



**Florida
Inland
Navigation
District**



Quick Facts about the Intracoastal Waterway

- Florida ICW
 - **406 miles** in length
 - Runs from Georgia border to Crossbank in the Florida Keys
- Design depth is
 - 12 feet from the state border to Fort Pierce
 - 10 feet from Fort Pierce to Miami
 - 7 feet from Miami to Crossbank in the Florida Keys
- Approximately 500,000 cubic yards are dredged each year
- It costs an estimated \$12 to \$15 million annually to maintain at optimum functionality

ICW is also known as marine highway M-95



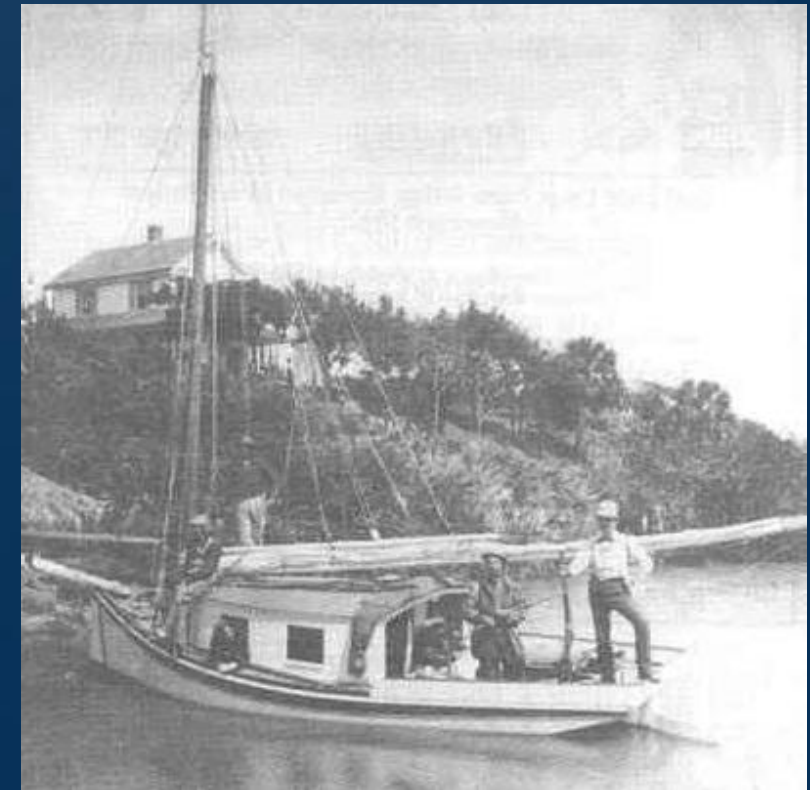
History of the Inland Waterway

- As early as the 1820's the Florida Territorial Council chartered private companies to build canals along Florida's east coast.
- After the end of the Second Seminole War, in an 1843 report, the Quartermaster General emphasized the importance of establishing an east coast inland waterway connecting St. Augustine to Key Biscayne.
- Efforts to construct a continuous waterway were suspended during the Civil War.
- Efforts to enlarge existing canals and build new ones continued with varying degrees of success until the 1880s when the Florida Coastline Canal, a private company, successfully dredged large portions of the Intracoastal Waterway.



History (continued)

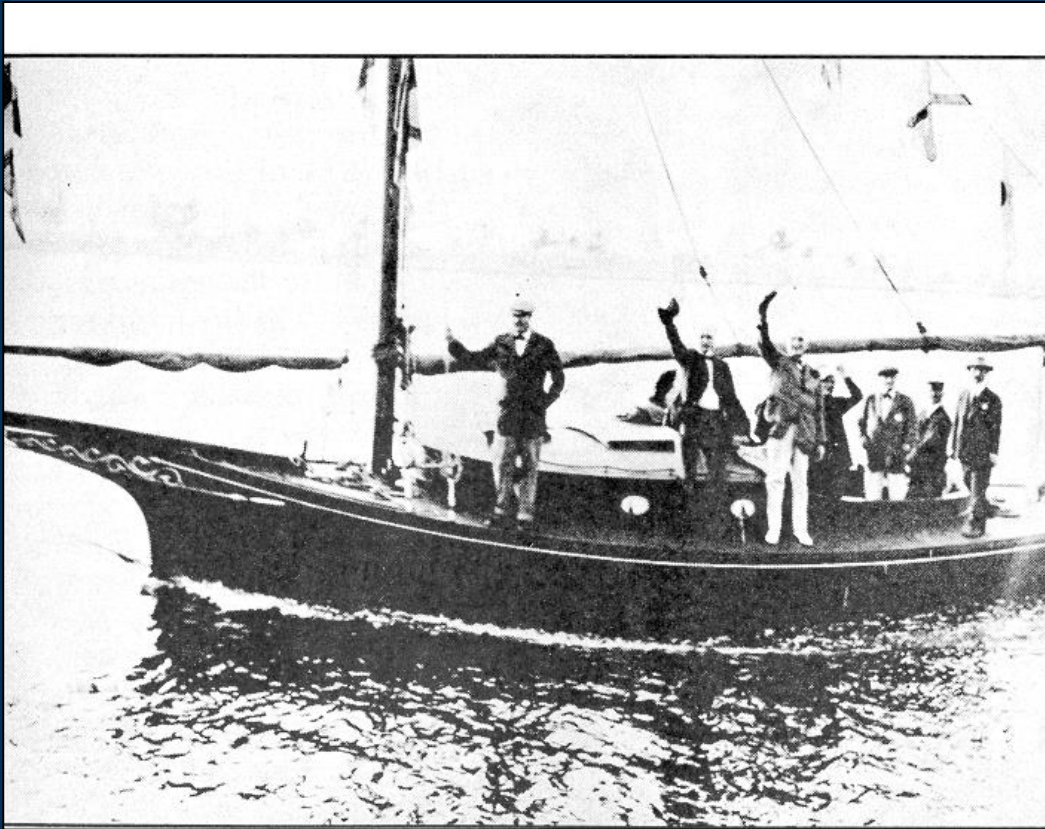
- Difficult conditions, funding issues, litigation and maintenance problems delayed completion of the waterway from Jacksonville to Miami until 1912. When it opened, it was a toll canal with toll booths along the narrow man-made sections of the waterway where vessels were stopped by a chain and paid their toll.
- By the 1920's, conditions on the waterway had deteriorated.



Mail boat in Jupiter, circa 1885



History (continued)



Warren Harding “rescued” on Commodore Brook’s yacht *Klyo* in 1921

- At about the same time, the need for an inland waterway running from New England to Key West, with uniform standards for width and depth, was being promoted by the Chief of Engineers for the U.S. Army and by the Secretary of War.
- The Federal Rivers and Harbors Act called for the establishment and maintenance of a public inland waterway from Jacksonville to Miami.



About the Florida Inland Navigation District

- FIND was created by the Florida Legislature in 1927 to be Florida's sponsor for the Atlantic Intracoastal Waterway. This act authorized the purchase of the existing East Coast Canal, constructed by private interests, which ran from Jacksonville to Miami.
- The Board levies a tax on all real property within its boundaries to generate the funds necessary to fulfill the District's responsibilities.
- The coastal counties authorized a bond issue of \$1.887 million to purchase the existing canal, rights of way and spoil areas. Only \$850,000 was used.



Waterway Maintenance & Dredged Material Management



FIND's primary mission is to ensure our inland waterways are properly maintained for the safe navigation of vessels.

FIND works with the U.S. Army Corps of Engineers on dredging projects to keep channel depths at the appropriate levels.

The District is responsible for obtaining rights of way and for the storage and management of the dredged materials.



