

BookletChart™

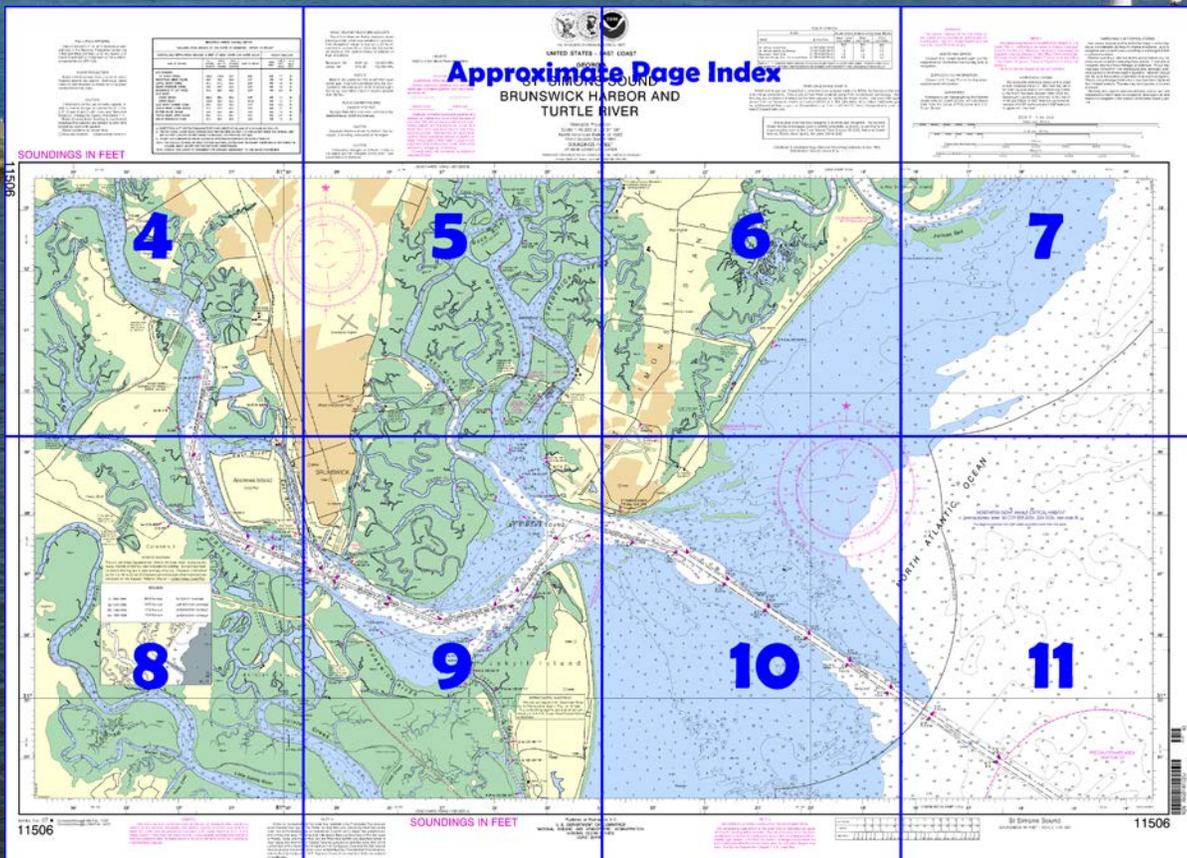


St. Simons Sound – Brunswick Harbor and Turtle River NOAA Chart 11506

*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.

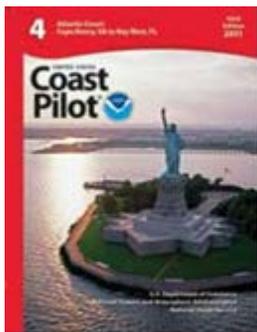
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11506>



(Selected Excerpts from Coast Pilot)

The northern portion of St. Simons Island is marshy and traversed by **Hampton River**. The dangerous shoals on both sides of the channel are unmarked; strangers should not attempt entrance from seaward without local knowledge. The depth was 3 feet from Buttermilk Sound to Village Creek.

Village Creek. After a crooked course of several miles, joins the **Blackbank River**, a narrow and twisting stream flowing

between the two islands and entering the sea south of Hampton River. The depth was 4 feet for 4.6 miles above the mouth, thence 1 foot through the cut to Blackbank River and the Sea Island Bridge. Village

Creek is dry above the cut at low water. The highway bridge crossing Blackbank River has a clearance of 7 feet; overhead cables 200 feet south of the bridge have a clearance of 16 feet.

St. Simons Sound forms a good harbor and is the approach to the city of Brunswick. The entrance is obstructed by dangerous shifting shoals, forming a bar that extends 5.5 miles offshore. A channel through the bar has a depth of 32 feet. A lighted buoy marks the entrance.

Brunswick River. The only bridge crossing the main channel is the Route 17 bridge at Brunswick which has a clearance of 24 feet down and 139 feet up. Route 303 bridge crossing Turtle River has a clearance of 35 feet. The twin fixed spans of Interstate 95 have a clearance of 35 feet. St. Simons Light (31°08'00"N., 81°23'36"W.), 104 feet above the water, is shown from a white conical tower attached to a brick dwelling on the north side of the entrance to the sound. **St. Simons Island Coast Guard Station** is 1.2 miles northeast of the light.

An unmarked wreck, covered 24 feet, is 1.4 miles east of the entrance to the bar channel. Fish havens, marked by unlighted buoys, are 3 miles northeast and 16 miles east-southeast of the bar channel. Shoal areas and spoil areas are in the approaches from the outer lighted whistle buoy to the midchannel lighted whistle buoy at the entrance to the bar channel. These should be avoided in heavy weather.

A rock ledge, 600 to 800 feet long and covered 20 feet, is parallel to the south side of Cedar Hammock Range in about 31°06'27"N., 81°25'53"W. In the area across the channel from Brunswick, anchorage is only for small craft.

Tidal currents follow the channel across the bar with a velocity of 2 knots. During northeasterly weather there is a strong southerly set across the bar channel and in southeasterly weather a strong northerly set.

Gasoline, diesel fuel and water are available at Brunswick. Facilities are along the Intracoastal Waterway east of the city.

