

BookletChart™

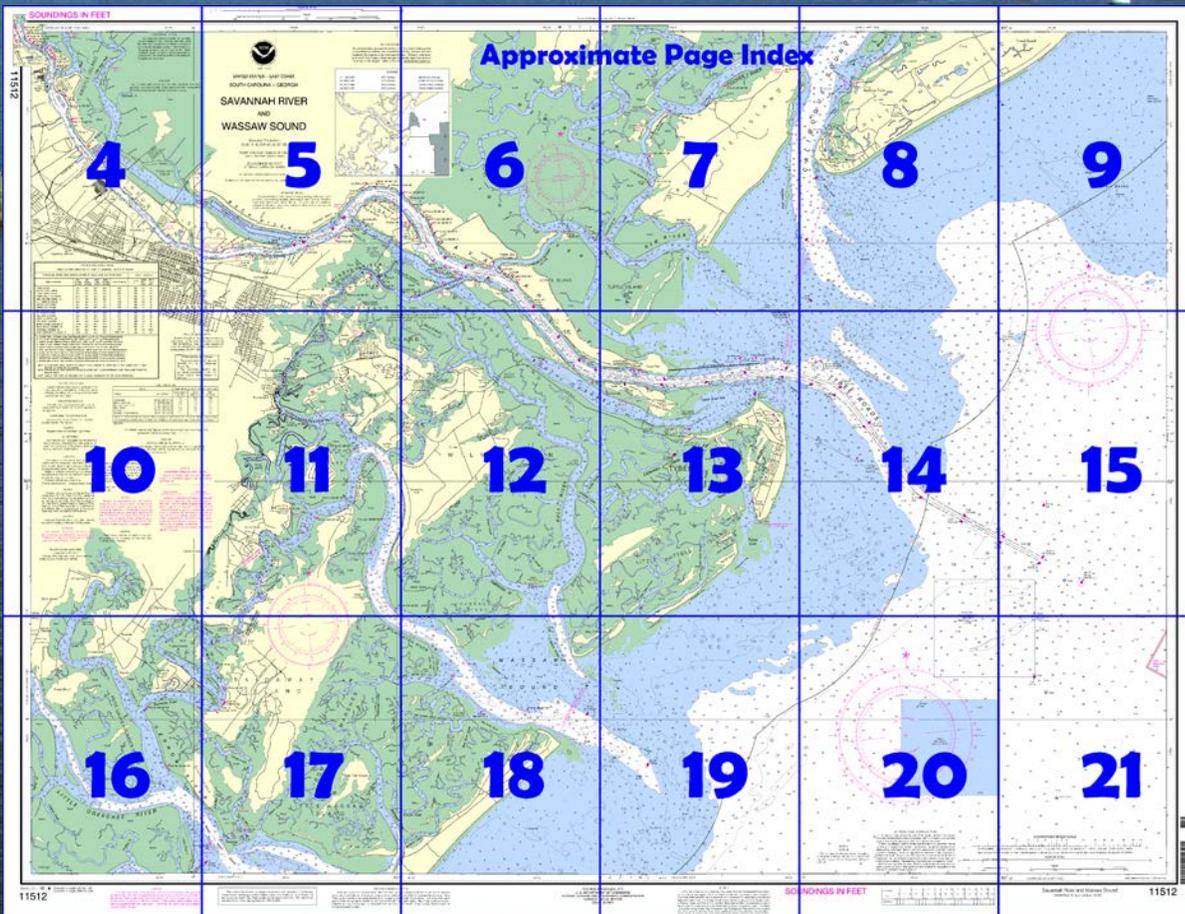
Savannah River and Wassaw Sound NOAA Chart 11512



*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.