FIND Assistance Programs



Waterway Assistance Program (WAP)

- Financially cooperating with local governments

Cooperative Assistance Programs (CAP)

- Financially cooperating with federal and state government agencies
 - 50/50 funding assistance for waterway access projects.
 - Approximately \$10-\$14 million dollars available annually



Derelict Vessel Removal Grants



Derelict vessels in our waterways can cause navigation safety and environmental problems.

The District provides assistance funding up to \$30,000 per county per year to assist other governments with derelict vessel removal projects.



Waterway Clean-Up Program

Up to \$10,000 per county

FIND sponsors voluntary waterway clean-ups in each of the 12 counties, partnering with Keep Florida Beautiful affiliates, Marine Industry Associations and other organizations.



Economic Benefits of the District's Waterways

The marine-related businesses that rely upon our inland waterways generate more than **\$11 Billion** in annual sales revenues and employ more than **62,000 people**.

Economic studies have shown that adequately maintaining the waterways generates an **additional \$1.3 Billion** for our local economies each year.

Without adequately maintained **waterways, 32,000 jobs and \$5.1 billion in economic output would be lost** in the 12 FIND counties.

*2011 economic data



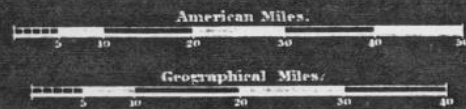
BRIEF HISTORY OF THE PALM BEACH INLET

1823 MAP



BY H. S. TANNER

1823

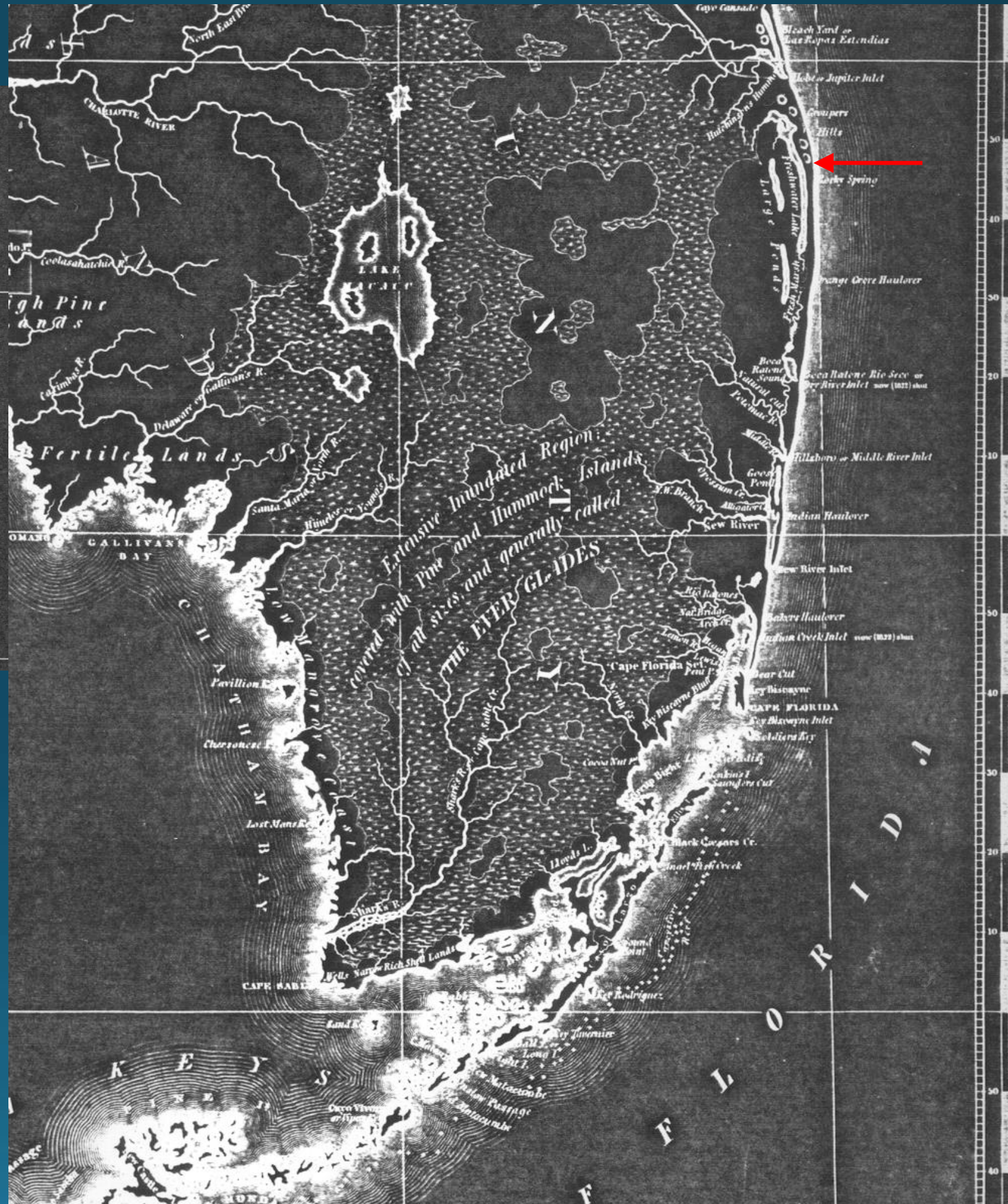


EXPLANATION

* STATE CAPITAL
● COUNTY TOWN
● Village
● Fert

Public House &c. _____
Roads _____
Ferry _____
Falls _____

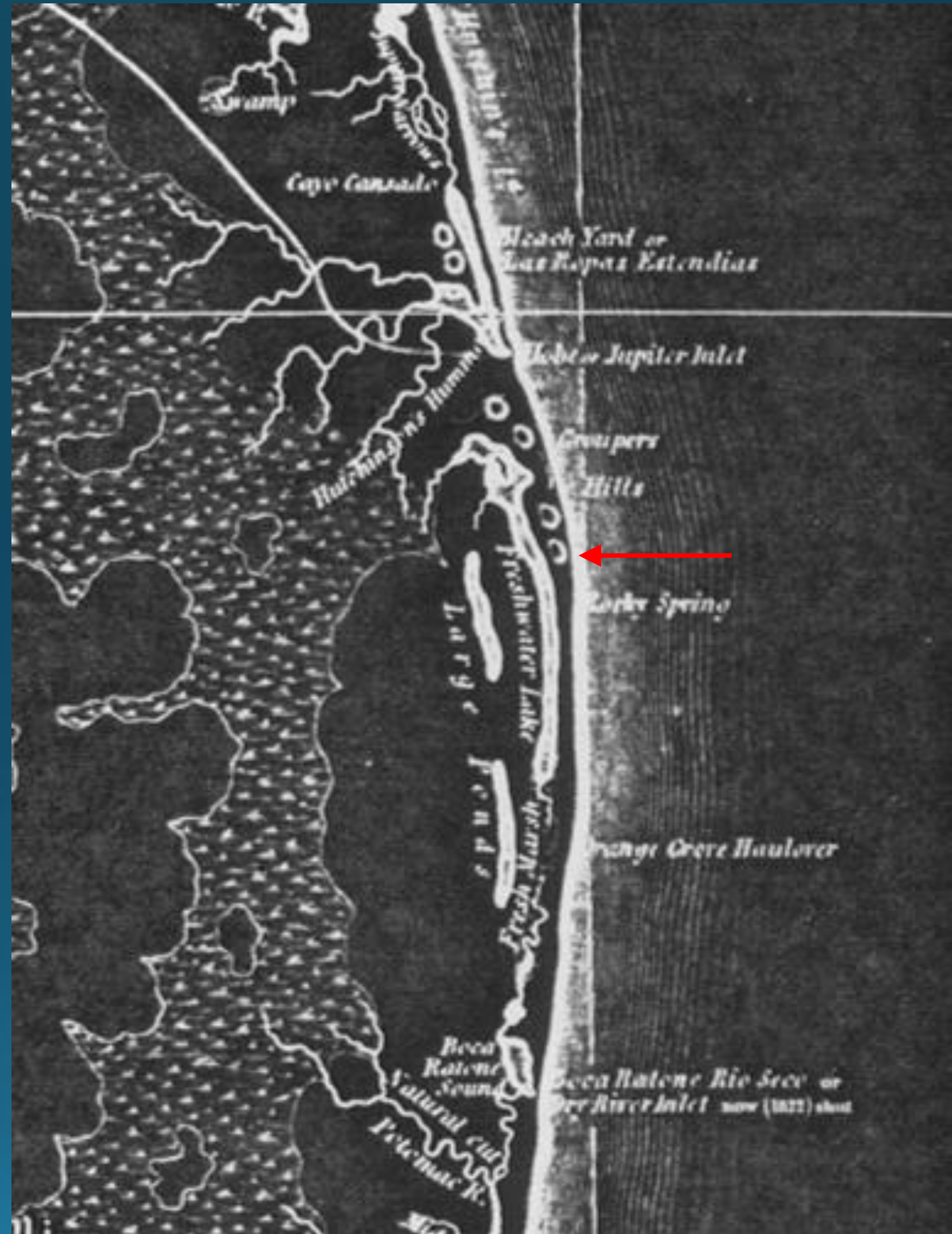
All Towns having a dot in the centre, thus ● ● ●