St. Simons Island and **St. Simons** are summer resort towns on St. Simons **Dangers**.—An unmarked wreck, reported covered 24 feet, is in 31°03'10"N., 81°13'45"W., about 1.4 miles eastward of the entrance to the bar channel. Fish havens, marked by private unlighted buoys, are 3 miles northeastward and 16 miles east-southeastward, respectively, of the entrance to the bar channel. Shoal areas and spoil areas are in the approaches from the outer lighted whistle buoy to the midchannel lighted whistle buoy at the entrance to the bar channel. These should be avoided in heavy weather.

A rock ledge, about 600 to 800 feet long and covered 20 feet, is parallel to the south side of Cedar Hammock Range in about 31°06'27"N., 81°25'53"W. In 2009, this obstruction was reported to be removed.

Currents.—Tidal currents normally follow the general direction of the dredged channel across the bar with a velocity of 2 knots. During northeasterly weather there is a strong southerly set across the bar channel and in southeasterly weather a strong northerly set. Current predictions for a number of locations in the vicinity of St. Simons Sound may be obtained from the Tidal Current Tables.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Miami

Commander

7th CG District

(305) 415-6800

Miami, FL

Table of Selected Chart Notes

Corrected through NM Aug. 4/12
Corrected through LNM Jul. 24/12

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 and U.S. Coast Guard.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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.

CAUTION

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

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.

Brunswick, GA WWH-39 162.425 MHz
Jesup, GA WXJ-28 162.450 MHz

For Symbols and Abbreviations see Chart No. 1

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 0.830" northward and 0.639" eastward to agree with this chart.

INTRACOASTAL WATERWAY

The project depth from Savannah River, Ga. to Fernandina Beach, Fla., is 12 feet. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

NOTE B

Mariners are cautioned that intermittent open water spoil disposal operations may be conducted in the area south of St. Simons Light. Dumping only takes place in depths greater than 50 feet.

AIDS TO NAVIGATION

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

SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

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)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

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

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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 caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Mercator Projection

Scale 1:40,000 at Lat 31° 08'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

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.

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.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: - - - - -

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		Mean Low Water
		feet	feet	feet
St. Simons Sound Bar (31°06'N/081°19'W)	7.1	6.7	0.2	
St. Simons Island Lighthouse (31°08'N/081°24'W)	7.2	6.8	0.2	
Brunswick, East River (31°09'N/081°30'W)	7.8	7.5	0.2	
Highway Bridge, South Brunswick River (31°09'N/081°34'W)	8.2	7.8	0.2	

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>. (Jun 2012)

BRUNSWICK HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ENTRANCE THRU TURTLE RIVER								
ST. SIMONS RANGE	29.0	33.0	32.0	28.5	12-12	500	9.7	38
PLANTATION CREEK RANGE (A)	38.0	39.5	41.5	42.0	12-12	400	1.8	38
JEKYLL ISLAND RANGE (B)	38.5	39.0	38.0	38.0	12-12	400	1.9	36
CEDAR HAMMOCK RANGE (C)	37.0	37.0	36.0	33.0	12-12	400	1.4	36
BRUNSWICK POINT CUT RANGE	35.0	37.0	37.0	37.0	12-12	400	2.4	36
TURTLE RIVER LOWER RANGE	35.5	37.5	37.5	37.0	12-12	400	1.8	36
BLTYE ISLAND RANGE	30.0	30.0	28.0	26.5	12-12	300	1.5	30
TURTLE RIVER UPPER RANGE	30.5	30.5	28.5	27.0	12-12	300	2.7	30
EAST RIVER (D)								
ENTRANCE TO SECOND AVE (E)	37.0	35.0	37.0	36.0	12-12	400	1.2	37-41
SECOND AVE TO MAYOR'S POINT	37.5	37.5	38.5	37.5	12-12	400	1.0	38
SOUTH BRUNSWICK RIVER (F & G)	38.5	37.5	37.5	36.0	12-12	400	1.3	38

- THE WIDENER AT INTERSECTION OF PLANTATION CREEK RANGE AND JEKYLL ISLAND RANGE LEAST DEPTHS WERE 46.0 FEET, LOCATED 100 FEET INSIDE THE CHANNEL LIMIT, AND 53.0 FEET, LOCATED 400 FEET INSIDE THE CHANNEL LIMIT FROM THE LEFT SIDE.
 - THE WIDENER AT INTERSECTION OF JEKYLL ISLAND RANGE AND CEDAR HAMMOCK RANGE LEAST DEPTH WAS 38.0 FEET, LOCATED 75 FEET INSIDE THE CHANNEL LIMIT FROM THE RIGHT SIDE.
 - THE WIDENER AT INTERSECTION OF CEDAR HAMMOCK RANGE AND BRUNSWICK POINT CUT RANGE LEAST DEPTH WAS 36.0 FEET, LOCATED 50 FEET INSIDE THE CHANNEL LIMIT FROM THE RIGHT SIDE.
 - THE EAST RIVER TURNING BASIN LEAST DEPTHS WERE 40.0 FEET 100 FEET FROM BACKSIDE, 39.0 FEET 400 FEET FROM BACKSIDE AND 38.0 FEET 600 FEET FROM BACKSIDE.
 - THE EAST RIVER ENTRANCE TO SECOND AVE WIDENER LEAST DEPTHS WERE 36.0 FEET LOCATED 50 FEET INSIDE THE CHANNEL LIMIT AND 39.0 FEET LOCATED 150 FEET INSIDE THE CHANNEL LIMIT FROM THE LEFT SIDE, AND 41.0 FEET LOCATED 75 FEET INSIDE THE CHANNEL LIMIT FROM THE RIGHT SIDE.
 - THE SOUTH BRUNSWICK RIVER TURNING BASIN LEAST DEPTHS WERE 41.0 FEET, 100 FEET AND 41.0 FEET, 400 FEET FROM THE LEFT SIDE AND 40.0 FEET, 100 FEET AND 39.0 FEET, 400 FEET FROM THE RIGHT SIDE.
 - THE SOUTH BRUNSWICK RIVER GPA DOCK LEAST DEPTHS WERE 35.5 FEET ALONG THE DOCK AND 37.0 FEET ON THE RIGHT SIDE.
 - EXCEPT FOR A 35 FEET OBSTRUCTION LOCATED BY A NOS SURVEY OF JUL 2006 AT 31°04'15.5"N, 081°16'57.4"W.
 - EXCEPT FOR A DANGEROUS WRECK LOCATED IN APPROXIMATE POSITION 31°08'49.8"N, 81°29'59.3"W.
- NOTE - FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 50 FEET INSIDE THE CHANNEL LIMITS. (EXCEPT FOR THE EAST RIVER TURNING BASIN)
- NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	PROJECT DIMENSIONS				DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER				
ENTRANCE THRU TURTLE RIVER	29.0	H33.0	32.0	28.5	12-12	500	9.7	38
ST. SIMONS RANGE	36.0	39.5	41.5	42.0	12-12	400	1.8	36
PLANTATION CREEK RANGE (A)	38.5	39.0	36.0	38.0	12-12	400	1.9	36
JEKYLL ISLAND RANGE (B)	37.0	37.0	36.0	33.0	12-12	400	1.4	36
CEDAR HAMMOCK RANGE (C)	36.0	37.0	37.0	37.0	12-12	400	2.4	36
BRUNSWICK POINT CUT RANGE	38.5	37.5	37.5	37.0	12-12	400	1.8	36
TURTLE RIVER LOWER RANGE	30.0	30.0	28.0	26.5	12-12	300	1.5	30
BLYTHIE ISLAND RANGE	30.5	30.5	28.5	27.0	12-12	300	2.7	30
TURTLE RIVER UPPER RANGE								
EAST RIVER (D)	37.0	35.0	37.0	36.0	12-12	400	1.2	37-41
ENTRANCE TO SECOND AVE (E)	137.5	37.5	38.5	37.5	12-12	400	1.0	36
SECOND AVE TO MAYOR'S POINT	38.5	37.5	37.5	36.0	12-12	400	1.3	36
SOUTH BRUNSWICK RIVER (F & G)								