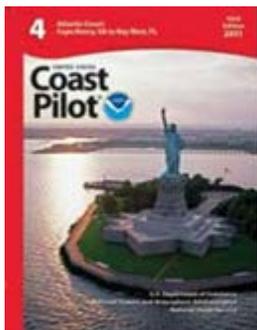
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11512>



(Selected Excerpts from Coast Pilot)
Calibogue Sound is entered between Hilton Head Island and **Daufuskie Island**, 5 miles northward of Tybee Light (32°01'18"N., 80°50'48"W.). The entrance is obstructed by shifting shoals through which are several crooked channels. The best channel extends from Tybee Roads northward between Bloody Point Range Front Light and the northwest end of the submerged breakwater 1.9 miles northeast of Tybee Light. The channel into the sound is marked

by lights, a buoy, and daybeacons. The depth was 10 feet over the bar. Inside the bar, depths are ample.

Savannah River is navigable for deep-draft vessels to the upper end of Savannah Harbor, 19 miles above the entrance jetties, and for barges to the city of Augusta, 172 miles above the entrance. Deep-draft vessels approach the entrance from outside Savannah Light.

Savannah, on the south bank of Savannah River about 15 miles above the outer end of the jetties, is the second largest city and chief port of the State of Georgia. It is a leading southern port and is the main distributing point for the surrounding country. The city has considerable coastwise and foreign trade, and is connected with coastal cities to the north and south by the Intracoastal Waterway which crosses Savannah River several miles below the waterfront terminals.

Tybee Light (32°01'20"N., 80°50'44"W.), 144 feet above water, is shown from an octagonal brick tower, lower one third white and upper two thirds black, on the northeast end of Tybee Island.

A Federal project provides for a 44-foot channel across the bar through Tybee Roads to the jetties, thence 42 feet for about 16 miles in the main channel to the turning basin at Kings Island, thence 36 to 42 feet for about 1 mile, thence 30 feet for another 1.4 miles to the head of the project about 500 yards below U.S. Route 17 highway bridge. The channels are marked by lighted ranges, lights, and lighted and unlighted buoys.

A 2.1-mile-long sediment trap is in Back River on the north side of Hutchinson Island. A tide gate is at the head of the sediment trap.

The **danger area** of an Air Force air-to-air and air-to-water gunnery and bombing range is about 15 miles seaward of the light.

The entrance to the Savannah River is protected by jetties. The north jetty is unmarked and awash at mean high water and marked 0.2 mile seaward of its east end by a light. The south jetty is submerged at mean high water and marked at the east end by a light.

Route 17A served by this bridge crosses Back River to the northeastward over a trestle with a clearance of 10 feet. The CSX bridge crosses Back River above the Eugene Talmadge Memorial Highway bridge on a trestle with a clearance of 11 feet; an overhead power cable on the south side of this bridge has a clearance of 15 feet. The Route 17 (Houlihan) bridge a mile above Port Wentworth at the head of the Federal project, has a clearance of 8 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, WHV-879. A bridge across Middle River has a clearance of 5 feet, and a bridge across Little Back River has a 40-foot fixed span with a clearance of 8 feet.

The velocity of the ebb current from the entrance jetties to Savannah is from 2.2 to 3.1 knots. The flood current has a velocity of from 1.6 to 2.4 knots. The current is considerably influenced by winds and freshets. Currents set in the direction of the channel except at the entrance near Tybee Light, where the flood sets northwestward across the channel. Between the jetties the flood sets 260°.

Currents.—The tidal currents in Wassaw Sound reach velocities up to 2.2 knots. Predictions for a number of places in the sound and vicinity may be obtained from the Tidal Current Tables.

**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.

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

For Symbols and Abbreviations see Chart No. 1

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

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

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.

NOTES
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

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.

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 0.608" eastward to agree with 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.

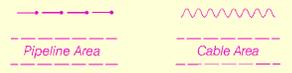
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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).

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	162.40 MHz
Metter, GA	WWH-25	162.425 MHz

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 32° 00'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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)

CAUTION
The Tide Gate will operate automatically, therefore, the areas upstream and downstream of the gate have been designated restricted areas and are marked by a line of 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.

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
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.

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.

