

# BookletChart™



## Intracoastal Waterway – Beaufort River to St. Simons Sound NOAA Chart 11507

*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

Approximate Page Index					
4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
22	23	24	25	26	27

**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.

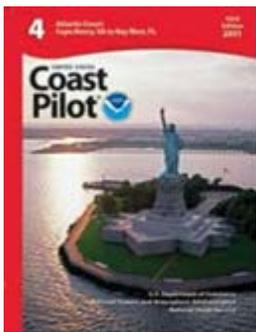
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11507>.



**(Selected Excerpts from Coast Pilot)**

**Savannah River** is the approach to the important city of **Savannah**, about 8 miles upstream from the Intracoastal Waterway crossing. Savannah has complete supply and repair facilities, and is described at length in chapter 7. The only small-craft facilities at Savannah are at the Municipal Dock; water and electricity are available. The nearest facilities where other services may be obtained are at Thunderbolt and Isle of Hope.

Daily predictions for Savannah River are published in the Tidal Current Tables.

The Intracoastal Waterway leaves the Savannah River at **Mile 576.2** and enters **Elba Island Cut**, which leads into **St. Augustine Creek**. In 1990, rocks awash were reported on the south side of the junction of Elba Cut and Savannah River in about 32°04'16"N., 80°58'15"W. At the junction of St. Augustine Creek and **Wilmington River, Mile 578.3**, a cutoff channel extends northeastward from the waterway to Savannah River South Channel, thence along the southern side of Elba Island to a junction with Savannah River; the cutoff channel is marked by daybeacons and buoys, and in 1983, the reported controlling depth was 5 feet. A fixed highway bridge with a clearance of 35 feet crosses the cutoff channel from Elba Island. An overhead power cable with a clearance of 60 feet is immediately south of the bridge. The Sam Varnedoe (Island Expressway) highway bridges (locally known as Causton Bluff bascule bridges) crossing Wilmington River at **Mile 579.9** has a bascule span with a clearance of 21 feet. (See **117.1 through 117.59 and 117.353**, chapter 2, for drawbridge regulations.) The bridgetender monitors and works VHF-FM channel 9, and monitors channel 16. No crosscurrents are experienced during either flood or ebb; the currents follow the direction of the channel. Overhead power cables close northward and southward of the bridge have a reported minimum clearance of 72 feet.

No cross currents are experienced during either flood or ebb; the currents follow the direction of the channel. Ebb currents flow southward and are very strong. Mooring dolphins for tying-up or breaking-up tows are on both sides of the bridge. When proceeding against the current, a tow may be taken through without breaking up. When proceeding with the current, a tow should be secured to the dolphin and await a favorable current or be broken up and taken through singly.

**Thunderbolt, Mile 582.8**, is a small town and pleasure resort on the west bank of Wilmington River. There are several marinas and boatyards on both banks of the river where berthage with electricity, pump-out, gasoline, diesel fuel, water, ice, and marine supplies are available. Lifts to 1,150 tons, and several marine railways are also available; the largest railway can handle craft to 75 feet. Hull, engine, and electronic repairs can be made. Bus transportation is available to Savannah.

At **Mile 585.5**, the route leaves the Wilmington River and enters **Skidaway River**.

**Isle of Hope, Mile 590.0**, is a pleasure resort on the north side of Skidaway River with several small wharves and a marina. The marina has berthage with electricity, gasoline, diesel fuel, water, ice, pump-out, marine supplies, and a lift to 5 tons; engine and electronic repairs can be made. In 2010, 12 feet was reported in the approach and alongside.

A **small-craft anchorage** is in Skidaway River off Isle of Hope. (See **110.179**, chapter 2, for limits and regulations.)

**Skidaway Narrows**, between Skidaway River and Burnside River, is easily navigated by small craft, and by larger vessels when speed is reduced sufficiently to accommodate the sharp turns. The velocity of current in the narrows is about 1 knot. Predictions are given in the Tidal Current Tables. A double-basculer highway bridge with a clearance of 22 feet crosses Skidaway Narrows at **Mile 592.8**. The bridgetender monitors and works VHF-FM channel 9, and monitors channel 16; voice call Skidaway Bridge.

No crosscurrents are experienced during either flood or ebb; the currents follow the direction of the channel.

**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

**HEIGHTS**  
Heights in feet above Mean High Water.

**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

**DARIEN RIVER**  
The controlling depth at Mean Lower Low Water from Doboy Sound to Darien was 6 feet.  
Feb 2012

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**NATIONAL ESTUARINE SANCTUARY**  
(protected area)

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**SAVANNAH RIVER**  
The project depth is 42 feet to Savannah. For controlling depths use chart 11512.

**NOTE B**  
The aids marking Mackay Creek are private and positions are approximate.

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

**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.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

**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)

**NOTE C**  
Hydrography in St Augustine Creek, from the Intracoastal Waterway to a point at 32°02'50.6"N 080°58'24.7"W, is reported from a private survey of 2004.

**INTRACOASTAL WATERWAY**  
Project Depths  
12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.  
Distances  
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus:  
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.  
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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

**RULES OF THE ROAD (ABRIDGED)**  
Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel, which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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

**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.

**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 southward from Norfolk, VA to Cross Bank in Florida Bay, 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.

**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.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. 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, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.  
Refer to charted regulation section numbers.

**CAUTION**  
**WARNINGS CONCERNING LARGE VESSELS**  
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards are unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
--- Pipeline Area  
--- Cable Area  
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.

**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.

**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 southward from Norfolk, VA to Cross Bank in Florida Bay, 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.

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

**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**  
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

**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.

**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.

**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 0.765" northward and 0.614" eastward to agree with this chart.

**FACILITIES**  
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

**NOTE**  
**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.







**PRINT-ON-DEMAND CHARTS**

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsd.data.nod.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

**NOAA WEATHER RADIO BROADCASTS**

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Brunswick, GA	VWH-39	162.425	24 hours daily
Savannah, GA	KEC-85	162.400	24 hours daily
Beaufort, SC	WXJ-23	162.450	24 hours daily

**MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE**

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Charleston, SC	*(843) 747-5859	9:00 AM-4:30 PM (Mon.-Fri.)
Jacksonville, FL	*(904) 741-4311	8:30 AM-5:00 PM (Mon.-Fri.)

\*Recording (24 hours daily)

This U  
Organiza  
communit  
education  
USPS  
Office Bo  
USCGA  
3050, Te  
20593-00

**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.

**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.

**BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS**

**BY MARINE RADIOTELEPHONE STATIONS**

CITY	STATION	FREQ.	BROADCAST TIMES - EST	SPECIAL WARNING
Charleston, SC	NMB	2670 kHz 157.1 MHz	1:20 AM & PM	*On receipt *On receipt
Mayport, FL	NMA-10	2670 kHz 157.1 MHz	11:20 AM & PM 7:15 AM & 5:15 PM	*On receipt *On receipt

\* Preceded by announcement on 2182 kHz and 156.8 MHz  
+ Broadcast one hour later during Daylight Saving Time

Distress calls for small craft are made on 2182 khz or channel 16 (156.80 MHz) VHF.