- A. THE WIDENER AT INTERSECTION OF PLANTATION CREEK RANGE AND JEKYLL ISLAND RANGE LEAST DEPTHS WERE 46.0 FEET, LOCATED 100 FEET INSIDE THE CHANNEL LIMIT, AND 53.0 FEET, LOCATED 400 FEET INSIDE THE CHANNEL LIMIT FROM THE LEFT SIDE.
 - B. THE WIDENER AT INTERSECTION OF JEKYLL ISLAND RANGE AND CEDAR HAMMOCK RANGE LEAST DEPTH WAS 38.0 FEET, LOCATED 75 FEET INSIDE THE CHANNEL LIMIT FROM THE RIGHT SIDE.
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- NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS
 Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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)

NOAA WEATHER RADIO BROADCAST
 The NOAA Weather Radio stations below provide continuous weather broadcast. The reception range is typically 20 nautical miles from the antenna site, but as much as 100 nautical miles for stations at high elevations.

Brunswick, GA WWH-39 162.42
 Josup, GA WXJ-28 162.45

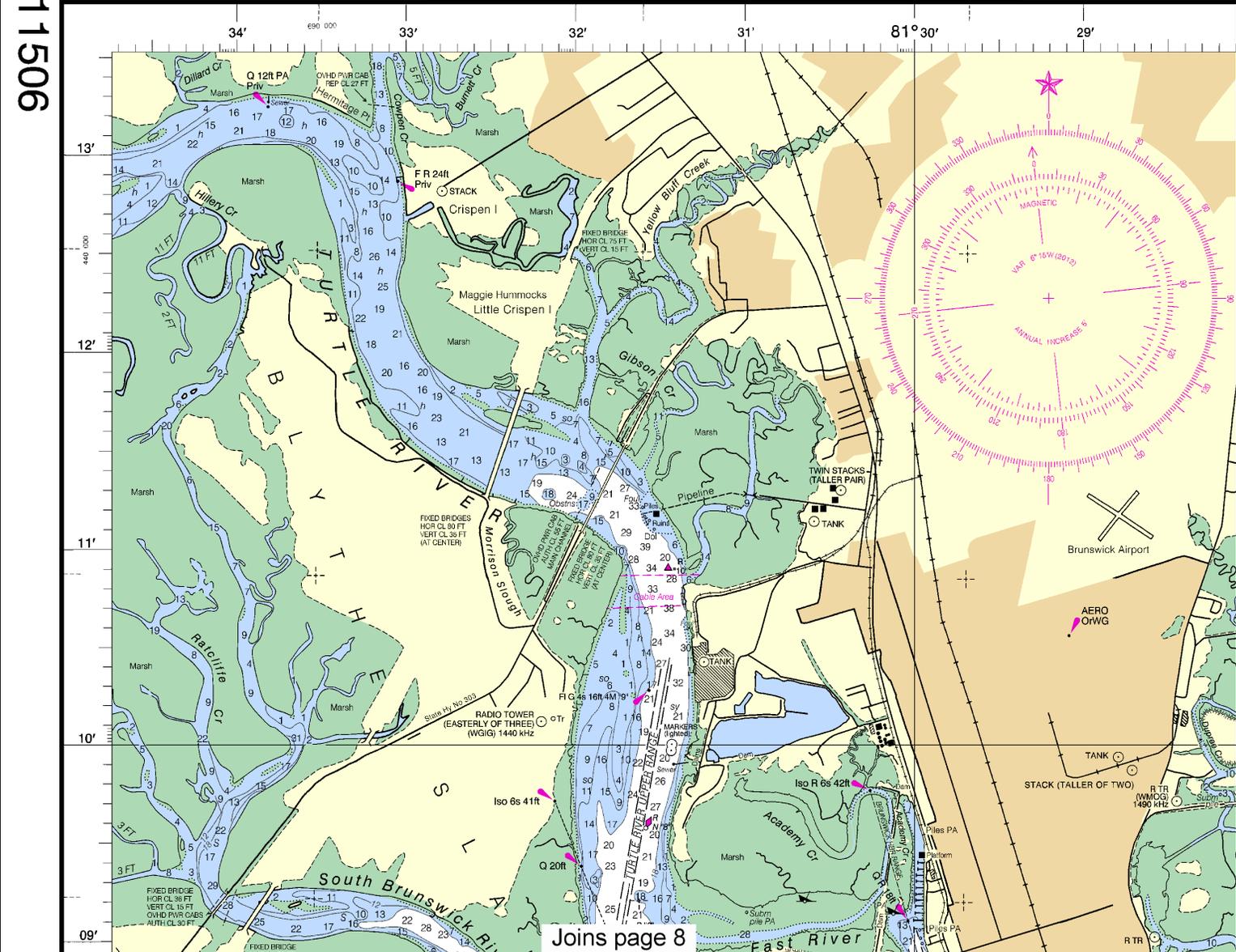
NOTE B
 Mariners are cautioned that intermittent water spoil disposal operations may be conducted in the area south of St. Simons. Dumping only takes place in depths greater than 50 feet.