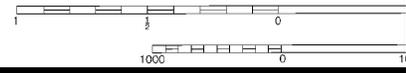
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

TIDAL INFORMATION

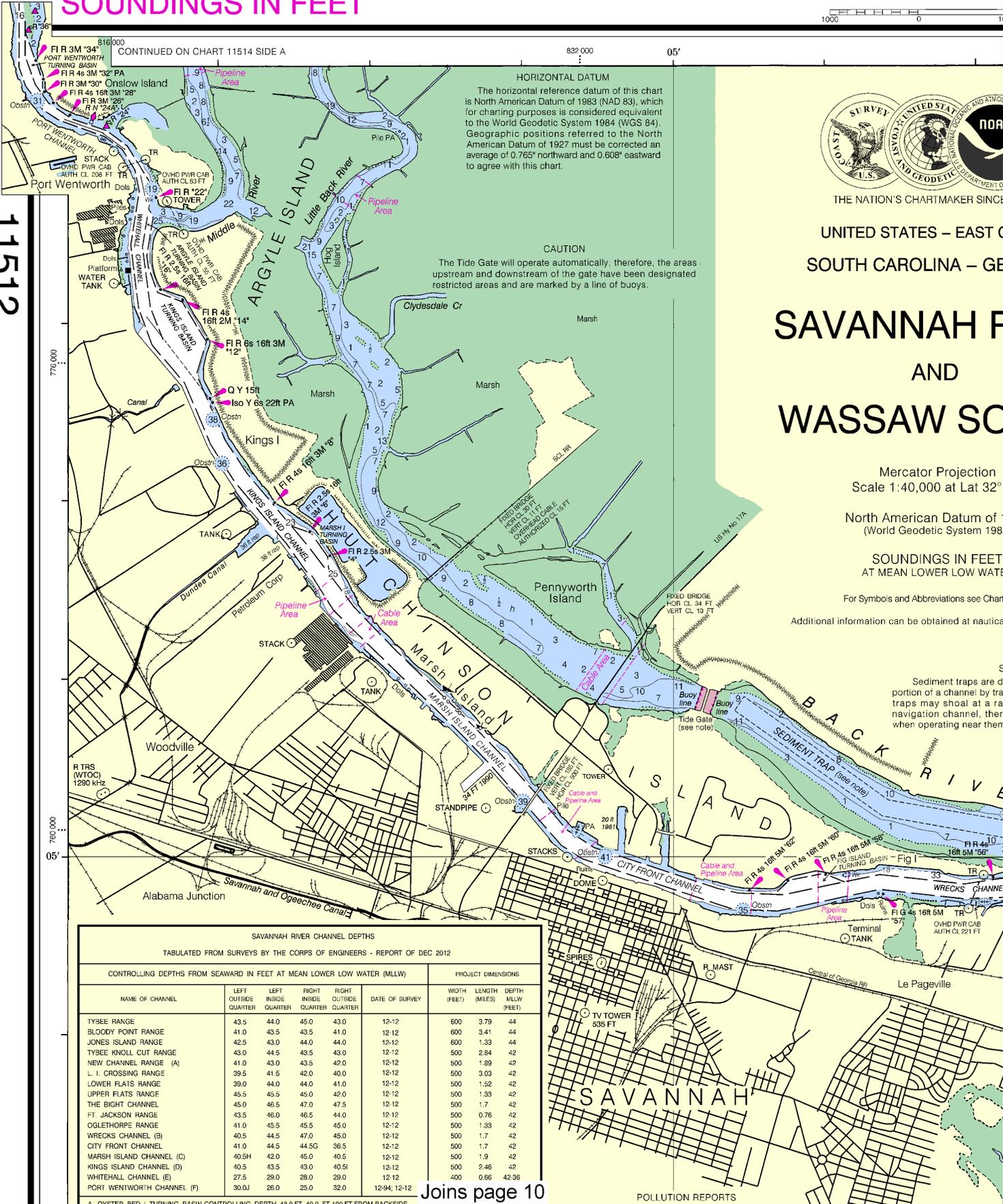
PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Tybee Light	(32°02'N/080°51'W)	7.4	7.0	0.2
Beach Hammock	(31°57'N/080°56'W)	7.5	7.1	0.2
Romerly Marsh Creek	(31°56'N/081°00'W)	7.7	7.3	0.2
Isle of Hope	(31°59'N/081°03'W)	8.4	8.0	0.2
Savannah	(32°05'N/081°05'W)	8.6	8.1	0.2
Savannah River Entrance	(32°02'N/080°54'W)	7.5	7.1	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>. (Jan 2010)

