

BookletChart™

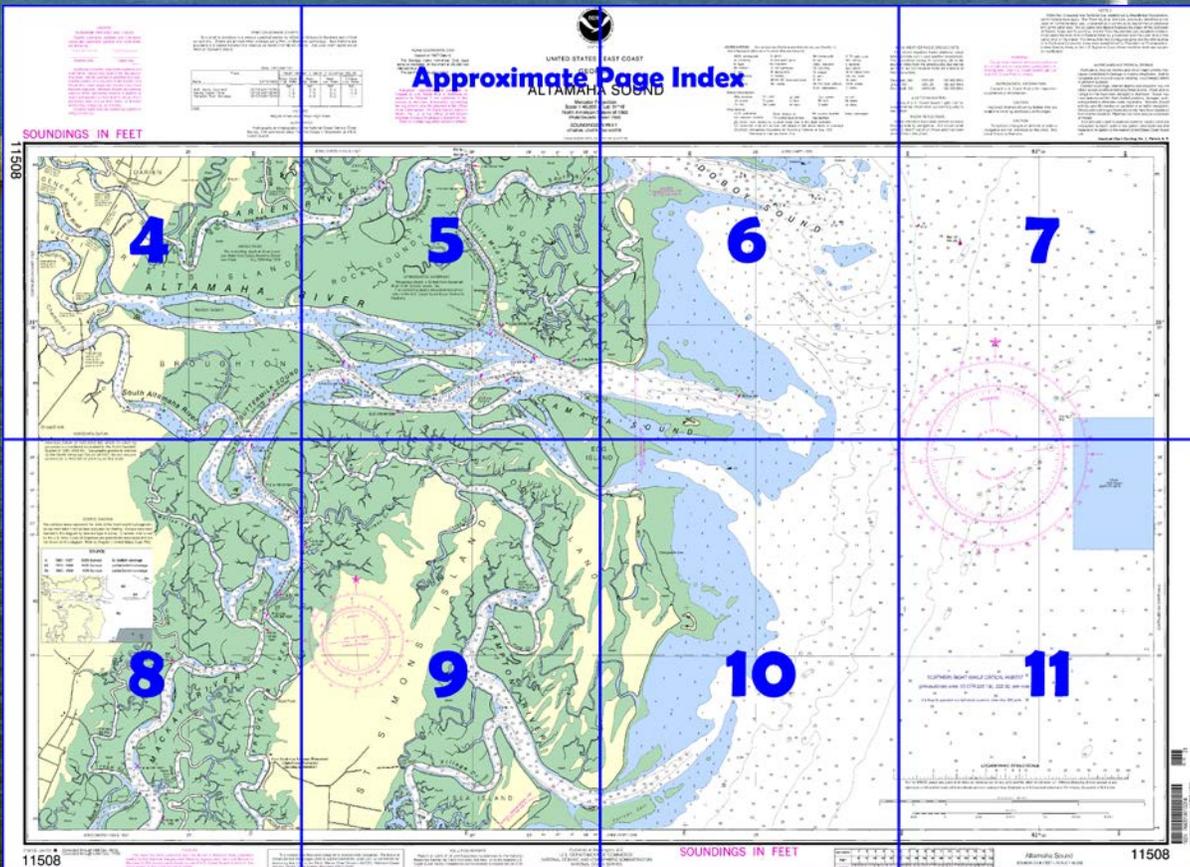


Altamaha Sound NOAA Chart 11508

*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.

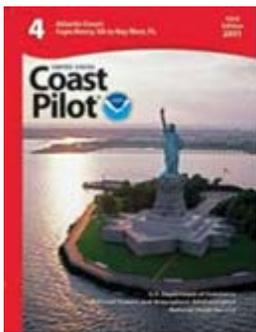
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11508>.



(Selected Excerpts from Coast Pilot)

Between Doboy Sound and Altamaha Sound is **Wolf Island**, which is about 2.5 miles long in a north-south direction. Wolf Island including Egg Island, part of the Wolf Island National Wildlife Refuge, are almost entirely marsh. They are designated Federal Wildlife Wilderness Areas and reported not accessible to the public.

Altamaha Sound is 48 miles southwestward of Tybee Light and 12 miles northeastward of St. Simons Light. The entrance and the

sound are obstructed by shoals which are dangerous to navigation. A shifting channel through the shoals extends 4 miles from the entrance. It is advisable to enter Altamaha Sound via the Intracoastal Waterway.

Altamaha River is formed by the confluence of the **Oconee River** and **Ocmulgee River**, 110 miles above the town of Darien and 119 miles above its mouth, and flows in a general southeasterly direction, entering the western end of Altamaha Sound. The river is subject to freshets, and depths change radically.

In 1983, the reported controlling depth was 3 feet during 8 months of the year to **Milledgeville**, a city on the Oconee River 126 miles above the junction with the Altamaha River, and 3 feet to Macon, a city on the Ocmulgee River 178 miles above the junction. The depths are 2 to 12 feet less during the summer low-water period.

