

# BookletChart™

## St. Joseph and St. Andrew Bays

NOAA Chart 11389

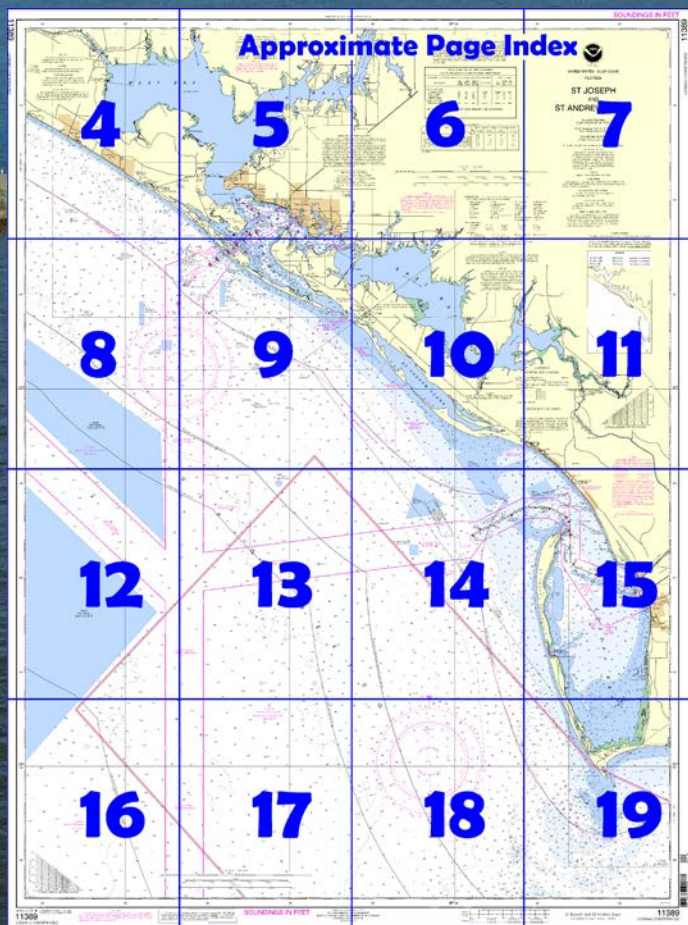


*A reduced-scale NOAA nautical chart for small boaters*

*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](http://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.

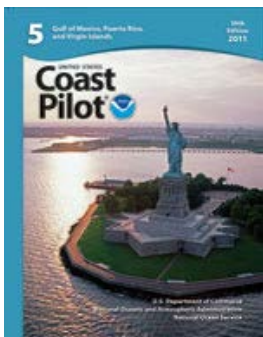
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11389>.



### (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 NNW 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 s**St. 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