PLANE COORDINATE GRID
 (Based on NAD 1927)
 Georgia State Grid, east zone, is indicated by dashed ticks at 10,000 foot intervals.

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

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

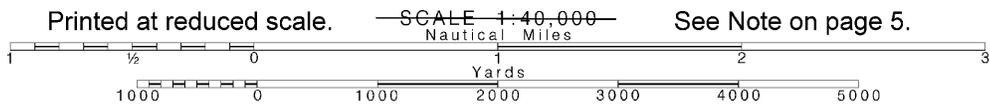
SOUNDINGS IN FEET



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Note: Chart grid lines are aligned with true north.





UNITED STATES - EAST COAST

GEORGIA

ST SIMONS SOUND BRUNSWICK HARBOR AND TURTLE RIVER

Mercator Projection
Scale 1:40,000 at Lat 31° 08'
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.
Formerly C&GS 447, 1st Ed., June 1857 C-1937-451 KAPP 246

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SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

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



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 caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

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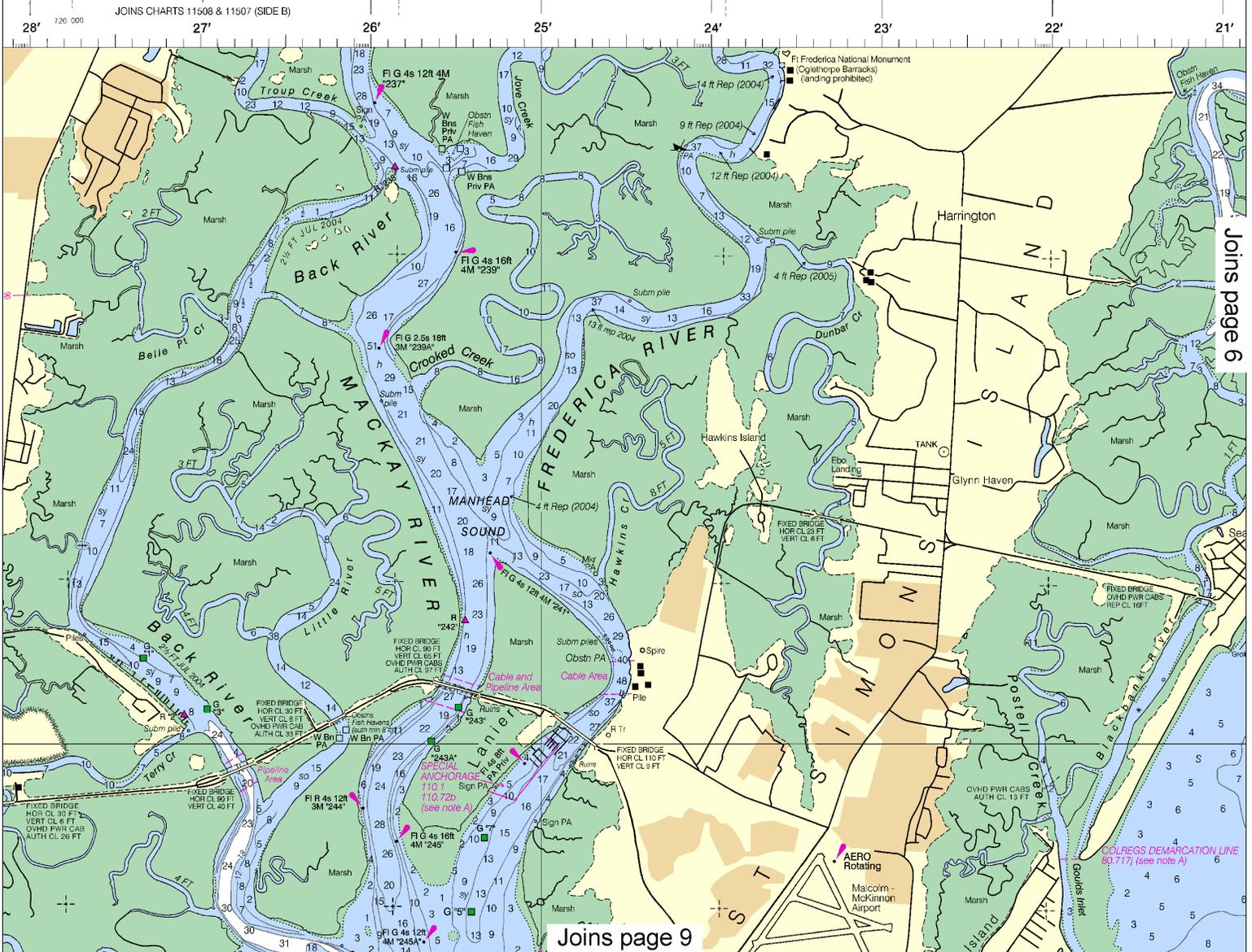
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This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57143. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

GEORGIA

ST SIMONS SOUND BRUNSWICK HARBOR AND TURTLE RIVER

Mercator Projection
Scale 1:40,000 at Lat 31° 08'
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.
Formerly C&GS 447, 1st Ed., June 1857; C-1937-451; KAPP 246

PLACE	NAME	
St. Simons Sound Bar		(31)
St. Simons Island Lighthouse		(31)
Brunswick, East River		(31)
Highway Bridge, South Brunswick River		(31)

Dashes (- -) located in datum columns indicate tide predictions, and tidal current predictions are (Jun 2012)