U.S. Route 17 highway bridge over **South Altamaha River**, 2.5 miles south of Darien, has a fixed span with a clearance of 35 feet. An overhead power cable on the west side of the bridge has a clearance of 55 feet. Interstate Route 95 highway bridge crossing South Altamaha River, about 1.2 miles westward of U.S. Route 17 highway bridge, has a clearance of 35 feet. (See **117.1 through 117.59, 117.351, 117.363, and 117.365**, chapter 2, for drawbridge regulations for drawbridges crossing the Altamaha, Oconee, and Ocmulgee Rivers.)

Little Mud River enters Altamaha Sound from northward about 2.5 miles inside the entrance. The Intracoastal Waterway passes through it. **Buttermilk Sound**, which enters Altamaha Sound from the southwestward, has an average width of 0.5 mile. At its head the sound connects with Frederica River and Mackay River; the latter connects with Back River. These three rivers enter the western end of St. Simons Sounds from northward, and Mackay River with Buttermilk Sound forms part of the Intracoastal Waterway.

The northern portion of St. Simons Island is marshy and traversed by **Hampton River**, a sizable stream flowing in an easterly and southeasterly direction, which separates St. Simons and Little St. Simons Islands and enters the sea 5 miles below Altamaha Sound. The dangerous shoals on both sides of the channel are unmarked; strangers should not attempt entrance from seaward without local knowledge. In 2003, the reported controlling depth was 10.5 feet from Buttermilk Sound to Village Creek.

Village Creek flows into Hampton River from the southward, about 1.5 miles above its mouth. It goes through a stretch of marsh separating Sea Island and St. Simons Island. After a crooked course of several miles, it joins the **Blackbank River**, a narrow and twisting stream flowing to the southward between the two islands and entering the sea 4 miles south of Hampton River. In 1983, the reported controlling depth was 4 feet for about 4.6 miles above the mouth, thence 1 foot to and 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 to Sea Island has a 15-foot fixed span with a clearance of 7 feet; overhead cables about 200 feet south of the bridge have a clearance of 16 feet.

**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 Jan. 08/11
Corrected through LNM Jan. 04/11

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 31°18'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

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

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

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

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).

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

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.

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.

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.

Savannah, GA	KEC-85	162,400 MHz
Jesup, GA	WXJ-28	162,450 MHz
Brunswick, GA	WWH-39	162,425 MHz

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.

**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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on 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 Savannah, GA.  
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.

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

**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.

**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 jurisdictional 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.

| TIDAL INFORMATION                      |                                              |                        |                 |                |
|----------------------------------------|----------------------------------------------|------------------------|-----------------|----------------|
| PLACE                                  | Height referred to datum of soundings (MLLW) | Mean Higher High Water |                 |                |
|                                        |                                              | Mean Higher High Water | Mean High Water | Mean Low Water |
| NAME                                   | (LAT/LONG)                                   | feet                   | feet            | feet           |
| Darien, Darien River                   | (31°22' N/081°26' W)                         | 7.9                    | 7.5             | 0.2            |
| Wolf Island, South End, Altamaha Sound | (31°19' N/081°19' W)                         | 7.2                    | 6.9             | 0.2            |
| Hampton River Entrance                 | (31°13' N/081°19' W)                         | 7.2                    | 6.8             | 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>. (Dec 2010)

**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    |
| A/ alternating    | IQ interrupted quick     | N nun                  | Rct 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:**

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

**Miscellaneous:**

|                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obsn obstruction        | PD position doubtful | Suom submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |

⚓ 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: -----

**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.

**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://ocedata.nod.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

**TIDAL INFORMATION**

| NAME                                   | PLACE (LAT/LONG)   | Height referred to datum of soundings (MLLW) |                 |                |
|----------------------------------------|--------------------|----------------------------------------------|-----------------|----------------|
|                                        |                    | Mean Higher High Water                       | Mean High Water | Mean Low Water |
| Darien, Darien River                   | (31°22'N/081°26'W) | feet 7.9                                     | feet 7.5        | feet 0.2       |
| Wolf Island, South End, Altamaha Sound | (31°19'N/081°19'W) | 7.2                                          | 6.9             | 0.2            |
| Hampton River Entrance                 | (31°13'N/081°19'W) | 7.2                                          | 6.8             | 0.2            |

