

Publication - National Ocean Service - U.S. Coast Pilot 5, covers the Gulf of Mexico from Key West, FL to the Rio Grande, including Puerto Rico and the Virgin Islands., 2016 (44th) Edition.

Corrections

Chapter 6, Paragraph 163, read:

(163) 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; the project depth in the turning basin is 32 feet. (See Notice to Mariners and latest editions of the charts for controlling depths.) A shoal tends to build E from the extremity of St. Joseph Point into the W side of the entrance channel. It is the recommendation of the local pilots that vessels intending to transit to Port St. Joe should request advice on the maximum allowable draft from their local agents or pilots.

(L 481-2016; NOS 11393)

Chapter 6, Paragraph 172, read:

(172) 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 A pilot station is no longer maintained at Port St. Joe.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, in this chapter. Vessels will be required to proceed to the Panama City pilot station to embark or disembark a pilot in the vicinity of 30°05'N., 85°46.4'W. Procedures for requesting pilots are further described under Panama City pilotage.

(L 481-2016)

Chapter 6, Paragraph 210, read:

(210) 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 required for all large vessels transiting the entrance channel.

(L 481-2016)

Chapter 6, Paragraph 212, read:

(212) 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, be in 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.

(L 481-2016)

Chapter 6, Paragraph 214 through Paragraph 216, read:

(214) 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 15A before encountering traffic in the ICW.

(L 481-2016; NOS 11391)

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

(L 481-2016; NOS 11391)

(216) Tugs, barges and 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 Lighted Buoy 15A.

(L 481-2016; NOS 11391)

Chapter 6, Paragraph 218 through Paragraph 219, read:

(218) 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 W of the berth. This is a particular problem during the winter months. Vessels going to this berth under these conditions should employ additional tugs. If 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.

(L 481-2016)

- (219) 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 Fish and Wildlife Conservation Commission.

(L 481-2016)**Chapter 6, Paragraph 221 through Paragraph 222, read:**

- (221) 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 052.6° lighted range and lighted buoys.

(L 481-2016; LL 2016)

- (222) Submerged jetties extend channelward from the NW and SE harbor entrance points. The NW submerged jetty is unmarked and the SE submerged jetty is marked by a lighted buoy. Mariners are cautioned to keep within the buoyed channel while navigating the land cut through Shell Island.

(L 481-2016; NOS 11391; LNM 33/08 CG8)**Chapter 6, Paragraph 226, read:**

- (226) 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.

(L 481-2016)**Chapter 6, Paragraph 229, read:**

- (229) <Deleted Paragraph>

(L 481-2016; NOS 11391)**Chapter 6, Paragraph 235, read:**

- (235) 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 the St. Andrew Bay Pilots Association, LLC, P.O. Box 1389, Panama City, FL 32402-1389, telephone 850-785-2524 (office), 781-738-1825, or 850-832-7418. Pilots do not have a 24-hour manned VHF-FM radio station. Pilots may be arranged by telephone or through ships' agents. The pilots request ETA information 24 hours prior to arrival, if possible. Pilots board vessels seaward of the sea buoy in the vicinity of 30°05.0'N., 85°46.4'W and disembark vessels after clearing channel entrance Lighted Buoys 1 and 2. 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 as requested by the pilot and the pilot ladder rigged on the lee side 1 meter above the water. The boats monitor VHF-FM channels 14 and 16 one hour before a vessel is expected. Channel 14 is used as a working frequency for tugs and port facilities.

(L 481-2016; NOS 11391)**Chapter 6, Paragraph 237, read:**

- (237) Tugs up to 3,600 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 (850-624-0895).

(L 481-2016)