

BookletChart™

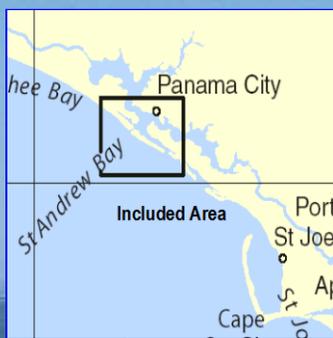


St. Andrew Bay

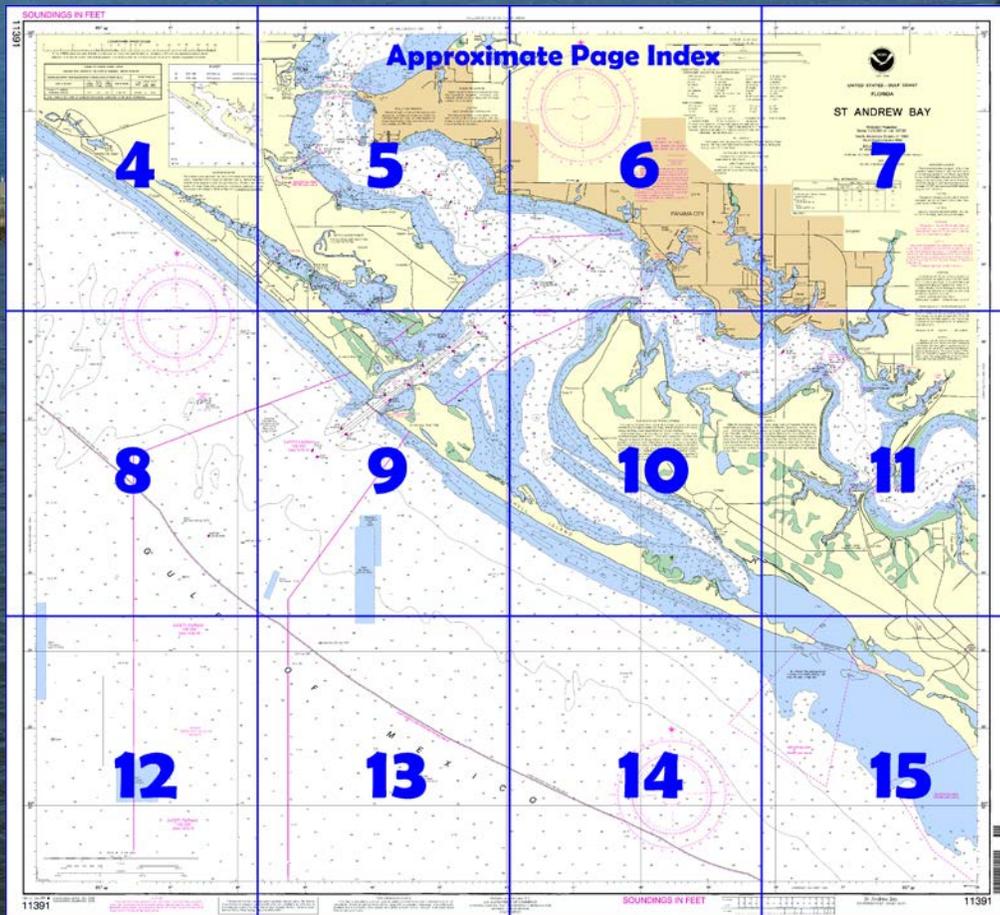
NOAA Chart 11391

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.

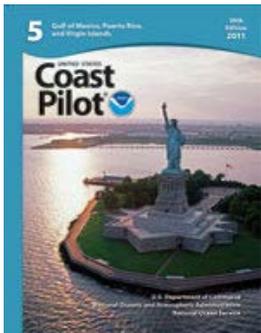
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11391>



[Selected Excerpts from Coast Pilot]
St. Andrew Bay, a narrow irregularly shaped harbor, lies 30 miles NW of Cape San Blas. Excellent anchorage and protection during hurricanes can be found in this nearly landlocked harbor and its tributary inlets, West, North, and East Bays. A ship channel, protected by jetties, in a land cut through **Shell Island**, forms a passage

St. Andrew Bay Entrance Lighted Whistle Buoy SA (30°05'30"N., 85°46'24"W.) 2.2

miles SW of the entrance to the dredged channel, marks the approach.
Navigation Guidelines, St. Andrews Bay.—The increased size and draft of vessels entering the bay has resulted in increased navigational

problems. Based upon reported marine casualties to vessels and after consultation between local marine interests and regulatory agencies, including the Coast Guard Captain of the Port, the following general guidelines have been developed to enhance safe navigation. It is recommended that all vessels, particularly those which must navigate in the channel because of draft restraints, strictly adhere to them. Nothing in these guidelines shall supersede or alter any applicable laws or regulations. In construing and complying with these guidelines, regard shall be had to all dangers to navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from the guidelines necessary to avoid immediate danger.

The dredged cut between the jetties which leads to natural deep water within the Bay is subject to shoaling and the project depth presently authorized is not always available. The local pilots recommend that vessels intending to call Panama City should request advice from their local agents or the pilots as to the maximum draft which can be safely handled at that time.

Inbound vessels should, as a minimum, give a security call via VHF Channel or Channel 16 at least 15 minutes before passing St. Andrews Bay Entrance Lighted Buoy 1, and another call approaching St. Andrews Bay Entrance Lighted Buoy 15 before encountering traffic in the ICW. Outbound vessels should give a similar security call at least 15 minutes before getting underway and again approaching Buoy 15.