LAKE WORTH LAGOON

“This water body was originally a freshwater lake closed off from the saltwater of the Atlantic Ocean. The continuous onslaught of environmentally degrading activities over the past 100 years transformed the lake into what is today recognized as an important estuarine lagoon system in Florida.”

Palm Beach County Manatee Protection Plan, June 2006 Draft.



1852 MAP

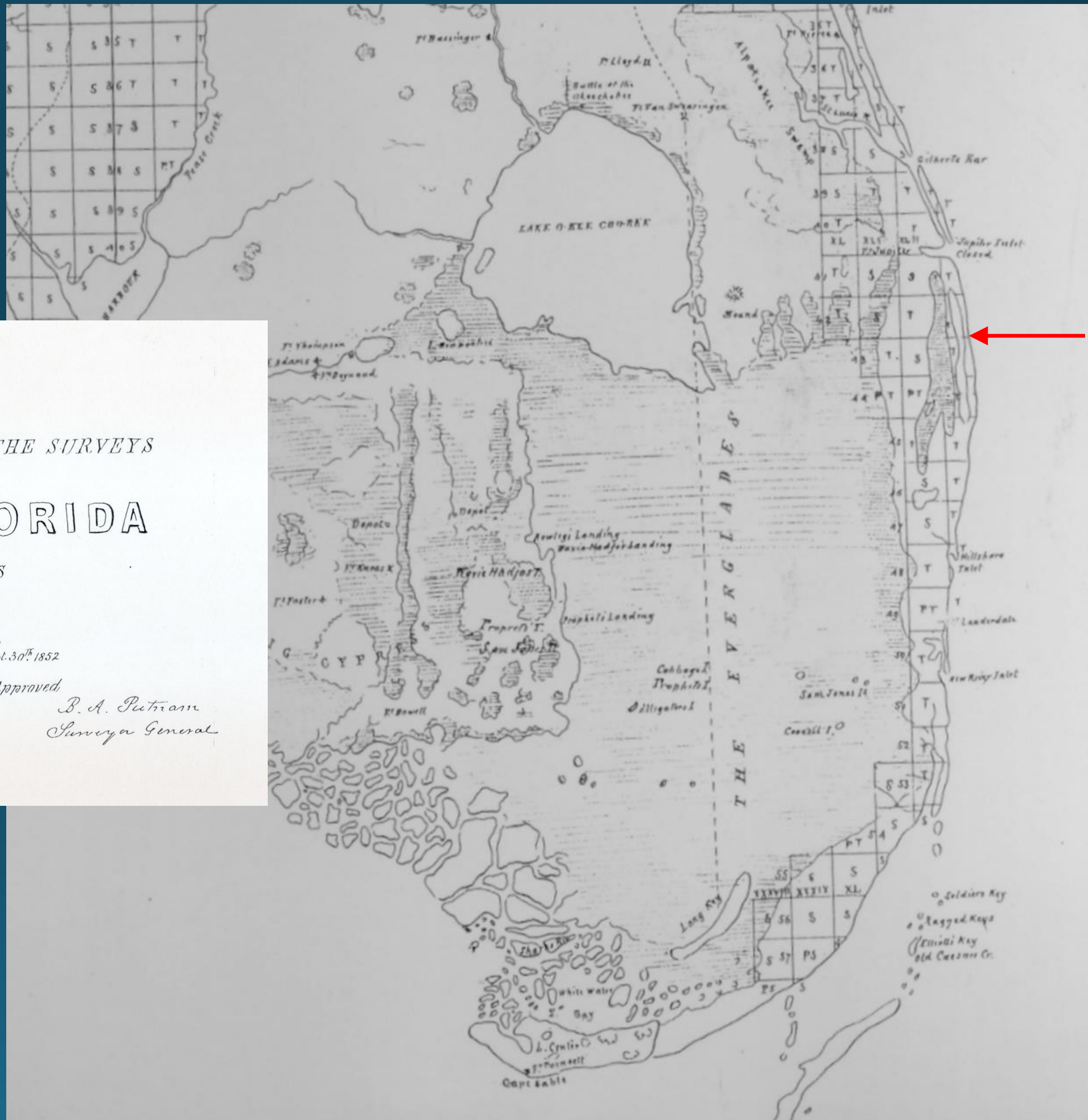
A PLAT
EXHIBITING THE STATE OF THE SURVEYS
IN THE
STATE OF FLORIDA

WITH REFERENCES

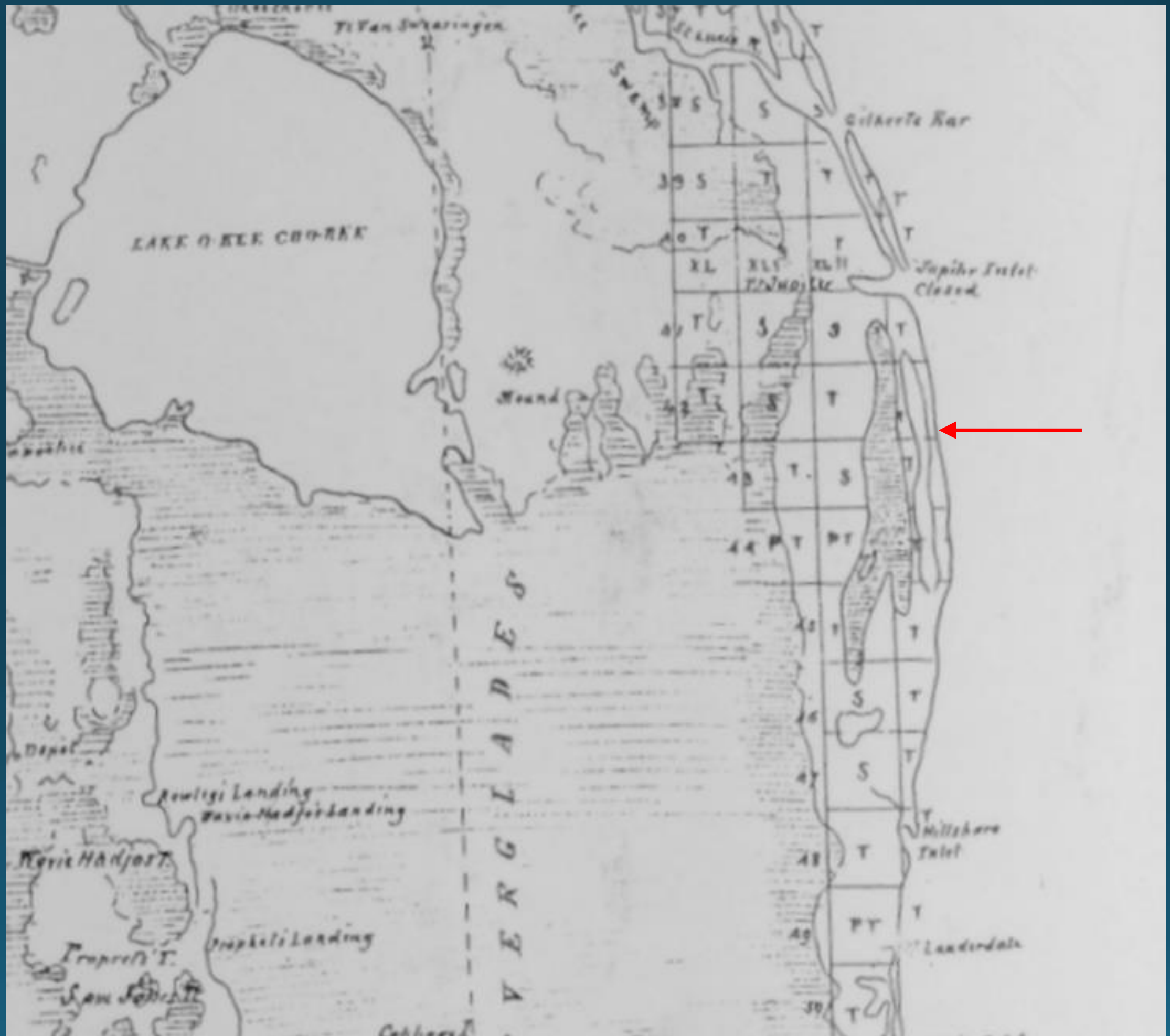
Scale 18 miles to 1 inch

Surveyor General's Office
St. Augustine, Sept. 30th 1852

Approved
B. A. Putnam
Surveyor General



1852 MAP