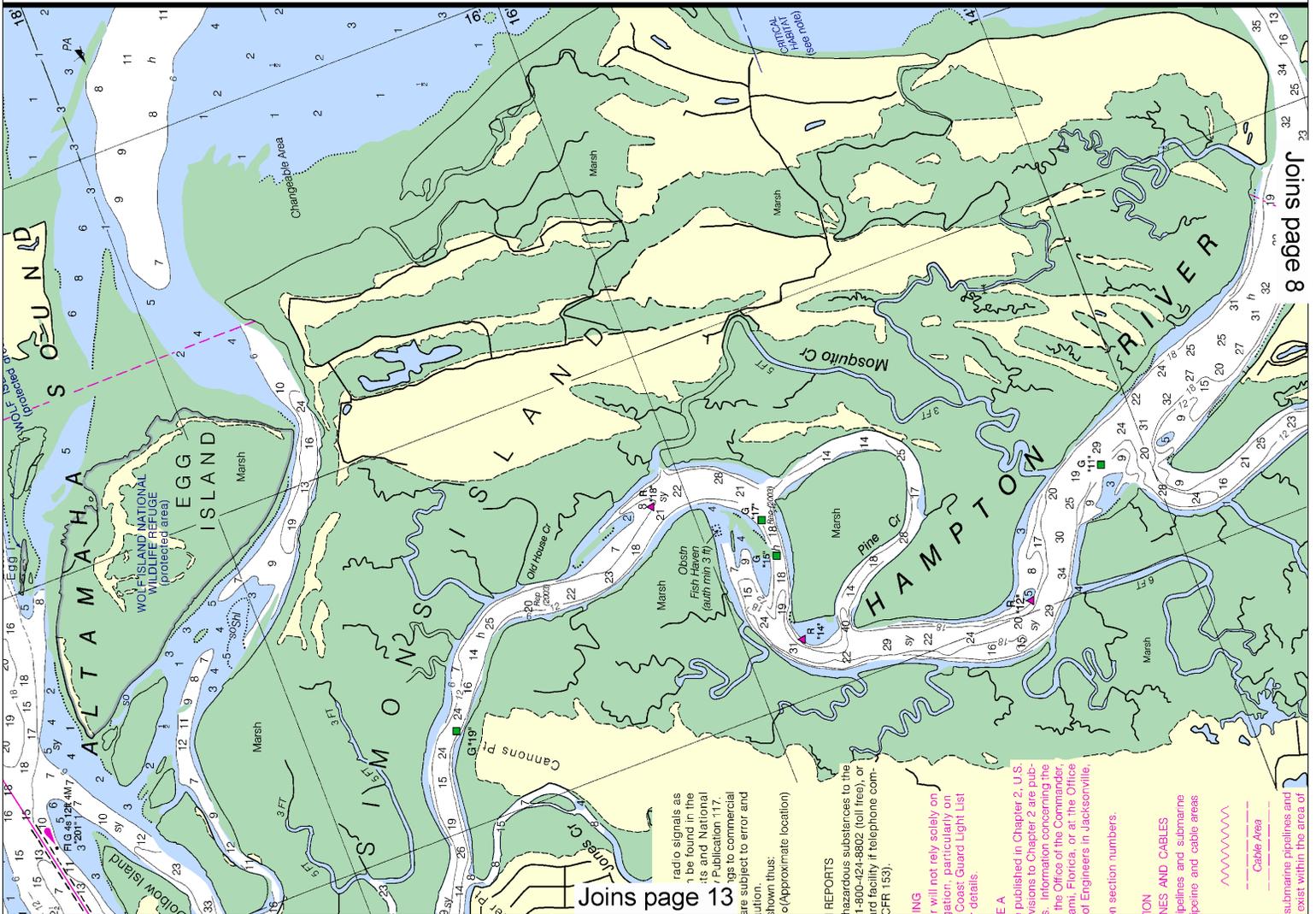
**NOTE**

**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.

This r  
Ocean Ser  
improving  
Service, N

1964 KAPP 252

JOINS CHART 11508



Joins page 13

Joins page 8

radio signals as  
be found in the  
its and National  
Publication 117.  
are subject to error and  
shown thus:  
o (Approximate location)

REPORTS  
hazardous substances to the  
1-800-424-8802 ( toll free), or  
and facility if telephone comm-  
CFR 155).

ING  
r will not rely solely on  
ation, particularly on  
Coast Guard Light List  
details.

EA  
published in Chapter 2, U.S.  
visions to Chapter 2 are pub-  
s. Information concerning the  
the Office of the Commander,  
ami, Florida, or at the Office  
of Engineers in Jacksonville,  
in section numbers.

ION  
NES AND CABLES  
pipelines and submarine  
poine and cable areas

submarine pipelines and  
exist within the area of



**PUBLIC BOATING INSTRUCTION PROGRAMS**

The United States Power Squadrons and U.S. Coast Guard Auxiliary, National Organizations of Boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these free educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS National Headquarters, Post Office Box 30423, Raleigh, North Carolina 27612, 919-821-0281.

USCGAUX - 7th Coast Guard District, 909 South West 1st Ave., Miami, FL 33131-3050, Tel. 305-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

**FACILITIES**

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

**INTRACOASTAL WATERWAY**

**Project Depths**

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

**Distances**

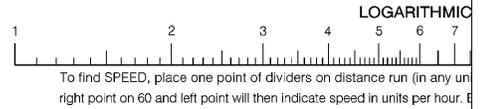
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

**NOTE Z  
NO-DISCHARGE ZONE, 40 CFR 140**

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



ES

(Fri.)  
(Fri.)

AL WARNING

receipt

receipt

receipt

A)  
0 yards.

JOINS CHART 11508

JOINS CHART 11506



the principal commander, Miami, Florida, or at the Office of Engineers in Jacksonville, in section numbers.

**PIPELINES AND CABLES**  
pipelines and submarine pipelines and cable areas

Cable Area

submarine pipelines and cables exist within the area of same pipelines and sub-ally buried may have vessels in depths of air draft in areas where may exist, and when be marked by lighted or

Joins page 14



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)  
 Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
ZL Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: - - - - -			



NAUTICAL CHART 11507  
 INTRACOASTAL WATERWAY

SOUTH CAROLINA - GEORGIA  
**BEAUFORT RIVER TO  
 ST. SIMONS SOUND**

C SPEED SCALE



unit) and the other on minutes run. Without changing divider spread, place  
 Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

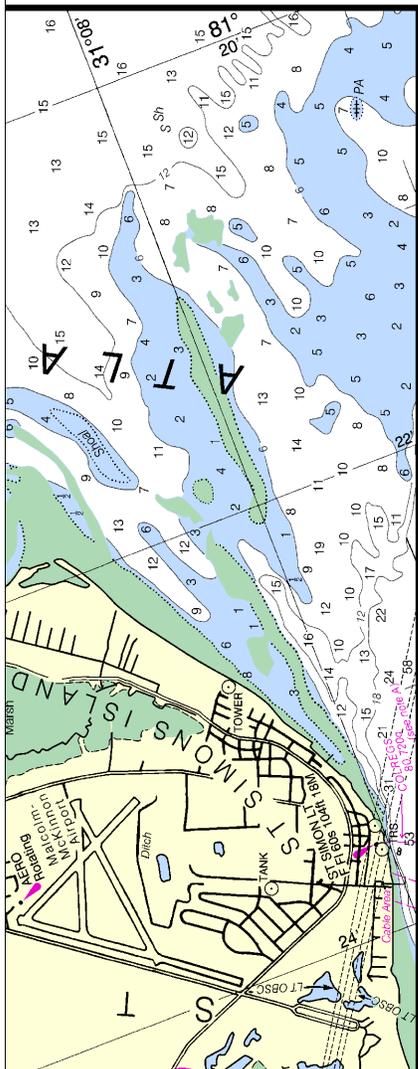


Chart 11507 34th Ed., Dec./10 ■  
 Corrected through NM Dec. 11/10, LNM Dec. 07/10  
 Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

MERCATOR PROJECTION AT SCALE 1:40,000  
 SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
 NORTH AMERICAN DATUM OF 1983  
 (WORLD GEODETIC SYSTEM 1984)

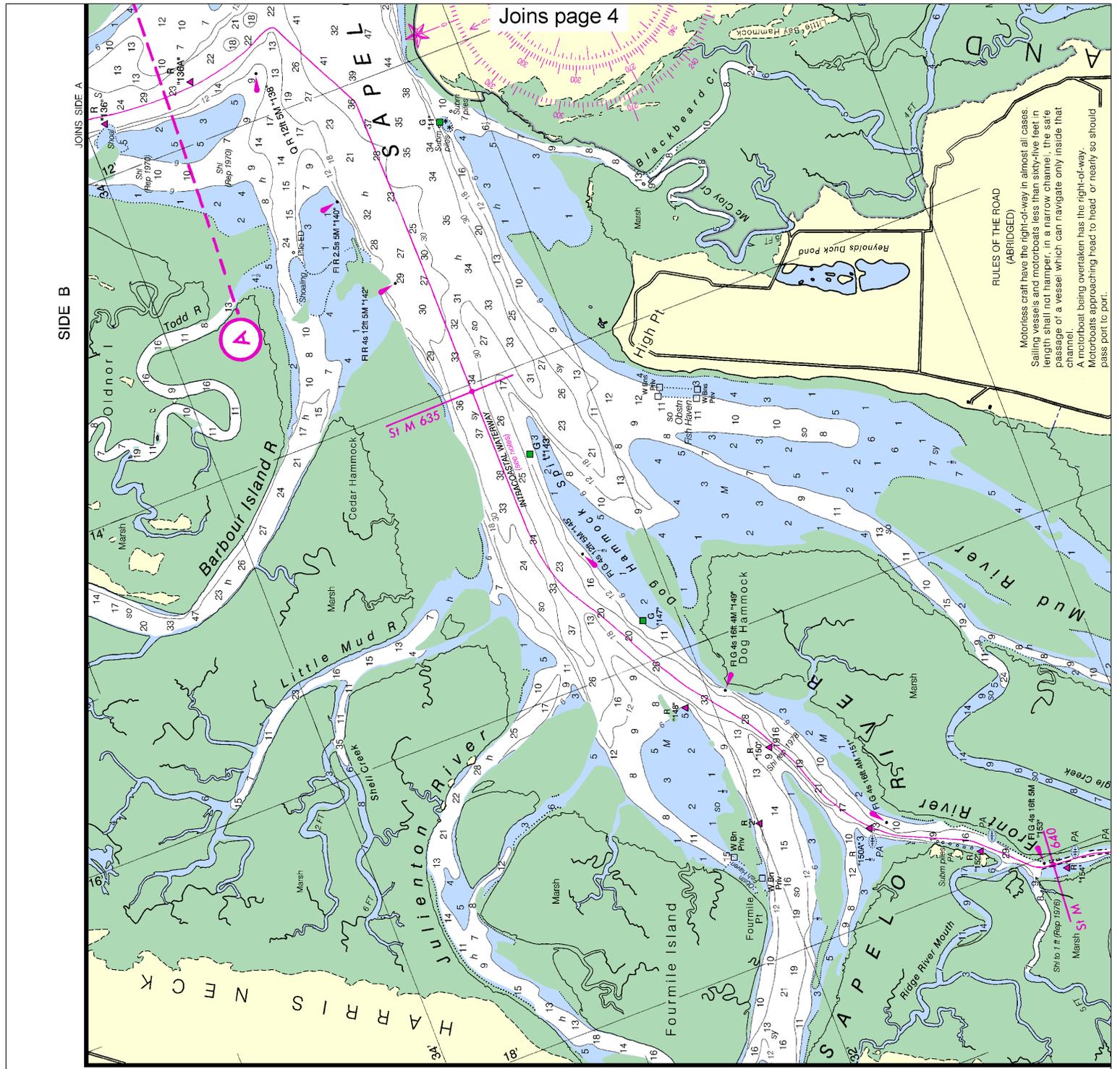
HEIGHTS  
 Heights in feet above Mean High Water.

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.

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 0.765" northward and 0.614" eastward to agree with this chart.

Joins page 15

SID



Joins page 4

**RULES OF THE ROAD  
(ABRIDGED)**

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head or nearly so should pass port to port.

