



chapter 2, for limits and regulations.) See latest editions of charts for controlling depths.

(124.01)

Currents

(125) 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.

(125.01)

Pilotage, Port St. Joe

(126) 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 A pilot station is no longer maintained at Port St. Joe.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.

(126.01)

Towage

(127) Tugs are obtained from Panama City when required.

(127.01)

Quarantine, customs, immigration, and agricultural quarantine

(128) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(129) **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.

(130) 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.

(130.01)

Harbor regulations

(131) There are no formal printed harbor regulations. The Port St. Joe Port Authority has jurisdiction over the port. The **harbormaster** can be reached by telephone (904-227-1319). A **speed limit** of 4 m.p.h. is posted in the harbor.

(131.01)

Wharves

(132) A 0.5-mile long dock with depths from 26 to 32 feet alongside is at the waterfront.

(132.01)

Supplies

(133) Bunker C is available on an emergency basis. Diesel fuel, provisions, water, and limited marine supplies are available.

(133.01)

Repairs

(134) There are no facilities for making major repairs or drydocking deep-draft vessels at Port St. Joe; the nearest facilities are at Mobile. Above- and below-the-waterline repairs can be made to small vessels. A marine railway in the basin on the N side of the Gulf County Canal can haul out craft to 85 feet for complete repairs.

(134.01)

Small-craft facilities

(135) A boat basin on the N bank of the Gulf County Canal just NE of the highway bridge provides berths, gasoline, diesel fuel, water, ice, and marine supplies.

(135.01)

Communications

(136) Port St. Joe is served by a Class II railroad and is on the main coastal highway, U.S. Route 98.

(137) **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.

(138) **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.

(139) **Crooked Island** is a narrow island extending 7 miles NW from St. Andrew Point. The island encloses **St. Andrew Sound**, a shallow, unimportant body of water.

(140) 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.)

(140.01)

Charts 11390, 11391, 11392

(141) **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 from the Gulf to St. Andrew Bay.

- (142) **Panama City** is the seat of Bay County. One of the largest papermills in the world is at **Bay Harbor**, E of Panama City proper. Waterborne commerce consists mainly of general cargo, paper and petroleum products, shell, steel and iron products, marine supplies, chemicals, fertilizers, and small amounts of fish.

(142.01)

Time

- (143) Panama City is in the central time zone.

(143.01)

Prominent features

- (144) On the approach from seaward, the shoreline appearance is radically different on the east side of the ship channel where it appears as a low unbroken line of woods; and the west side of the ship channel where it appears as a succession of beach homes and condominiums, some as tall as 30 stories. This construction is of varying density from the ship channel at St. Andrew Bay to the east side of the entrance to Chocktawhatchee Bay at Dentin. It is most dense along the Panama City Beach areas to Phillips Inlet and at Dentin. A large condominium apartment building 2.5 miles NW of the channel entrance is prominent. The condominium is reported to be a good radar target at more than 32 miles. The dredged cut will not show unless the vessel is on or near the line of the cut. The first landmarks to be seen are the smoke and tall stacks of the papermill at Bay Harbor and two 130-foot water tanks at **Tyndall Air Force Base**, about 5 miles SSE of the stacks. An aerolight is atop the E tank. Next seen is the Municipal Auditorium at the Panama City Marina.

- (145) **St. Andrew Bay Entrance Lighted Whistle Buoy SA** (30°05'30"N., 85°46'24"W.) about 2.2 miles SW of the entrance to the dredged channel, marks the approach.

- (146) **Vessels should approach the harbor through the prescribed Safety Fairways.** (See **166.100 through 166.200**, chapter 2.)

(146.01)

COLREGS Demarcation Lines

- (147) The lines established for St. Andrew Bay are described in **80.810**, Chapter 2.

(147.01)

Navigation Guidelines, St. Andrews Bay

- (148) 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.

- (149) 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.

- (150) 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.

- (151) Due to the constant shoaling which tends to restrict the width of the dredged cut available for large vessels, as well as the strong currents which run through the cut, one way traffic is recommended for all large vessels transiting the entrance channel.

- (152) Vessels towed on a hawser which must enter or leave through the dredged cut and, due to draft or size, are required to navigate in the main channel should exercise particular care that they at all times have the tow under control and are able to navigate in their channel half width if necessary and stop if required. To insure this capability it is recommended that they not transit the cut with a strong fair tide and employ assist tugs if necessary.