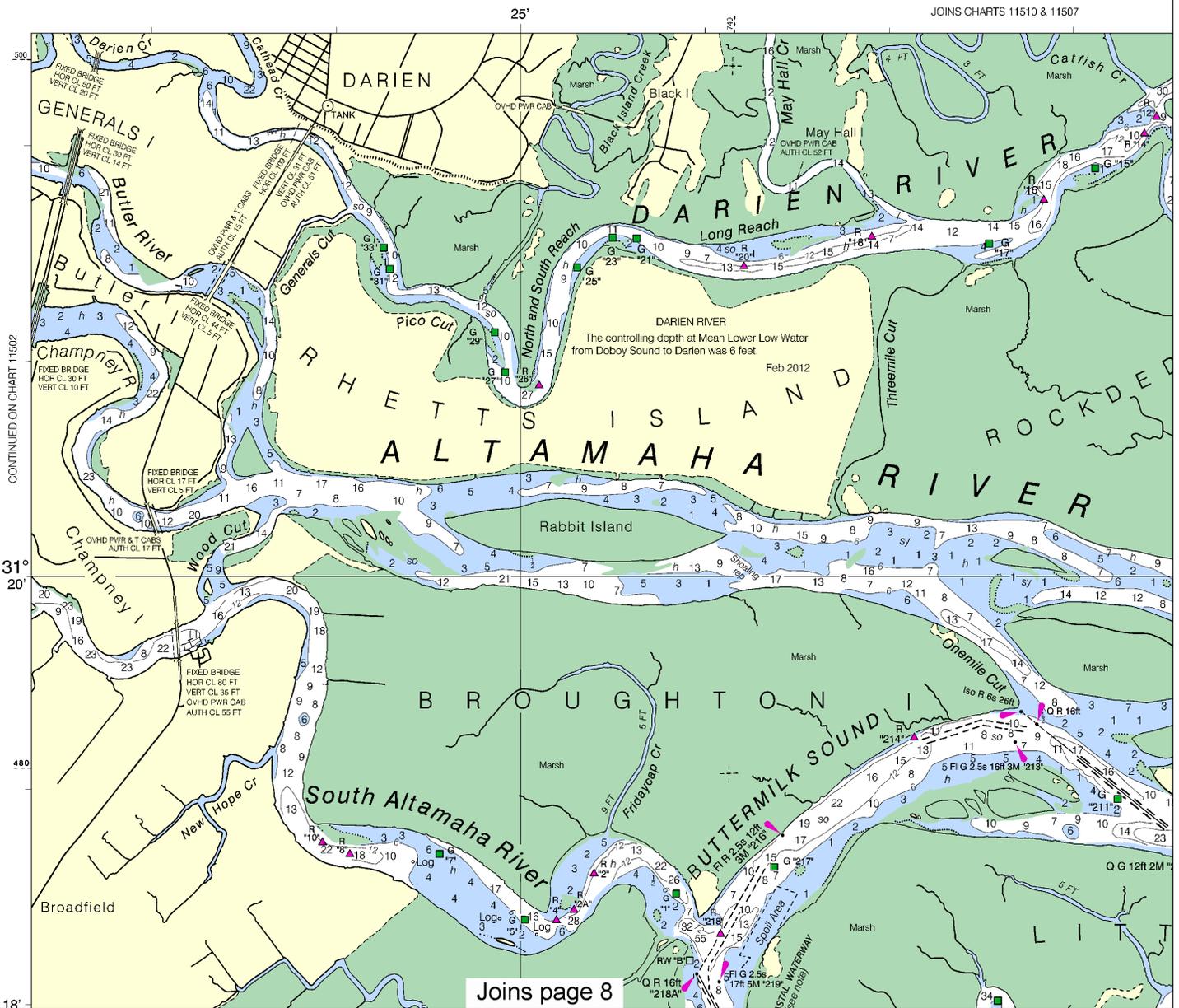
Dashes (--) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Dec 2010)

**AUTHORITIES**

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

**SOUNDINGS IN FEET**

11508



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

PLANE COORDINATE GRID  
(based on NAD 1927)

The Georgia plane coordinate Grid, (east zone) is indicated on this chart at 20,000 foot intervals thus: --  
The last three digits are omitted.

**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, the Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Savannah, GA.

Refer to charted regulation section numbers.

**HEIGHTS**

Heights in feet above Mean High Water.

UNITED STATES - EAST COAST

GEORGIA

**ALTAMAHA SOUND**

Mercator Projection  
Scale 1:40,000 at Lat. 31°18'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