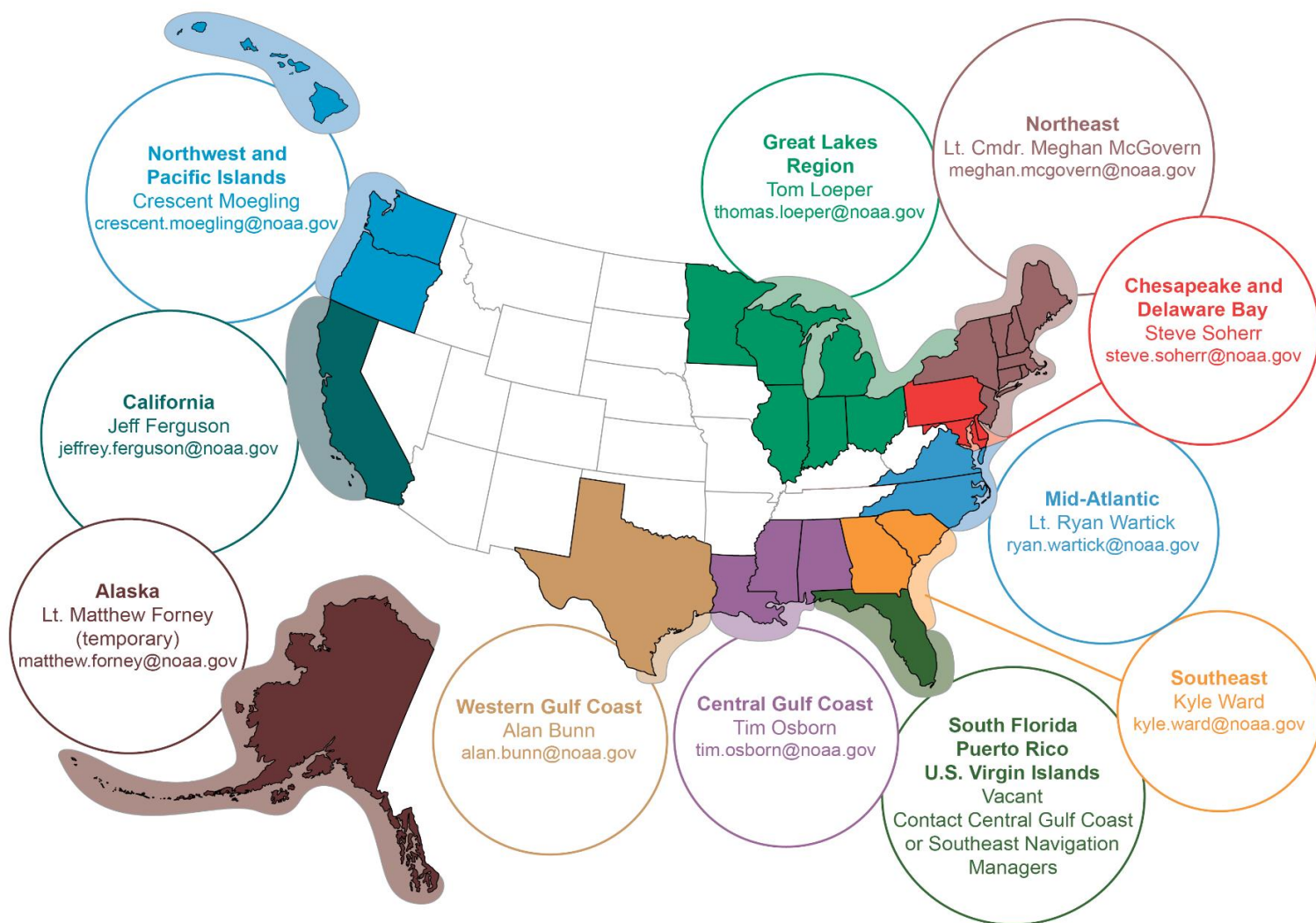
Commander

8th CG District

New Orleans, LA

(504) 589-6225

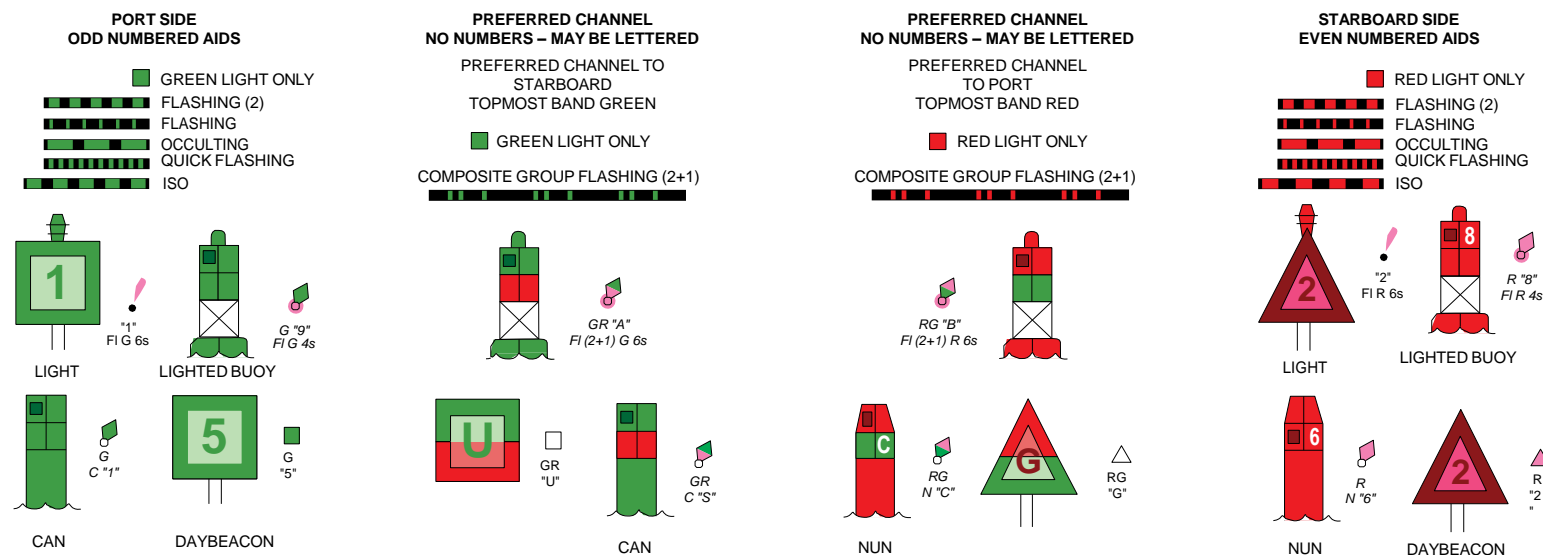
# Navigation Managers Area of Responsibility



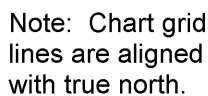
To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

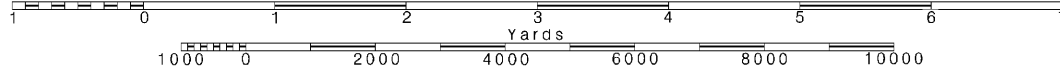


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.  
These volumes are available online at <http://www.navcen.uscg.gov>



~~SCALE 1:80,000~~  
~~Nautical Miles~~

See Note on page 5.



40'

35'

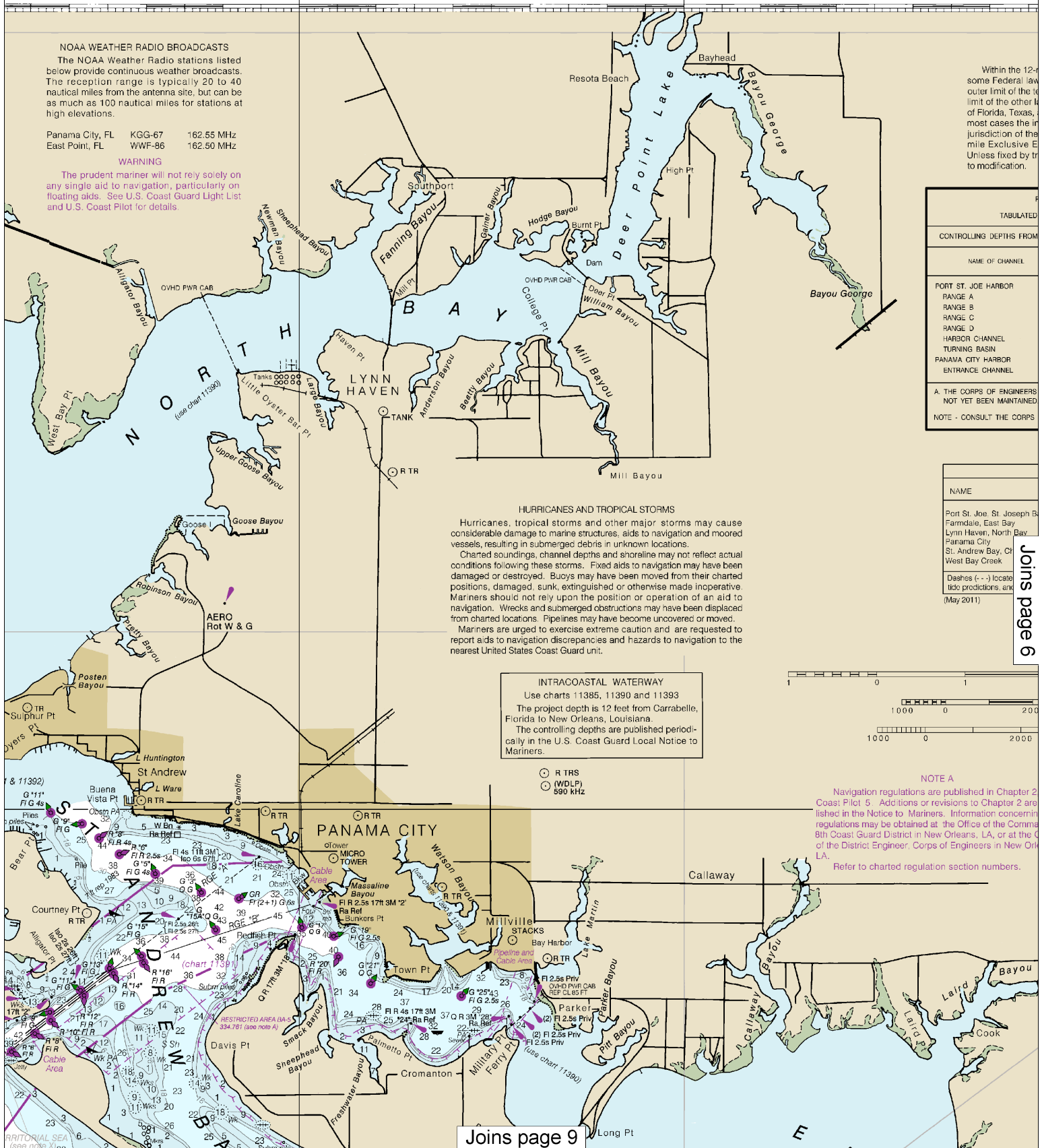
## NOAA WEATHER RADIO BROADCASTS

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 100 nautical miles for stations at high elevations.

Panama City, FL KGG-67 162.55 MHz  
East Point, FL WWF-86 162.50 MHz

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



Within the 12-mile outer limit of the territorial limit of the other States of Florida, Texas, and most cases the jurisdiction of the mile Exclusive Economic Zone. Unless fixed by treaty to modification.

TABULATED
CONTROLLING DEPTHS FROM
NAME OF CHANNEL
PORT ST. JOE HARBOR
RANGE A
RANGE B
RANGE C
RANGE D
HARBOR CHANNEL
TURNING BASIN
PANAMA CITY HARBOR
ENTRANCE CHANNEL
A. THE CORPS OF ENGINEERS NOT YET BEEN MAINTAINED
NOTE - CONSULT THE CORPS

NAME
Port St. Joe, St. Joseph Bay
Farmdale, East Bay
Lynn Haven, North Bay
Panama City
St. Andrew Bay, Ch
West Bay Creek
Deepest (- - -) locate tidal predictions, and (May 2011)

Joins page 6

## 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. 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. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become 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.

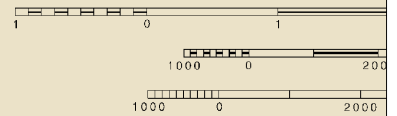
## INTRACOASTAL WATERWAY

Use charts 11385, 11390 and 11393

The project depth is 12 feet from Carrabelle, Florida to New Orleans, Louisiana

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

○ R TRS  
○ (WDLPI)  
○ 590 kHz



## NOTE A

Navigation regulations are published in Chapter 2 of the Coast Pilot 5. Additions or revisions to Chapter 2 are listed in the Notice to Mariners. Information concerning regulations may be obtained at the Office of the Commandant, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

Joins page 9

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.

5

40'

35'

85° 30'

## WEATHER RADIO BROADCASTS

A Weather Radio stations listed on this chart provide continuous weather broadcasts. The transmission range is typically 20 to 40 miles from the antenna site, but can be as great as 100 nautical miles for stations at sea.