T. 42. S. R. 43. E.

[illegible]

Aggregate Area of Public Lands	11,025.40
Estimated Area of Lakes	3,412.68
Aggregate Area	14,438.08

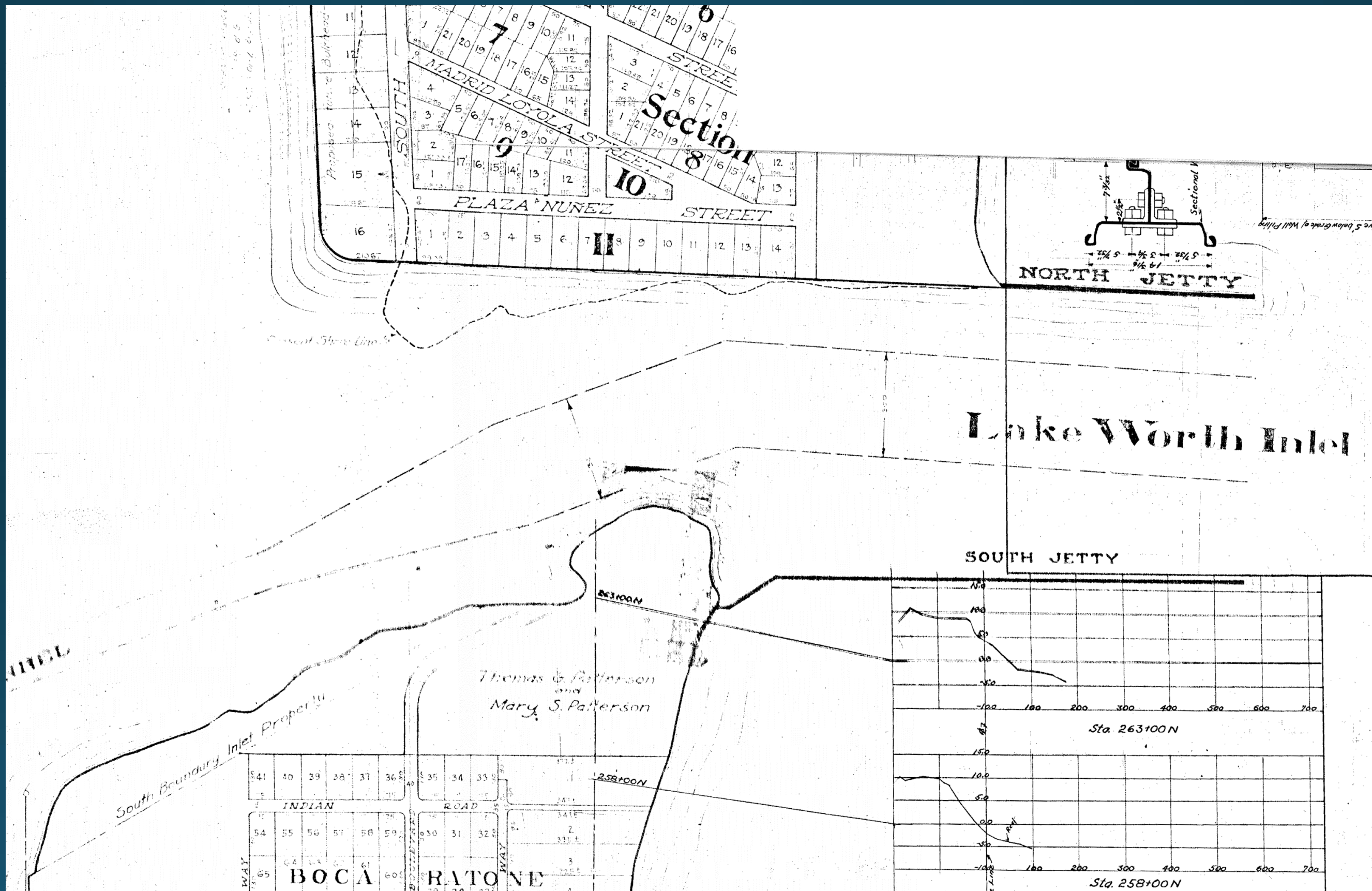
The ninth boundary of this Township was retraced, and the subdivision lines were surveyed by William J. Reed, Deputy Surveyor, in 1888, partly commenced Nov. 10th 1888, and completed 15th Octbr. 1888.

Scute rostratus Town. Trich.

The above Map of Township No 42 South of Range No 4 East
the Principal Meridian is strictly conformable to the
notes ^{of the survey} ^{thereof} in this office which have been examined and approved
Surveyor General's Office at }
St. Augustine Florida
November 7th 1859. Francis L. Dancy.