SOUNDINGS IN FEET



11512



THE NATION'S CHARTMAKER SINCE 1792

UNITED STATES - EAST COAST OF SOUTH CAROLINA - GEORGIA
SAVANNAH RIVER AND WASSAW SOUND

Mercator Projection
 Scale 1:40,000 at Lat 32°

North American Datum of 1983 (World Geodetic System 1984)

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nautical chart agents.

Sediment traps are distributed along a portion of a channel by traps may shoal at a rapid navigation channel, then when operating near them.

SAVANNAH RIVER 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)
TYSEE RANGE	43.5	44.0	45.0	43.0	12-12	600	3.79	44
BLOODY POINT RANGE	41.0	43.5	43.5	41.0	12-12	600	3.41	44
JONES ISLAND RANGE	42.5	43.0	44.0	44.0	12-12	600	1.33	44
TYSEE KNOLL CUT RANGE	43.0	44.5	43.5	43.0	12-12	500	2.84	42
NEW CHANNEL RANGE (A)	41.0	43.0	43.5	42.0	12-12	500	1.89	42
L. I. CROSSING RANGE	39.5	41.5	42.0	40.0	12-12	500	3.03	42
LOWER FLATS RANGE	39.0	44.0	44.0	41.0	12-12	500	1.52	42
UPPER FLATS RANGE	45.5	45.5	45.0	42.0	12-12	500	1.33	42
THE BIGHT CHANNEL	45.0	46.5	47.0	47.5	12-12	500	1.7	42
FT. JACKSON RANGE	43.5	46.0	46.5	44.0	12-12	500	0.76	42
OGLETHORPE RANGE	41.0	45.5	45.5	45.0	12-12	500	1.33	42
WRECK'S CHANNEL (B)	40.5	44.5	47.0	45.0	12-12	500	1.7	42
CITY FRONT CHANNEL	41.0	44.5	44.50	36.5	12-12	500	1.7	42
MARSH ISLAND CHANNEL (C)	40.5H	42.0	45.0	40.5	12-12	500	1.9	42
KINGS ISLAND CHANNEL (D)	40.5	43.5	43.0	40.5I	12-12	500	2.46	42
WHITEHALL CHANNEL (E)	27.5	29.0	28.0	29.0	12-12	400	0.66	42.36
PORT WENTWORTH CHANNEL (F)	30.0J	26.0	25.0	32.0	12-94; 12-12			

