

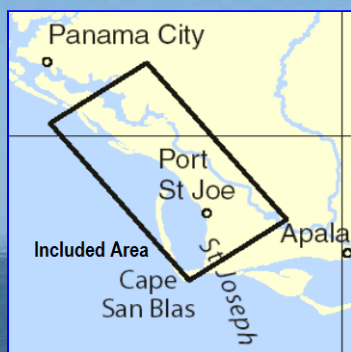
# BookletChart™

## ***Intracoastal Waterway – Lake Wimico to East Bay***

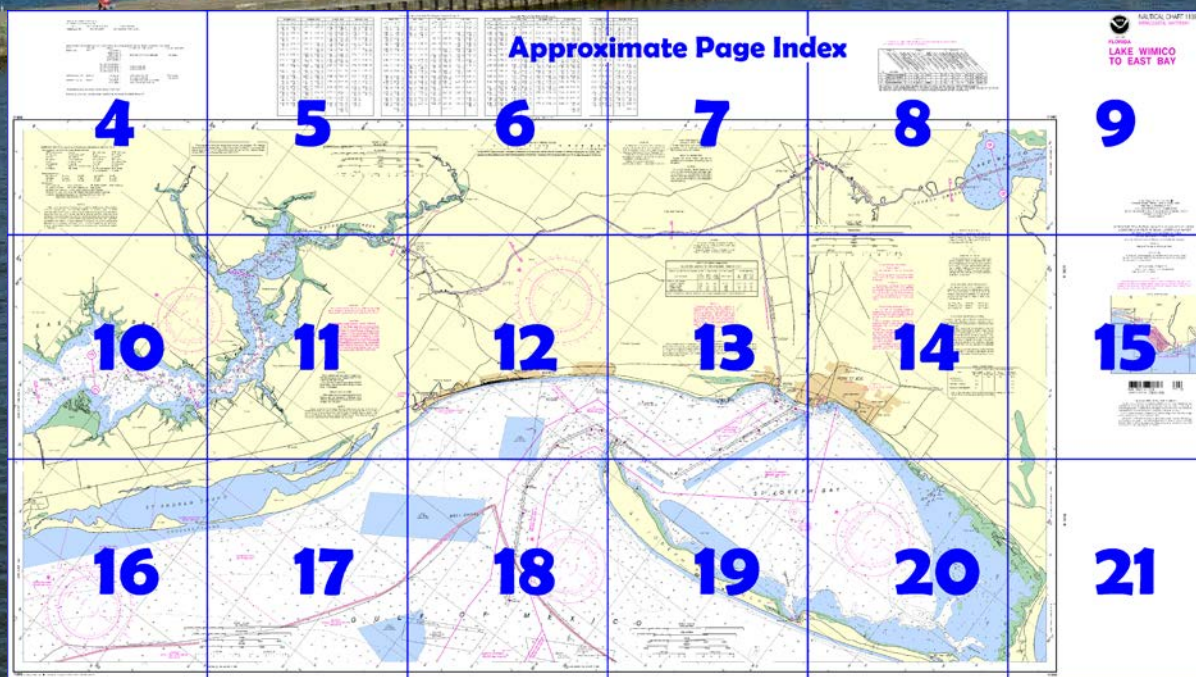
**NOAA Chart 11393**

***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.

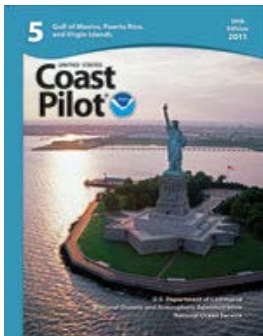
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11393>



#### [Coast Pilot 5, Chapter 9 excerpts].

**St. Joseph Bay** is separated from the Gulf by **St. Joseph Peninsula (St. Joseph Spit)** a long, narrow strip of land and sand hills. 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 on the E shore of St. Joseph Bay. A large paper mill on the waterfront

and two chemical plants on Gulf County Canal furnish the main industry for the town. Waterborne commerce consists mainly of paper, marine supplies, petroleum products, and chemical products.

**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 Anchorages, 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



# Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

## 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>



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
FLORIDA - INTRACOASTAL WATERWAY

# LAKE WIMICO TO EAST BAY

MERCATOR PROJECTION  
SCALE 1:40,000 AT LAT. 29°50'

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](http://nauticalcharts.noaa.gov)

HEIGHTS

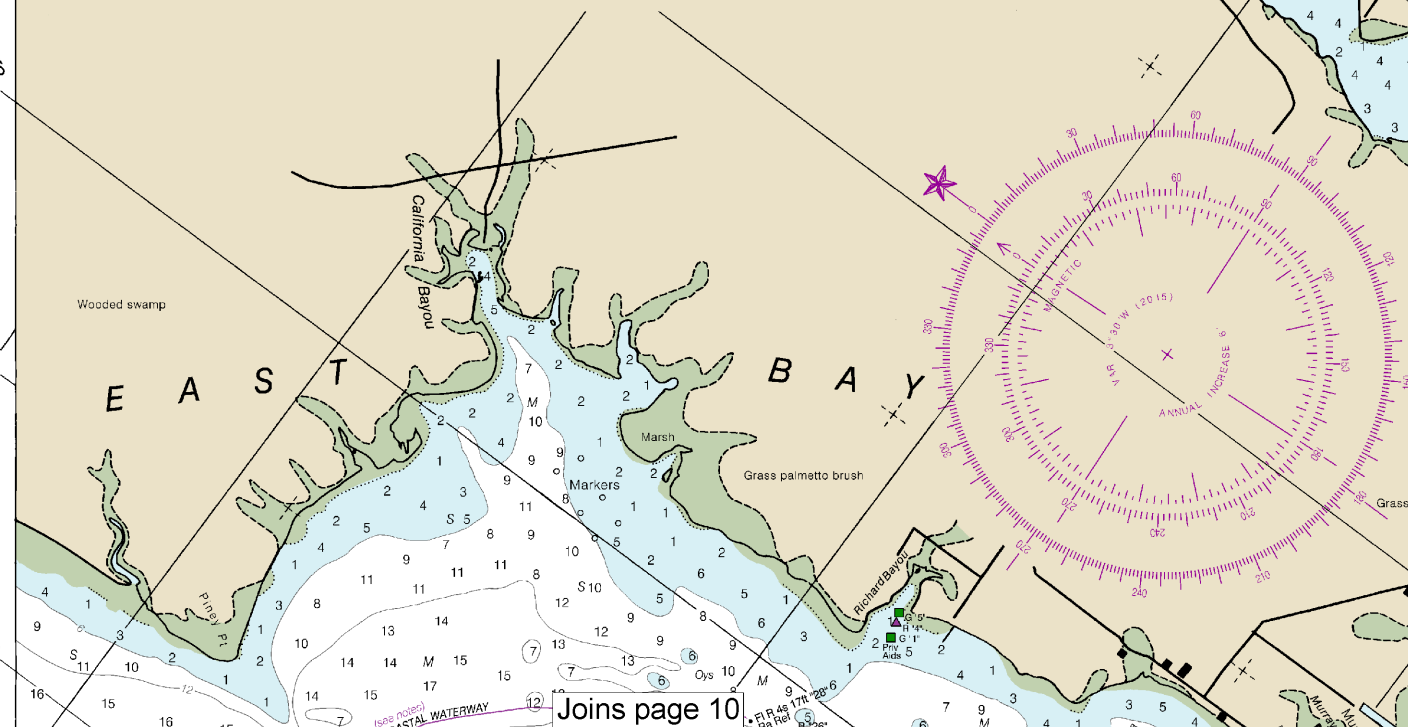
Heights in feet above Mean High Water

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.