FL KGG-67 162.55 MHz  
FL WWF-86 162.50 MHz

## WARNING

Dependent mariner will not rely solely on this chart for aid to navigation, particularly on the Gulf of Mexico. See U.S. Coast Guard Light List and Coast Pilot for details.

Within the 12-nautical mile Territorial Sea, some Federal laws apply. The Three Nautical mile limit of the territorial sea, is retained under the limit of the other laws. The 9 nautical mile of Florida, Texas, and Puerto Rico, and the most cases the inner limit of Federal jurisdiction of the states. The 24-nautical mile Exclusive Economic Zone were established. Unless fixed by treaty or the U.S. Supreme Court to modification.

PORT ST. JOE AND PANAMA CITY		
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS		
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW WATER		
NAME OF CHANNEL	LEFT QUARTER	MIDDLE HALF
PORT ST. JOE HARBOR		
RANGE A	25.5	30.0
RANGE B	31.0	32.0
RANGE C	29.6	29.8
RANGE D	21.9A	22.3A
HARBOR CHANNEL	24.1	24.2
TURNING BASIN	17.9	22.8
PANAMA CITY HARBOR		
ENTRANCE CHANNEL	36.5	36.6

A. THE CORPS OF ENGINEERS HAS REPORTED JULY 2017 NOT YET BEEN MAINTAINED.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES.

Joins page 5

## HURRICANES AND TROPICAL STORMS

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- R TRS
- (WDL) 590 KHZ

## SCALE

Nautical Miles

1 0 1 2

1000 0 2000 4000

1000 0 2000 4000

1000 0 2000 4000

1000 0 2000 4000

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1000 0 2000 4000

1000 0 2000 4000

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6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000

Nautical Miles

See Note on page 5.

1 0 1 2 3 4 5 6 7

1000 0 2000 4000 6000 8000 10000

1000 0 2000 4000 6000 8000 10000

1000 0 2000 4000 6000 8000 10000

1000 0 2000 4000 6000 8000 10000

1000 0 2000 4000 6000 8000 10000

1000 0 2000 4000 6000 8000 10000

25'

20'

## NOTE X

If Sea, established by Presidential Proclamation, Nautical Mile Line, previously identified as the ed as it continues to depict the jurisdictional ile Natural Resource Boundary off the Gulf coast the Three Nautical Mile Line elsewhere remain in isheries jurisdiction and the outer limit of the cal mile Contiguous Zone and the 200-nautical e established by Presidential Proclamation. reme Court, these maritime limits are subject



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

FLORIDA

# ST JOSEPH AND ST ANDREW BAYS

Mercator Projection  
Scale 1:80,000 at Lat. 29°56'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://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 1927 must be corrected an average of 0.742" northward and 0.278" eastward to agree with this chart.

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

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

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

## AIDS TO NAVIGATION

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

MA CITY HARBOR CHANNEL DEPTHS				
CORPS OF ENGINEERS - REPORT OF JAN 2019				
MEAN LOWER LOW WATER (MLLW)		PROJECT DIMENSIONS		
DATE OF SURVEY	DEPTH (MLLW) (FEET)	WIDTH (FEET)	LENGTH (MILES)	DEPTH (MLLW) (FEET)
11-17	28.9	500	3.7	37
11-17	31.9	400	1.7	37
11-17	31.4	400	1.4	37
11-17	19.6A	300	2.3	35
11-17	14.6	250	0.6	35
11-17	7.4	1000	0.6	35
1-19	30.2	450-300	1.5	38-36

17. THAT THE NEW ALIGNMENT NEAR ST JOSEPH PT HAS

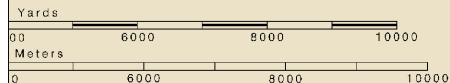
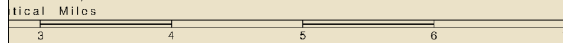
ANGES SUBSEQUENT TO THE ABOVE INFORMATION

## INFORMATION

LONG	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
N/85°19'W	1.6	1.4	0.2
N/85°28'W	1.6	1.4	0.1
N/85°39'W	1.5	1.4	0.1
N/85°40'W	1.3	1.3	0.1
N/85°44'W	1.3	1.3	0.1
N/85°51'W	1.5	1.4	0.1

Available datum values for a tide station. Real-time water levels, table on the Internet from <http://tidesandcurrents.noaa.gov>.

E 1:80,000



ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WH-S whistle
		R Bn radiobeacon	Y yellow

## bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in foot above datum of soundings.			

COLREGS: International Regulations for Preventing Collisions at Sea, 1972

Demarcation lines are shown thus: ---

## NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

## CAUTION

Limitations on the use of radio signals as

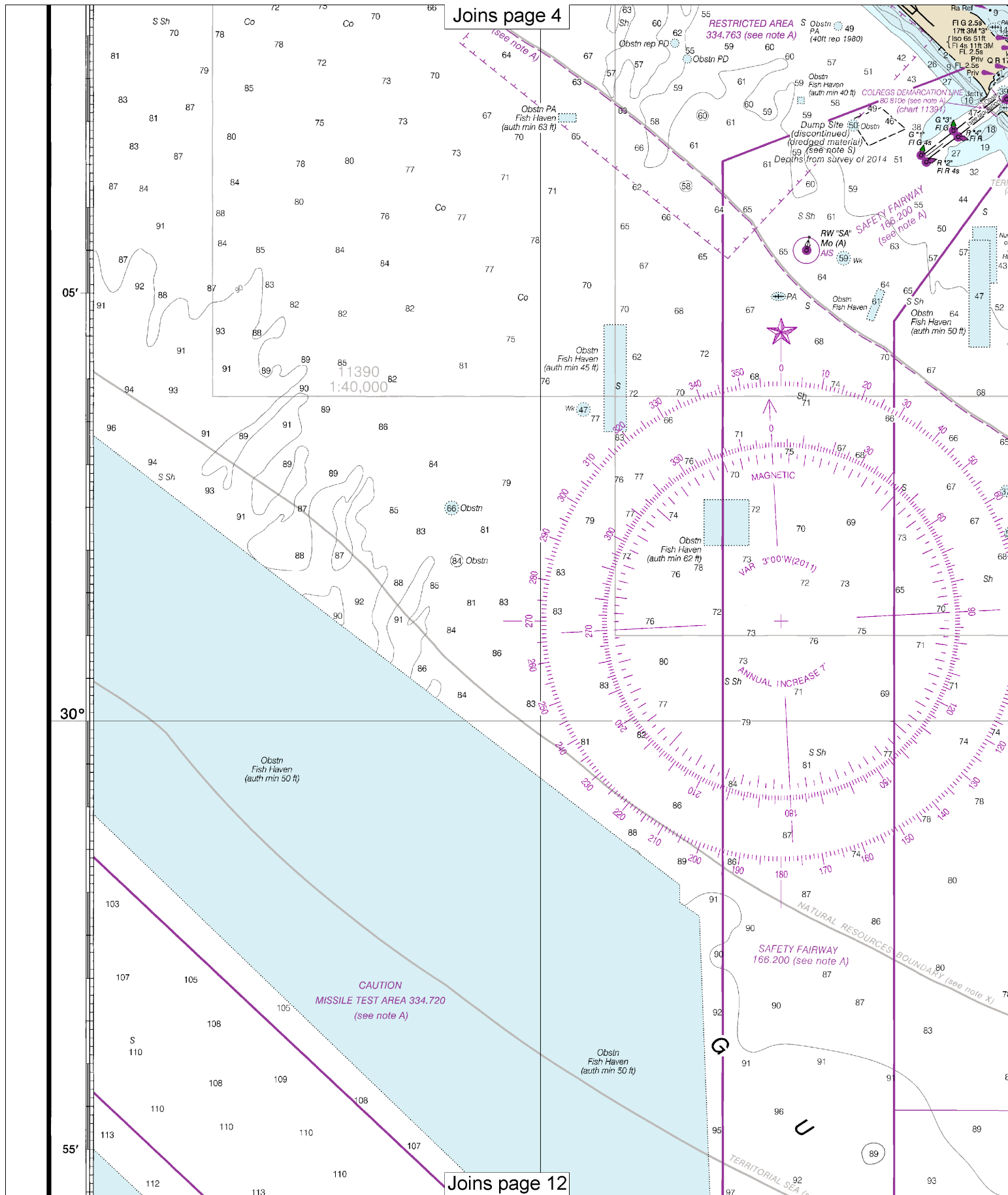
Joins page 11

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## SOURCE

A 1969-2015	NOS Surveys	full bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage



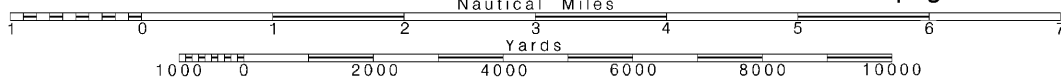
8

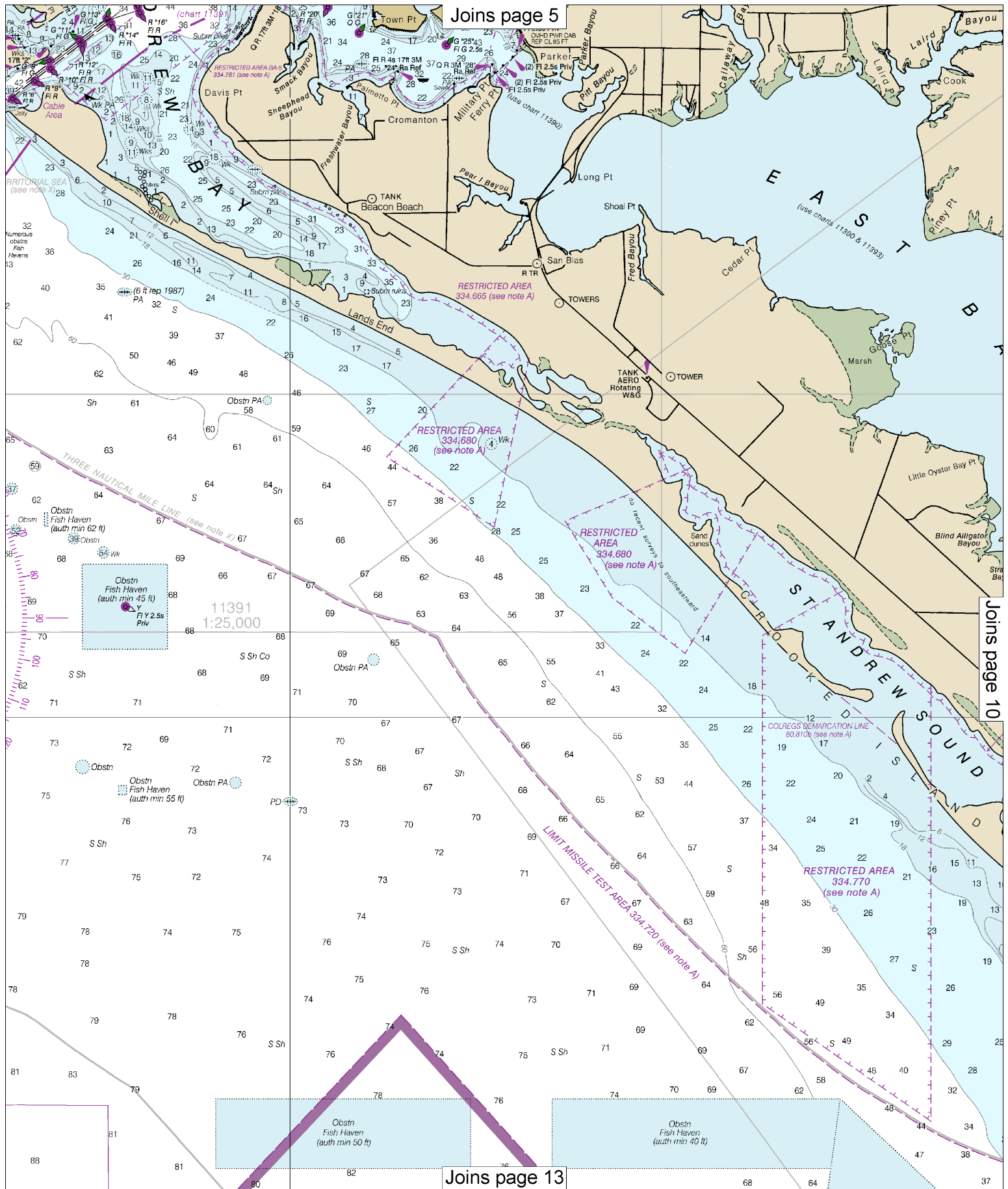
Note: Chart grid lines are aligned with true north.

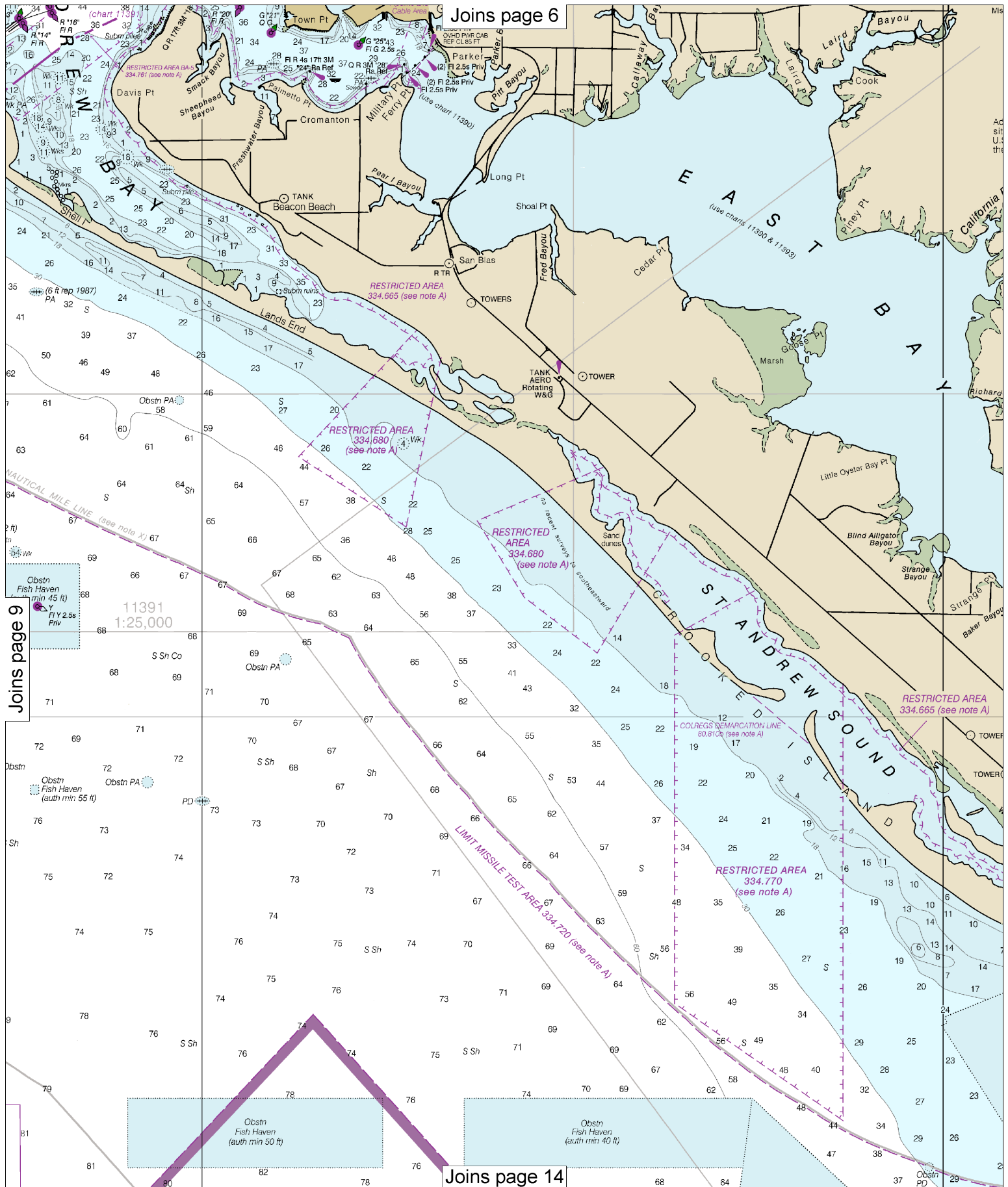
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

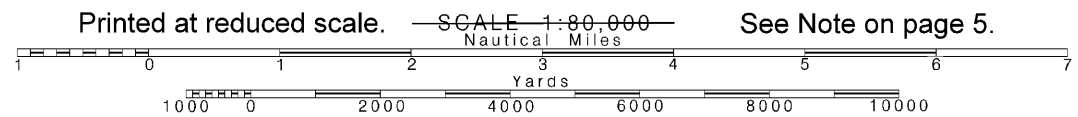






10

Note: Chart grid lines are aligned with true north.



