A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA’s Office of Coast Survey, the nation’s chartmaker
Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America’s commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.


(Selected Excerpts from Coast Pilot)

St. Joseph Bay, which extends about 12 miles N of Cape San Blas, is separated from the Gulf by St. Joseph Peninsula (St. Joseph Spit), a long, narrow strip of land and sand hills that curves NW from the cape. St. Joseph Bay, recognized as one of the best harbors on the Gulf, is easily entered by vessels with drafts to 25 feet except during periods of very severe weather such as hurricanes. St. Joseph Bay Entrance Lighted Buoy 2 marks the entrance.

Port St. Joe is a town on the E shore of St. Joseph Bay. Two chemical plants on Gulf County Canal furnish the main industry for the town. Waterborne commerce consists mainly of marine supplies, petroleum products, and chemical products. Occasional foreign fishing vessels unload their catch at a fish processing plant in the port...

Prominent features.—The chemical plant is the most prominent object visible from the Gulf. Several water tanks are conspicuous at a closer distance inshore.

Vessels should approach the harbor within the Port St. Joe Safety Fairway. (See 166.100 through 166.200, chapter 2.) In 1982, a sunken wreck was reported in the safety fairway in about 29°50.2’N., 85°41.6’W.

Pilotage, Port St. Joe.–Pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade if drawing more than 7 feet of water. Pilotage is optional for U.S. coastwise vessels that have on board a pilot licensed by the Federal Government. A pilot station is no longer maintained at Port St. Joe. Vessels desiring a pilot should request one through the ships’ agent or by contacting the Panama City Pilots. (See Pilotage, Panama City (indexed as such), this chapter. Vessels should be prepared to proceed to the entrance to St. Andrew Bay, if so directed, which is located about 20 miles to the NW, where the pilot will board between St. Andrew Bay Entrance Lighted Whistle Buoy SA and the first set of entrance channel buoys in about 30°06.8’N., 85°44.5’W. Procedures for requesting pilots are further described under Panama City pilotage.

Communications.–Port St. Joe is served by the Apalachicola Northern Railroad and is on the main coastal highway, U.S. Route 98.

Bell Shoal is the broken ground NW of the entrance channel making off from St. Andrew Point, 6.5 miles NW of St. Joseph Point.

Mexico Beach is a small resort community about 4.5 miles N of St. Joseph Point. A privately marked channel leads to Salt Creek; the entrance is subject to shoaling and should not be attempted without local knowledge. In 2009, the reported depth inside the creek was 5 feet. U.S. Route 98 highway bridge, on the E branch of the creek about 0.3 mile above the entrance, has a fixed span with a reported clearance of 13 feet. Several marinas are on the E branch. Berths with electricity, gasoline, diesel fuel, water, ice, pump-out station, launching ramps, wet storage, and marine supplies are available; a 10-ton forklift can haul out craft to 26 feet for storage or hull and engine repairs. A no-wake speed limit is enforced on Salt Creek.

Crooked Island is a narrow island extending 7 miles NW from St. Andrew Point. The island enclose sSt. Andrew Sound, a shallow, unimportant body of water. A restricted area of a drone launch corridor extends through St. Andrew Sound into the Gulf of Mexico. (See 334.770, chapter 2, for limits and regulations.)

East Bay an arm of St. Andrew Bay, extends in a general ESE direction for about 18 miles. The several small towns on East Bay are of little commercial importance.

West Bay, the NW arm of St. Andrew Bay, is generally free from dangers except for several oyster bars with depths of 5 to 8 feet over them. A small island, created by the dredging of the new Port Authority Terminal, is off Dyers Point; the island is marked by a light.

Panama City Beach, Long Beach Resort, Edgewater Gulf Beach, Florida Beach, Gulf Resort Beach, and Laguna Beach are sections of the residential and resort areas. St. Andrews State Park is on both sides of the dredged cut of the main ship channel in St. Andrew Bay entrance. The route of the Intracoastal Waterway is through East Bay, St. Andrew Bay, and West Bay.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA
NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation.