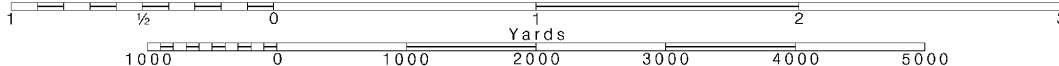


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

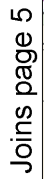
SCALE 1:40,000  
Nautical Miles

See Note on page 5.



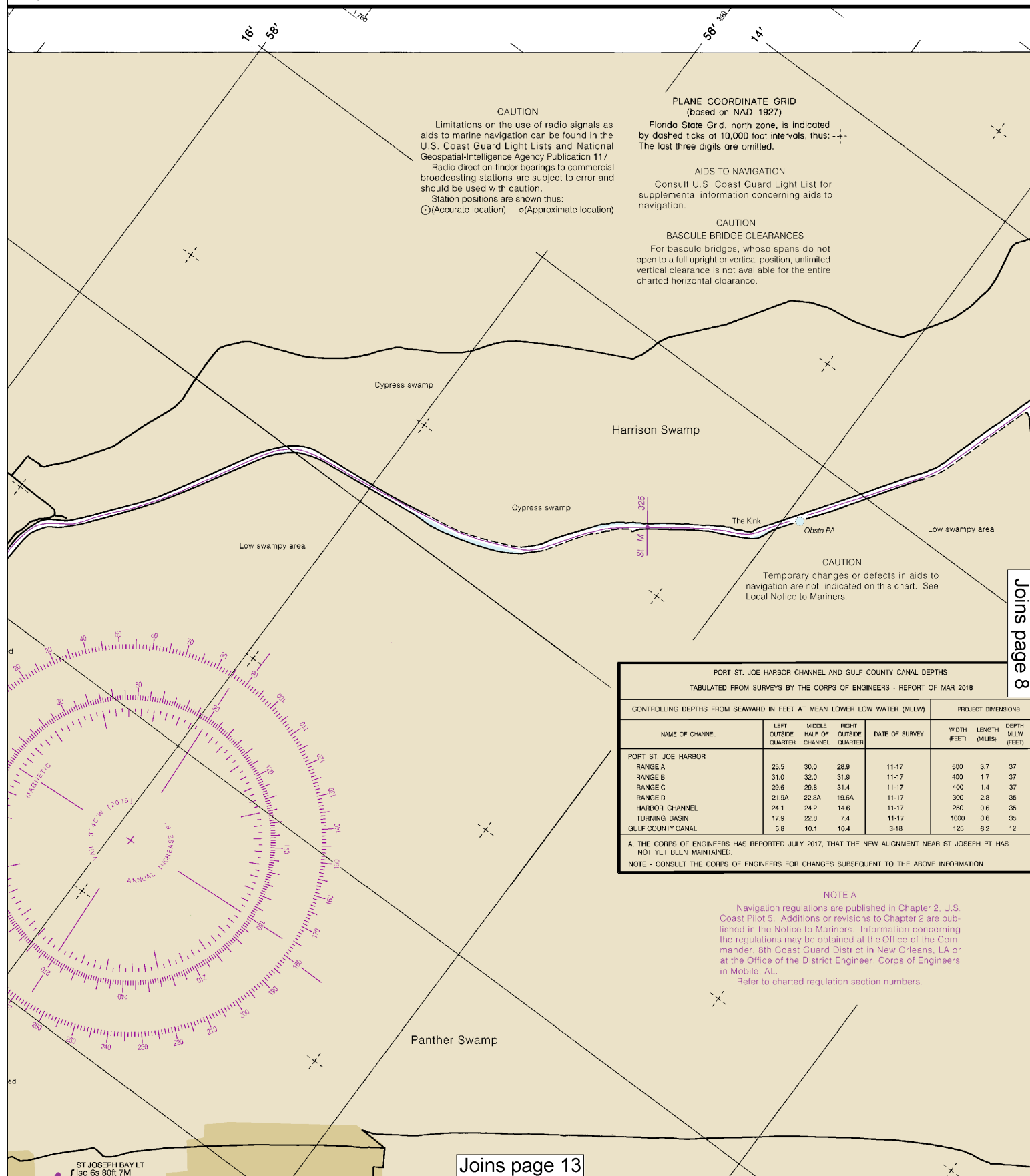


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



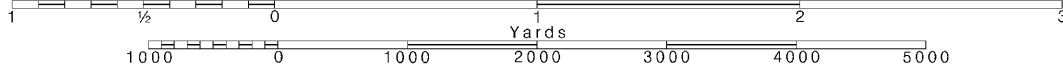
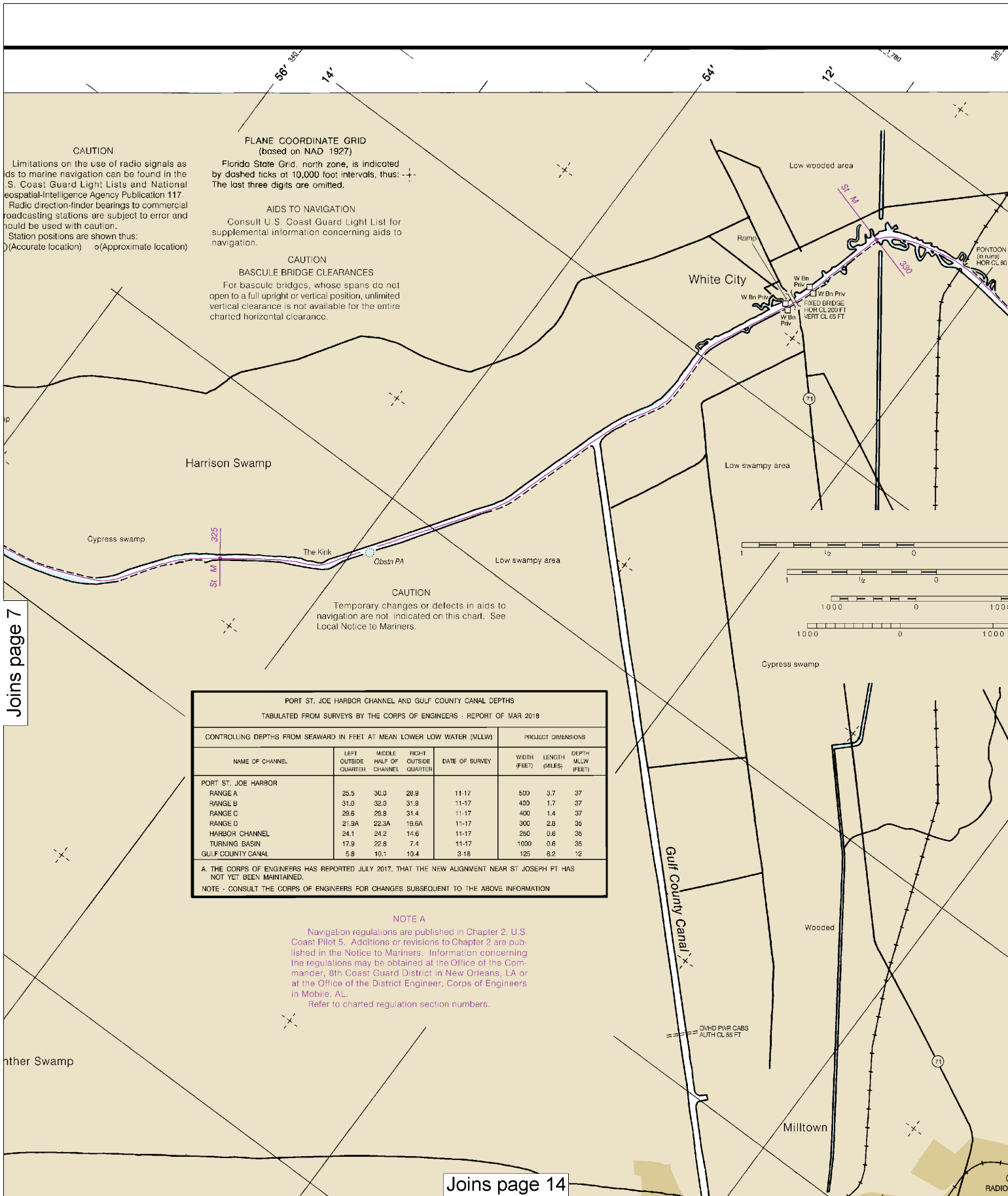
NOTE  
Mexico Beach Canal  
s page 12