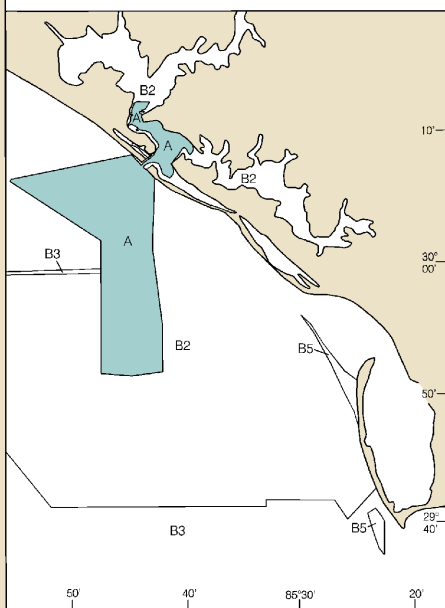
Miscellaneous:  
 AUTH: authorized    Obstr: obstruction    PD: position doubtful    Subm: submerged  
 ED: existence doubtful    PA: position approximate    Rep: reported  
 (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 (2) Rocks that cover and uncover, with heights in foot above datum of soundings.  
 COLREGS: International Regulations for Preventing Collisions at Sea, 1972  
 Demarcation lines are shown thus: — — — — —

## Joins page 7

### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

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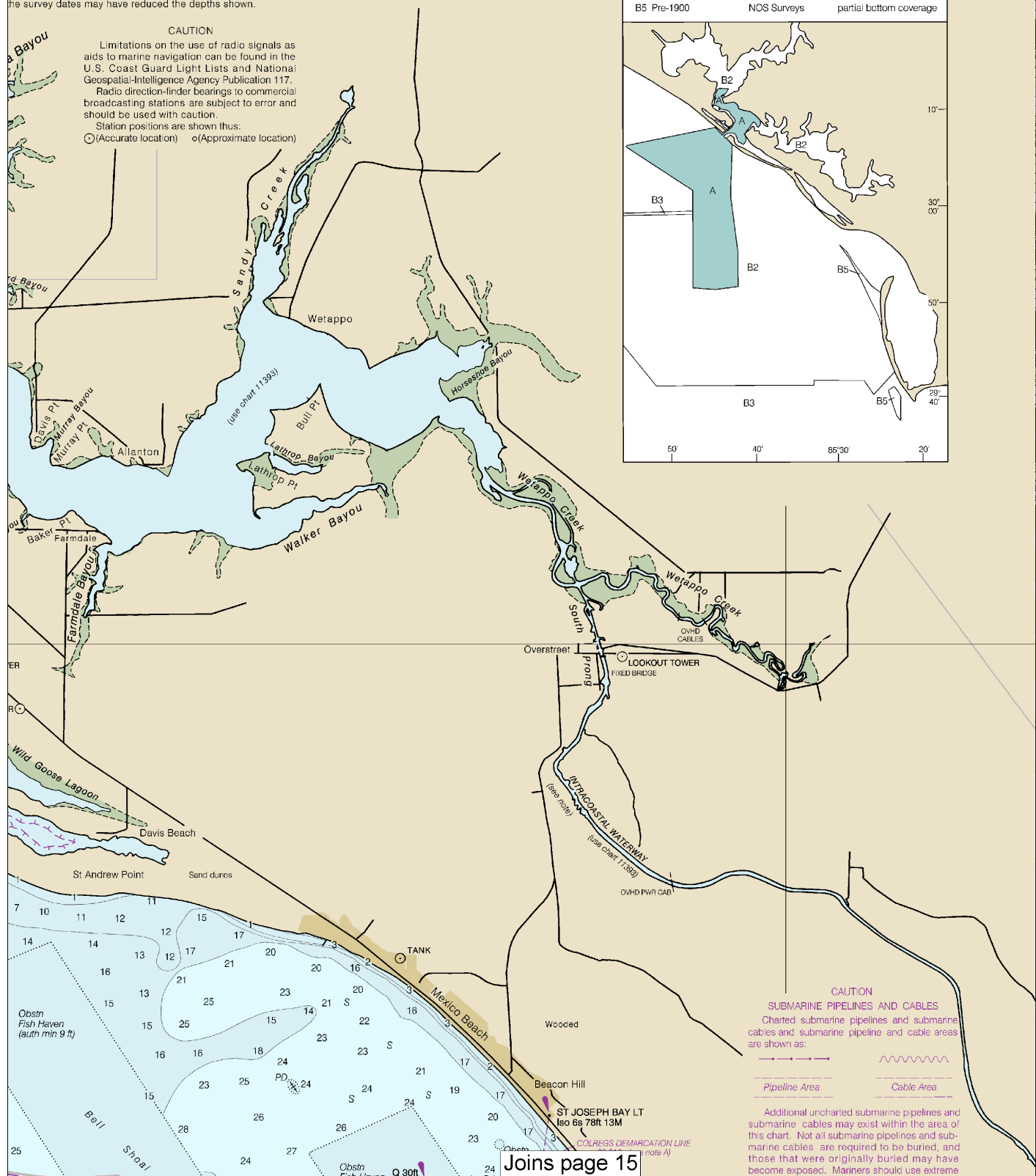


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### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
 ○ (Accurate location)    ◌ (Approximate location)