Anchorage.—Vessels should anchor in the Panama City Anchorage, E of the Safety Fairway. (See **166.100 through 166.200**, chapter 2.) Vessels awaiting berths, or who desire to anchor for short periods of time, normally anchor in the vicinity of St. Andrew Bay Entrance Lighted Buoy SA well clear of inbound or outbound traffic. In addition, excellent anchorage can be found almost anywhere in the bay where the depth is suitable. The usual anchorage for large vessels is to the W of **Redfish Point** in depths of 35 to 40 feet. Vessels also anchor for short periods of time SE of the Port Authority berths located at **Dyers Point** in depths of 26 to 32 feet.

Dangers.—Danger zones for small arms firing ranges are SE of the entrance to St. Andrew Bay. (See **334.680**, chapter 2, for limits and regulations.)

In 1992, a submerged obstruction covered 30 feet was reported 0.27 mile SE of St. Andrew Bay Light 18 in about 30°08'27"N., 85°39'47"W.

Pilotage, Panama City.—Pilotage is compulsory for foreign vessels and U.S. vessels under register in foreign trade if drawing 7 feet or more of water. Pilotage is optional for U.S. coastwise vessels that have on board a pilot licensed by the Federal Government. Pilotage is available from Panama City Pilots, Inc., P.O. Box 2071, Panama City, FL 32402-2071, telephone 904-769-0058, 904-785-2209, or 904-785-2524. Pilots may be arranged by telephone, through the Mobile Marine Operator, or through ships' agents. The pilots request ETA information 24 hours prior to arrival, if possible. Pilots normally board between St. Andrew Bay Entrance Lighted Buoy SA and the first set of entrance channel buoys in about 30°06.0'N., 85°46.0'W. The primary pilot boat is a 47-foot vessel and at times an alternate 30-foot vessel will be used. Depending upon circumstances, the vessel's speed should be adjusted and the pilot ladder rigged on the lee side as requested by the pilot at the time of boarding. The boats are equipped with VHF-FM channels 13 and 16 which are monitored 1 hour before a vessel is expected. Channel 14 is used as a working frequency for tugs and port facilities.

**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

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

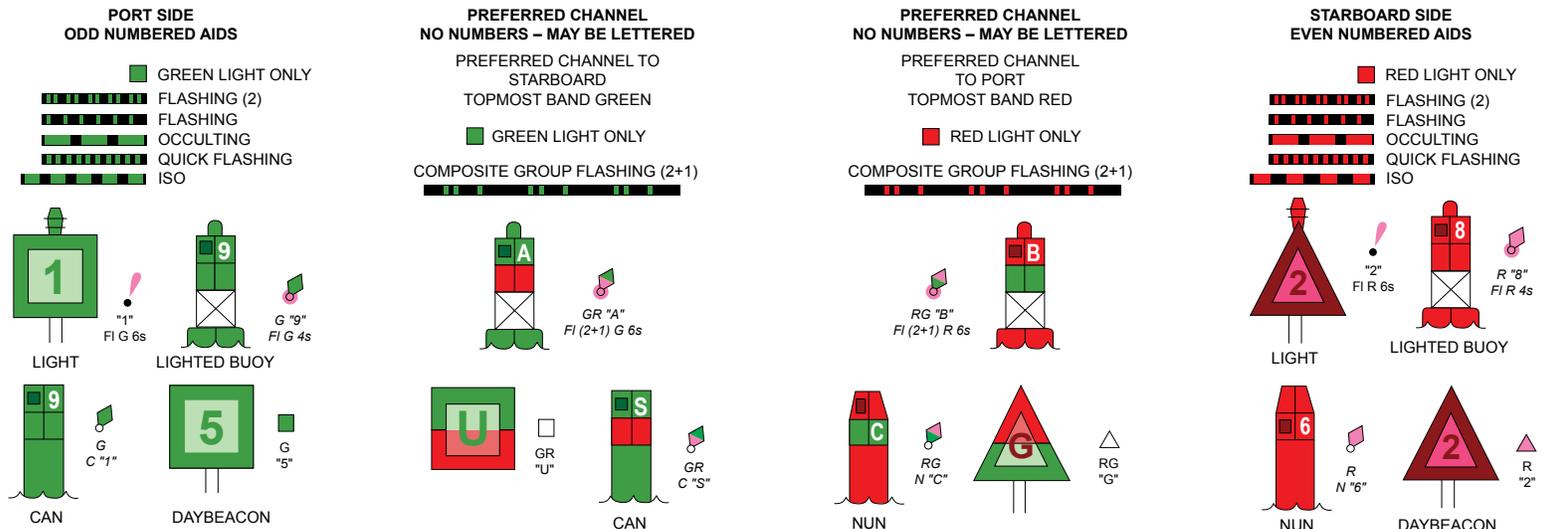
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