- (153) Large numbers of recreational boats frequent the entrance channel, particularly on weekends and holidays. Additionally sailing regattas sponsored by the local yacht club may, at times, include courses which cross the main shipping channel inside St. Andrews Bay. Local shipping agents are familiar with these activities and normally request assistance from the Coast Guard and other local law enforcement agencies in monitoring this recreational activity to minimize conflicts with commercial shipping. However, large vessels must keep a sharp lookout for such boats and be prepared to warn them by appropriate signals if they should obstruct the channel.

- (154) All vessels entering from sea and bound for facilities located in St. Andrews Bay will, for a time, be navigating in the Intracoastal Waterway (ICW) which has considerable tug and barge traffic. To insure they are aware of traffic in their vicinity, all vessels transiting St. Andrew Bay, which are confined to the marked channels or otherwise restricted in their movements, are encouraged to give the following Security Calls on VHF-FM Channels 16 and 13.

- (155) 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.

- (156) Outbound vessels should give a similar security call at least 15 minutes before getting underway and again approaching Buoy 15.

(157) Tugs and barges as well as other large vessels traversing the ICW should give similar security calls when approaching the Hathaway Bridge eastbound and when passing the DuPont Bridge westbound. An additional call should be made as these vessels approach Buoy 15.

(158) Security Calls should provide the following information as a minimum; name and call sign of vessel, if engaged in towing, present location or ETA at the sea buoy or either of the bridges as appropriate, direction of movement and destination or intentions. The above reporting points are the minimum recommended and additional calls may be prudent under existing circumstances.

(159) Large vessels attempting to dock at the Panama City Port Authority West Berth at Dyers Point with a strong breeze from NE through SE and a strong flood tide have frequently grounded on the small island just to the west of the berth. This is a particular problem during the winter months. Vessels going to this berth under these conditions should employ additional tugs and when, due to limited local tug assistance available, this is not considered to provide an acceptable level of safety, they should delay until slack water or an ebb tide which will tend to hold them off the island.

(160) Ship owners and Masters are advised that oil spill clean-up contractor services, including containment and clean-up equipment, are available in Panama City. Information concerning contracting for these services may be obtained by contacting local shipping agents, the Panama City Port Authority, the U.S. Coast Guard, or the Florida Marine Patrol.

(160.01)

Channels

(161) The main entrance to St. Andrew Bay is through a jettied entrance cut through Shell Island. Federal project depths are 38 feet to a point just inside the jetties, about 1.2 miles from the channel entrance, thence 36 feet to the bay. (See Notice to Mariners and latest editions of charts for controlling depths.) The entrance channel is marked by a **052°10'** lighted range and lighted buoys.

(162) Submerged jetties, marked at the outer ends by lighted buoys, extend channelward from the NW and SE harbor entrance points. Mariners are cautioned to keep within the buoyed channel while navigating the land cut through Shell Island.

(163) The entrance SE of Shell Island is not marked, constantly shifting, and considered unsafe for navigation.

(164) Two fish havens are in the safety fairway about 2.5 and 5.4 miles SW of the entrance.

(164.01)

Anchorage

(165) **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.

(165.01)

Dangers

(166) 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.)

(167) 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.

(167.01)

Currents

(168) The strong ebb current sets outward through the dredged cut and causes heavy tide rips if the wind is S and of moderate strength. With a S or W breeze, small vessels bound in or out should endeavor to reach the entrance during flood current.

(168.01)

Weather

(169) Panama City has a pleasant subtropical climate that is occasionally interrupted by cold air outbreaks in winter and thunderstorms in summer. There is also a threat of a tropical cyclone from June through November. Thunderstorms, which can occur in any month, are most likely in June, July, and August when they occur on an average of 10 to 14 days per month. Peak wind gusts have been close to 70 knots in August and September. In September 1975, Eloise, generating estimated 110-knot winds, became the first hurricane of the 20th century to hit this area. A 98-foot tower 13 miles off Panama City measured 80-knot winds with 135-knot gusts while high water marks reached 18.2 feet above mean sea level in some areas. Fog is most likely late at night and during early morning hours from November through April, when visibilities drop below 0.5 mile on 5 to 8 days per month.

(169.01)

Pilotage, Panama City

(170) 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. Pilots carry portable radiotelephones.