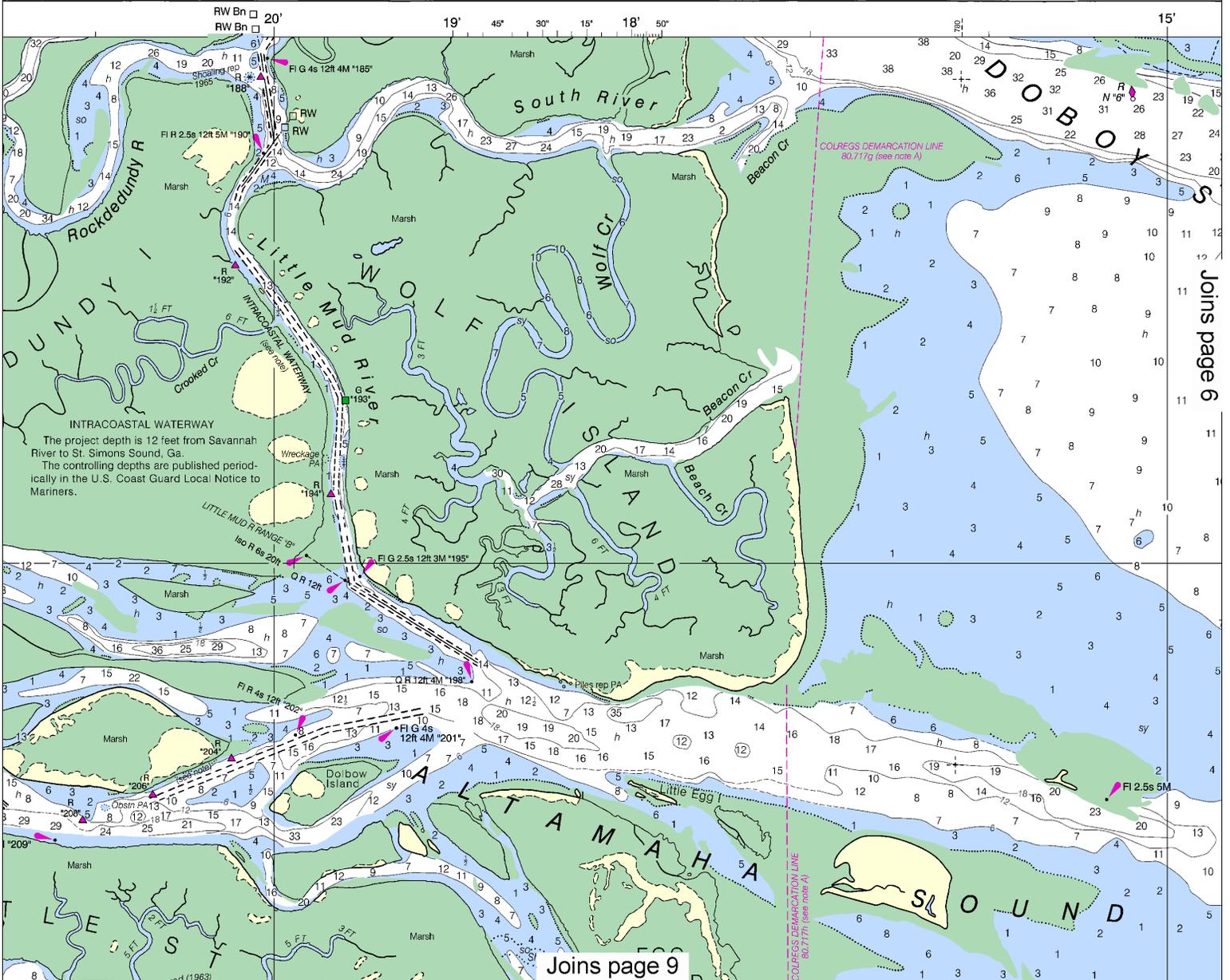
Formerly C&GS 575, 1st Ed., Mar. 1927 C-1937-454 KAPP 245

**ABBREVIATIONS** (For complete list see Notice to Mariners)

AERO aeronautical  
A alternating  
B black  
Bn beacon  
C can  
DIA diaphane  
F fixed  
Fl flashing

Bottom characteristics:  
Blds boulders  
bk broken  
Cy clay  
Co coral  
G grave  
Grs gra

Miscellaneous:  
AUTH authorized  
ED existence doubtful  
Wreck, rock, obstruction,  
(2) Rocks that cover and un  
COLREGS: International Regu  
Demarcation lines



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.





**POLLUTION REPORTS**

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8902 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**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.

|               |        |             |
|---------------|--------|-------------|
| Savannah, GA  | KEC-85 | 162.400 MHz |
| Jesup, GA     | WXJ-28 | 162.450 MHz |
| Brunswick, GA | WWH-39 | 162.425 MHz |

**AIDS TO NAVIGATION**

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

**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 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 jurisdictional 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.