SIDE B

11507 34th Ed., Dec. /10; Corrected through NM Dec. 11/10, LNM Dec. 07/10

JOINS CHART 11510

Joins page 16

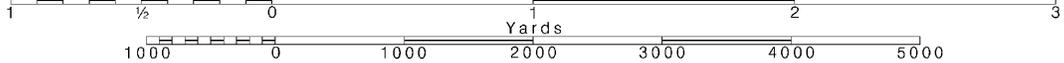
**10**

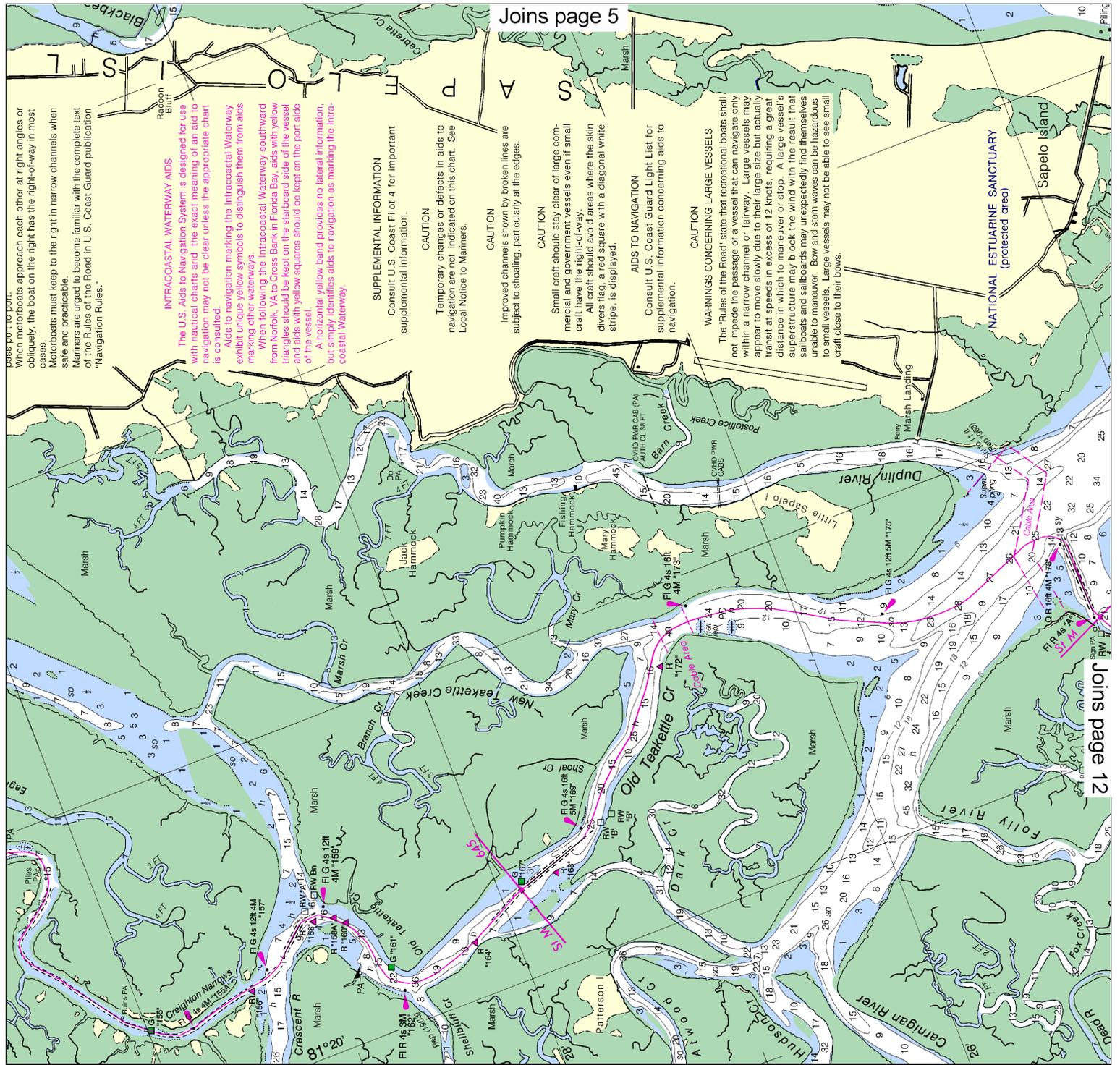
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

**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 southward from Norfolk, VA to Cross Bank in Florida Bay, 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.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 4 for important supplemental information.

**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.

**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way. All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

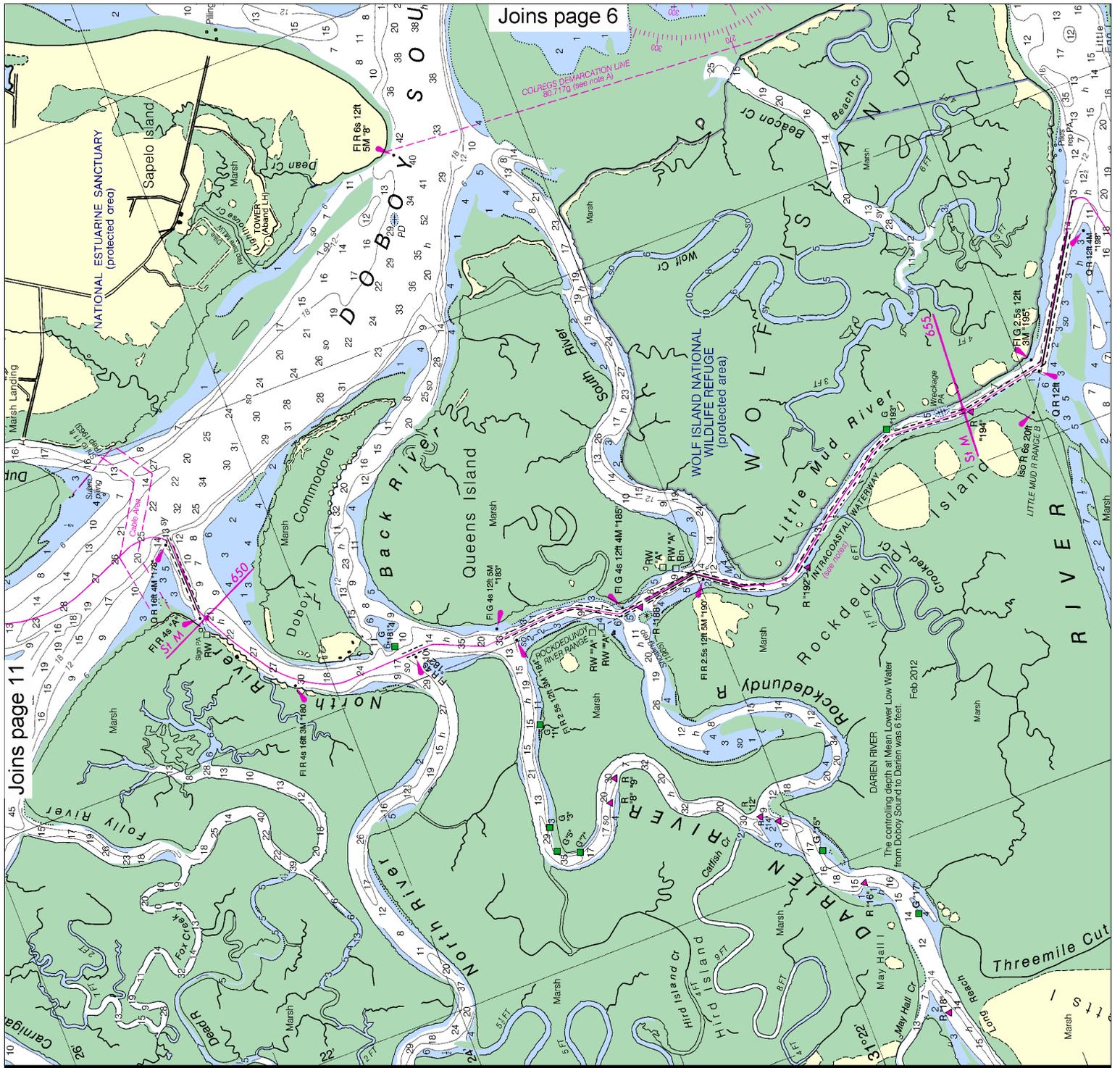
**CAUTION**  
**WARNINGS CONCERNING LARGE VESSELS**  
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

Joins page 5

Joins page 12

JOINS CHART 11510

Joins page 17



Joins page 6

Joins page 11

Joins page 18

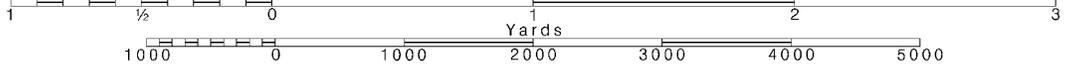
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

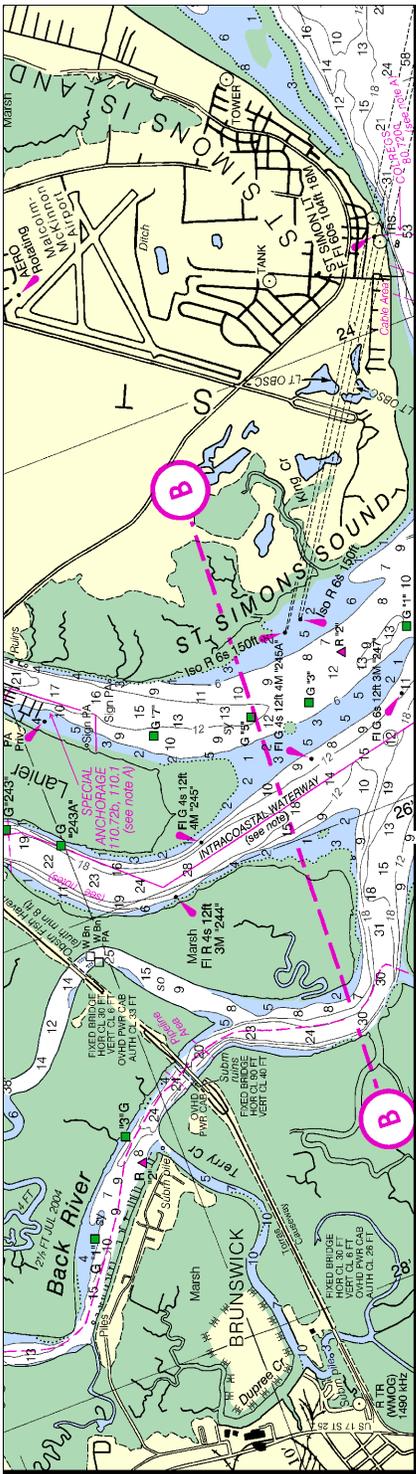
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

MERCATOR PROJECTION AT SCALE 1:40,000  
 SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
 NORTH AMERICAN DATUM OF 1983  
 (WORLD GEODETIC SYSTEM 1984)

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.