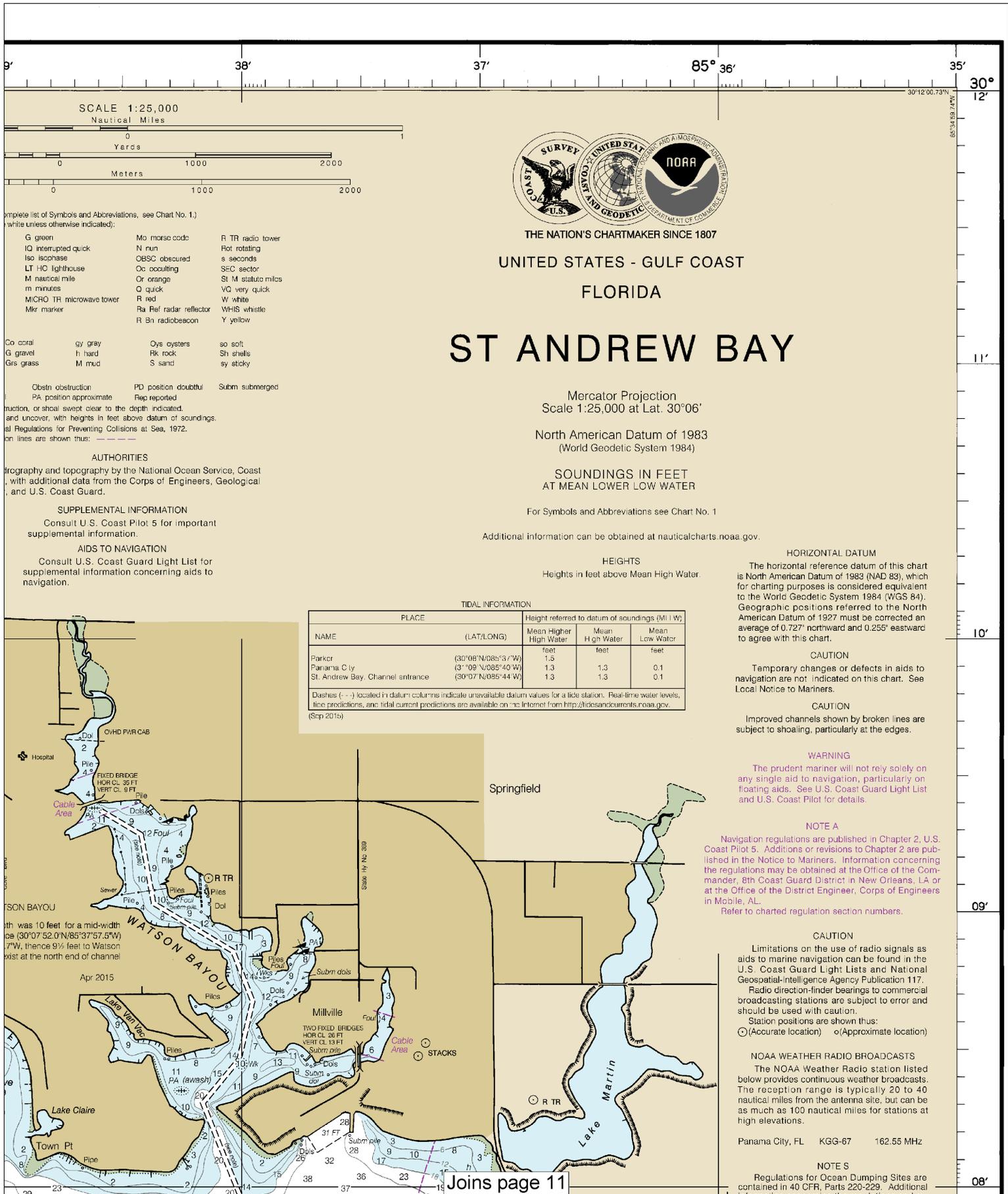
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

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>



Complete list of Symbols and Abbreviations, see Chart No. 1,
 while unless otherwise indicated):

- | | | |
|--------------------------|------------------------|--------------------|
| G green | Mo morse code | R TR radio tower |
| IQ interrupted quick | N nun | Rot rotating |
| iso isophase | OBSC obscured | s seconds |
| LT HC lighthouse | Oc occulting | SEC sector |
| M nautical mile | Or orange | St M statute miles |
| m minutes | Q quick | VQ very quick |
| M/CRO TR microwave tower | R red | W white |
| Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | R Bn radiobeacon | Y yellow |
-
- | | | | |
|-----------|---------|-------------|-----------|
| Co coral | gy gray | Oys oysters | so soft |
| G gravel | h hard | Rk rock | Sh shells |
| Grs grass | M mud | S sand | sy sticky |
-
- | | | |
|-------------------------|----------------------|----------------|
| Obstrn obstruction | PD position doubtful | Subm submerged |
| PA position approximate | Rep reported | |
- ... and uncover, with heights in feet above datum of soundings.
 ... Regulations for Preventing Collisions at Sea, 1972.
 ... on lines are shown thus: ---

ST ANDREW BAY



THE NATION'S CHARTMAKER SINCE 1807
 UNITED STATES - GULF COAST
 FLORIDA

Mercator Projection
 Scale 1:25,000 at Lat. 30°06'

North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

AUTHORITIES

...ography and topography by the National Ocean Service, Coast
 ..., with additional data from the Corps of Engineers, Geological
 , 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.

HEIGHTS

Heights in feet above Mean High Water.

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 0.727' northward and 0.255' eastward
 to agree with this chart.

CAUTION

Temporary changes or defects in aids to
 navigation are not indicated on this chart. See
 Local Notice to Mariners.

CAUTION

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

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.

NOTE A

Navigation regulations are published in Chapter 2, U.S.
 Coast Pilot 5. Additions or revisions to Chapter 2 are
 published in the Notice to Mariners. Information concerning
 the regulations may be obtained at the Office of the Com-
 mander, 8th Coast Guard District, in New Orleans, LA or
 at the Office of the District Engineer, Corps of Engineers
 in Mobile, AL.
 Refer to charted regulation section numbers.