Joins page 12

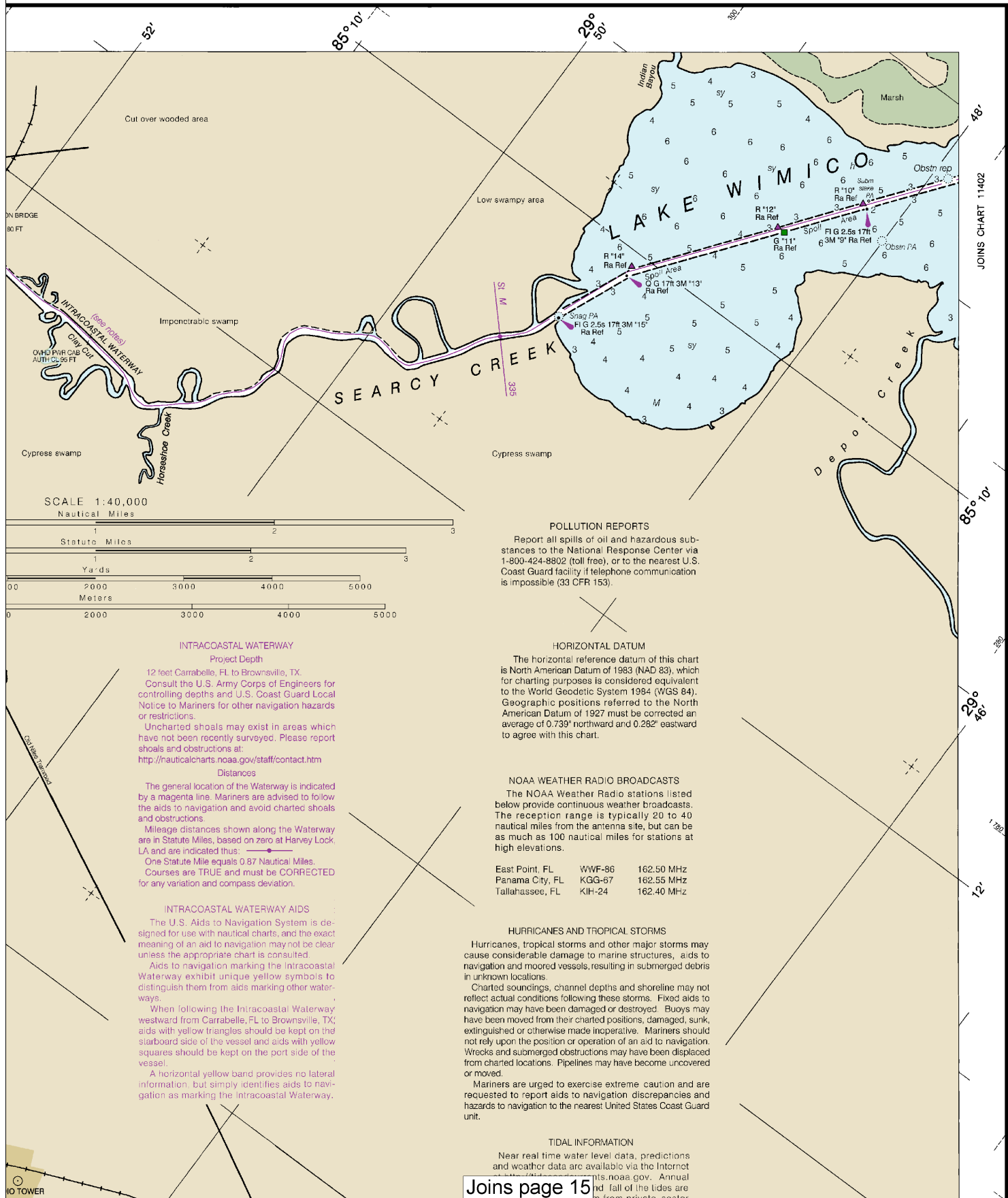


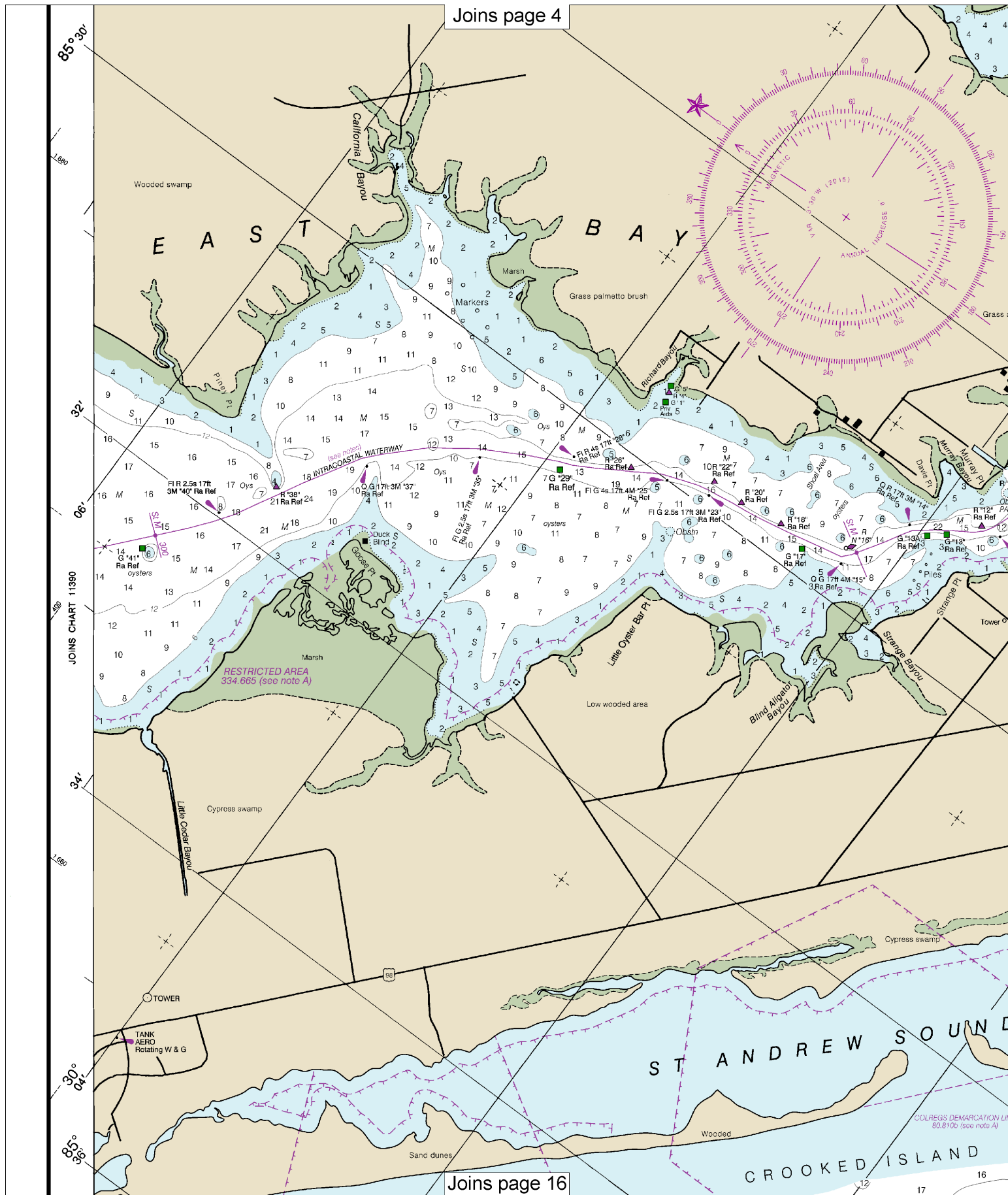
Joins page 8

Joins page 13