Joins page 10

POLLUTION REPORTS

4

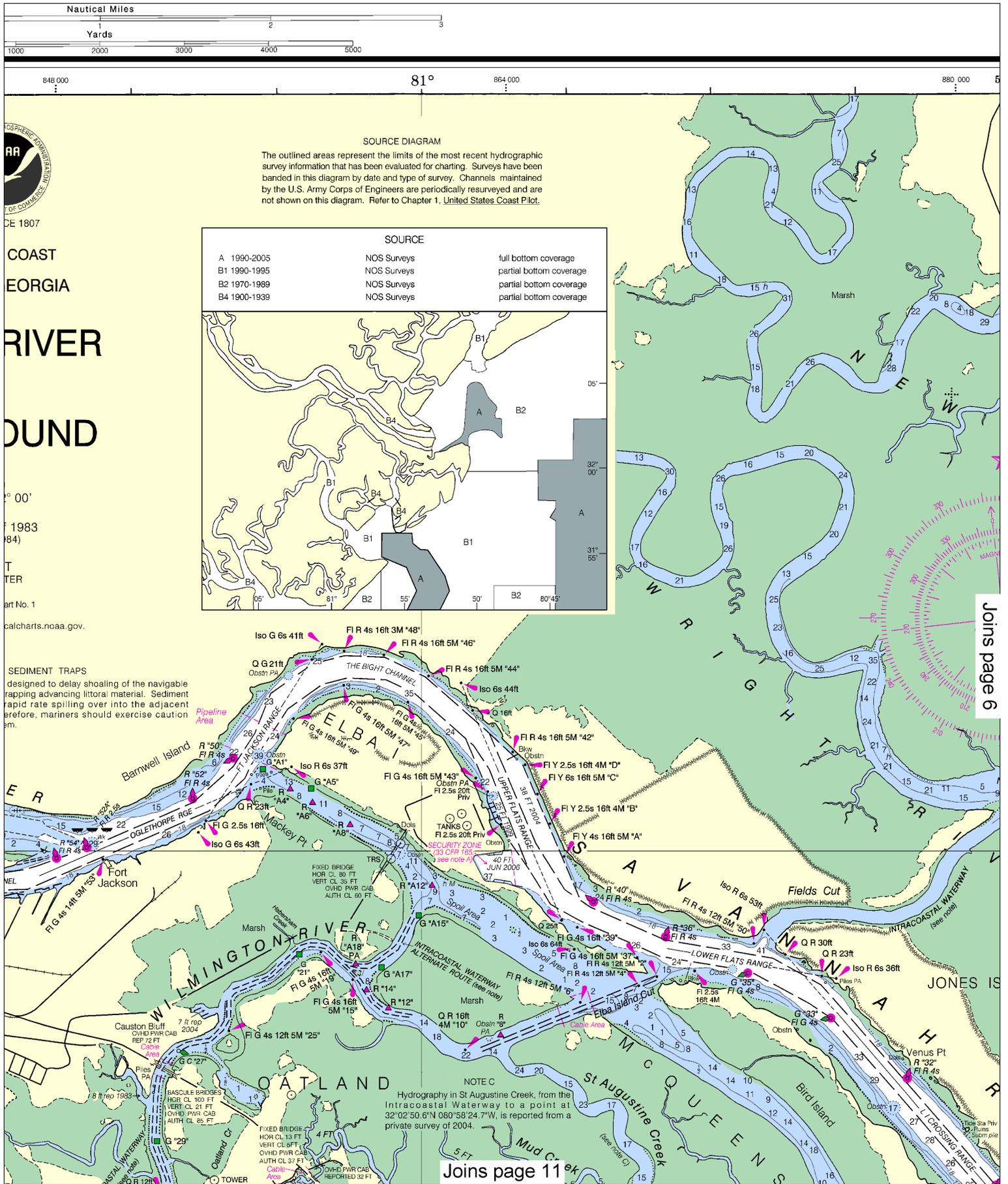
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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.