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:
 (o) (Accurate location) (o) (Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed
 below provides 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

NOTE S

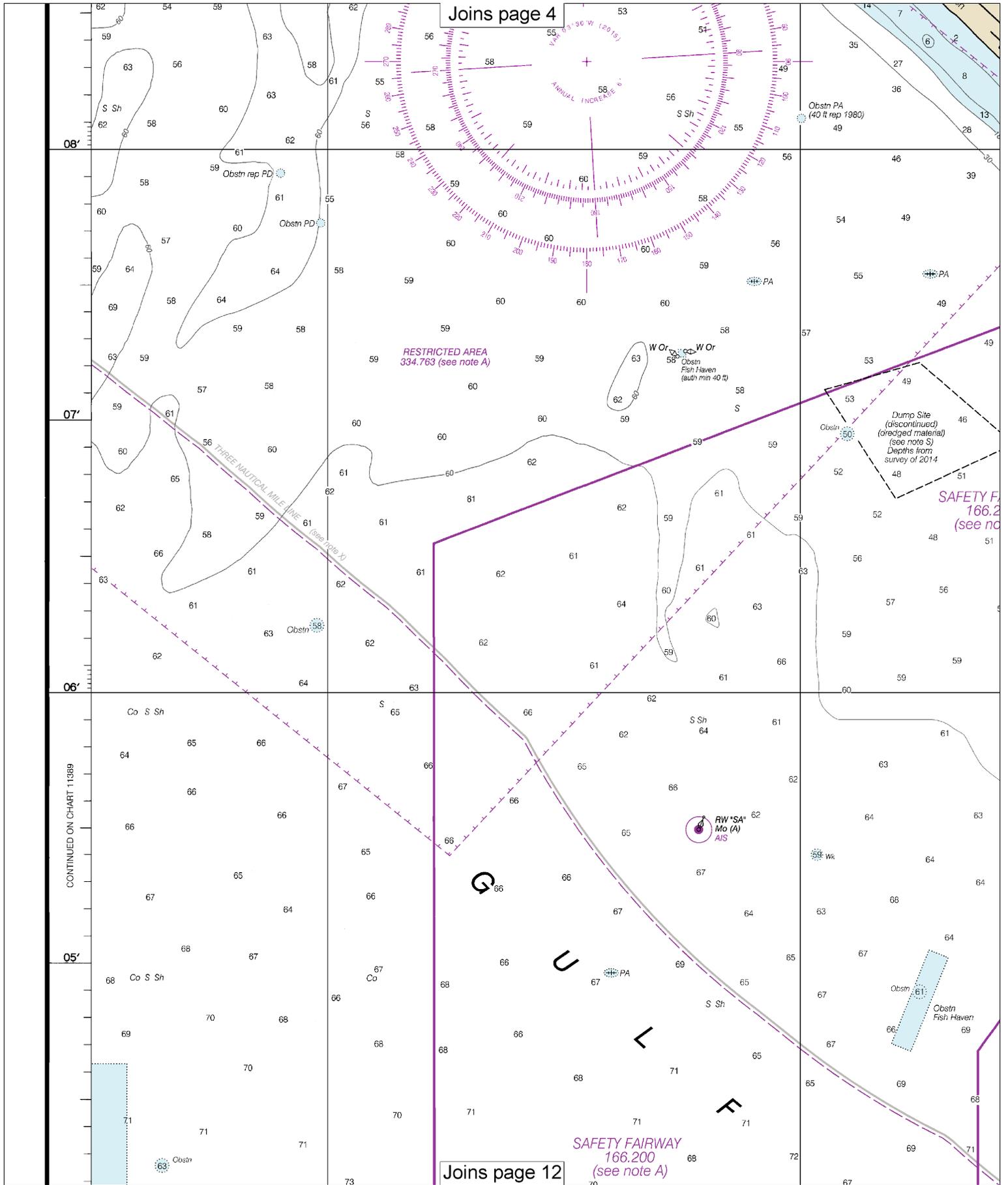
Regulations for Ocean Dumping Sites are
 contained in 40 CFR, Parts 220-229. Additional
 information concerning these regulations is available

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (M.L.L.W.)		
			Mean Higher High Water	Mean High Water	Mean Low Water
	Parker	(30°08'N/085°53'W)	feet		
	Panama City	(31°09'N/085°40'W)	1.5		
	St. Andrew Bay, Channel entrance	(30°07'N/085°44'W)	1.3	1.3	0.1
			1.3	1.3	0.1

Dashes (-) located in datum column indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Sep 2015)