PRINT-
NOAA and its partner, OceanGrafix, offer and critical corrections. Charts are printed Editions are available 2-8 weeks before the about Print-on-Demand charts or contact OceanGrafix at 1-877-56CHART or <http://www.nauticalcharts.noaa.gov>

This nautical chart has been Ocean Service encourages users improving this chart to the Chief Service, NOAA, Silver Spring, MD

COLREGS: International Regulations for Preventing Collisions at Sea
Demarcation line
For Symbols and Abbreviations

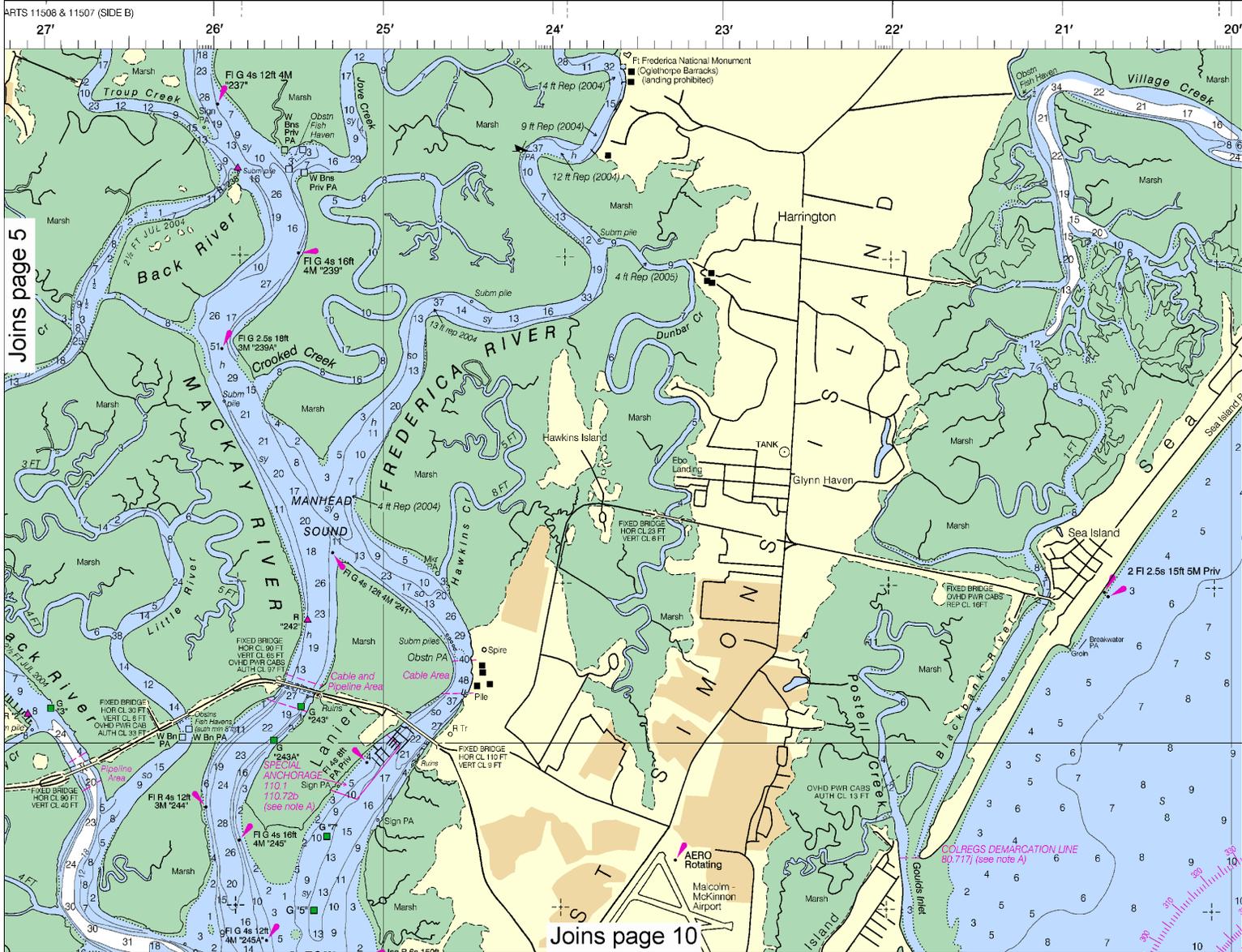
SEDIMENT TRAPS
Traps are designed to delay the navigable portion of a channel by advancing littoral material. Traps may shoal at a rapid rate into the adjacent navigation channel. Therefore, mariners should exercise caution when operating near them.

HEIGHTS
feet above Mean High Water.

CAUTION
NE PIPELINES AND CABLES
Submarine pipelines and submarine cable areas.



Uncharted submarine pipelines and cables may exist within the area of all submarine pipelines and cables are required to be buried, and are originally buried may have sediments. Mariners should use extreme caution when operating vessels in depths of cables to their draft in areas where cables may exist, and when snagging, or trawling. Lights may be marked by lighted or buoy.

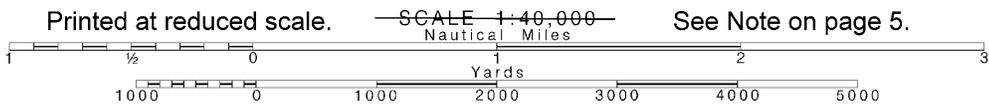


Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.



TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
31°06'N/081°19'W	7.1	6.7	0.2
31°08'N/081°24'W	7.2	6.8	0.2
31°09'N/081°30'W	7.8	7.5	0.2
31°09'N/081°34'W	8.2	7.8	0.2

If no available datum values for a tide station. Real-time water levels are available on the internet from <http://tidesandcurrents.noaa.gov>.

T-ON-DEMAND CHARTS

For this chart updated weekly by NOAA for Notices to Mariners and when ordered using Print-on-Demand technology. New chart releases as traditional NOAA charts. Ask your chart agent or NOAA at <http://ocsddata.nod.noaa.gov/drs/inquiry.aspx>, or www.oceanraffix.com.

Designed to promote safe navigation. The National Ocean Service submits corrections, additions, or comments for this chart to the Marine Chart Division (N/CS2), National Ocean Service, 20910-3282.

Regulations for Preventing Collisions at Sea, 1972. Rules are shown thus: and Abbreviations see Chart No. 1

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.