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 0.765" northward and 0.614" eastward to agree with this chart.

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

SIDE B

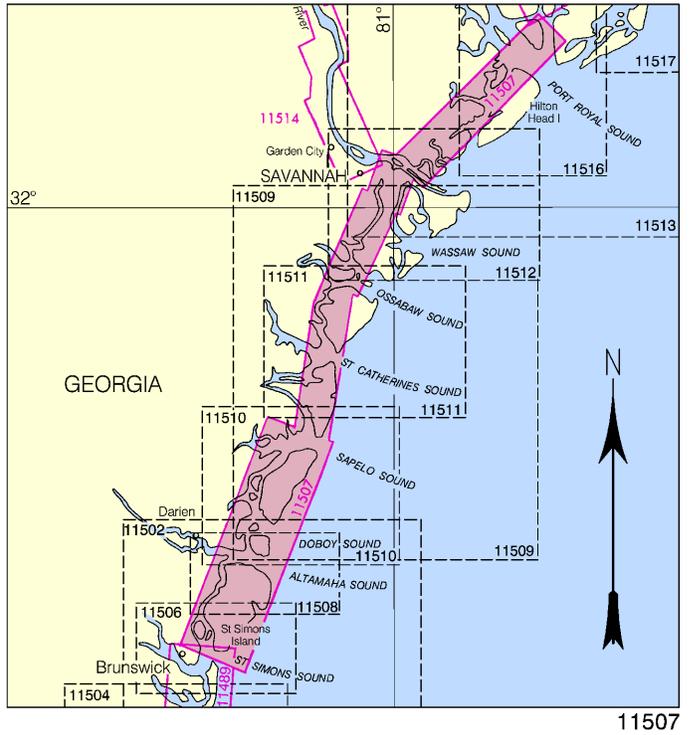


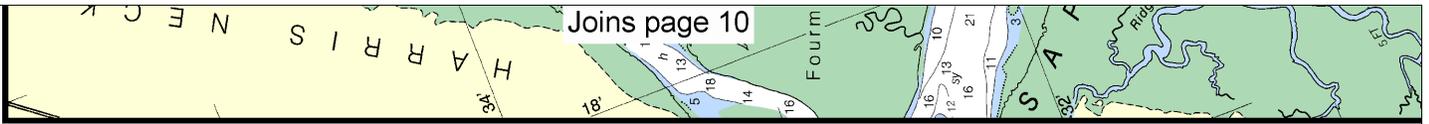
NSN 7642014010258  
 NGA REFERENCE NO. 11XHA11507



ED. NO. 34

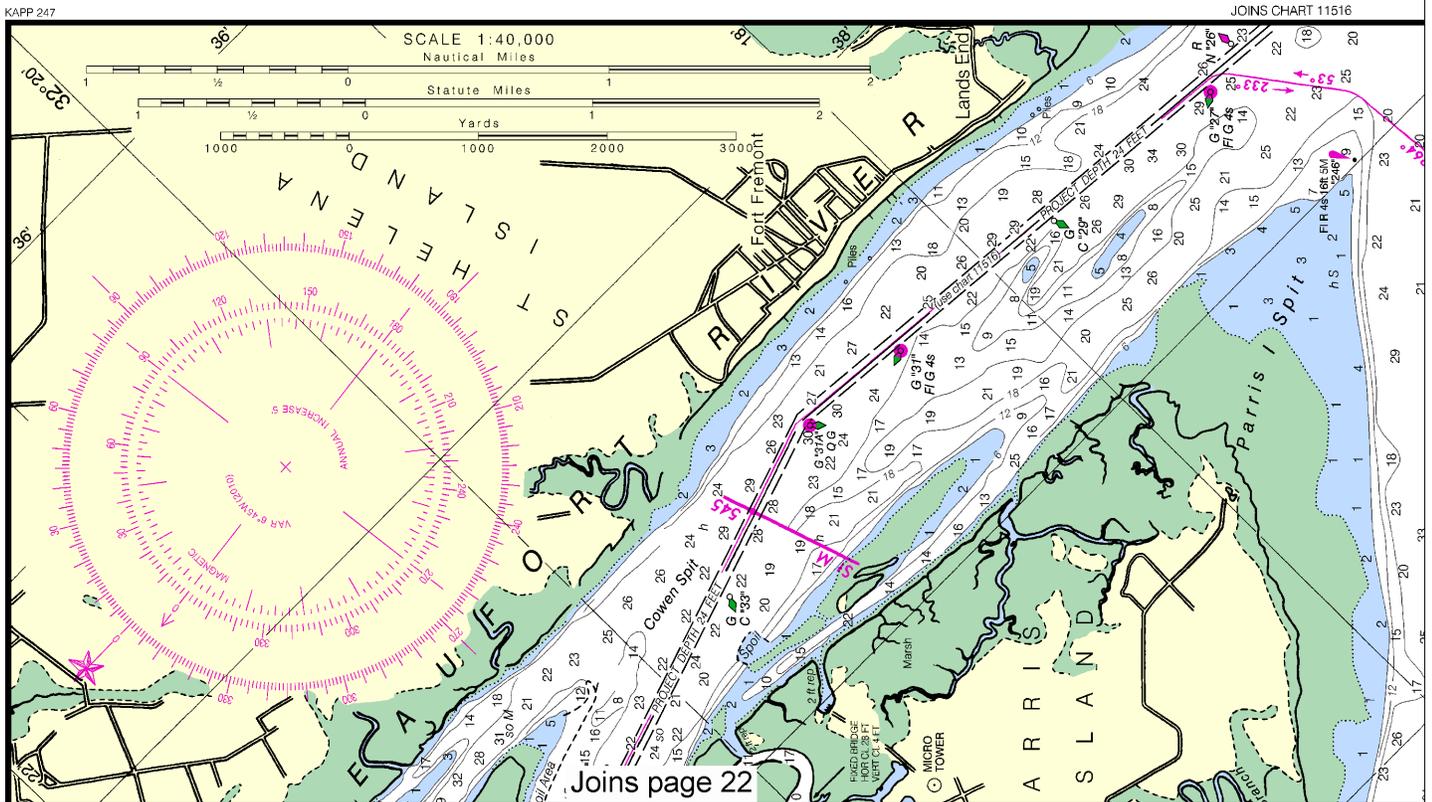
NAUTICAL CHART DIAGRAM





11507 34th Ed., Dec. /10; Corrected through NM Dec. 11/10, LNM Dec. 07/10

JOINS CHART 11510



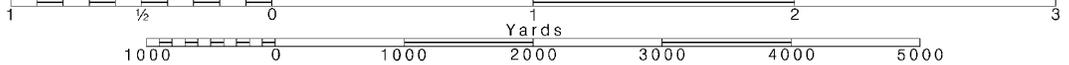
**16**

Note: Chart grid lines are aligned with true north.