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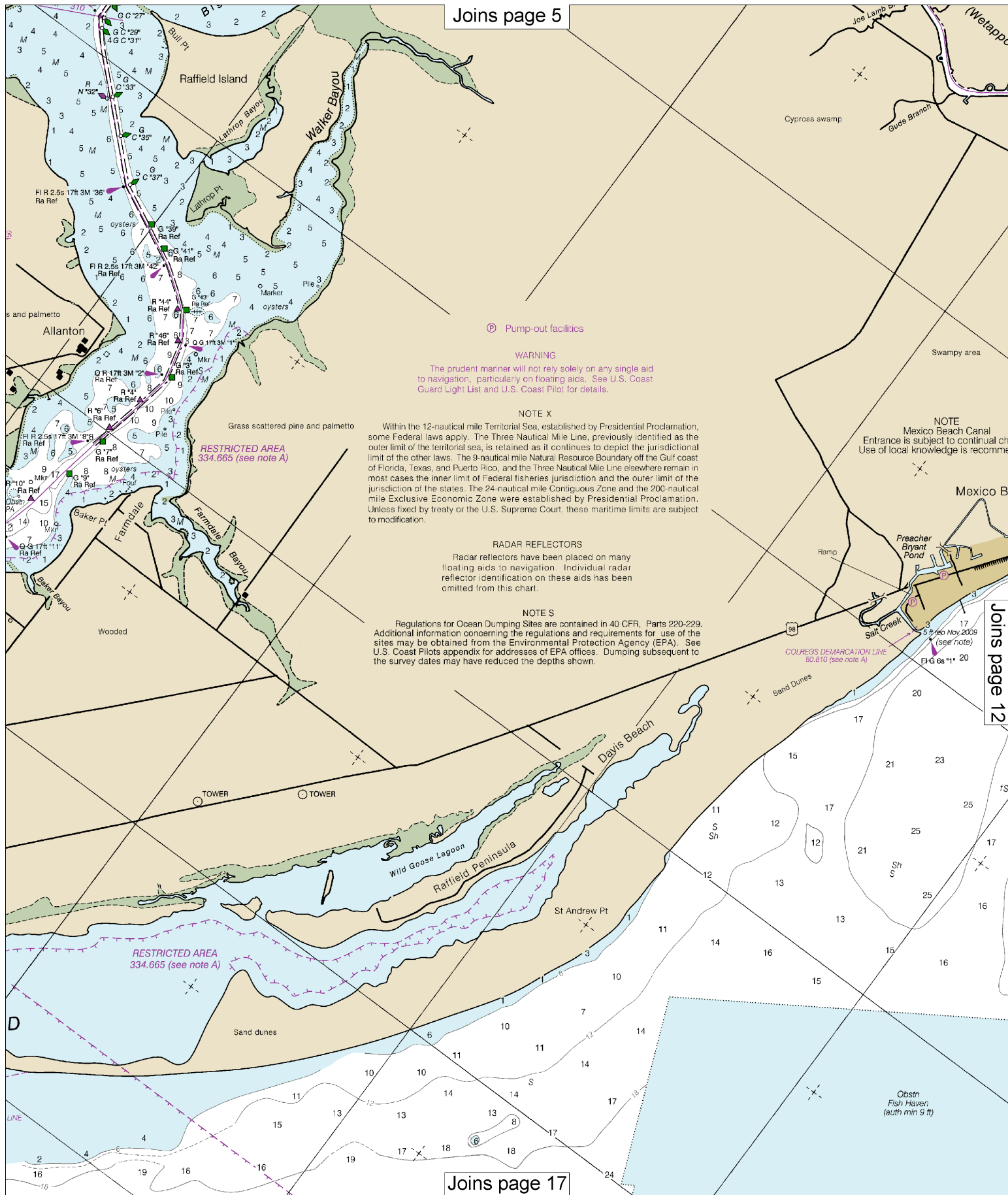
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