### CAUTION

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

— — — — — Pipeline Area  
 ~~~~~ Cable Area

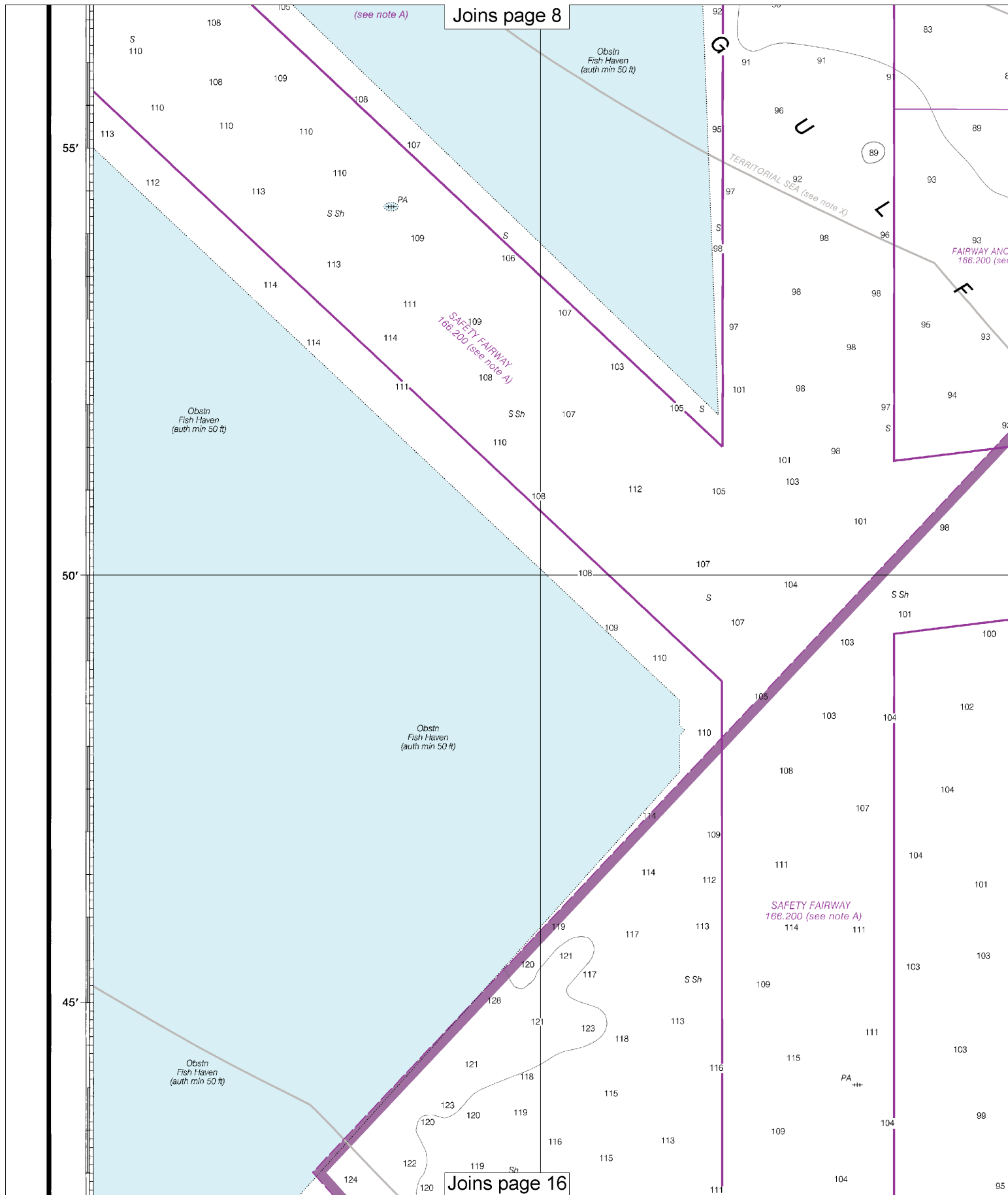
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme

## Joins page 15

05'

30°

55'



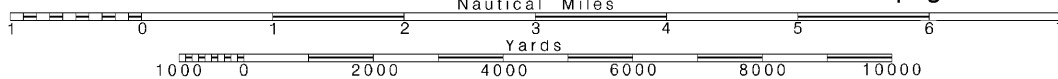
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

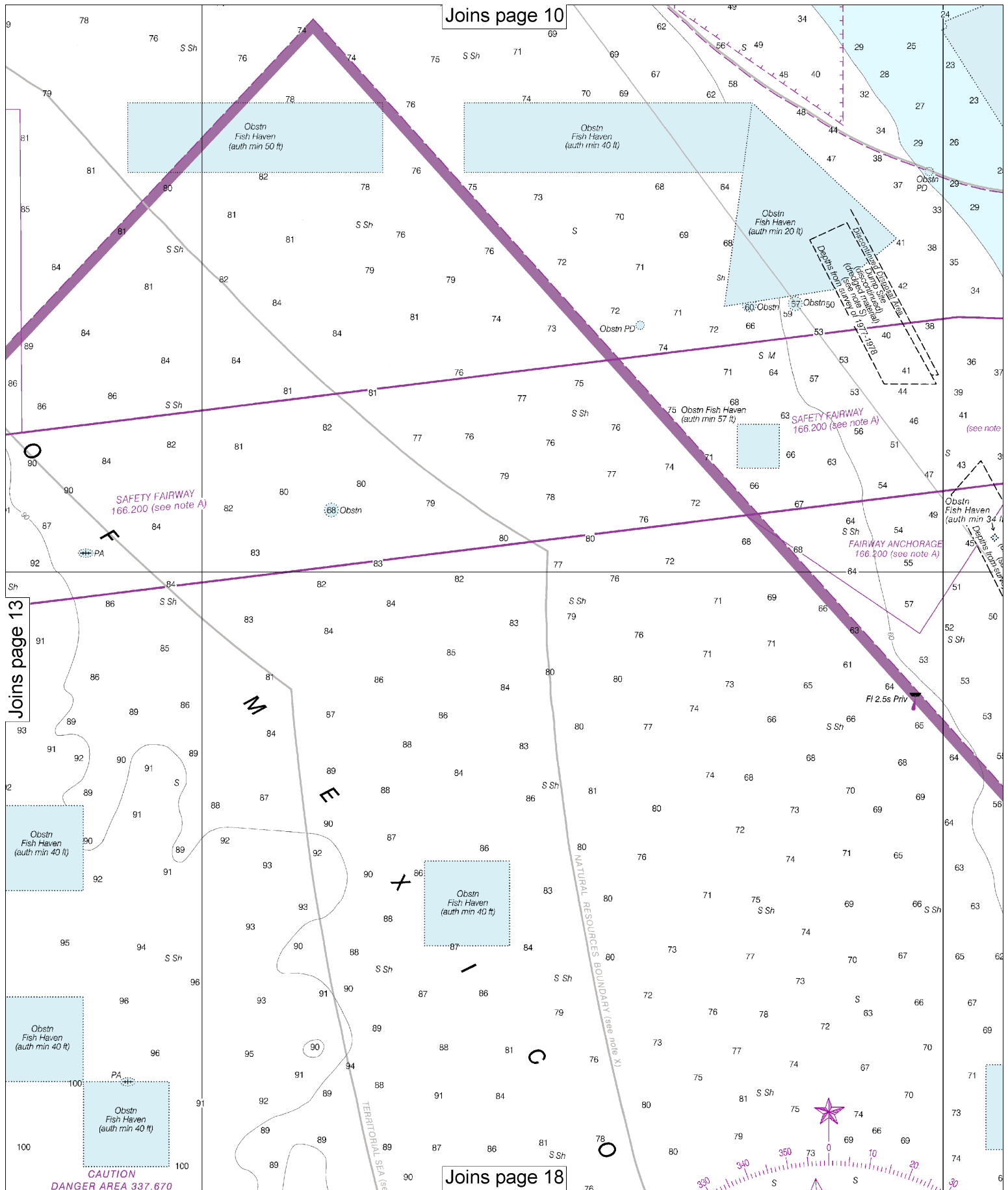
See Note on page 5.



Joins page 9

Joins page 14

Joins page 17



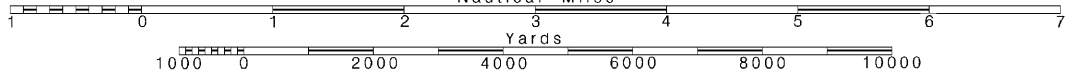
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

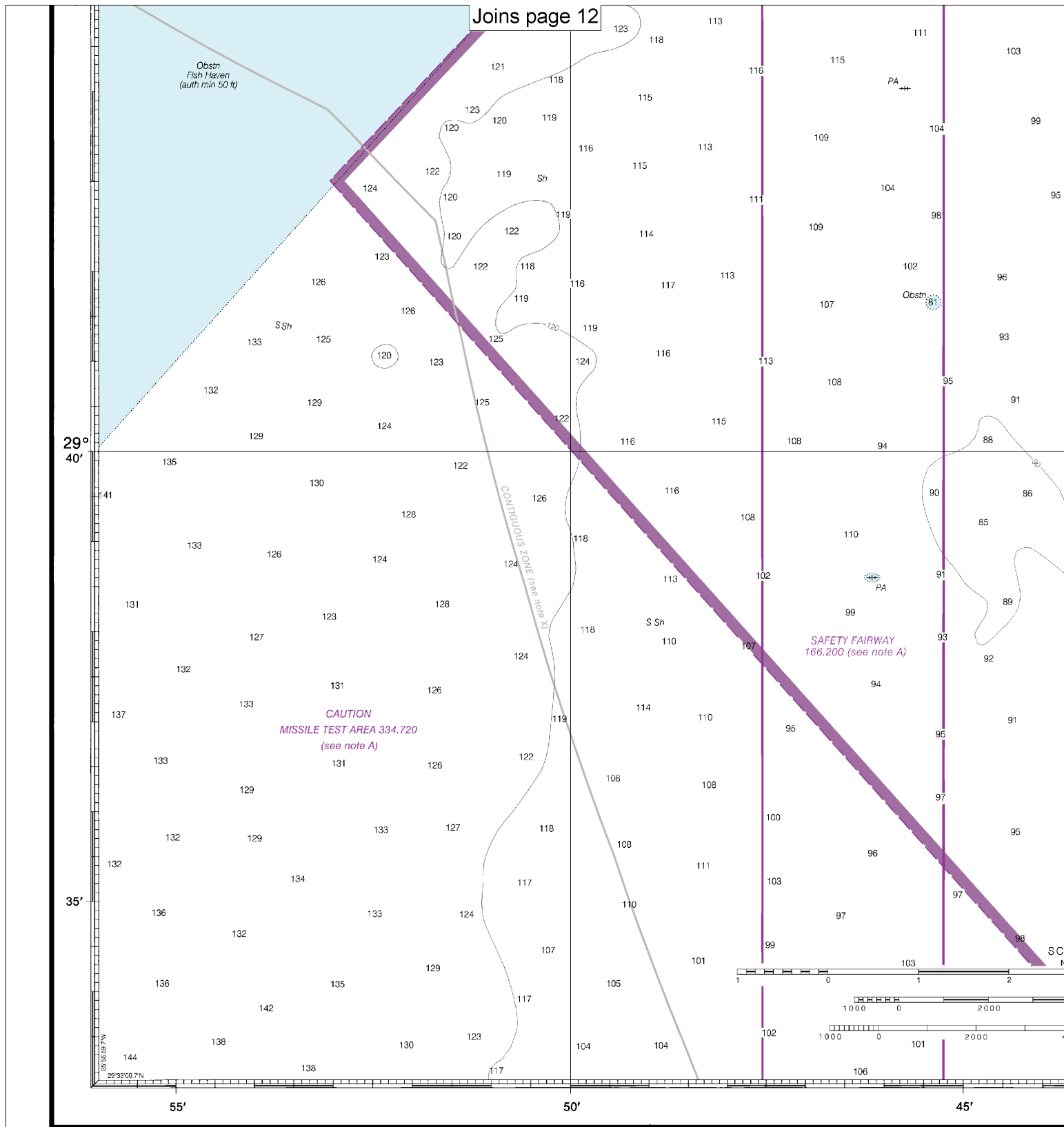
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



NOTE D  
Port St Joe is in the Eastern Standard Time Zone.





11389

CAUTION  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit inquiries, discrepancies or comment about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

36th Ed., May 2019. Last Correction: 7/11/2019. Cleared through:  
LNM: 2719 (7/2/2019), NM: 2819 (7/13/2019)