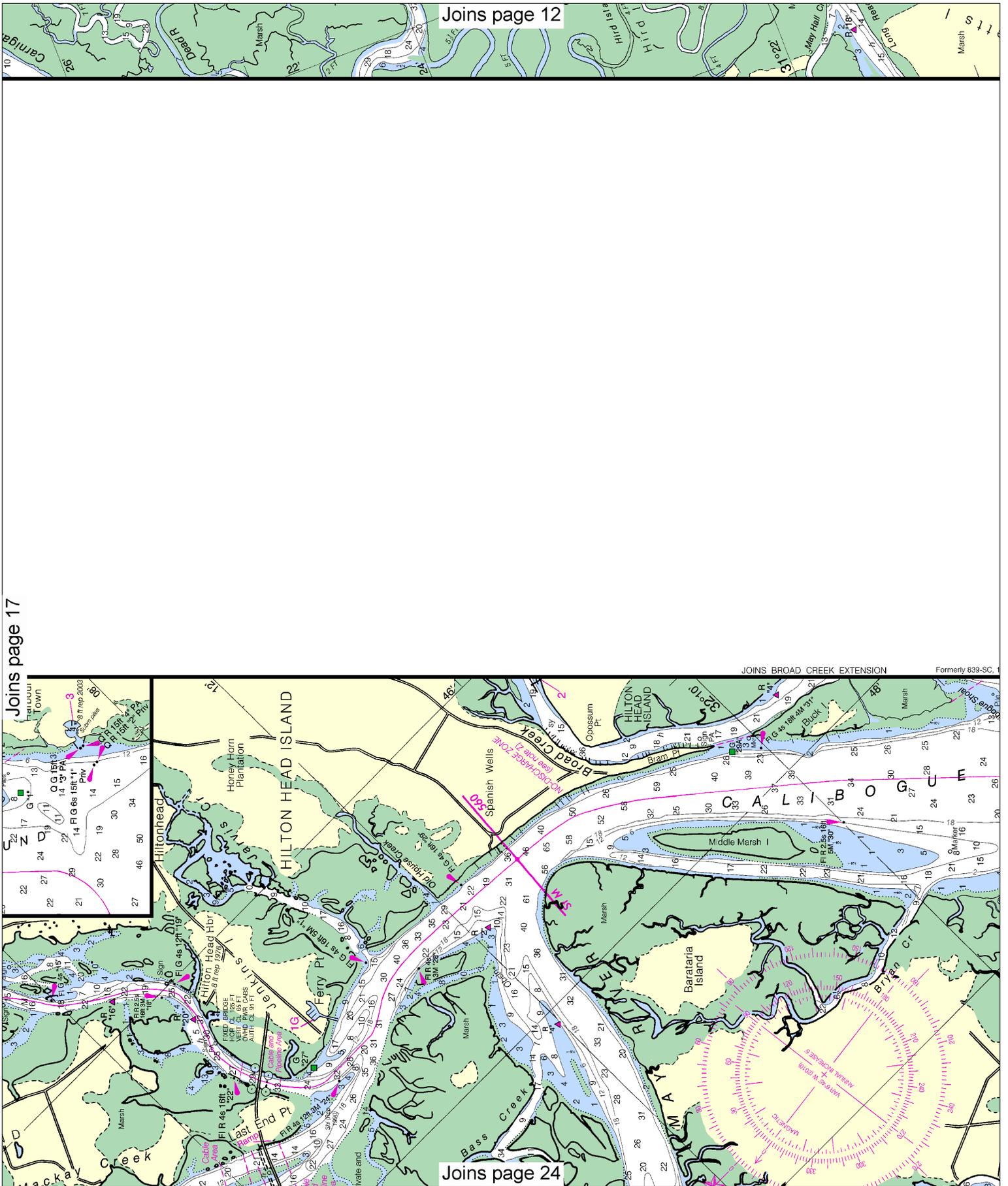
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







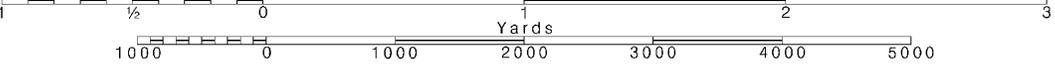
18

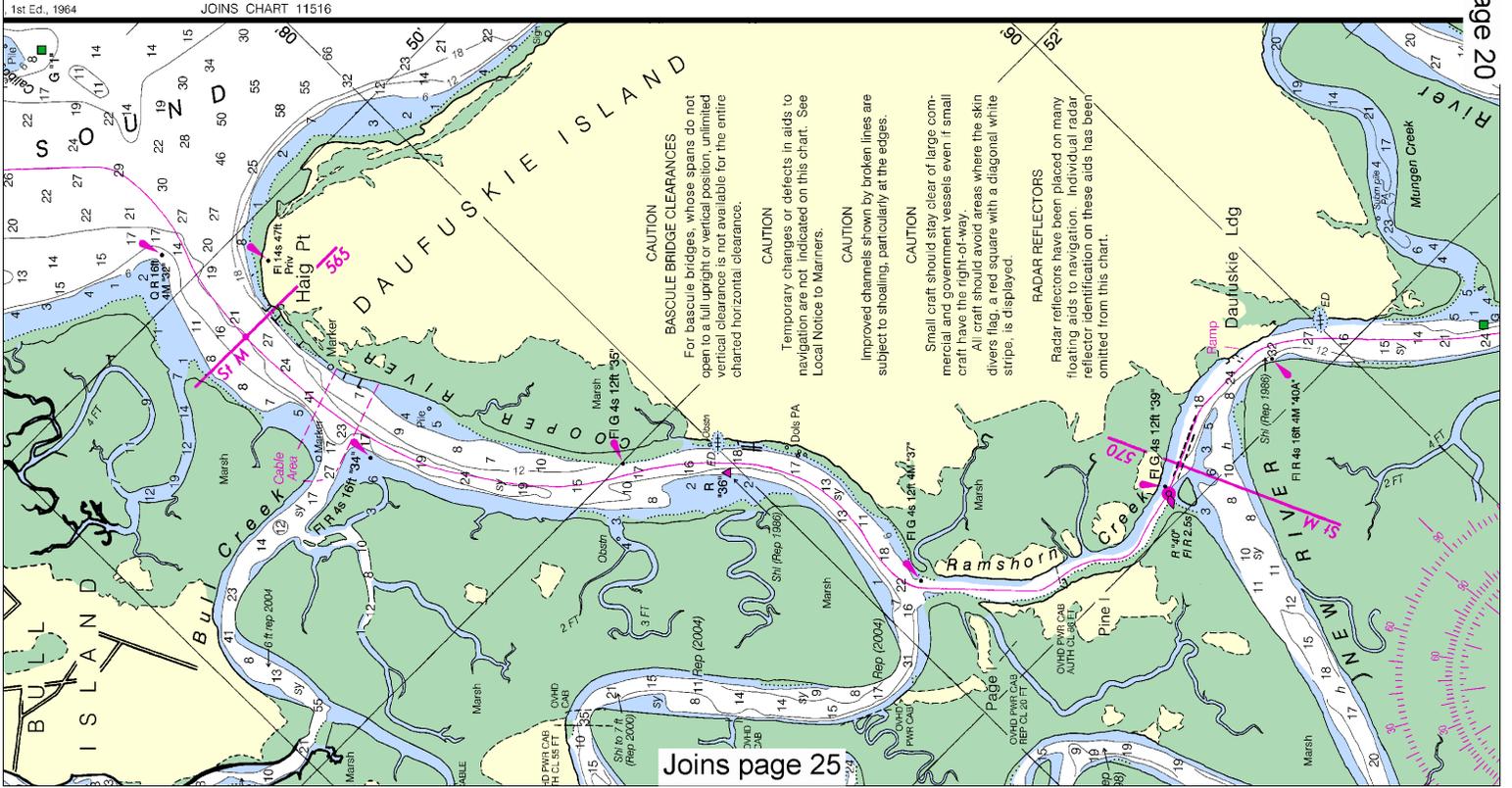
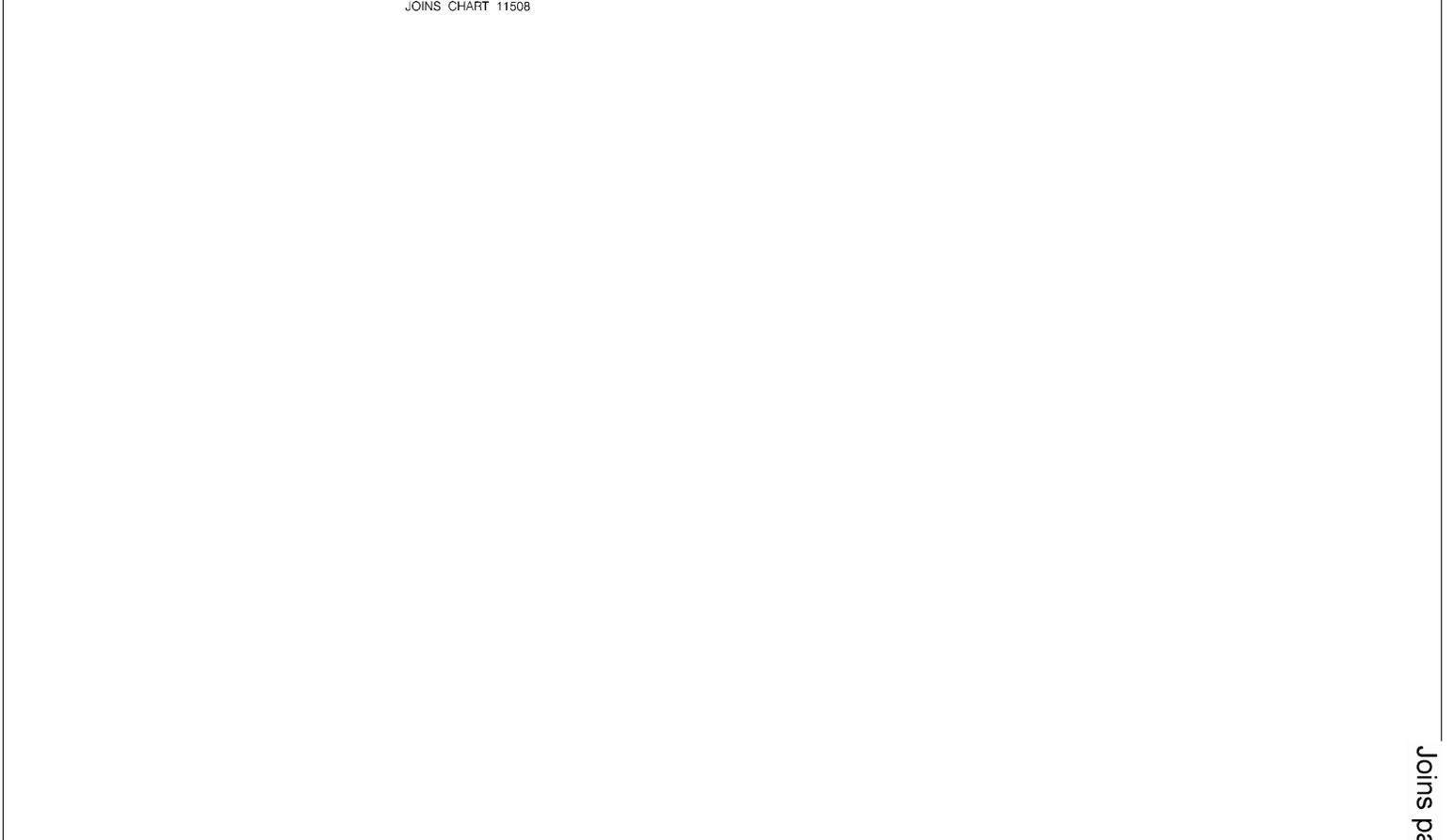
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Joins page 13

JOINS CHART 11508

LATITUDE

1st Ed., 1964

JOINS CHART 11516

Joins page 20

Joins page 25

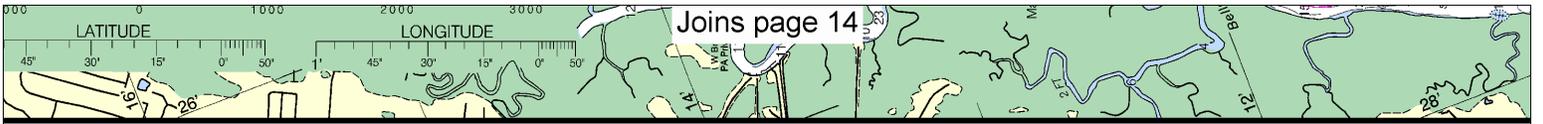
**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
 For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire cleared horizontal clearance.

