control current station. (2) A station listed in the *Tidal Current Tables* for which predictions are to be obtained by means of differences and ratios applied to the full predictions at a reference station .

**SUBORDINATE TIDE STATION**—(1) A tide station from which a relatively short series of observations is reduced by comparison with simultaneous observations from a tide station with a relatively long series of observations. (2) A station listed in the *Tide Tables* for which predictions are to be obtained by means of differences and ratios applied to the full predictions at a reference station.

**TIDAL CURRENT TABLES**—Tables which give daily predictions of the times and speeds of the tidal currents. These predictions are usually supplemented by current differences and constants through which additional predictions can be obtained for numerous other places.

**TIDAL DIFFERENCE**—Difference in time or height of a high or low water at a subordinate station and at a reference station for which predictions are given in the *Tide Tables*. The difference, when applied according to sign to the prediction at the reference station, gives the corresponding time or height for the subordinate station .

**TIDE**—The periodic rise and fall of the water resulting from gravitational interactions between the Sun, Moon, and Earth. The vertical component of the particulate motion of a tidal wave. Although the accompanying horizontal movement of the water is part of the same phenomenon, it is preferable to designate the motion as tidal current.

**TIDE TABLES**—Tables which give daily predictions of the times and heights of high and low waters. These predictions are usually supplemented by tidal differences and constants through which additional predictions can be obtained for numerous other places.

**TIME MERIDIAN**—A meridian used as a reference for time.

**TROPIC CURRENTS**—Tidal currents occurring semimonthly when the effect of the Moon's maximum declination is greatest. At these times the tendency of the Moon to produce a diurnal inequality in the current is at a maximum.

**TROPIC RANGES**—The *great tropic range* ( $G_c$ ), or *tropic range*, is the difference in height between tropic higher high water and tropic lower low water. The *small tropic range* ( $S_c$ ) is the difference in height between tropic lower high water and tropic higher low water. The *mean tropic range* ( $M_c$ ) is the mean between the great tropic range and the small tropic range. The small tropic range and the mean tropic range are applicable only when the type of tide is semidiurnal or mixed. Tropic ranges are most conveniently computed from the harmonic constants.

**TROPIC TIDES**—Tides occurring semimonthly when the effect of the Moon's maximum declination is greatest. At these times there is a tendency for an increase in the diurnal range. The tidal datums pertaining to the tropic tides are designated as *tropic higher high water* ( $TcHHW$ ), *tropic lower high water* ( $TcLHW$ ), *tropic higher low water* ( $TcHLW$ ), and *tropic lower low water* ( $TcLLW$ ).

**TYPE OF TIDE**—A classification based on characteristic forms of a tide curve. Qualitatively, when the two high waters and two low waters of each tidal day are approximately equal in height, the tide is said to be *semidiurnal*; when there is a relatively large diurnal inequality in the high or low waters or both, it is said to be *mixed*; and when there is only one high water and one low water in each tidal day, it is said to be *diurnal*.

**VANISHING TIDE**—In a mixed tide with very large diurnal inequality, the lower high water (or higher low water) frequently becomes indistinct (or vanishes) at time of extreme declinations. During these periods the diurnal tide has such overriding dominance that the semidiurnal tide, although still present, cannot be readily seen on the tide curve.



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# ASTRONOMICAL DATA, 2009

January				February				March				April			
	d.	h	m		d.	h	m		d.	h	m		d.	h	m
E	2	19	..	☉	2	23	13	☉	4	07	46	N	1	03	..
☉	4	11	56	N	5	15	..	N	4	22	..	P	2	02	..
N	9	06	..	P	7	20	..	P	7	15	..	☉	2	14	34
P	10	11	..	☉	9	14	49	☉	11	02	38	E	7	13	..
☉	11	03	27	E	11	18	..	E	11	05	..	☉	9	14	56
E	15	08	..	☉	16	21	37	S	18	05	..	S	14	13	..
☉	18	02	46	S	18	21	..	☉	18	17	47	A	16	09	..
S	22	14	..	A	19	17	..	A	19	13	..	☉	17	13	36
A	23	00	..	☉	25	01	35	☉ <sub>M</sub>	20	11	44	E	21	23	..
☉	26	07	55	E	26	06	..	E	25	14	..	☉	25	03	23
E	30	00	..					☉	26	16	06	P	28	06	..
												N	28	09	..

May				June				July				August			
	d.	h	m		d.	h	m		d.	h	m		d.	h	m
☉	1	20	44	☉	7	18	12	S	5	08	..	S	1	14	..
E	4	19	..	S	8	02	..	☉	7	09	21	A	4	01	..
☉	9	04	01	A	10	16	..	A	7	22	..	☉	6	00	55
S	11	20	..	E	15	14	..	E	12	21	..	E	9	02	..
A	14	03	..	☉	15	22	15	☉	15	09	53	☉	13	18	55
☉	17	07	26	☉ <sub>J</sub>	21	05	46	N	19	13	..	N	15	22	..
E	19	07	..	☉	22	03	..	P	21	20	..	P	19	05	..
☉	24	12	11	☉	22	19	35	☉	22	02	35	☉	20	10	02
N	25	17	..	P	23	11	..	E	25	14	..	E	22	00	..
P	26	04	..	E	28	05	..	☉	28	22	00	☉	27	11	42
☉	31	03	22	☉	29	11	28					S	28	21	..
E	31	23	..									A	31	11	..

September				October				November				December			
	d.	h	m		d.	h	m		d.	h	m		d.	h	m
☉	4	16	03	E	2	16	..	☉	2	19	14	☉	2	07	30
E	5	09	..	☉	4	06	10	N	5	16	..	N	3	00	..
☉	12	02	16	N	9	10	..	P	7	07	..	P	4	14	..
N	12	05	..	☉	11	08	56	☉	9	15	56	☉	9	00	13
P	16	08	..	P	13	12	..	E	12	00	..	E	9	05	..
E	18	10	..	E	15	19	..	☉	16	19	14	S	16	03	..
☉	18	18	44	☉	18	05	33	S	18	20	..	☉	16	12	02
☉ <sub>S</sub>	22	21	19	S	22	12	..	A	22	20	..	A	20	15	..
S <sub>S</sub>	25	04	..	A	25	23	..	☉	24	21	39	☉ <sub>D</sub>	21	17	47
☉	26	04	50	☉	26	00	42	E	26	08	..	E	23	15	..
A	28	04	..	E	30	00	..					☉	24	17	36
												N	30	10	..
												☉	31	19	13

### LUNAR DATA

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|--|--|
| <ul style="list-style-type: none"> <li>● – new Moon</li> <li>☉ – first quarter</li> <li>☉ – full Moon</li> <li>☉ – last quarter</li> </ul> | <ul style="list-style-type: none"> <li>A – Moon in apogee</li> <li>P – Moon in perigee</li> <li>N – Moon farthest north of Equator</li> <li>E – Moon on Equator</li> <li>S – Moon farthest south of Equator</li> </ul> |
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### SOLAR DATA

- ☉<sub>M</sub> – March equinox
- ☉<sub>J</sub> – June solstice
- ☉<sub>S</sub> – September equinox
- ☉<sub>D</sub> – December solstice

Greenwich mean time (GMT) or universal time (UT) is the mean solar time on the Greenwich meridian reckoned in days of 24 mean solar hours written as 00<sup>h</sup> at midnight and 12<sup>h</sup> at noon. To convert the above times to those of other standard time meridians, add 1 hour for each 15° of east longitude of the desired meridian and subtract 1 hour for each 15° of west longitude. This table was compiled from data supplied by the Nautical Almanac Office, United States Naval Observatory.