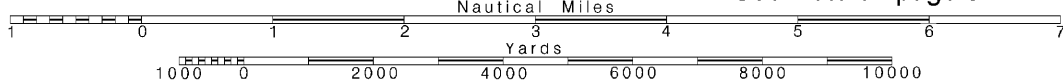
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

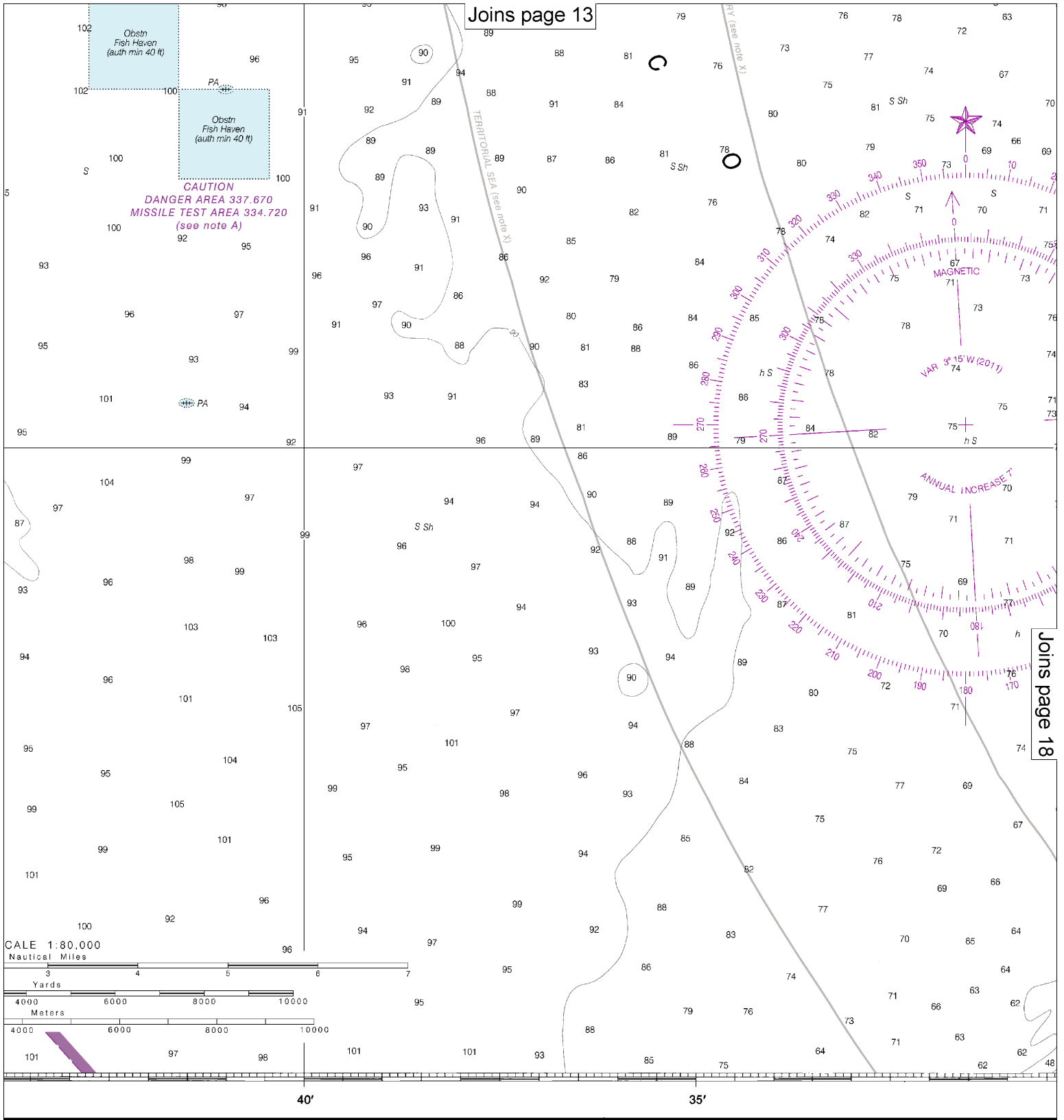
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



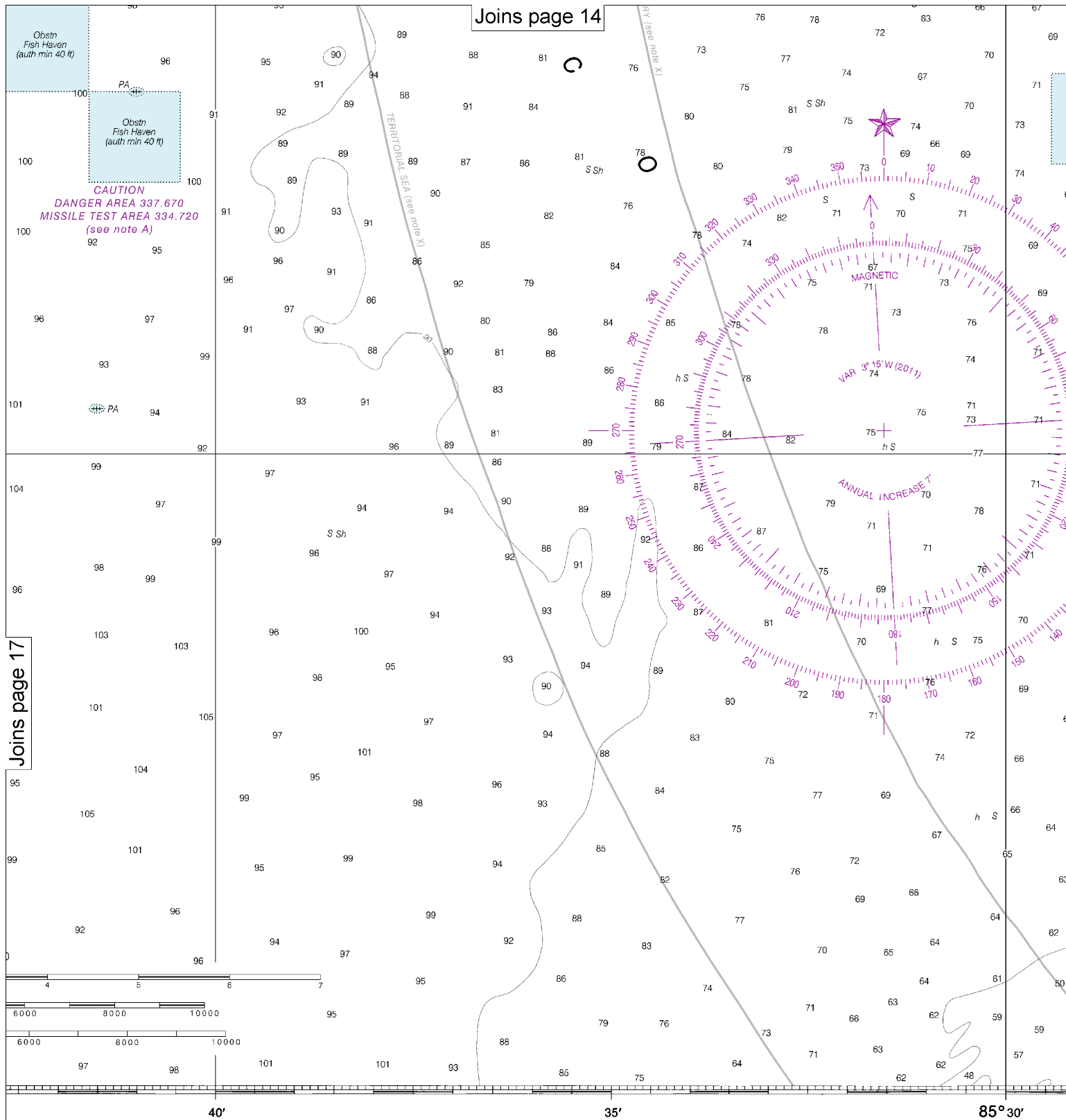
Joins page 13

Joins page 18



SOUNDINGS IN FEET

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COAST SURVEY



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COAST SURVEY

FATHOM  
FEET  
METER

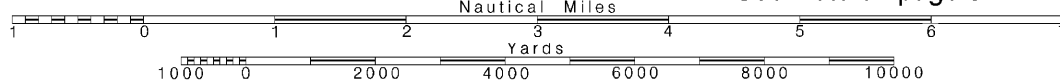
18

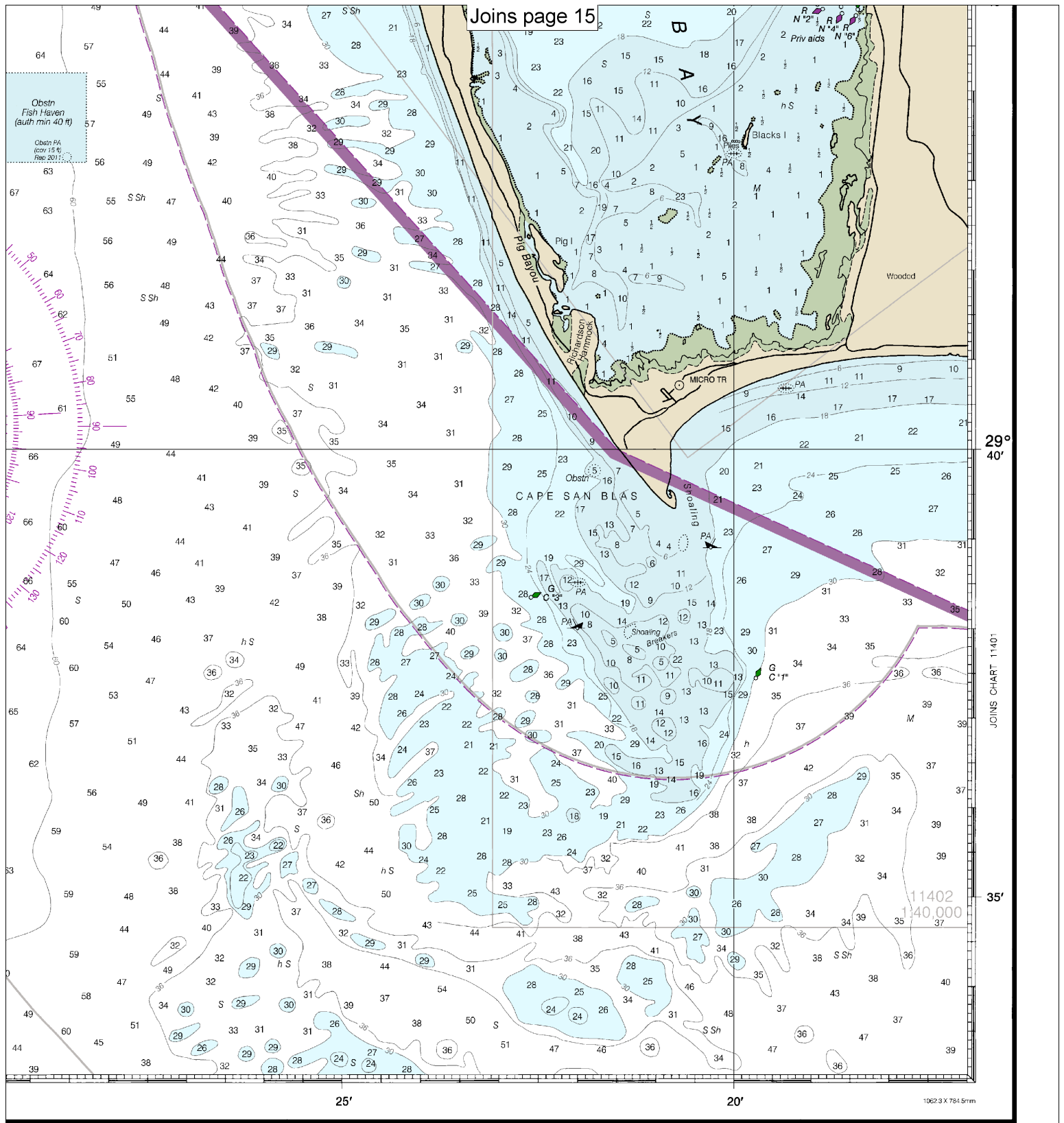
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





|     |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
|-----|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| DMS | 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17  |
| T   | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| RS  | 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17  |

St Joseph and St Andrew Bays  
SOUNDINGS IN FEET - SCALE 1:80,000

11389



## 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.



**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/>

## 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.

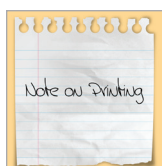
**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

|                                                 |   |                                                                                                                                                   |
|-------------------------------------------------|---|---------------------------------------------------------------------------------------------------------------------------------------------------|
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| Marine Forecasts                                | — | <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>                                               |
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