**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.

**SUPPLEMENTAL INFORMATION**

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

**CAUTION**

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

**CAUTION**

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

**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.

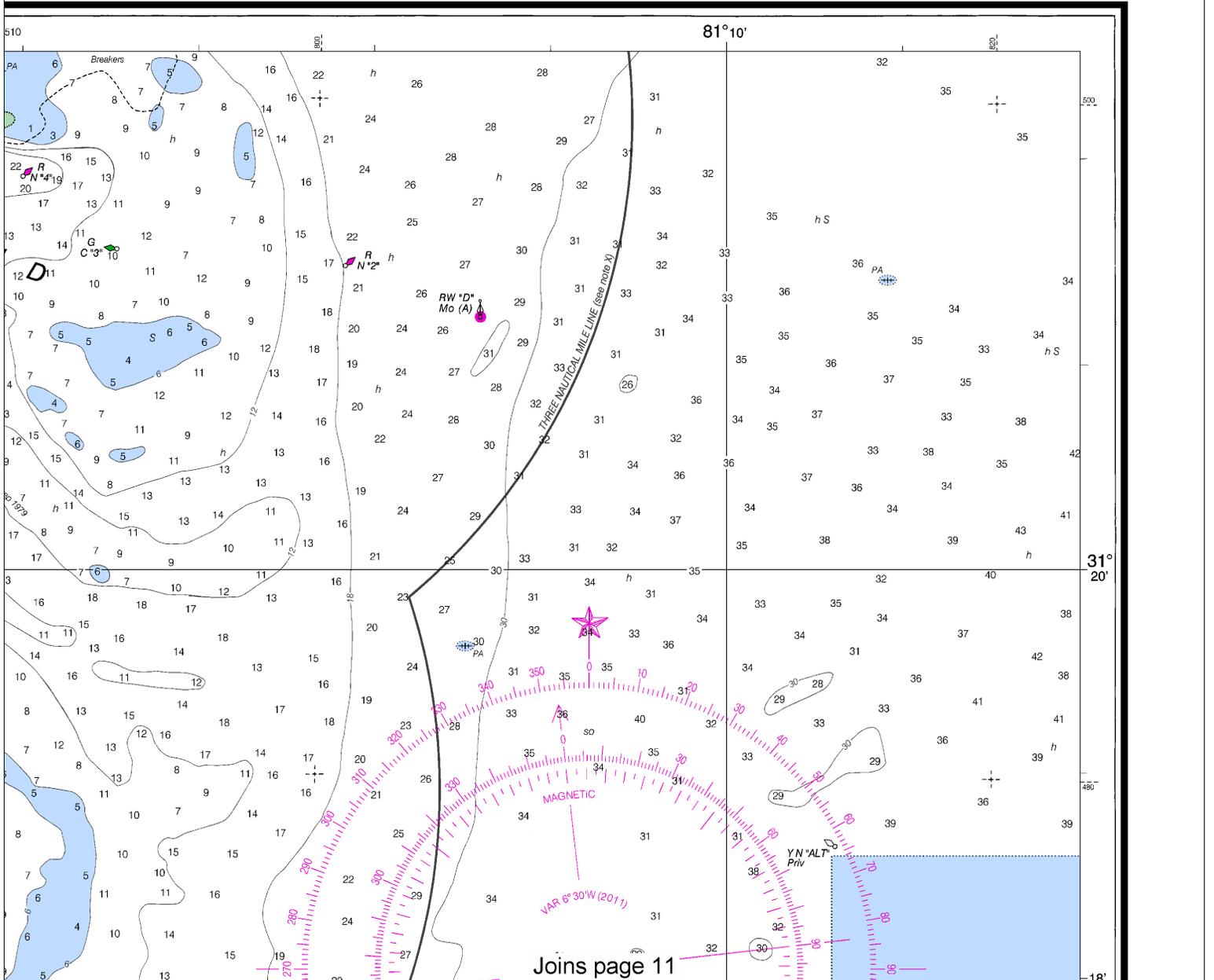
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

ditions, see Chart No. 1.)

|                        |                     |
|------------------------|---------------------|
| Mo morse code          | R TR radio tower    |
| N nun                  | Rot rotating        |
| OBSC obscured          | s seconds           |
| Oc occulting           | SEC sector          |
| Or orange              | St: M statute miles |
| Q quick                | VQ very quick       |
| R red                  | W white             |
| Ra Ref radar reflector | WHIS whistle        |
| R Bn radiobeacon       | Y yellow            |

|             |           |
|-------------|-----------|
| Cys oysters | so soft   |
| Rk rock     | Sh shells |
| S sand      | sy silky  |

PD position doubtful  
Rep reported  
depth indicated.  
above datum of soundings.  
ions at Sea, 1972.



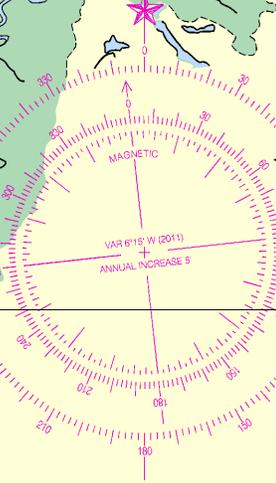
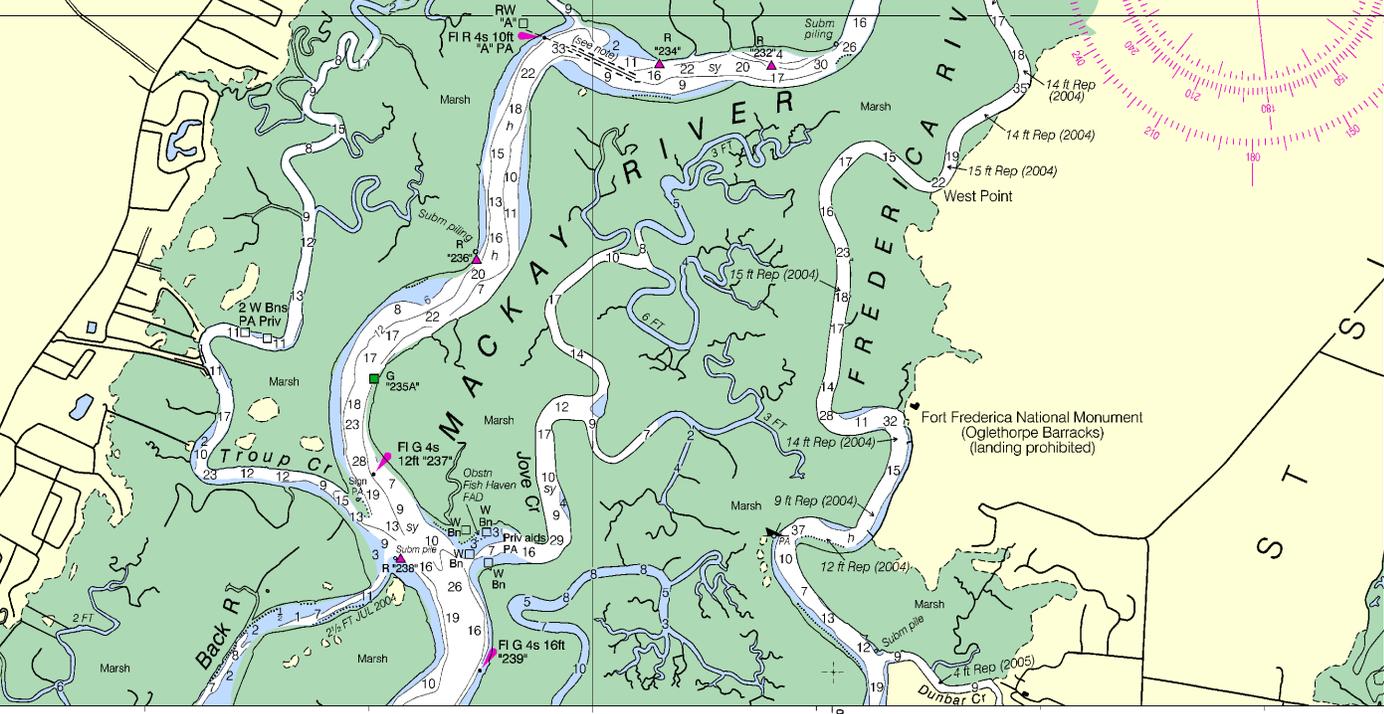
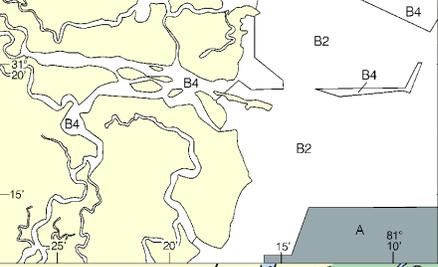
Broadfield