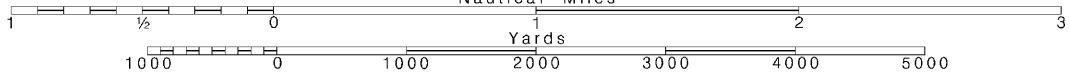
See Note on page 5.





Note: Chart grid lines are aligned with true north.

See Note on page 5.



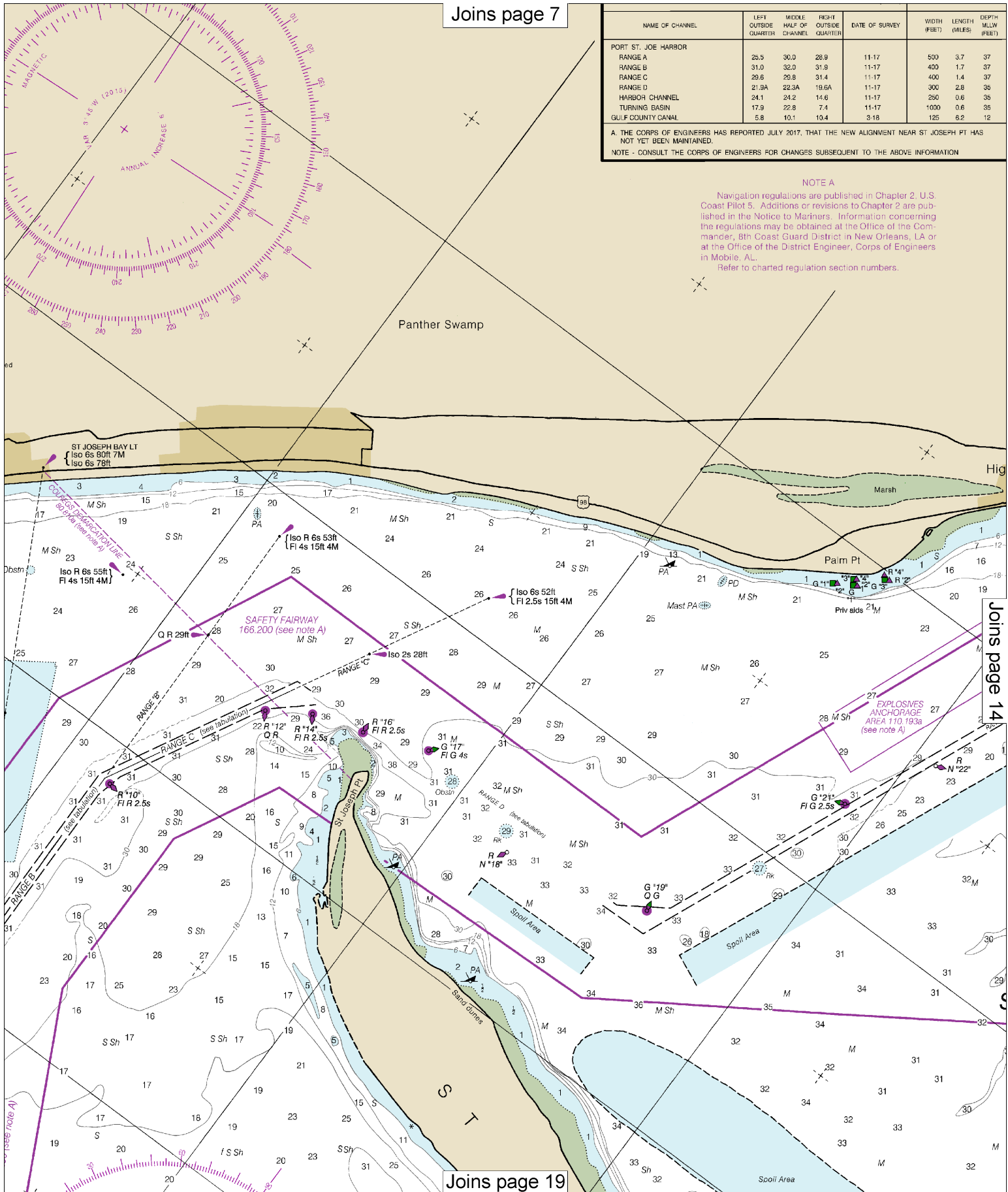


NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLW (FEET)
PORT ST. JOE HARBOR							
RANGE A	25.5	30.0	28.9	11-17	500	3.7	37
RANGE B	31.0	32.0	31.9	11-17	400	1.7	37
RANGE C	29.6	29.8	31.4	11-17	400	1.4	37
RANGE D	21.9A	22.3A	19.6A	11-17	300	2.8	36
HARBOR CHANNEL	24.1	24.2	14.6	11-17	250	0.6	36
TURNING BASIN	17.9	22.8	7.4	11-17	1000	0.6	35
GULF COUNTY CANAL	5.8	10.1	10.4	3-18	125	6.2	12

A. THE CORPS OF ENGINEERS HAS REPORTED JULY 2017, THAT THE NEW ALIGNMENT NEAR ST JOSEPH PT HAS NOT YET BEEN MAINTAINED.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE A