(170.01)

Towage

(171) Tugs up to 2,000 hp are available. Requests for tug service are best made through the ships' agent, but may also be contacted over VHF-FM channel 16 or by telephone (904-871-0170).

(171.01)

Quarantine, customs, immigration, and agricultural quarantine

(172) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(173) **Quarantine** is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(174) Panama City is a **customs port of entry**.

(174.01)

Coast Guard

(175) **Panama City Coast Guard Station** is on **Alligator Bayou**, opposite Dyers Point. The bayou is within a **restricted area**. (See **334.760**, chapter 2, for limits and regulations.)

(175.01)

Wharves

(176) The deep-draft facilities of Panama City are located at Dyers Point, W of Panama City; on the waterfront proper just W of Massalina Bayou; and at Bay Harbor. Only the deep-draft facilities are described. For a complete description of the port facilities refer to Port Series No. 19, published and sold by the U.S. Army Corps of Engineers. (See Appendix A for address.) The alongside depths are reported; for information on the latest depths contact the private operator. All these facilities have rail and highway connections, and water and electrical shore power connections. Cargo is generally handled by ships' tackle; special handling equipment, if available, is mentioned in the description of the particular facility. Floating cranes to 225 tons are available by special arrangement.

(177) **Facilities at Dyers Point:**

(178) Panama City Port Authority, West Berths 1, 2, and 3 (30°10'39"N., 85°43'58"W.): 1,528 feet of berthing space; 32 feet alongside; deck height, 8½ feet; pipeline extends to storage tanks, total capacity 6.3-million gallons; rail connections; receipt and shipment of general cargo, wood pulp, steel and paper products; receipt of fatty acids and limonene (citrus by-product); owned by City of Panama City and operated by Panama City Port Authority.

(179) Panama City Port Authority, West Berth 4 (30°10'47"N., 85°43'58"W.): 200 feet of berthing space; 17 to 32 feet alongside; deck height, 8½ feet; receiving hopper and belt conveyor; open storage with 5,000-ton capacity; rail connections; receipt of dry bulk aggregate (limestone); owned by City of Panama City and operated by Panama City Port Authority.

(180) Panama City Port Authority, South Dock (30°10'34"N., 85°43'53"W.): 1,100 feet of berthing space; 32 feet alongside; deck height, 8½ feet; gantry crane with 150-foot boom; receipt and shipment of general cargo in foreign and domestic trade; shipment of bulk peanut meal and clay; owned by City of Panama City and operated by Panama City Port Authority.

(181) **Facilities at Bay Harbor:**

(182) Stone Container Corp., Panama City Plant, No. 2 Dock (30°08'14"N., 85°37'38"W.): 924 feet of berthing space; 30 feet alongside; deck height, 10 feet; shipment of paper products and wood pulp; owned and operated by Stone Container Corp.

(183) Stone Container Corp., Panama City Plant, No. 1 Dock (30°08'12"N., 85°37'32"W.): 400 feet of berthing space; 31 to 33 feet alongside; deck height, 9 feet; receipt of fuel oil for plant consumption; occasional receipt of wood chips; owned and operated by Stone Container Corp.

(183.01)

Supplies

(184) Diesel fuel and Bunker C can be supplied by truck to vessels at their berths. Water and marine supplies are available.

(184.01)

Repairs

(185) There are no facilities for making major repairs or drydocking deep-draft vessels at Panama City; the nearest facilities are at Mobile. There are machine shops in the city, and above- and below-the-waterline repairs can be made to small vessels. The largest marine railway can handle vessels up to 150 feet long and 250 tons.

(185.01)

Small-craft facilities

(186) There are large municipal yacht basins at the head of the main ship channel in Panama City and in St. Andrew. Other small-craft facilities are on Watson and Massalina Bayous, Lake Ware, and at the Hathaway Bridge near Dyers Point. (See the small-craft facilities tabulation on chart 11390 for services and supplies available.)

(186.01)

Communications

(187) Panama City is served by The Bay Line Railroad and has bus connections to all points. Panama City International Airport is about 4 miles NW of the center of the city. Maritime radio service is through the Mobile Marine Operator (WLO).

