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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11393

Prominent features.—The stack and buildings of the papermill and the chemical plant are the most prominent objects visible from the Gulf. Several water tanks are conspicuous at a closer distance inshore. A sunken wreck was reported in the safety fairway in about 29°50.2'N., 85°41.6'W. A fish haven with an authorized minimum depth of 34 feet is close off the SE side of the entrance to the Port St. Joe Safety Fairway.

Channels.—From the Gulf, the dredged channel leads across 18-foot shoals to the deeper water inside. Federal project depths are 37 feet to a point about 0.5 mile N of St. Joseph Point, thence 35 feet to Harbor Channel and to a turning basin immediately to the W, thence 35 feet to South Channel, thence 27 feet in South Channel; project depth in the turning basin is 32 feet. A shoal tends to build E from the extremity of St. Joseph Point into the W side of the entrance channel. South Channel is no longer maintained.

Anchorage.—Vessels should anchor in Port St. Joe Anchorage, N and S of the Safety Fairway leading to the entrance channel. (See 166.100 through 166.200, chapter 2.) Depths of 24 to 37 feet with hard sand or hard mud bottom are available throughout most of the interior part of the bay. The S third of the bay, a shelf along the sides, and several spoil areas along the entrance channel and along the E side of St. Joseph Peninsula are shoal. Shoaling to 11 feet is close N of South Channel centered in about 29°48'37"N., 85°19'43"W. Explosives anchorages are in St. Joseph Bay. (See 110.1 and 110.193a, chapter 2, for limits and regulations.) See latest editions of charts for controlling depths.

Currents.—Strong and erratic crosscurrents are reported at the entrance to St. Joseph Bay NE of St. Joseph Point. These currents are reported to be particularly strong during the ebb. Caution is advised when entering the bay.

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.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.) Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) A hospital is in the city.

Customs.—Vessels bound for Port St. Joe notify the customs officer at Panama City of their arrival. Port St. Joe is a customs port of entry. The Deputy Collector of Customs at Panama City usually comes to the vessel at the first opportunity. The records for St. Joe are maintained at Panama City.

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
Lateral System As Seen Entering From Seaward

PORT SIDE
ODD NUMBERED AIDS

- GREEN LIGHT ONLY
- FLASHING
- OCCULTING
- QUICK FLASHING
- ISO

PREFFERED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO STARBOARD
TOPMOST BAND GREEN

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO PORT
TOPMOST BAND RED

STARBORD SIDE
EVEN NUMBERED AIDS

- RED LIGHT ONLY
- FLASHING
- OCCULTING
- QUICK FLASHING
- ISO

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.
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
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 (90 OFF 133).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geodetic positions referred to the North American Datum of 1927 must be corrected an average of 0.730' northward and 0.292' eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 90 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

- East Point, FL: KGG-86 162.55 MHz
- Panama City, FL: KGG-87 162.55 MHz
- Tallahassee, FL: KGG-24 102.40 MHz

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 shoreline may not reflect actual conditions following these storms. Flood aids to navigation may have been damaged or destroyed. Rocks may have been moved from their charted positions, damaged, sunk,指导意见红 or charted made inaccessible. Marinas should not rely upon the position or operation of an aid to navigation. Risers and submerged obstructions may have been displaced from charted locations. Pipelines may have been uncovered or moved.

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.

TIDE INFORMATION
Near real-time water level data, predictions and weather data are available via the Internet. Tides.gov. Annual and full of the tides are from private sector.
Note: Chart grid lines are aligned with true north.
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 190 nautical miles for stations at high elevations.

- Fort Point, FL 1670 kHz 160.50 MHz
- Ft Myers, FL 1610 kHz 160.55 MHz
- Tallahassee, FL 1624 kHz 162.40 MHz

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, and to navigation and moored vessels, resulting in submerged objects in unknown locations. Charted shoals, channel markers and obstructions may not reflect actual conditions following such storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, destroyed, or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation until confirmed by visual sighting. Fixed aids and submerged obstructions may have been displaced from charted locations. Fix reliance may have become uncharted or moved.

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.

TIDAL INFORMATION

New real-time water level data, predictions and weather data are available via the Internet at http://tidesandcurrents.noaa.gov. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

<table>
<thead>
<tr>
<th>PLACE</th>
<th>LAT/LONG</th>
<th>Mean Higher High Water</th>
<th>Mean Lower Low Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fort Matanzas</td>
<td>29°40'N 81°19'W</td>
<td>6.1 ft</td>
<td>5.2 ft</td>
</tr>
<tr>
<td>Matanzas Pk, East</td>
<td>29°40'N 81°19'W</td>
<td>6.1 ft</td>
<td>5.2 ft</td>
</tr>
<tr>
<td>Matanzas Pk, West</td>
<td>29°40'N 81°19'W</td>
<td>6.1 ft</td>
<td>5.2 ft</td>
</tr>
<tr>
<td>Sand Key</td>
<td>29°40'N 81°19'W</td>
<td>6.1 ft</td>
<td>5.2 ft</td>
</tr>
</tbody>
</table>

NOTE: In the Intracoastal Waterway from Lake Winnebago to Okeechobee, the period of tides has a mean range of less than one-half foot.

15
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.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.  
http://www.nws.noaa.gov/nwr/

Quick References
Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Chart and chart related inquiries and comments — http://ocsdata.nnc.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents — http://tidesandcurrents.noaa.gov
Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center — http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
National Hurricane Center — http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center — http://ptwc.weather.gov/
Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

twitter — For the latest news from Coast Survey, follow @NOAAcharts

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.

NOAA’s Office of Coast Survey The Nation’s Chartmaker