Joins page 11

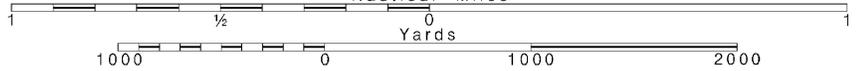


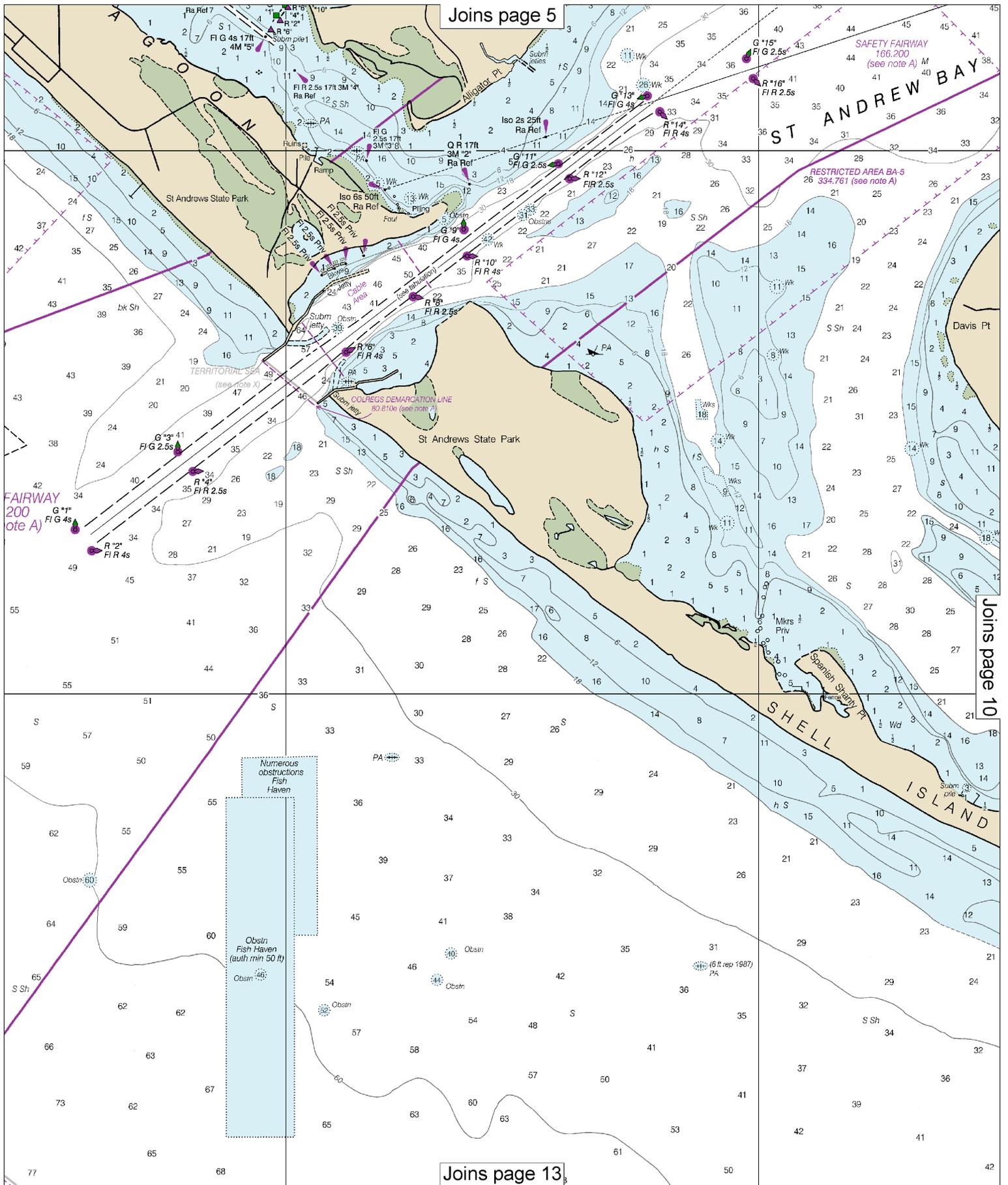


8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.

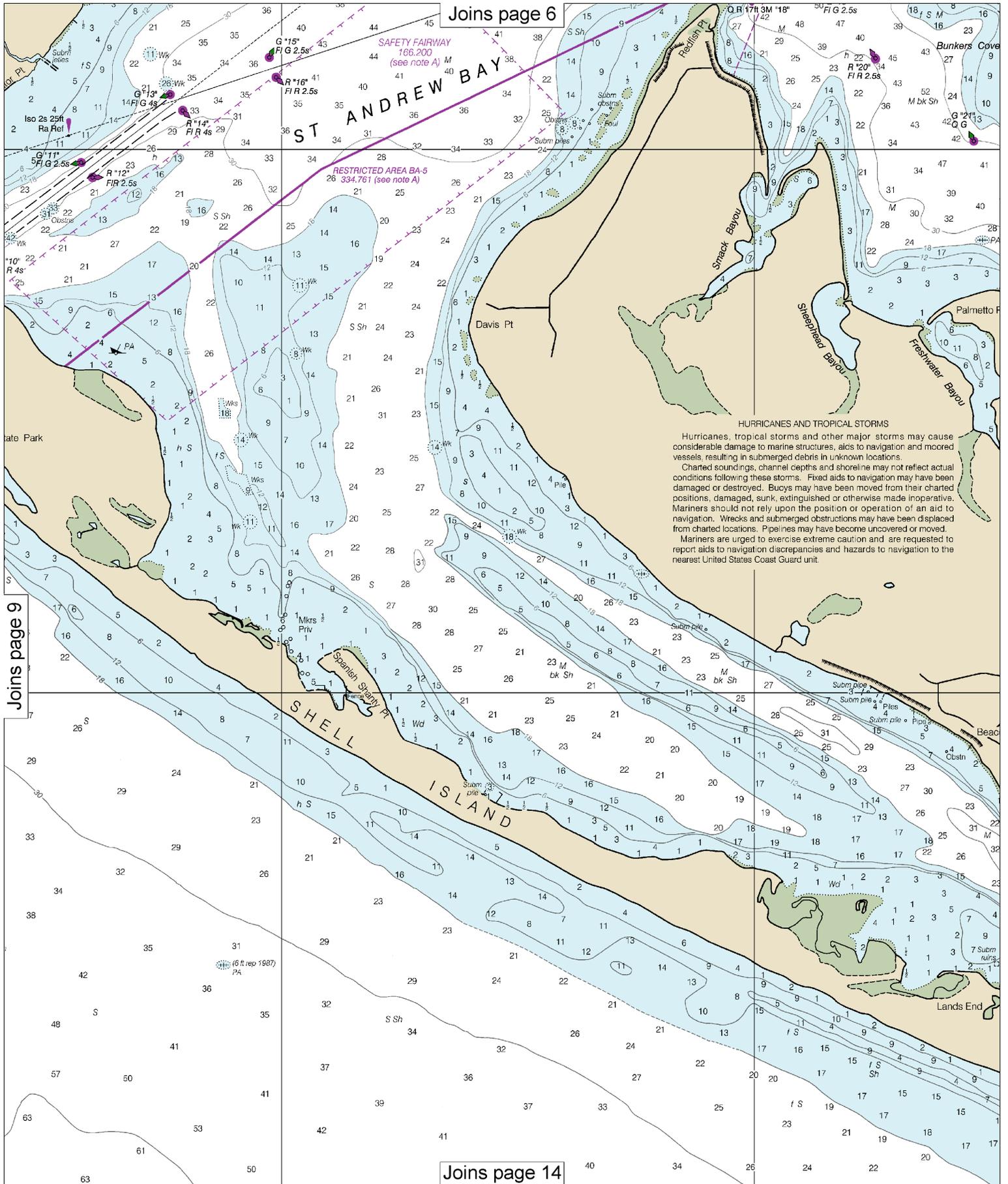




Joins page 5

Joins page 10

Joins page 13

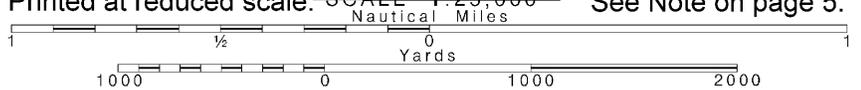


10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.