Francis L. Dancy
Surge General

TOWN OF PALM BEACH PLAT MAP c1920



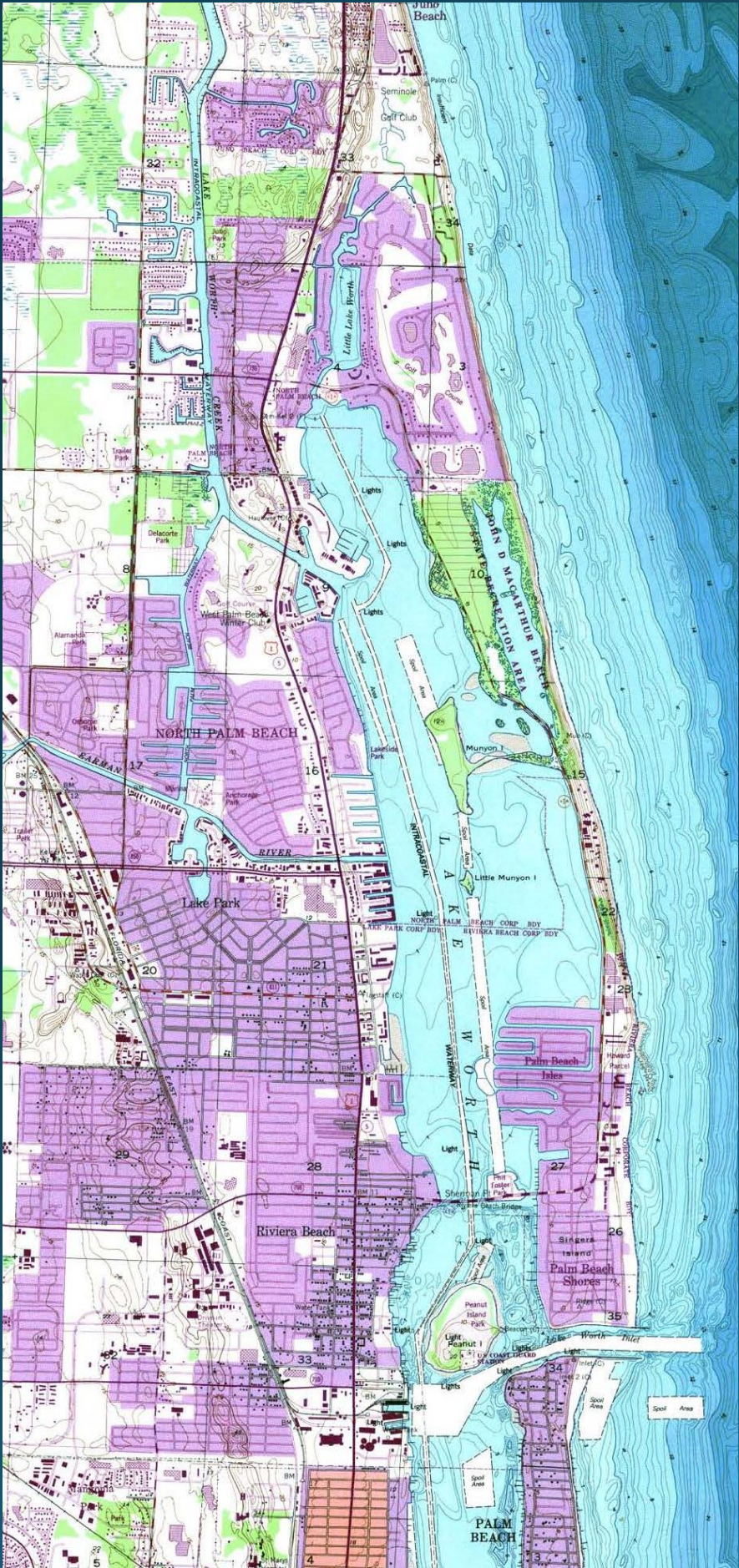
1921



1926 – First Passenger Ship to Enter the Palm Beach Inlet



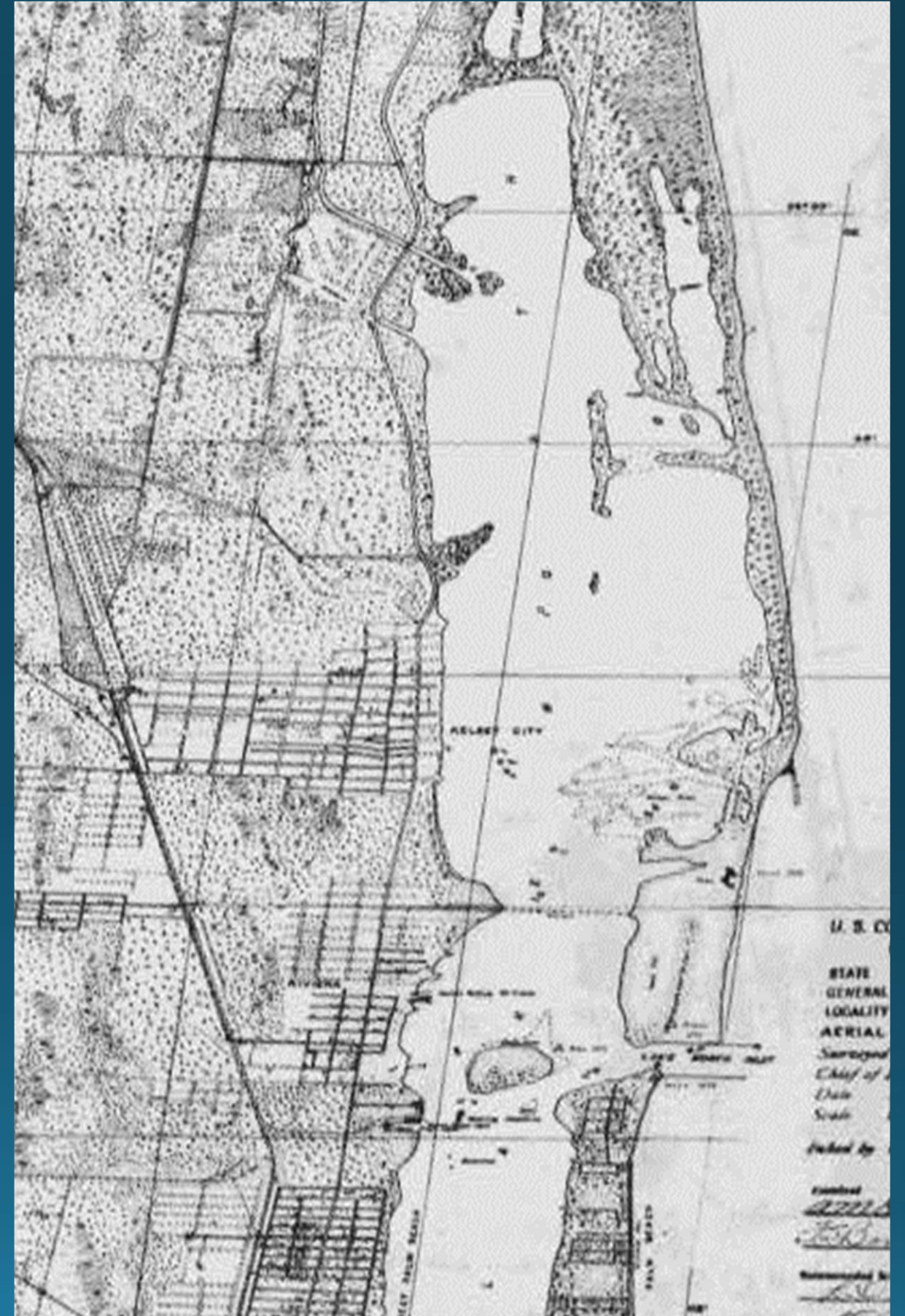
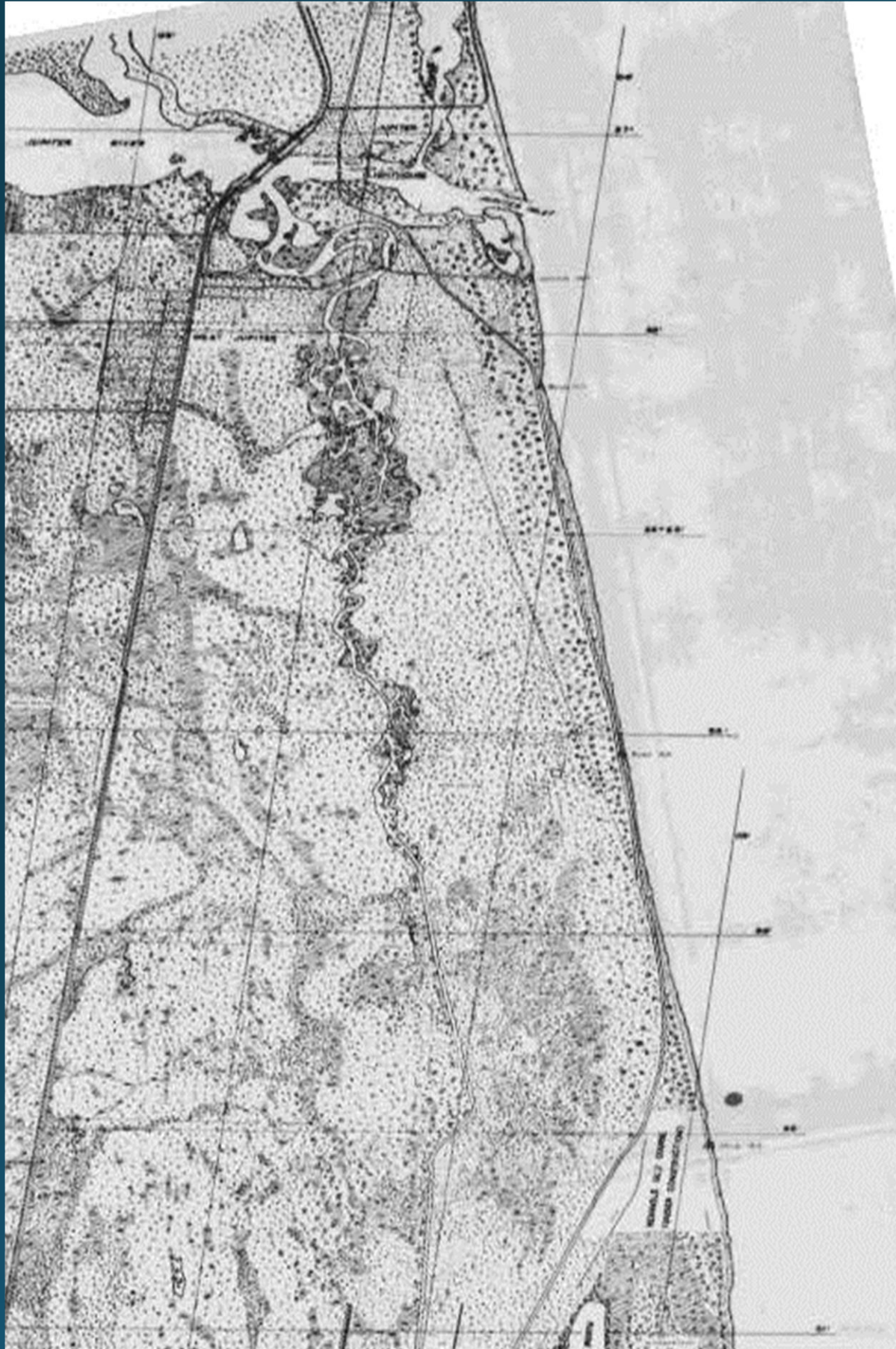
JUNO BEACH – WPB