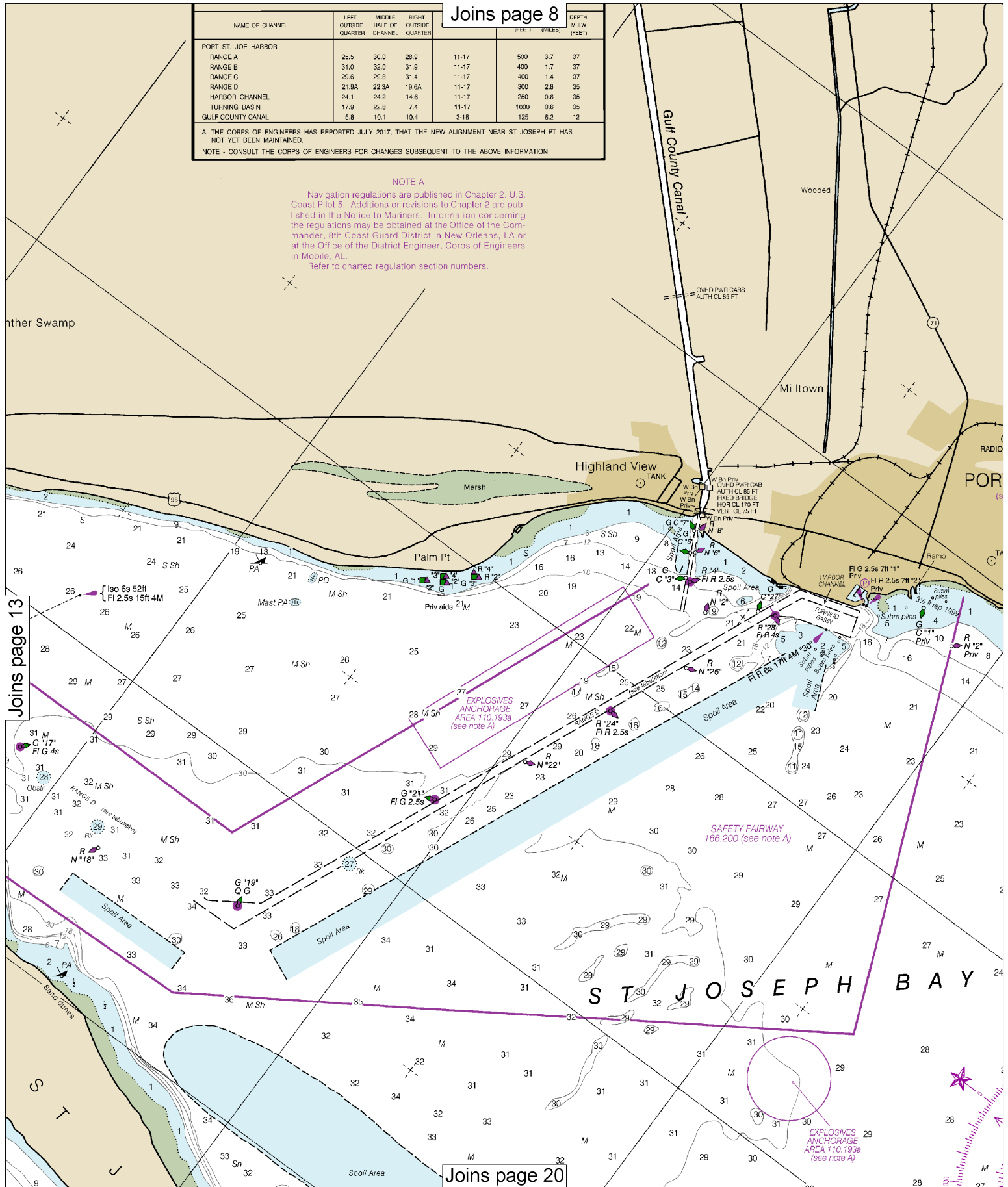
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the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



NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE	WIDTH (FEET)	DEPTH MLOW (FEET)
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RANGE D	21.8A	22.3A	19.5A	11-17	300	2.8
HARBOR CHANNEL	24.1	24.2	14.6	11-17	250	0.6
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Refer to charted regulation section numbers.



Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:  
<http://nauticalcharts.noaa.gov/staff/contact.htm>

#### Distances

The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow the aids to navigation and avoid charted shoals and obstructions.

Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA and are indicated thus: —

One Statute Mile equals 0.87 Nautical Miles.  
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

#### INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

#### 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.

East Point, FL	WWF-86	162.50 MHz
Panama City, FL	KGG-67	162.55 MHz
Tallahassee, FL	KIH-24	162.40 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. 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.

#### TIDAL INFORMATION

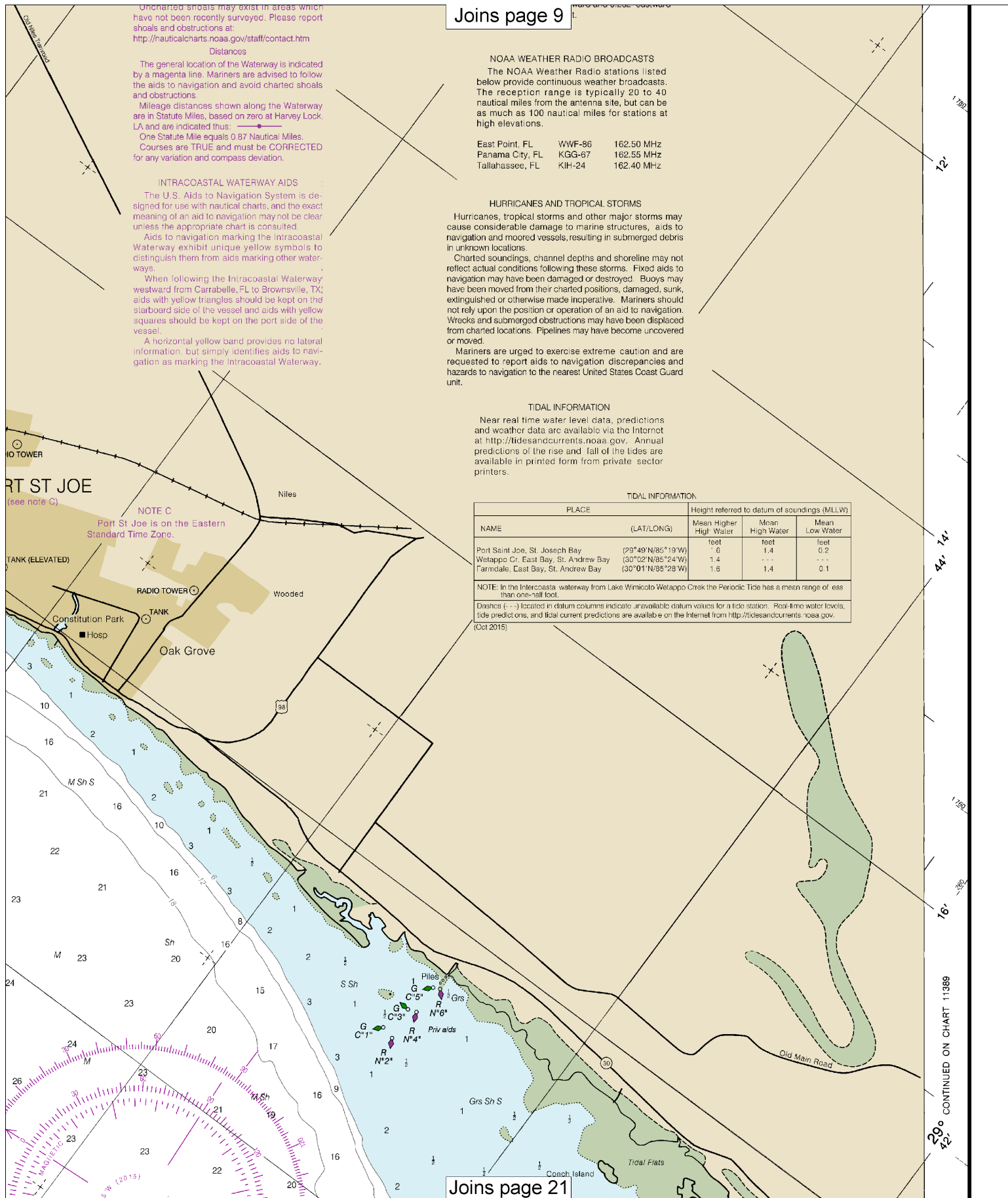
Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