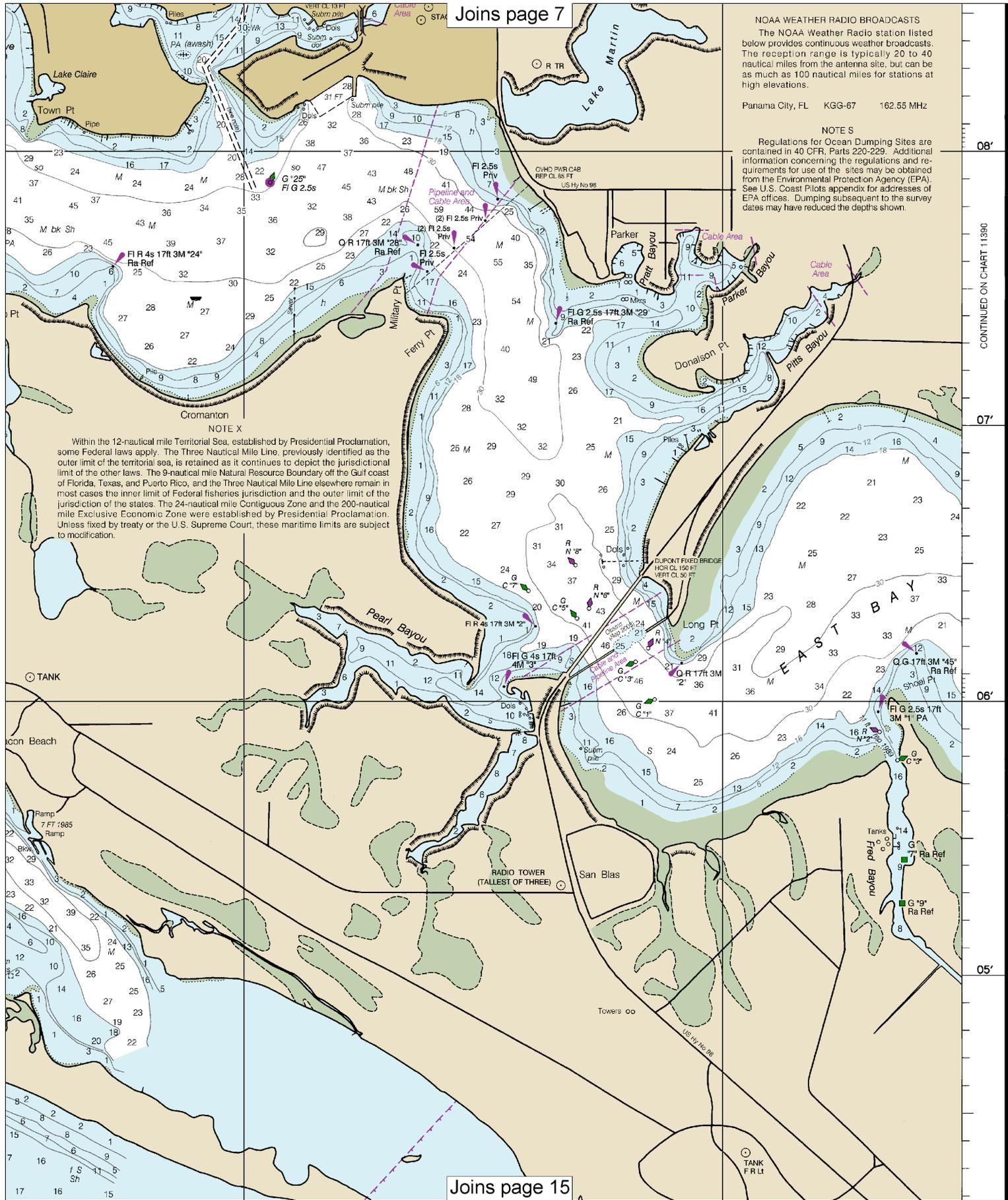


NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Panama City, FL KGG-67 162.55 MHz