18°  
45'  
30"  
15"  
17°  
50"  
15'

**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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

**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*.

| SOURCE |             |                                     |
|--------|-------------|-------------------------------------|
| A      | 1990 - 1997 | NOS Surveys full bottom coverage    |
| B2     | 1979 - 1989 | NOS Surveys partial bottom coverage |
| B4     | 1900 - 1939 | NOS Surveys partial bottom coverage |



JOINS CHARTS 11506 & 11507

25'

22nd Ed., Jan./11 ■ Corrected through NM Jan. 08/11  
Corrected through LNM Jan. 04/11

11508

**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).

This nautical chart has been developed by the U.S. Coast Guard. The U.S. Coast Guard Ocean Service encourages users to improve this chart to the Chief, Ocean Service, NOAA, Silver Spring, Md.



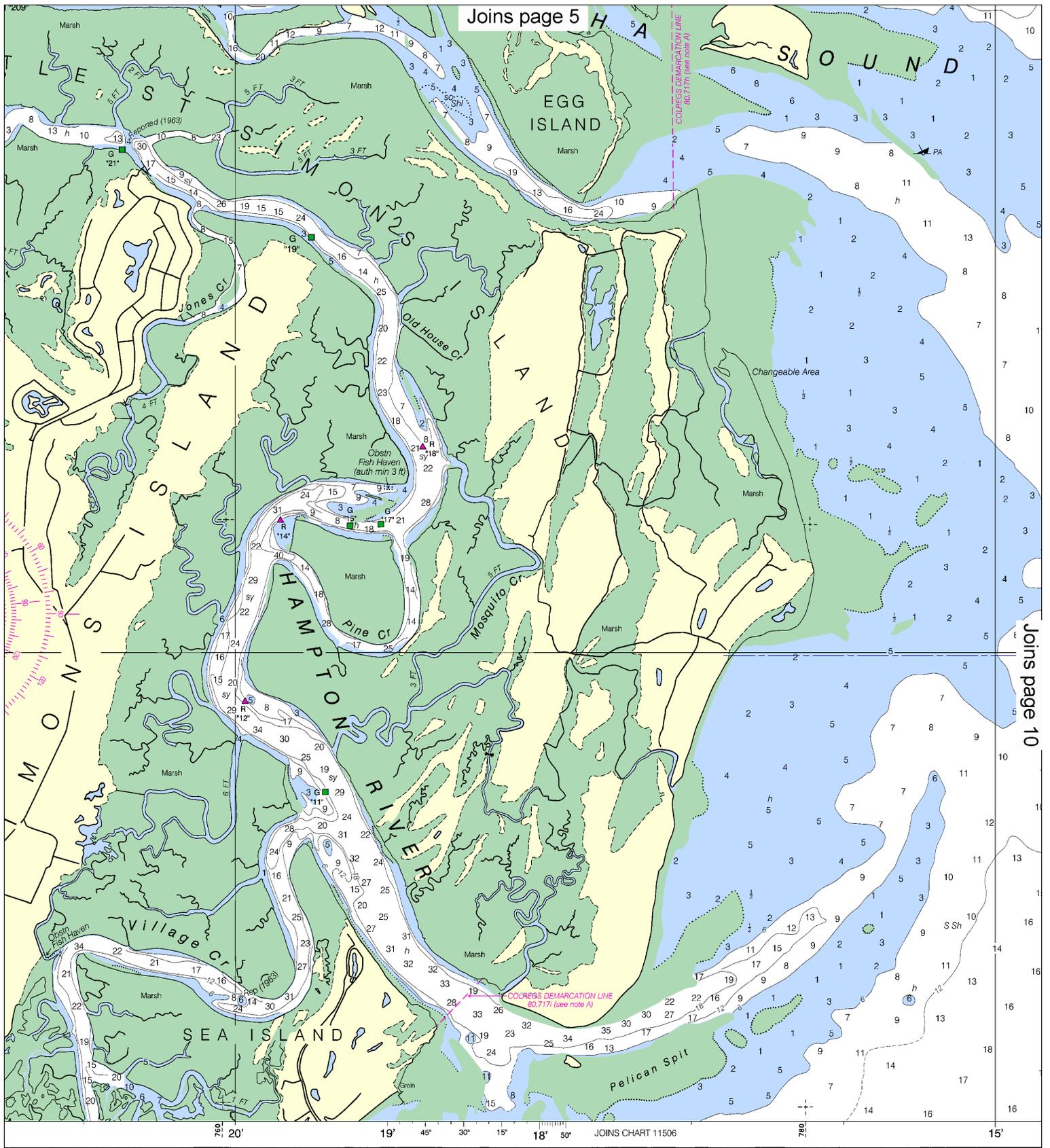
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