For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry. To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

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Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers

**PORT SIDE**
- **ODD NUMBERED AIDS**
  - GREEN LIGHT ONLY
  - FLAShING (2)
  - FLASHING
  - OCCULTING
  - QUICKFLASHING
  - ISO

**PREFERRED CHANNEL**
- **NO NUMBERS – MAY BE LETTERED**
  - PREFERRED CHANNEL TO STARBOARD TOPMOST BAND GREEN
  - GREEN LIGHT ONLY
  - COMPOSITE GROUP FLASHING (2+1)

**STARBOARD SIDE**
- **EVEN NUMBERED AIDS**
  - RED LIGHT ONLY
  - FLAShING (2)
  - FLASHING
  - OCCULTING
  - QUICKFLASHING
  - ISO

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For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov.
CAUTION:
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notices to Mariners.

CAUTION:
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS:
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS:
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard Facility if telephone communication is impossible (33 CFR 153).

Note: Chart grid lines are aligned with true north.
HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and anchors may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Weeds and submerged obstructions may have been displaced from charted locations. Tides may have become uncounted or reversed. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NITTOCOASTAL WATERWAY

Use charts 11385, 11285 and 11383. The project depth is 15 feet from Carrabelle, Florida to New Orleans, Louisiana. The controlling depths are published periodically in the U.S. Coast Guard Coastal Notice to Mariners.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
### Sounding in Feet

#### Mercator Projection

- North American Datum 1983
- North American Datum of 1927
- World Geodetic System 1984

#### MEASUREMENTS

- For complete list of symbols and abbreviations, see Chart No. 1
- 100 fathom is 180.86 m
- 1 fathom is 6.08 m
- 1 mile is 1.852 km

#### Notes

- Chart correction: May 2019

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**ST JOSEPH AND ST ANDREW BAYS**

**FLOOR OF THE NATION SINCE 1807**

**UNITED STATES - GULF COAST**

**FLORIDA**

**ST JOSEPH**

**ST ANDREW BAYS**

Mercator Projection

- Scale: 1:80,000 at Lat. 29° 56'

### Sounding in Feet

**At Mean Lower Low Water**

**Additional information can be obtained at nauticalcharts.noaa.gov.**

**HORIZONTAL DATUM**

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1983 must be converted to the North American Datum of 1927 by adding an average correction of 0.740' northward and 0.27' eastward to agree with this chart.

**HEIGHTS**

Heights are in feet above Mean Lower Low Water.

**AUTHORITIES**

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geodetic Survey, and U.S. Coast Guard.

**SUPPLEMENTAL INFORMATION**

Consult U.S. Coast Pilot 6 for important supplemental information.

**AIDS TO NAVIGATION**

Consult U.S. Coast Guard Light List for supplemental information outlining aids to navigation.

**SOURCE**

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Survey data have been used in the compilation of this chart, but surveys may have been made in the past, but not included in this chart. Grants must be obtained from the Environmental Protection Agency (EPA) for use of these surveys. Additional information can be obtained at nauticalcharts.noaa.gov.

**SOURCE DIAGRAM**

- Chart: 11389
- SW 11389
- N 381970 E 698260
- 2° 10' W 2° 55' N 32° 26' W 32° 15'

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**Joins page 11**
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:60,000

See Note on page 5.
Note: Chart grid lines are aligned with true north.
Joins page 11

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas
are shown as:

Pipelines Area
Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of
this chart. Not all submarine pipelines and submarine cables are required to be buried, and
those that were originally buried may have become exposed. Mariners should use extreme
cautions when operating vessels in depths of water comparable to their draft in areas where
pipelines and cables may exist, and when anchoring, dragging, or traveling.
Covered with may be marked by lighted or
unlighted buoys.

NOTE D
Port St Joe is in the Eastern Standard Time Zone.
VHF Marine Radio channels for use on the waterways:
Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures
• Make sure radio is on.
• Select Channel 16.
• Press/Hold the transmit button.
• Clearly say: “MAYDAY, MAYDAY, MAYDAY.”
• Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
• Release transmit button.
• Wait for 10 seconds — If no response Repeat MAYDAY call.

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.