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

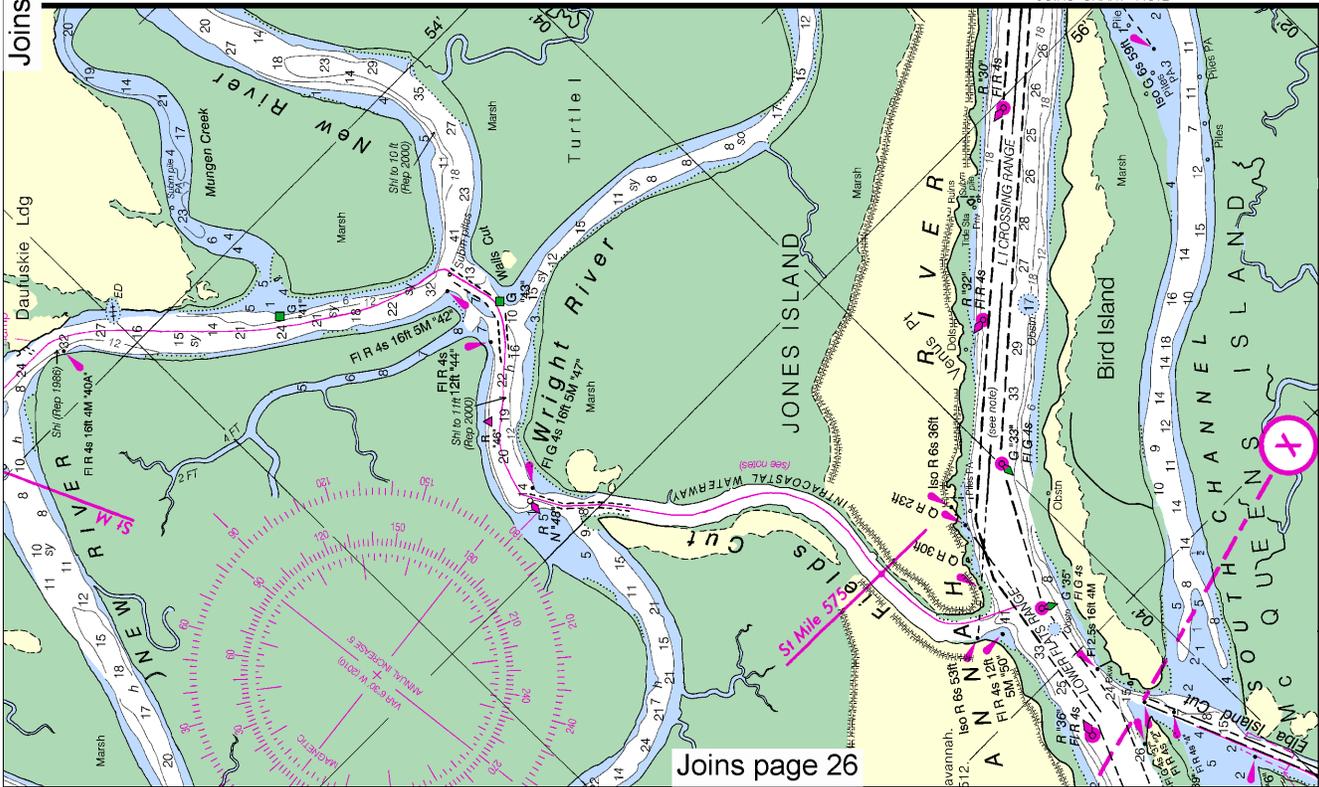
**CAUTION**  
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
 Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
 All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**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.

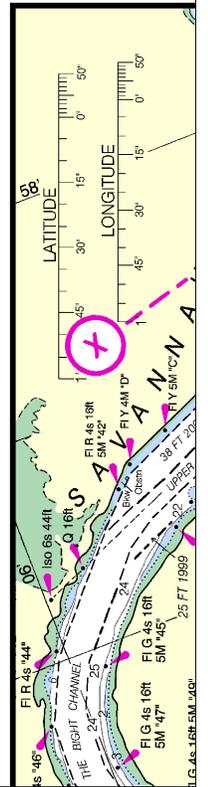


Joins page 19



JOINS CHART 11512

KAPP 248



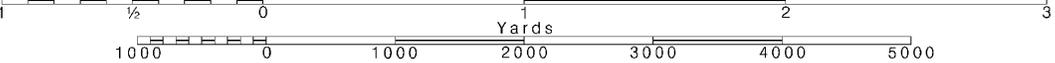
20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

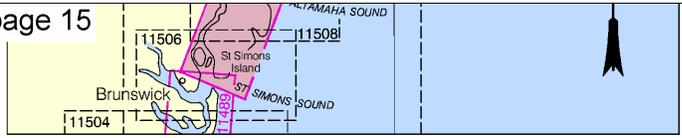
SCALE 1:40,000  
Nautical Miles

See Note on page 5.