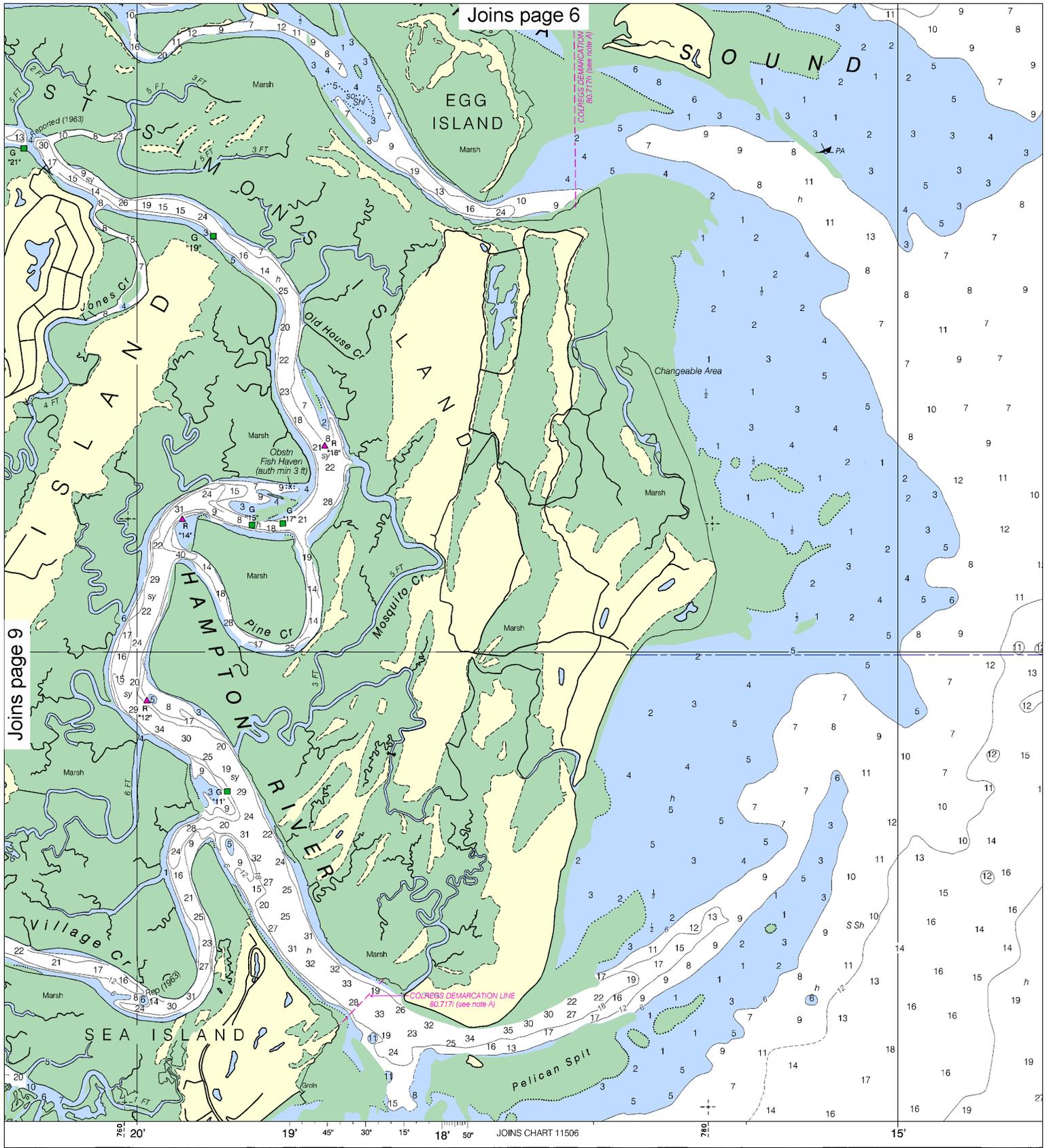




designed to promote safe navigation. The National Oceanic and Atmospheric Administration (NOAA) encourages the public to submit corrections, additions, or comments for this chart to the National Oceanic and Atmospheric Administration, Marine Chart Division (N/CS2), National Oceanic and Atmospheric Administration, 1205 National Oceanic and Atmospheric Administration Building, Silver Spring, Maryland 20910-3282.