(188) **Watson Bayou** is an irregularly shaped body of water that extends N from St. Andrew Bay. In 2010, the channel had a controlling depth of 9.1 feet to just below the U.S. Route 98 fixed bridge, thence 5.2 feet to the bridge. There are several piers for light-draft vessels. Over the E arm, near **Millville**, is a railroad bridge with a 26-foot fixed span and a clearance of 13 feet. A fixed highway bridge is close E of the railroad bridge. Several oil terminals, served by barges, are on the bayou. U.S. Route 98 highway bridge crossing the bayou, about 1.2 miles above the entrance, has a 35-foot fixed span with a clearance of 9 feet. There are two marinas E of the bridge. Welding and machinery repairs are available nearby. The channel is unmarked.

(189) A yacht club in **Bunkers Cove**, between Bunker Point and Town Point, has berths and marine services for members and guests.

(190) In **Massalina Bayou**, N of Bunkers Point, are many landings for small craft. Several marinas can provide berthing, gasoline, some marine supplies, and a marine railway that can haul out vessels to 74 feet for hull and engine repairs. A submerged jetty is on the NW side of the entrance. A light marks the entrance to the bayou. In 1982, it was reported that a depth of about 8 feet could be carried through the mouth of the bayou, thence depths of 5 to 10 feet were available to the Fourth Street highway bridge about 0.4 mile above the entrance. The bridge has a 28-foot fixed span with a clearance of 6 feet. Beach Drive Highway Bridge (Tarpon Dock bascule bridge) over the entrance has a 40-foot bascule span with a clearance of 7 feet. (See **117.1 through 117.49 and 117.301** chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 9, 24 hours every day; telephone 904-872-3169.

(191) About 400 yards NW of Massalina Bayou is the Municipal Pier and Yacht Basin. In 1982, depths along the face of the inner fuel area were reported to be about 9 feet. It is protected by small jetties from wind and seas from the SW through the NW. Another municipally owned long pier and yacht basin at St. Andrew N of **Buena Vista Point** is used as a public landing for sport fishermen.

(192) **Grand Lagoon** extends about 5 miles NW from just within the dredged entrance to St. Andrew Bay. A dredged channel leads into the lagoon from St. Andrew Bay to a point about 0.4 mile E of State Highway 392 Bridge, thence branches to serve facilities of both the N and S shores; these branches are connected by a channel parallel to the highway bridge. In 2010, the controlling depth was 4.8 feet. The channel is marked by lights and daybeacons. A fixed highway bridge over the lagoon has a vertical clearance of 18 feet. Marinas near the highway bridge provide gasoline, diesel fuel, berths, electricity, water, ice, and marine supplies. A 30-ton mobile hoist can haul out craft for complete repairs and storage.

(193) A privately marked channel, with a reported controlling depth of 5 feet in 1985, branches N from the dredged entrance channel to a yacht club marina; the

marina has berths and other services for members and transients.

(193.01)

Chart 11390, 11393, 11389

(194) **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.

(195) **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.

(196) **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.

(197) The route of the Intracoastal Waterway is through East Bay, St. Andrew Bay, and West Bay. East Bay, West Bay, and North Bay are discussed in chapter 12 in connection with the waterway.

(197.01)

Chart 11360

(198) From St. Andrew Bay W for 85 miles to Pensacola Bay, the shoreline is a gently curving sand beach, unbroken except at the entrance to Choctawhatchee Bay, 44 miles W of St. Andrew Bay entrance. Except at the entrances to the bays, the beach is steep-to and can be approached closely. Depths of less than 30 feet are rarely over 0.3 mile offshore. For this reason, the sea rolls in with undiminished strength and breaks heavily on the shore when driven by S winds. Small craft bound W from St. Andrew Bay should use the Intracoastal Waterway.

(198.01)

Chart 11388

(199) **Topsail Bluff**, a slightly elevated knoll, is about 10 miles E of the entrance to Choctawhatchee Bay and can be seen for several miles.

(200) The **danger zones** of aerial gunnery and bombing ranges are in Choctawhatchee Bay. (See **334.700**, chapter 2, for limits and regulations.) The **danger zone** of a guided missiles test operations area is in the Gulf S of Choctawhatchee Bay. (See **334.720**, chapter 2, for limits and regulations.)

(200.01)

Charts 11385, 11388

(201) **Choctawhatchee Bay Entrance, East Pass**, about 44 miles WNW of St. Andrew Bay entrance, extends into the W part of Choctawhatchee Bay between Moreno