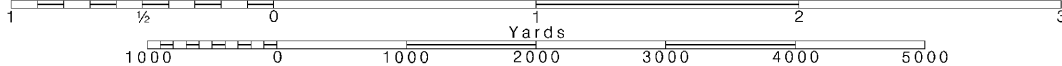
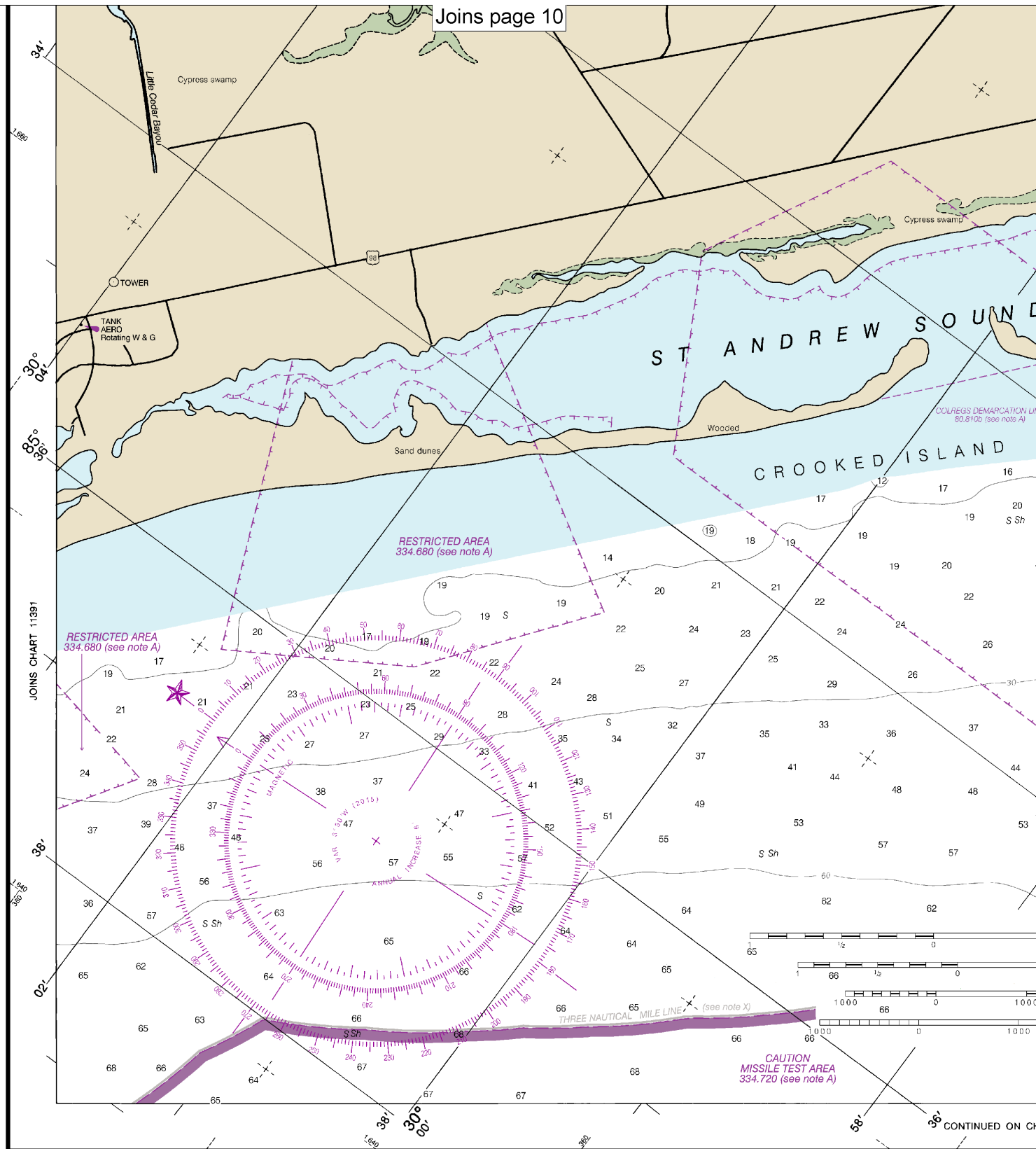
#### TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Port Saint Joe, St. Joseph Bay	(29°49'N/85°19'W)	feet	feet	feet
Wetappo Cr. East Bay, St. Andrew Bay	(30°02'N/85°24'W)	1.6	1.4	0.2
Farrdale, East Bay, St. Andrew Bay	(30°01'N/85°28'W)	1.6	1.4	0.1

NOTE: In the Intracoastal waterway from Lake Wimico to Wetappo Creek the Periodic Tide has a mean range of less than one-half foot.

Dashes (---) located in datum columns 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>. (Oct 2015)