AIDS TO NAVIGATION

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

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

AUTHORITIES

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

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at: the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Savannah, Georgia. Refer to charted regulation section numbers.

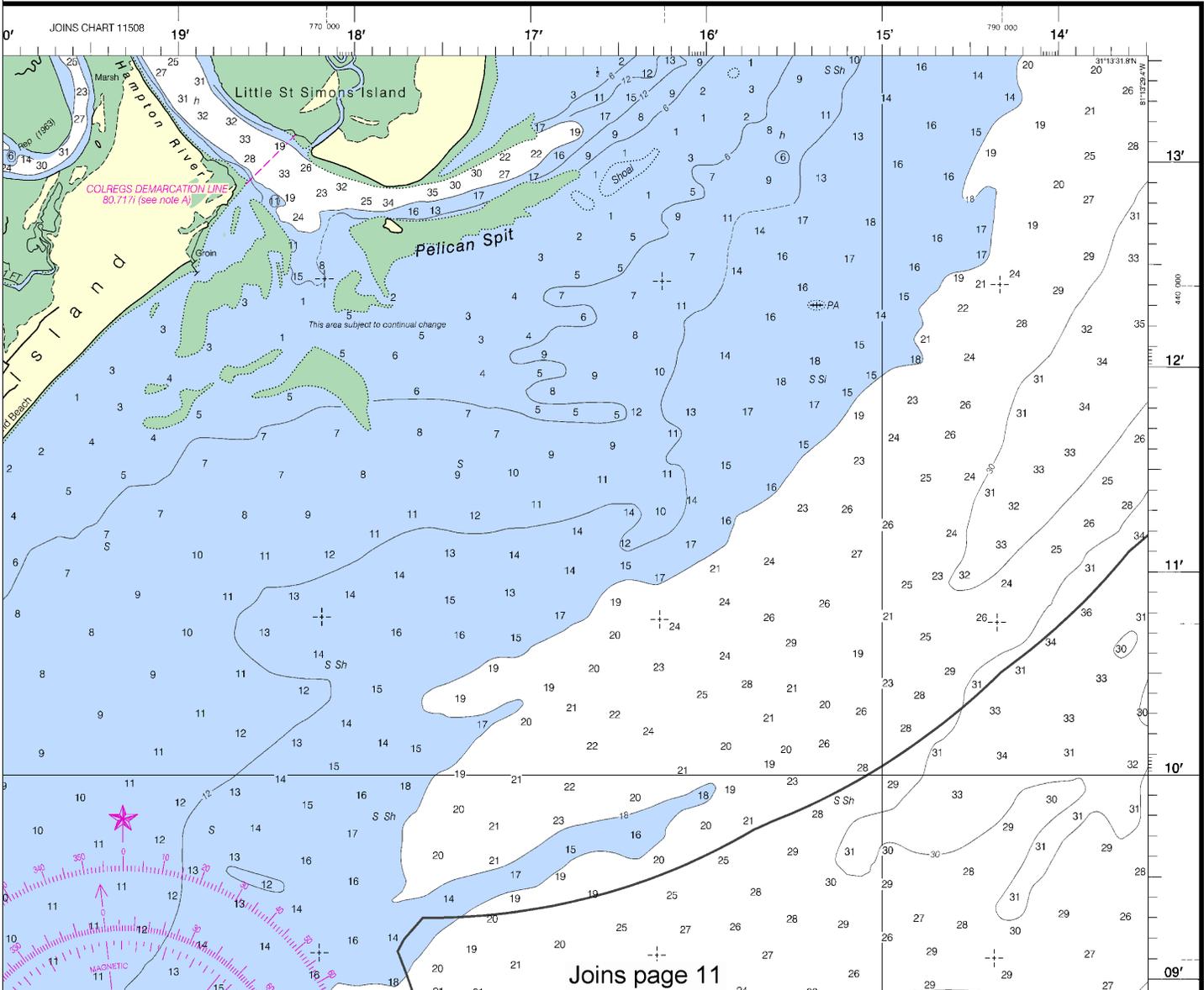
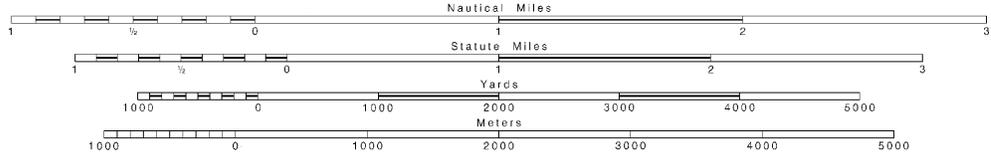
HURRICANES AND TROPICAL STORMS