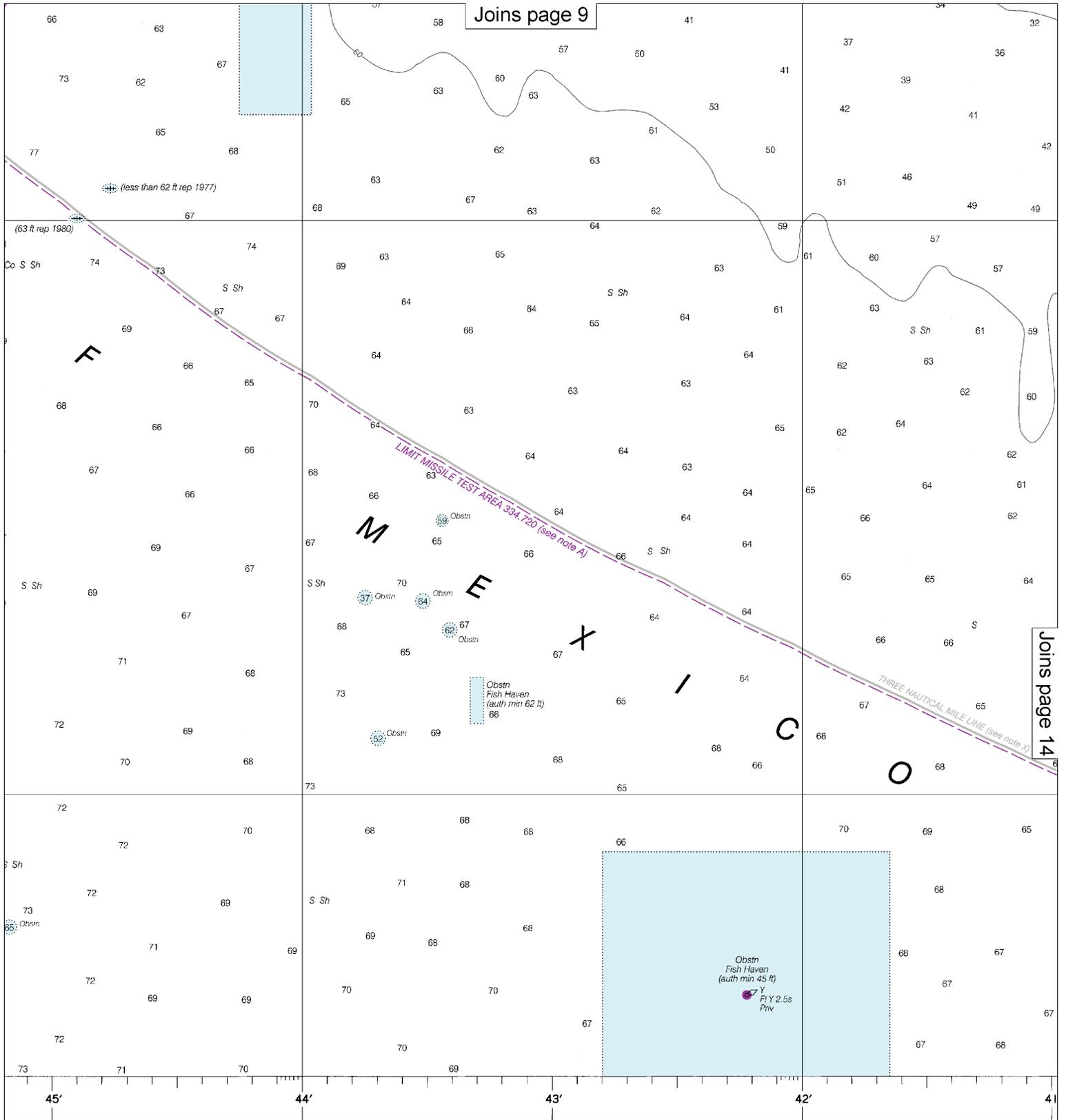
NOTE S

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.



NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

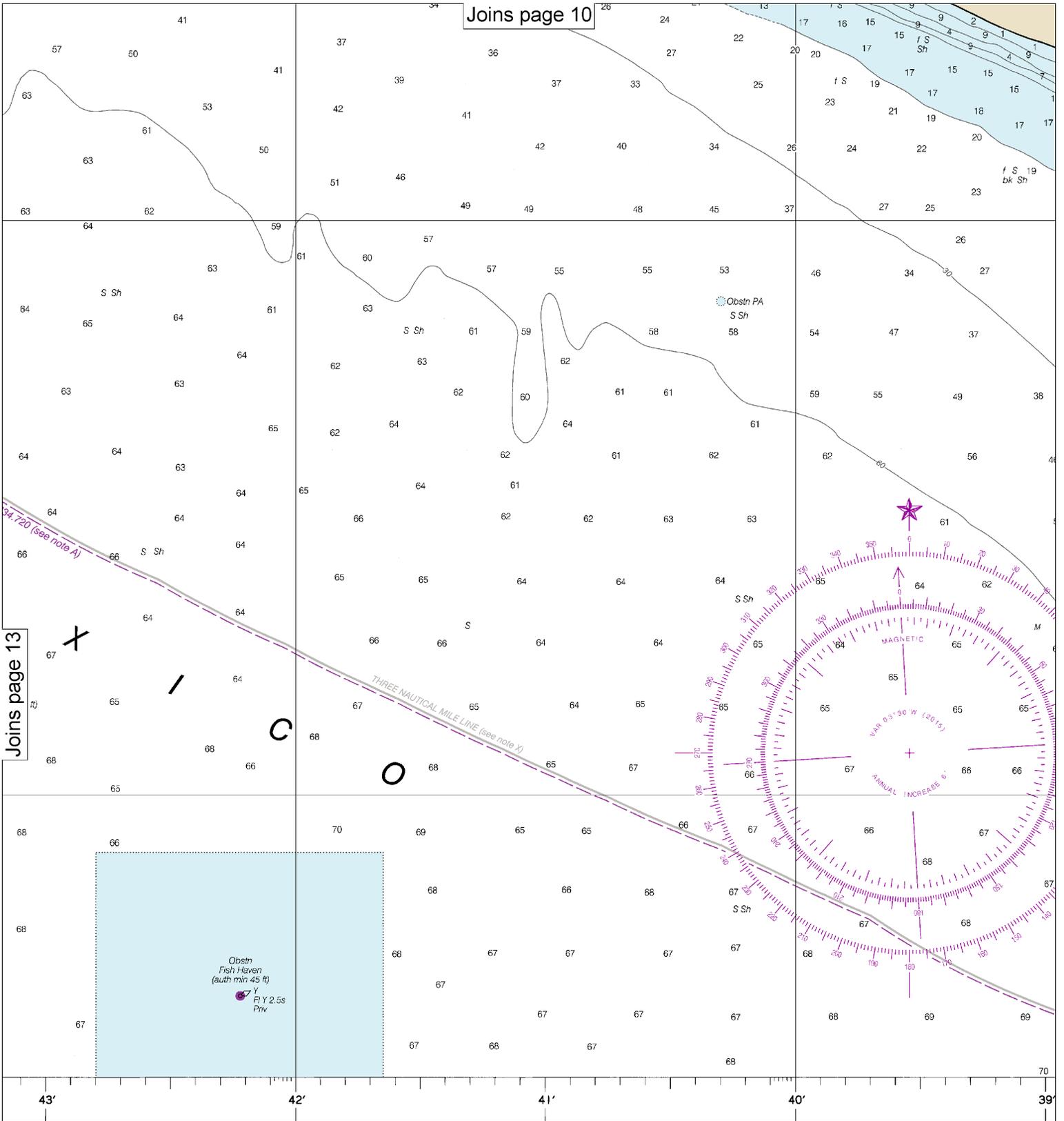


For inquiries, discrepancies or comments
 visit charts.noaa.gov/staff/contact.htm.

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

Joins page 10

Joins page 13



Obstrn
Fish Haven
(auth min 45 ft)
Y
Fl Y 2.5s
Priv

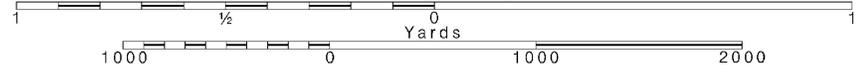
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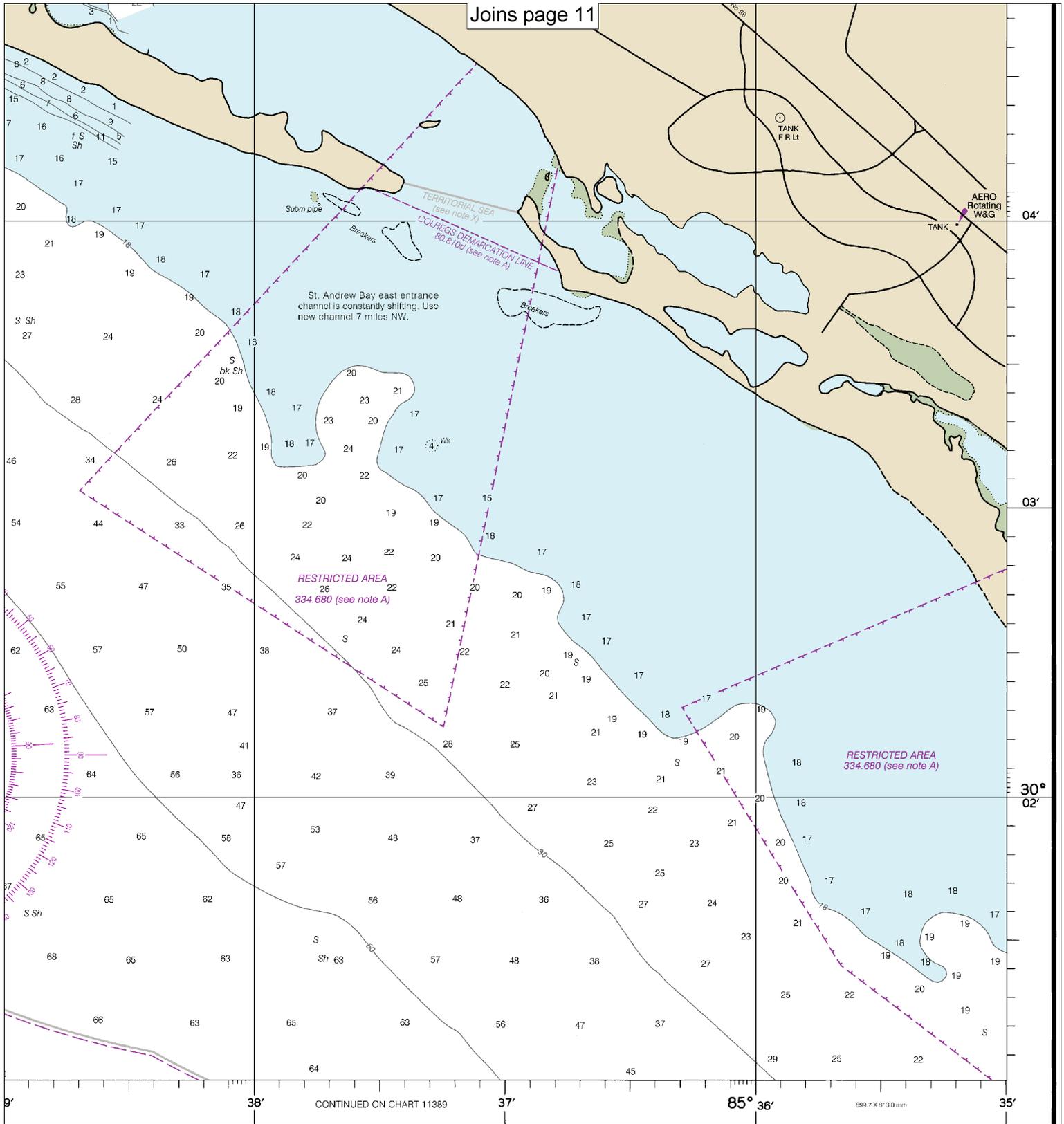
SOUNDINGS IN FEET

14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.





ET

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

St Andrew Bay
SOUNDINGS IN FEET - SCALE 1:25,000

11391



EMERGENCY INFORMATION

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>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.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 Weather Service — <http://www.weather.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>



— 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.