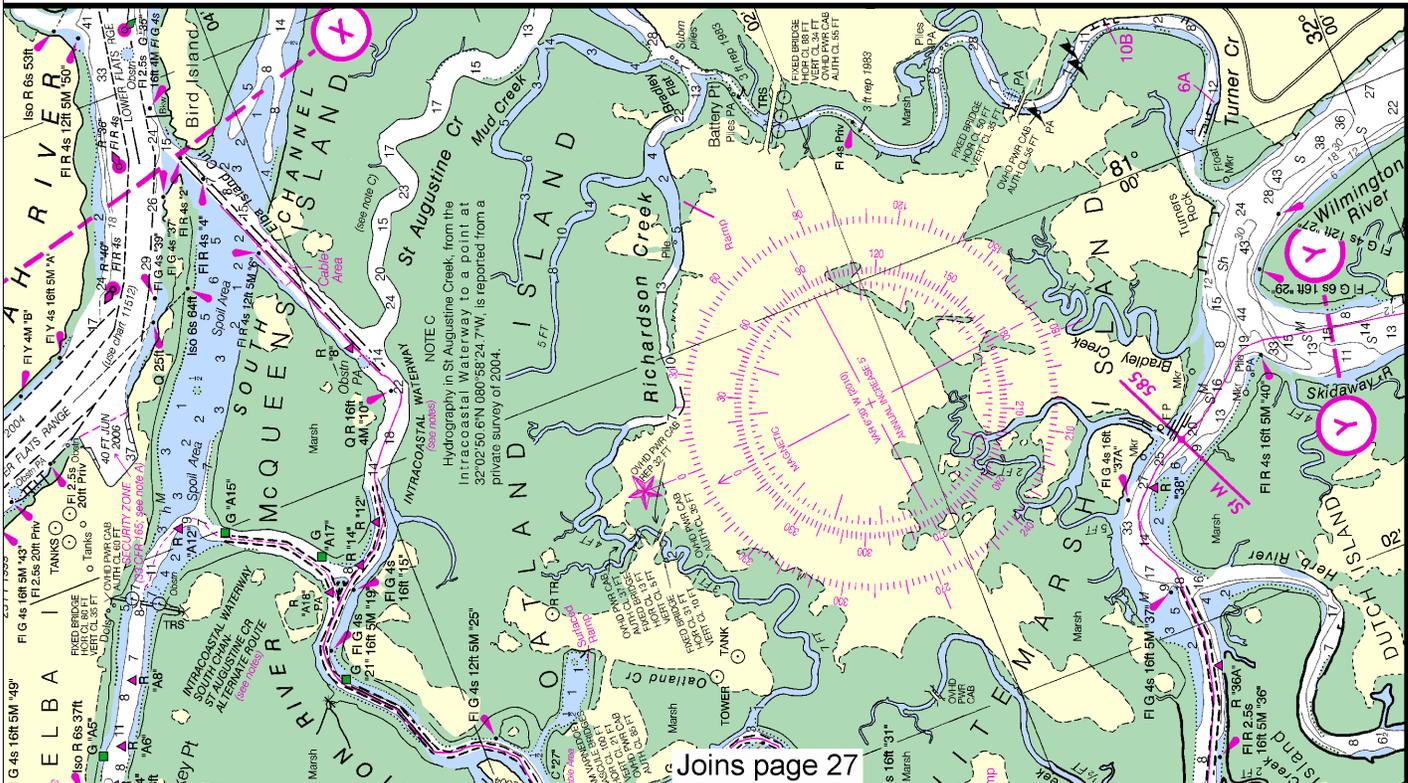




Joins page 15

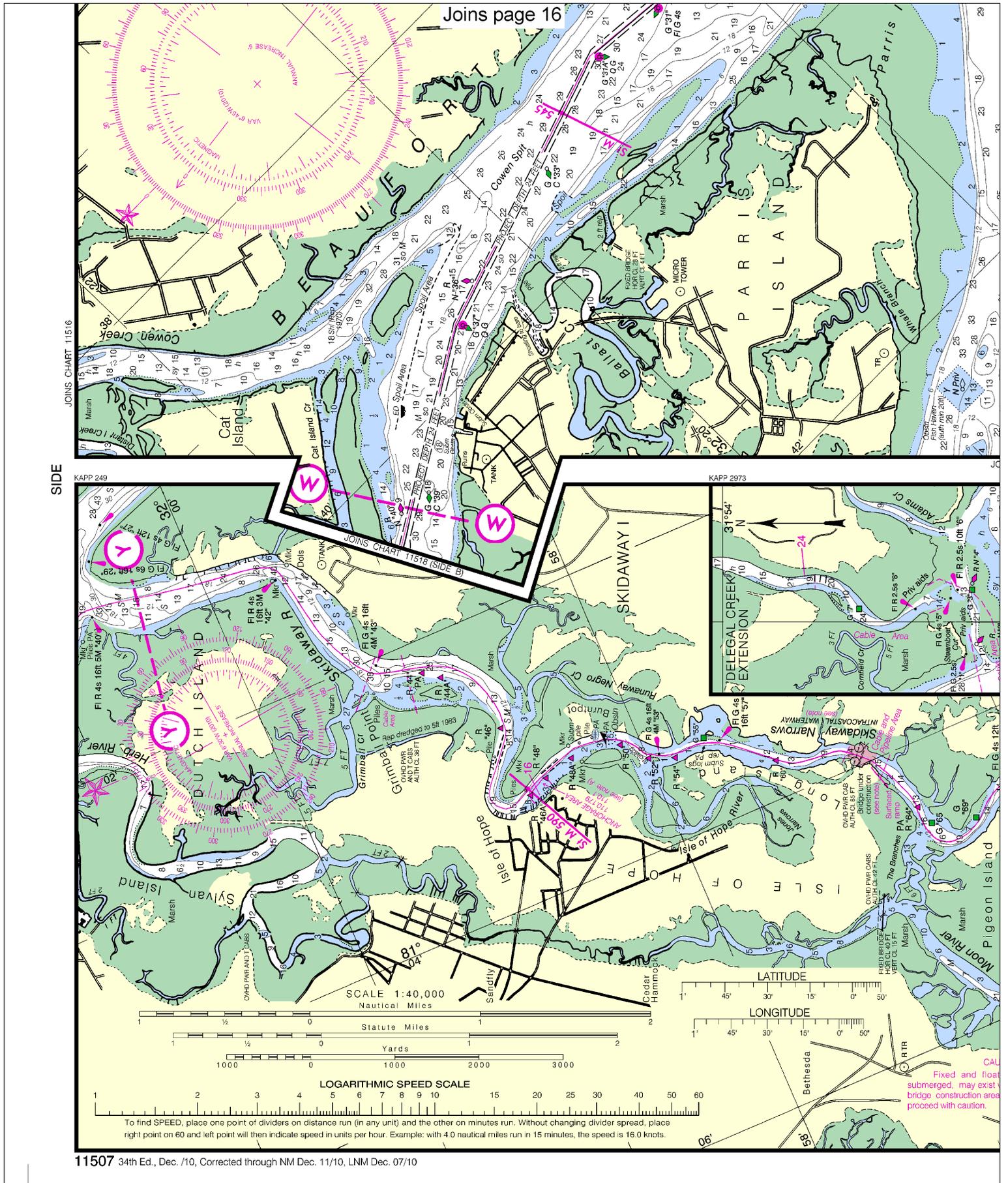


11507



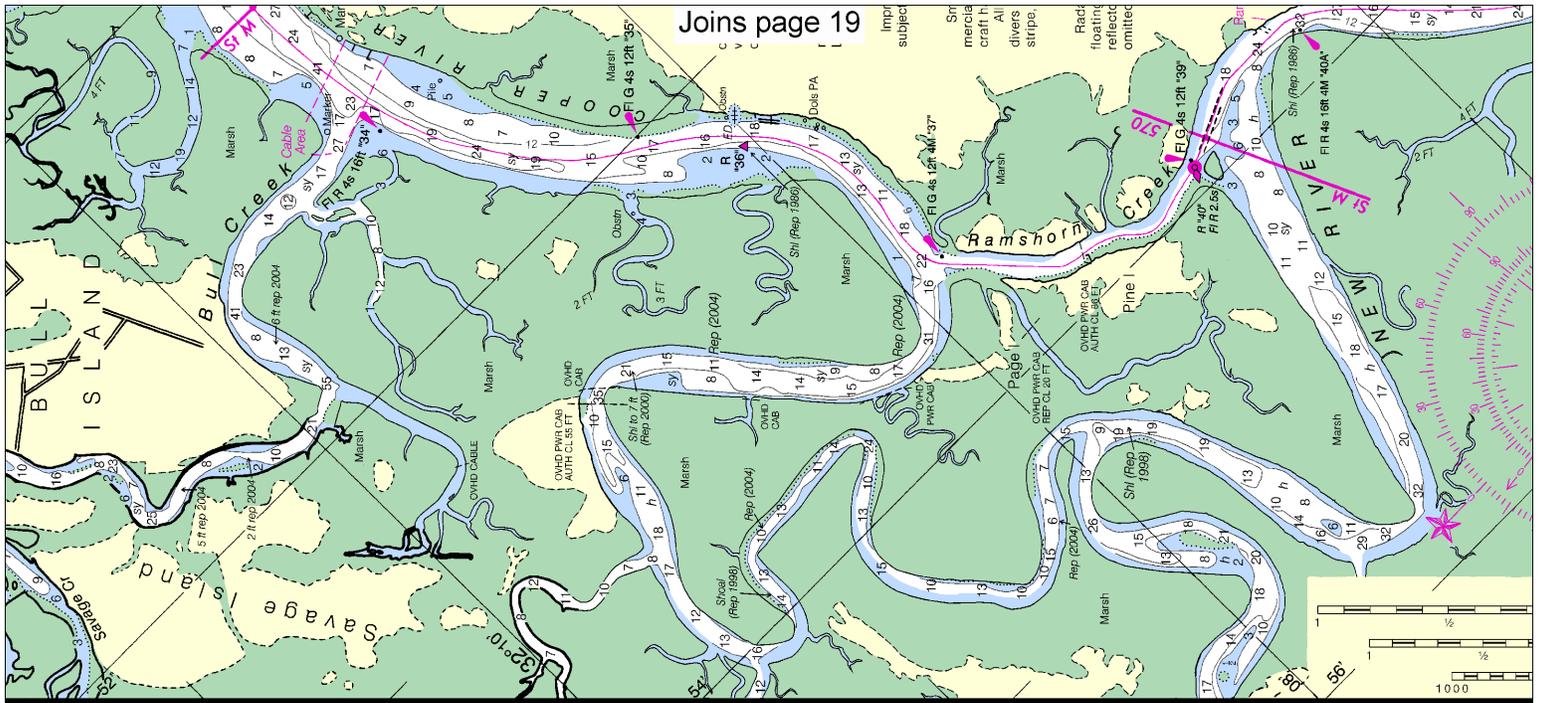
Joins page 27

JOINS CHART 11512



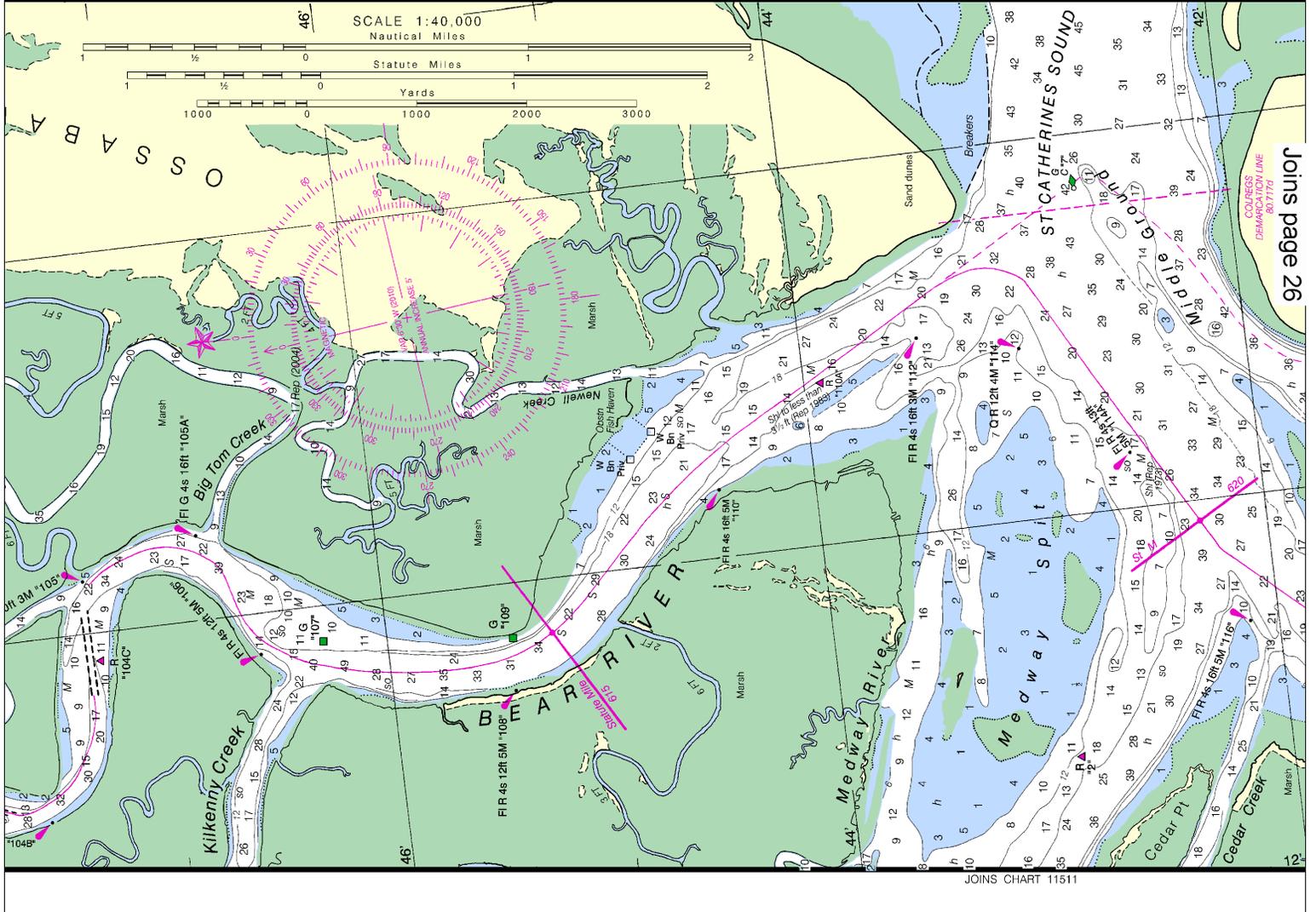






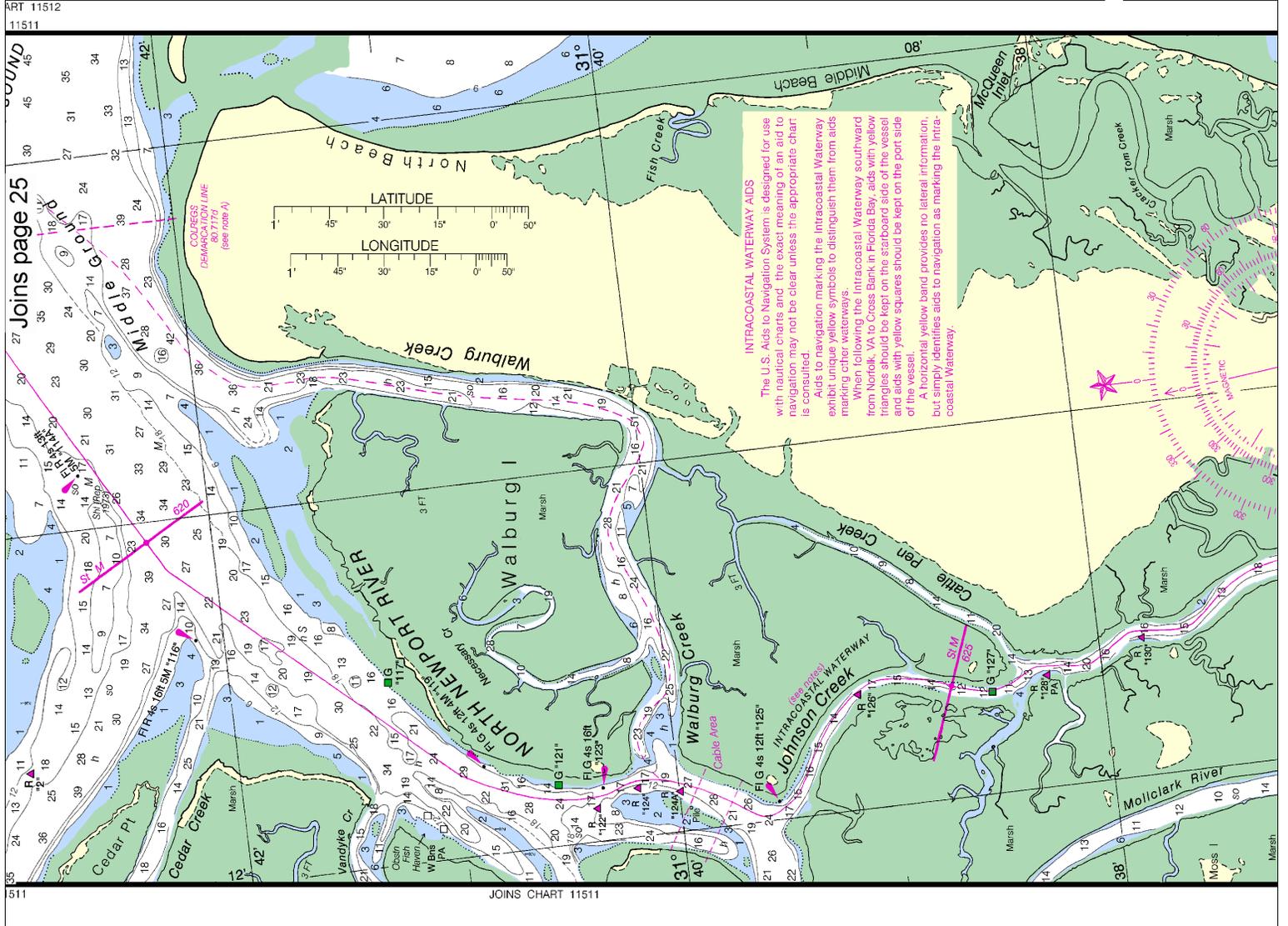
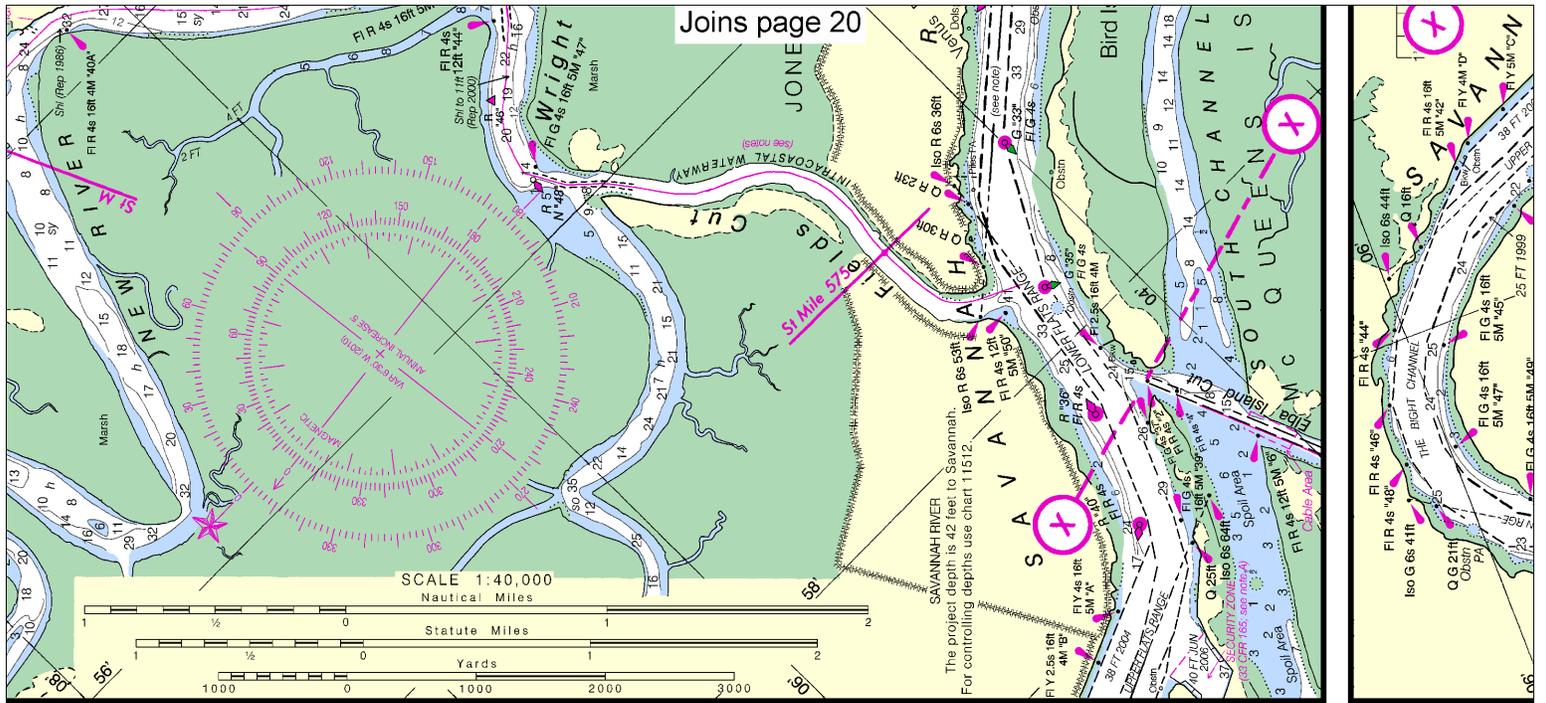
Joins page 19

JOINS CHART 11512  
JOINS CHART 11511



Joins page 26

JOINS CHART 11511

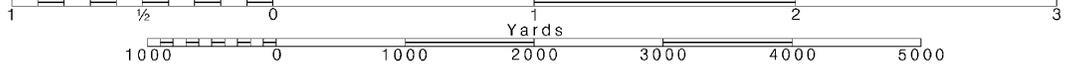


Note: Chart grid lines are aligned with true north.

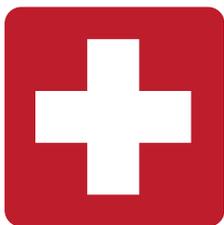
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







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](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 @nauticalcharts



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.

NOAA's Office of Coast Survey



The Nation's Chartmaker