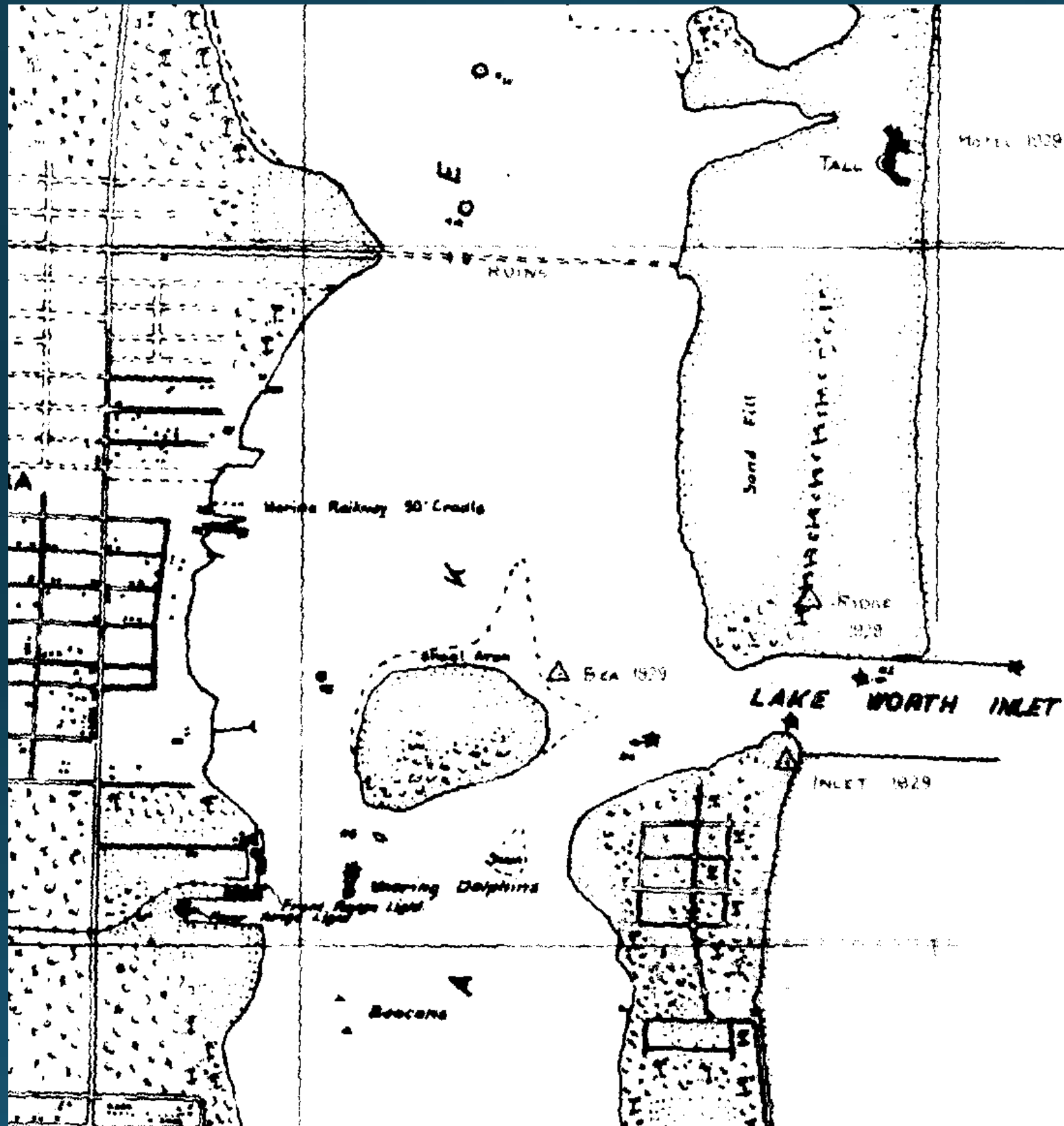
1929 SURVEY



1929 SURVEY



1929 SURVEY



U. S. COAST AND GEOL
Register No. 4

STATE FLORIDA
GENERAL LOCALITY EAST
LOCALITY JUPITER INLE
AERIAL PHOTOTOPOGRA

Surveyed by W.J. Chovan.
Chief of Party O.S. Read.
Date April 20, 1929
Scale 20,000