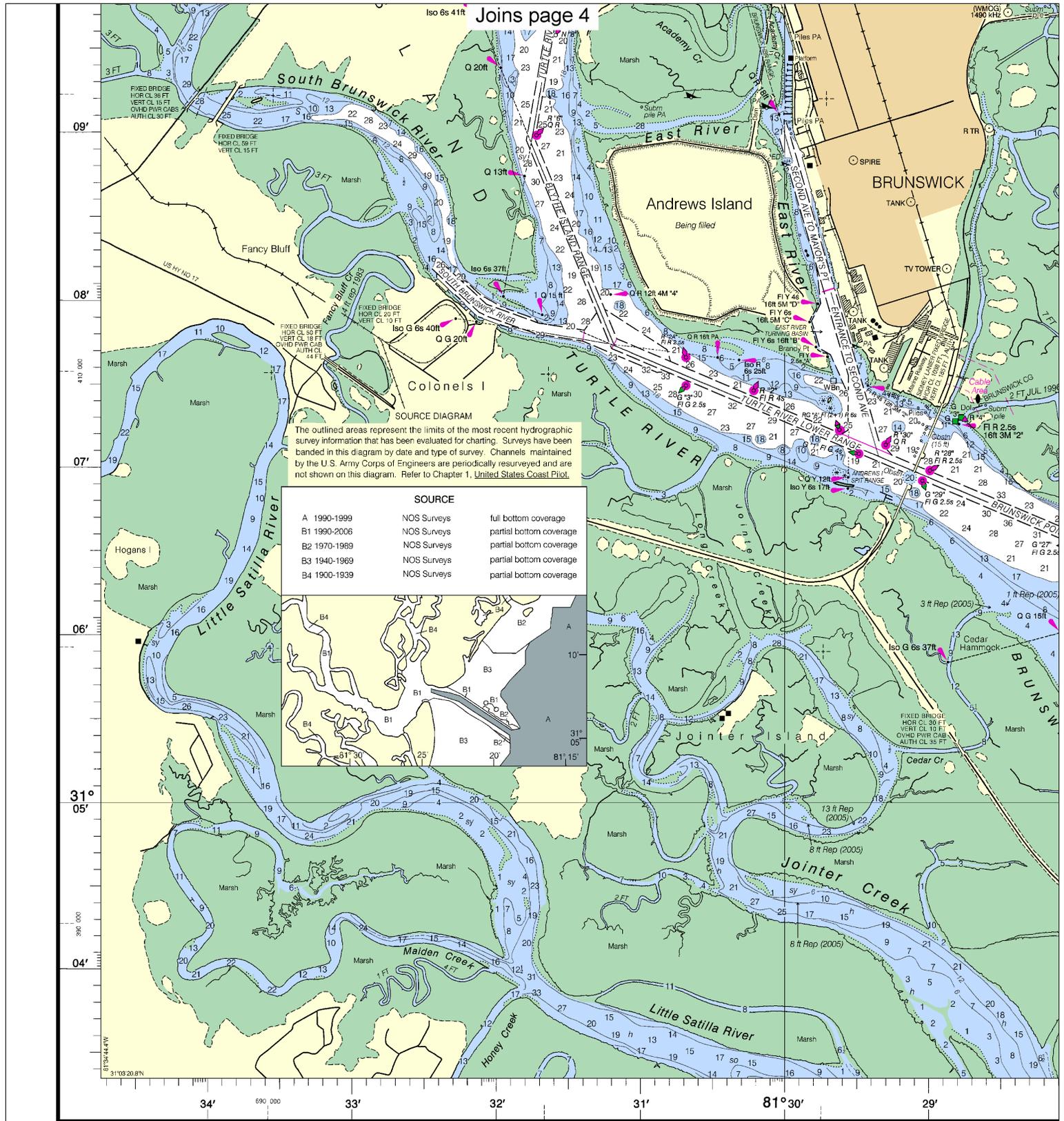
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

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.

SCALE 1:40,000





45th Ed., Aug. / 12 ■ Corrected through NM Aug. 4/12
 Corrected through LNM Jul. 24/12

11506

CAUTION

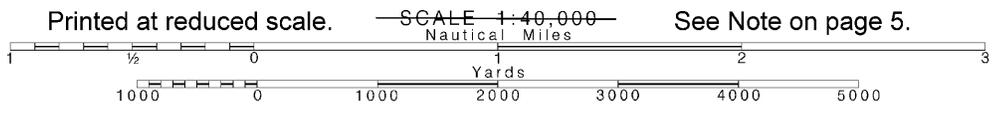
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice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

NOTE X

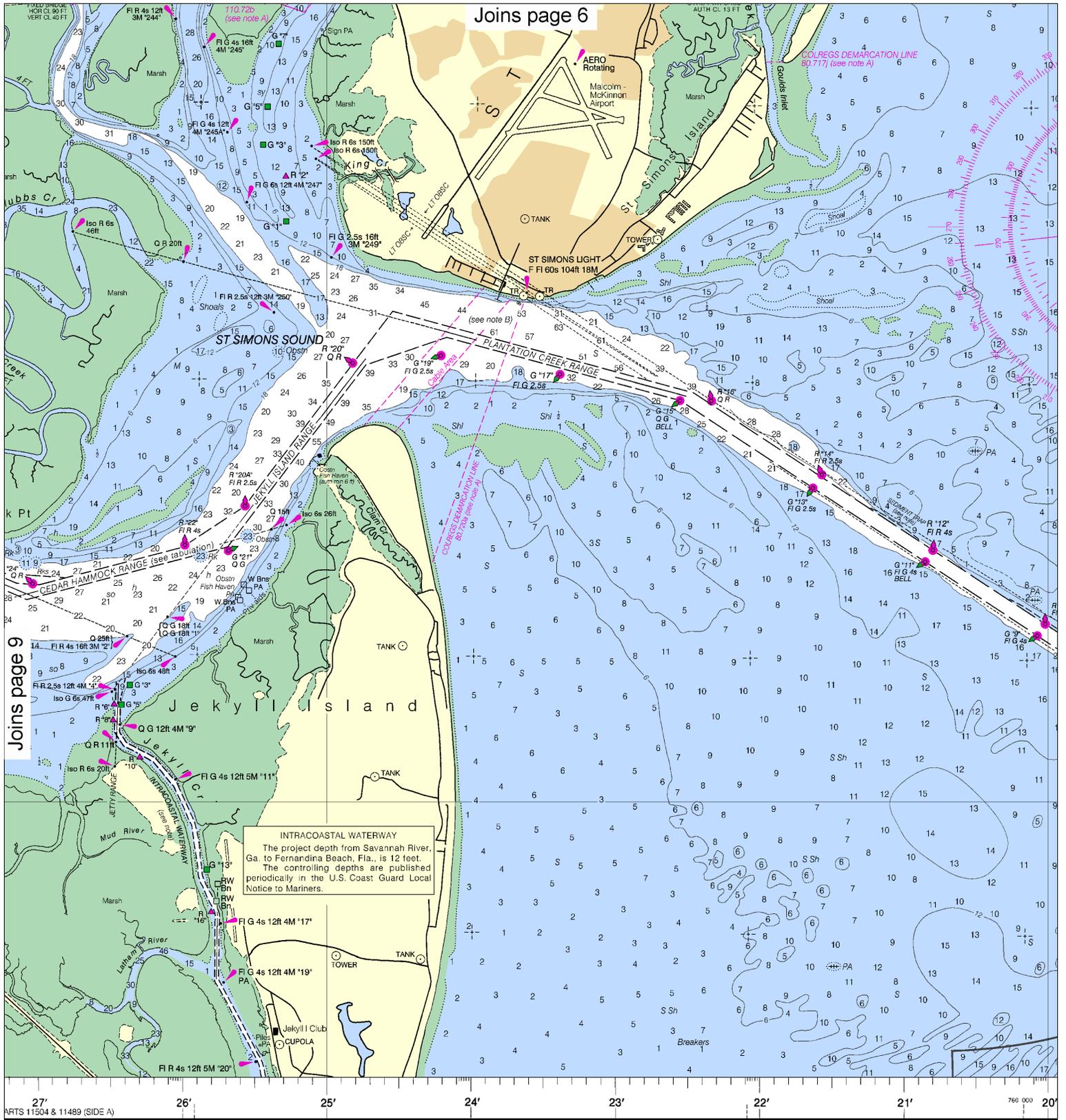
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdiction limit of the other laws. The 9-nautical 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.