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

**SOUNDINGS IN F**



Joins page 9

for navigation. The National Hydrographic Office, or comments for (N/CS2), National Ocean

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

**SOUNDINGS IN FEET**

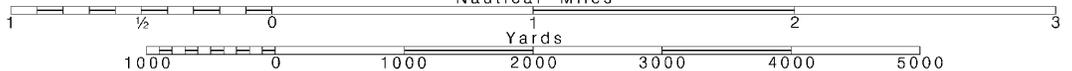
**10**

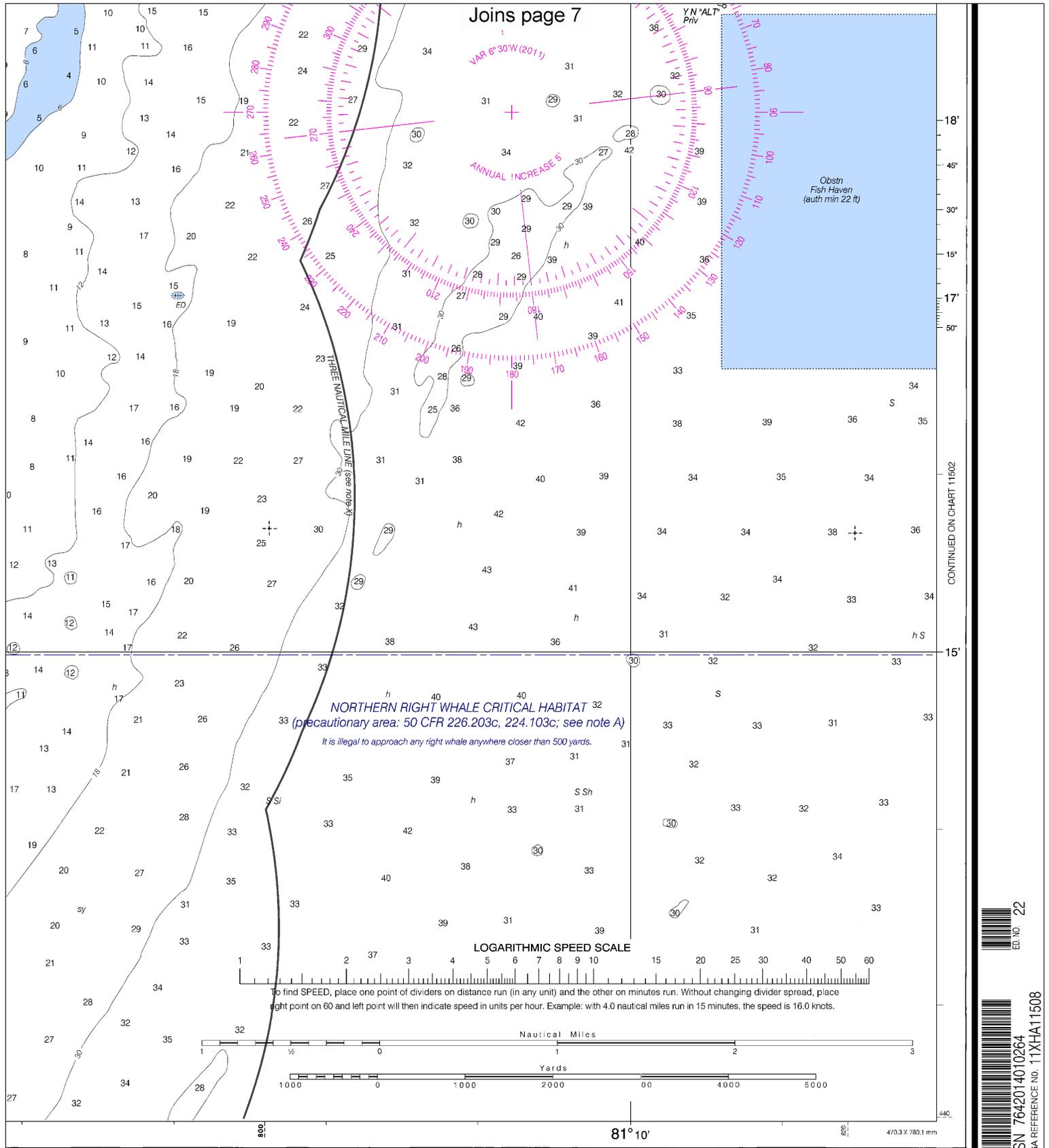
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





|         |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 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  |

Altamaha Sound  
 SOUNDINGS IN FEET - SCALE 1:40,000

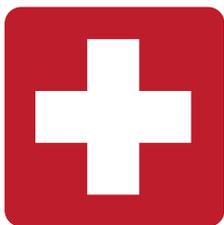
11508

ED. NO. 22

NSN 7642014010264

NSA REFERENCE NO. 11XHA11508





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>



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