Inked by W.J. Chovan

Examined

1947 AERIAL PHOTO



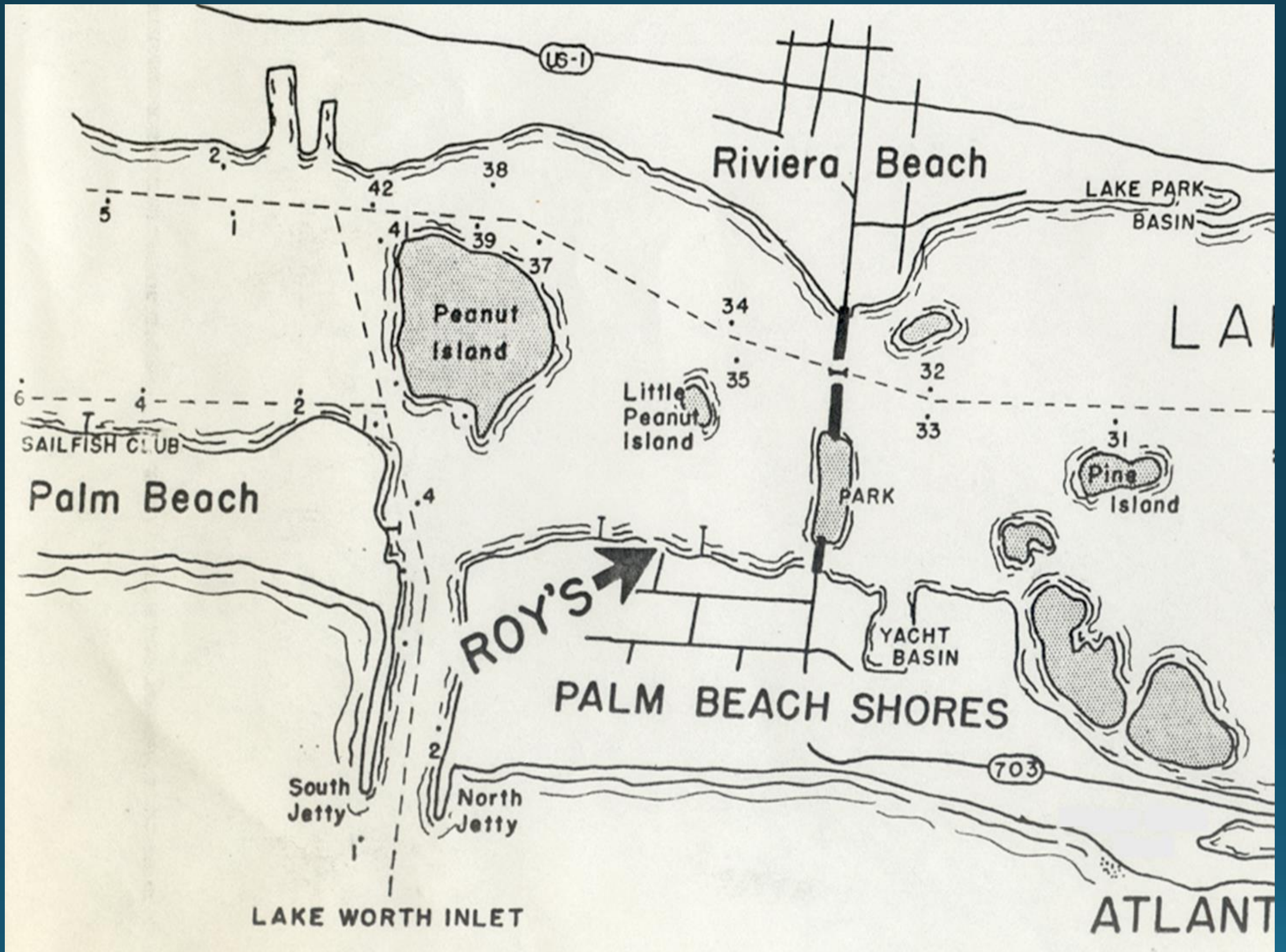
1947 AERIAL PHOTO



1950's Cuba Transport Ship



1954 BROCHURE



1958 AERIAL PHOTO



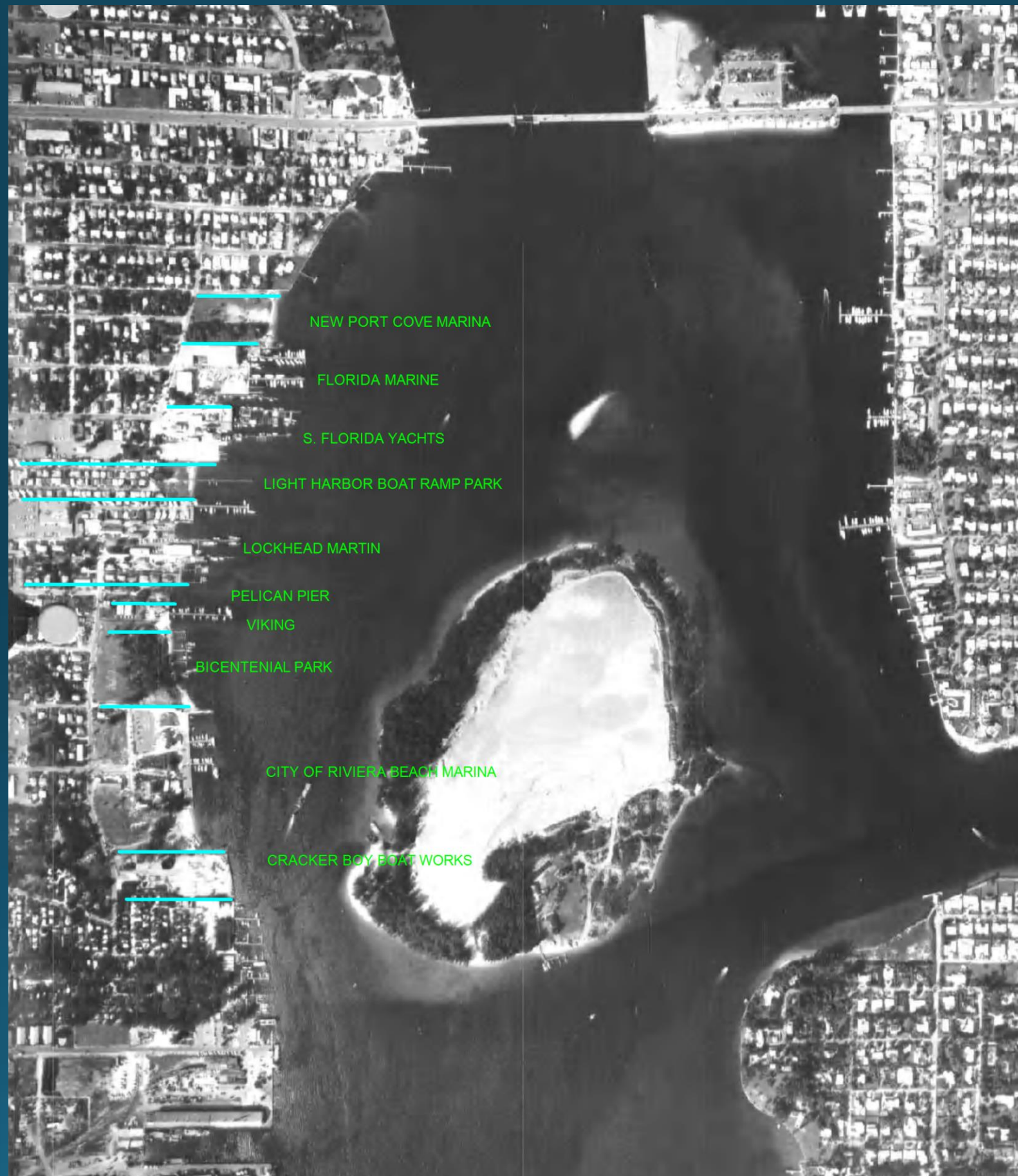
1958 AERIAL PHOTO