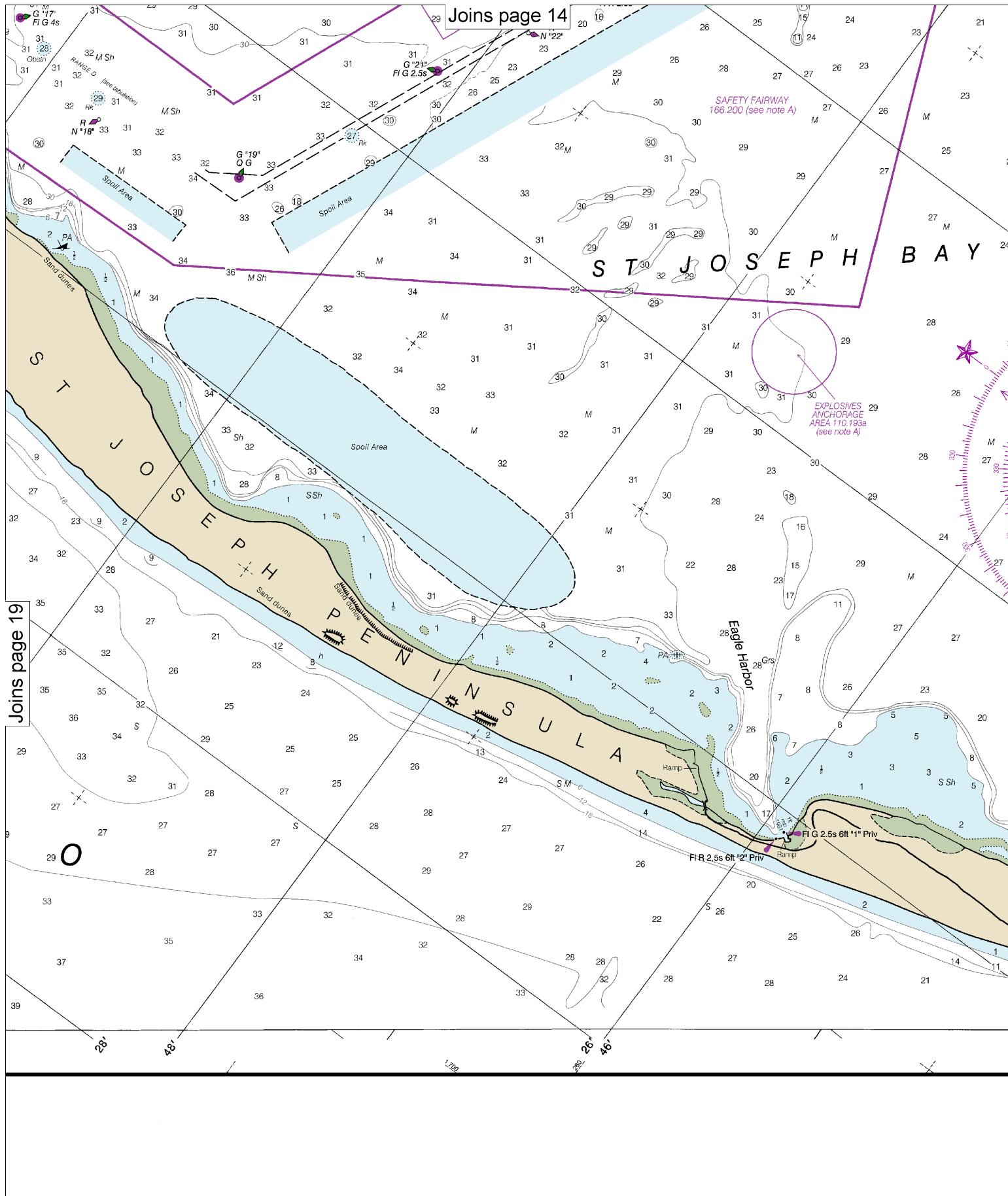












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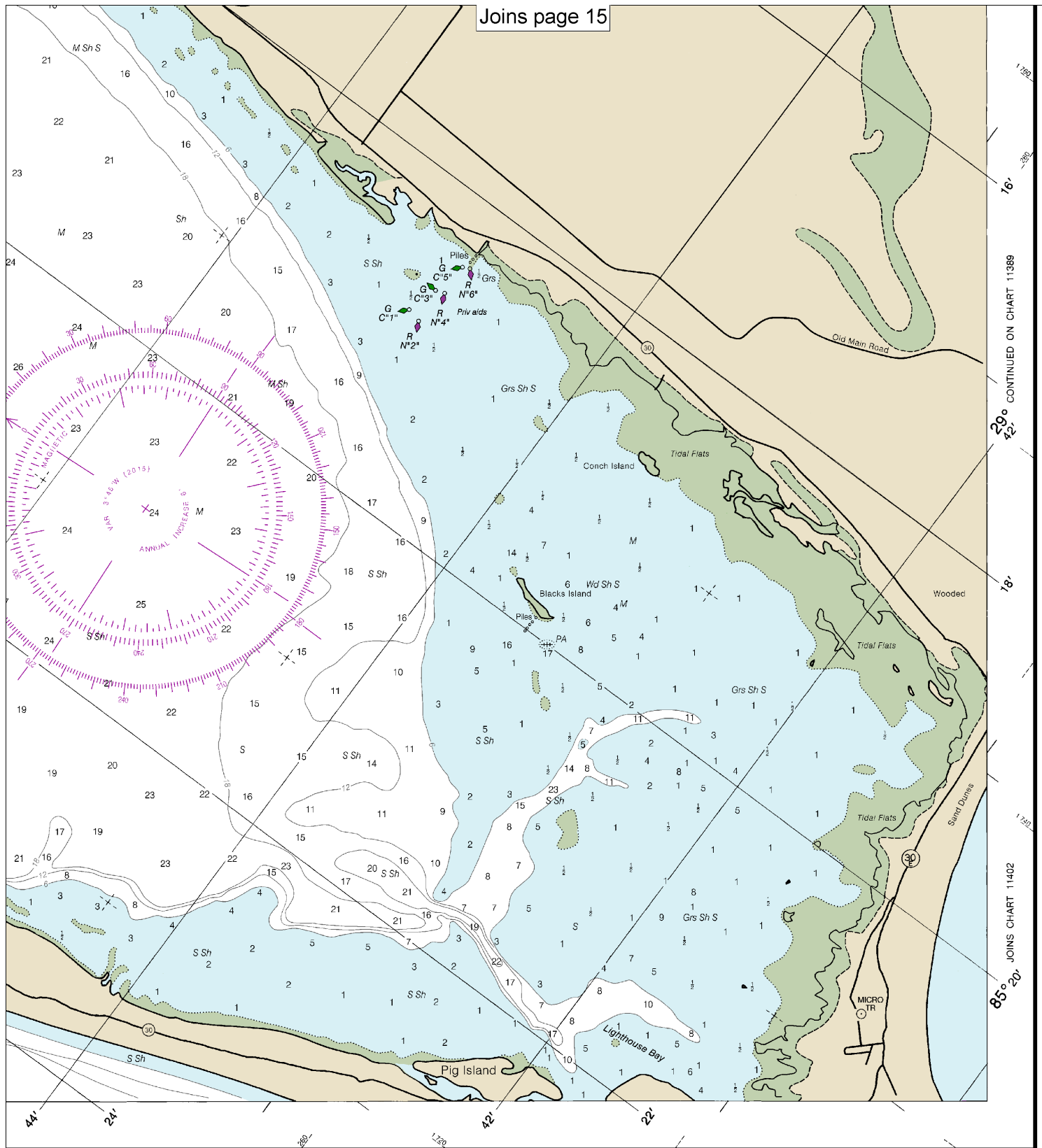
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.





Lake Wimico to East Bay  
SOUNDINGS IN FEET: SCALE 1:40,000

11393



## 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	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— 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.