Note: Chart grid lines are aligned with true north.



See Note on page 5.



Joins page 6

Joins page 9

INTRACOASTAL WATERWAY
 The project depth from Savannah River, Ga. to Fernandina Beach, Fla., is 12 feet. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

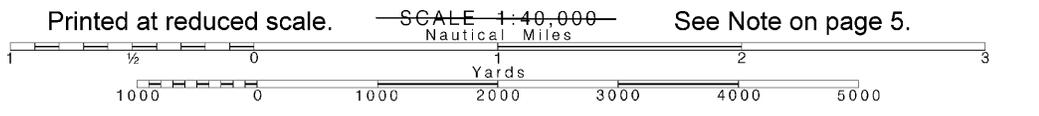
DEPTH SOUNDINGS IN FEET

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

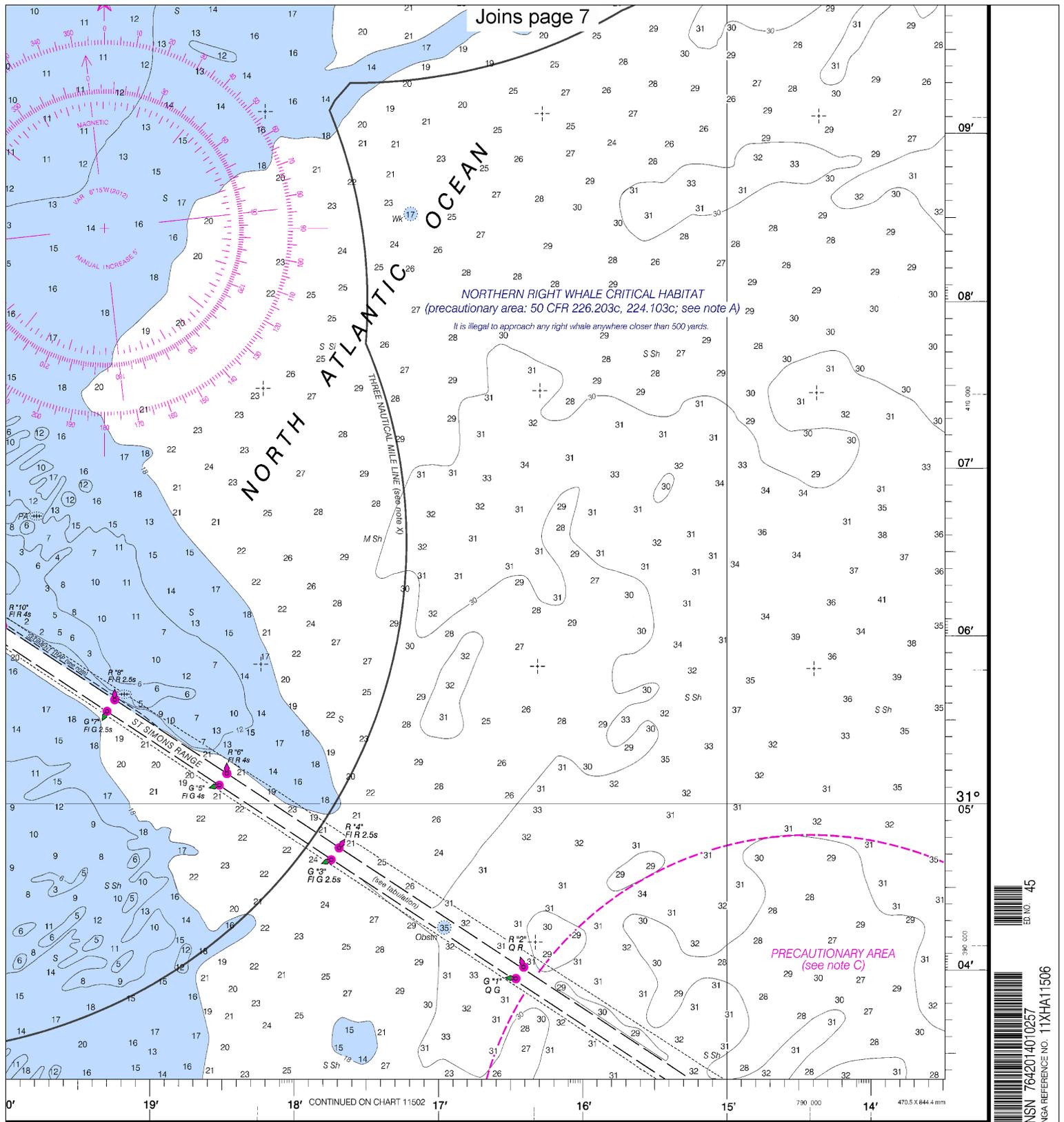
NOTE C
RECOMMENDED WHALE AVOIDANCE PRECAUTIONARY AREA
 The precautionary area shown on this chart is RECOMMENDED for use by all vessels traveling within its limits. This precautionary area has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales.

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Note: Chart grid lines are aligned with true north.



See Note on page 5.



Joins page 7

NORTH ATLANTIC OCEAN

NORTHERN RIGHT WHALE CRITICAL HABITAT
 (precautionary area: 50 CFR 226.203c, 224.103c; see note A)
 It is illegal to approach any right whale anywhere closer than 500 yards.

PRECAUTIONARY AREA
 (see note C)

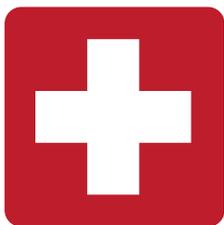
FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

St Simons Sound
 SOUNDINGS IN FEET - SCALE 1:40,000

11506



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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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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>



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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.