1967 AERIAL PHOTO



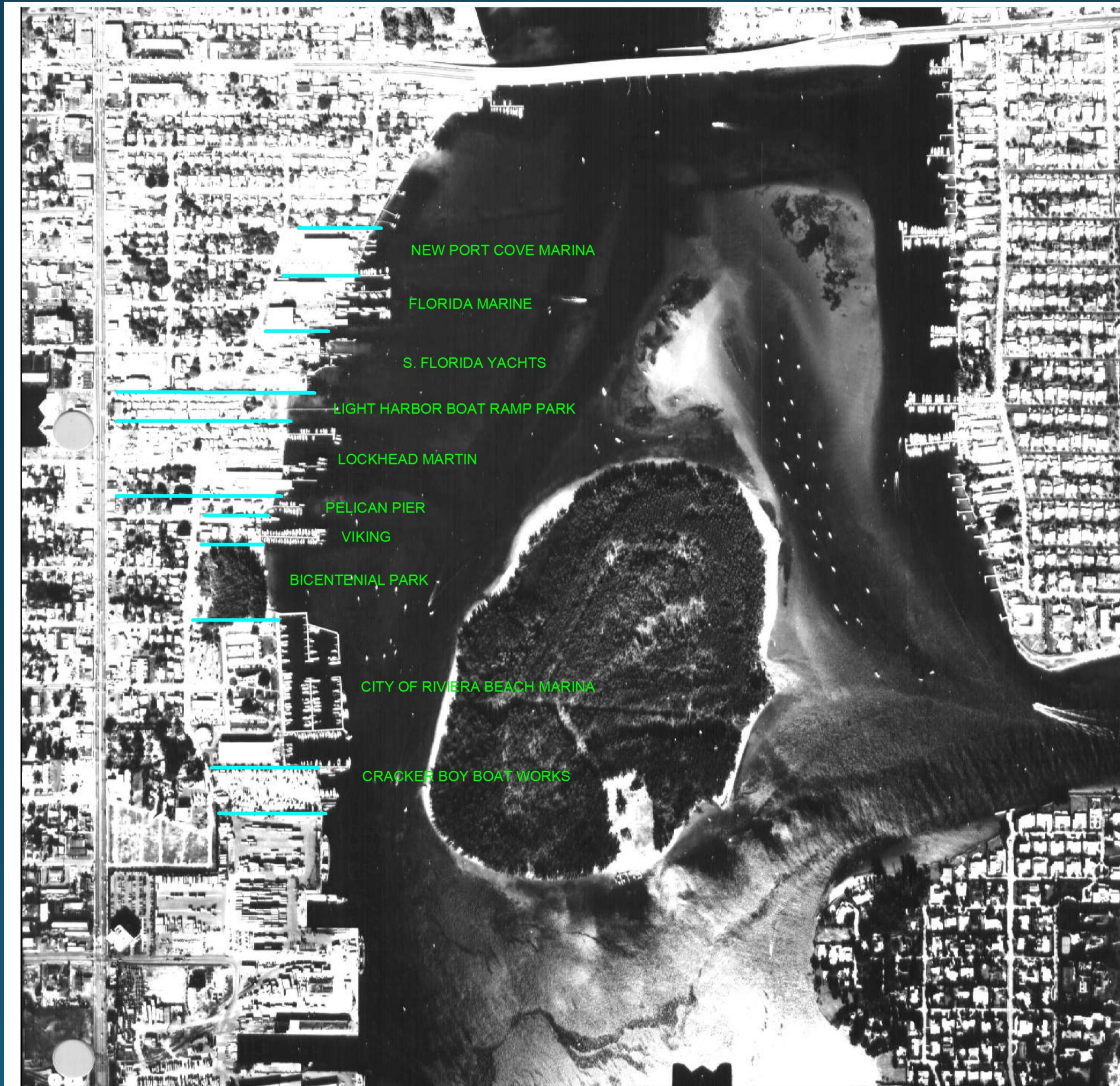
1967 AERIAL PHOTO



1985 AERIAL PHOTO



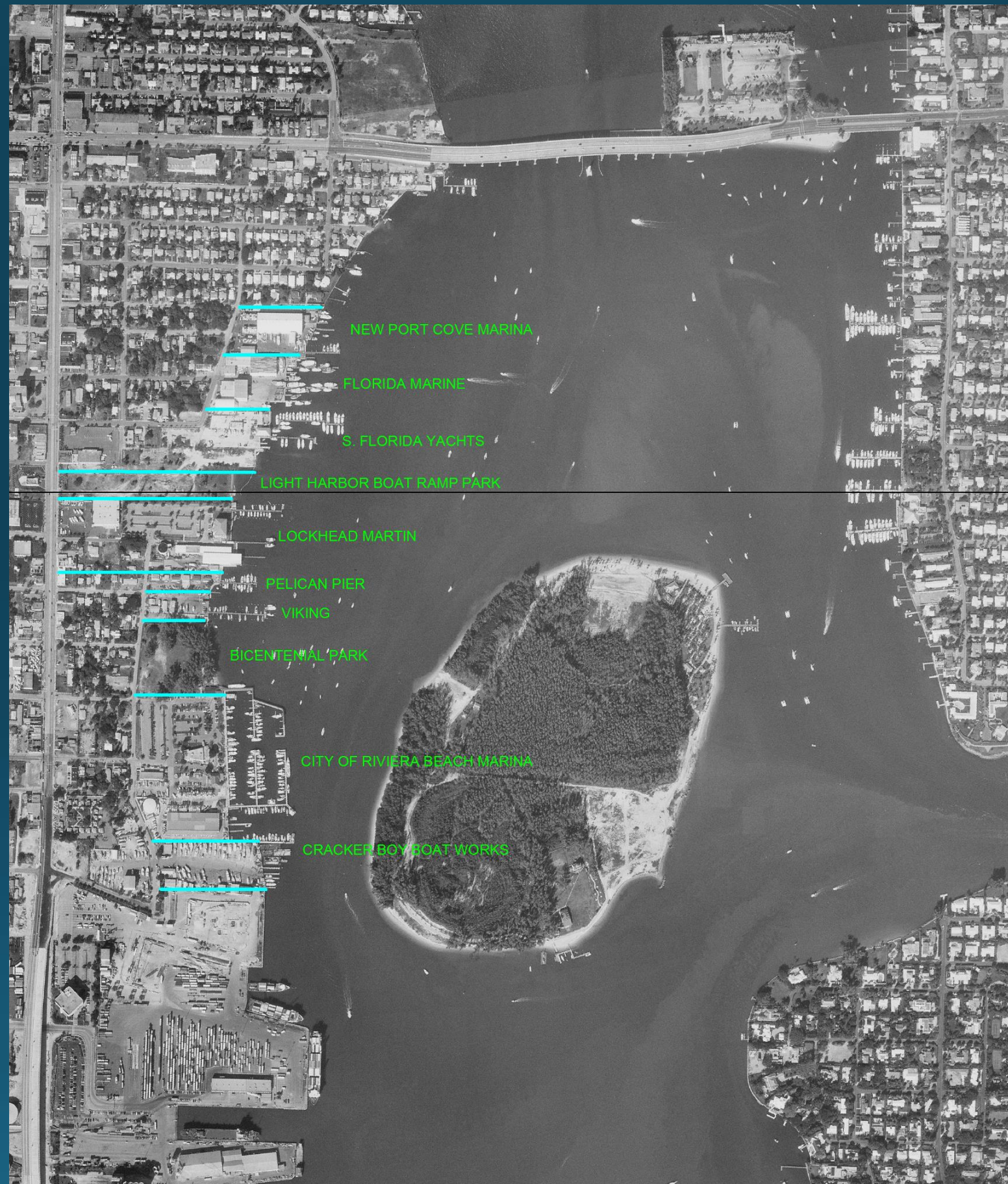
1985 AERIAL PHOTO



2000 AERIAL PHOTO



2003 AERIAL PHOTO



2015 AERIAL PHOTO



2015 AERIAL PHOTO