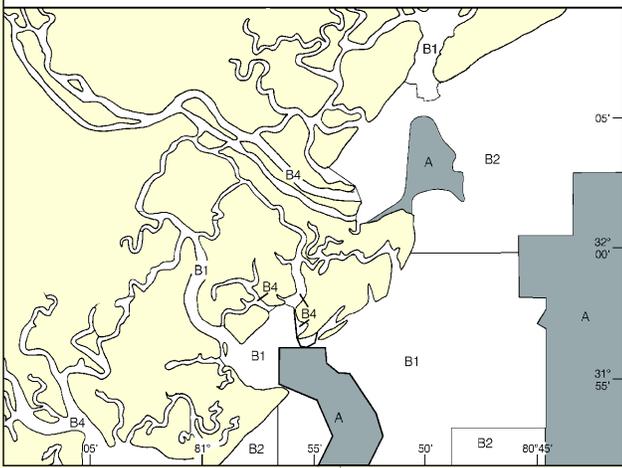


SOURCE DIAGRAM

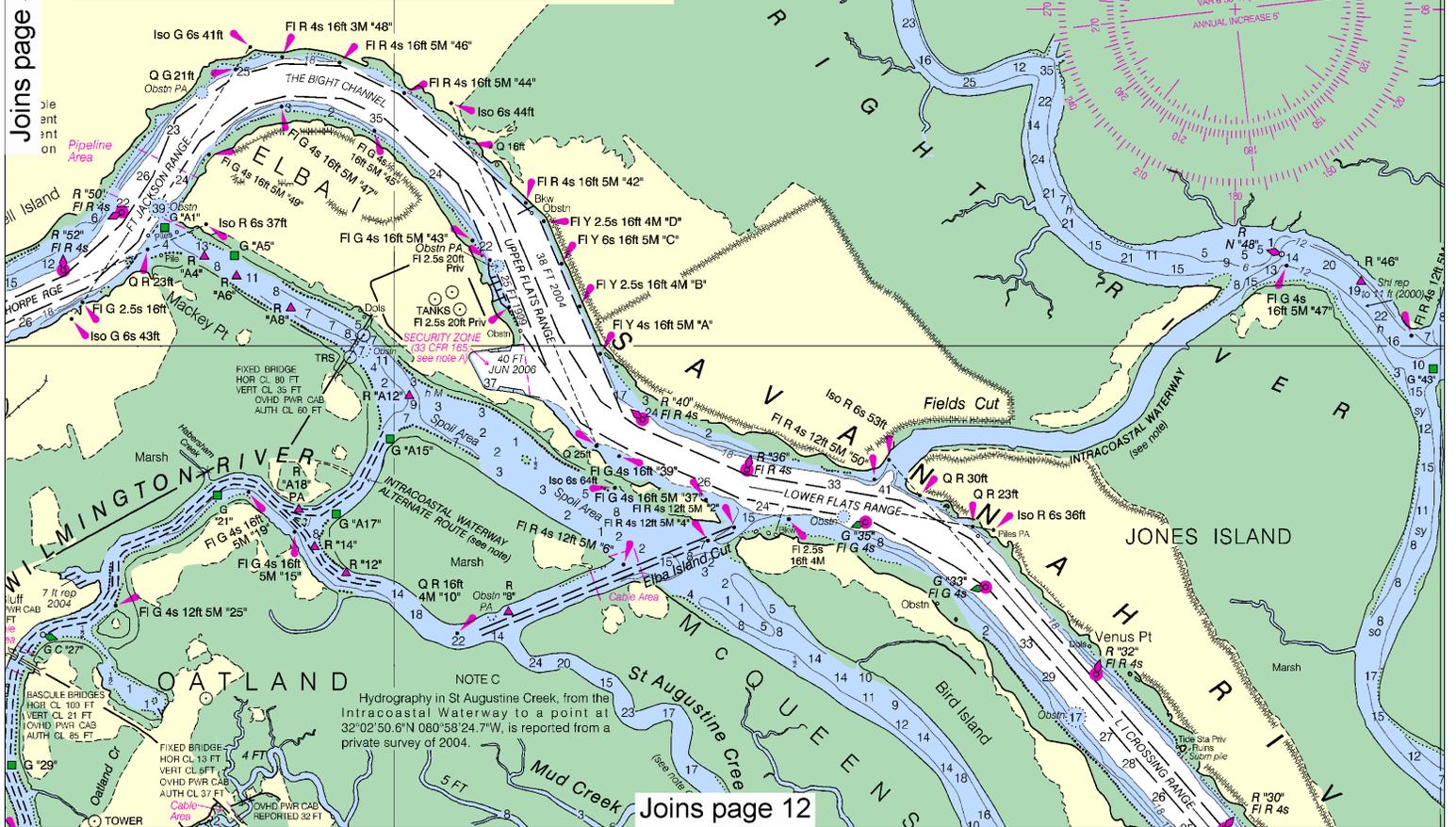
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1990-2005	NOS Surveys	full bottom coverage
B1 1990-1995	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage



Joins page 5



Joins page 12

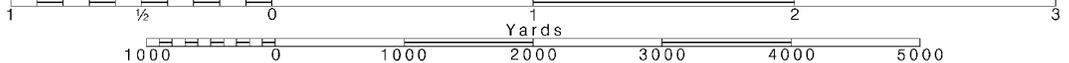


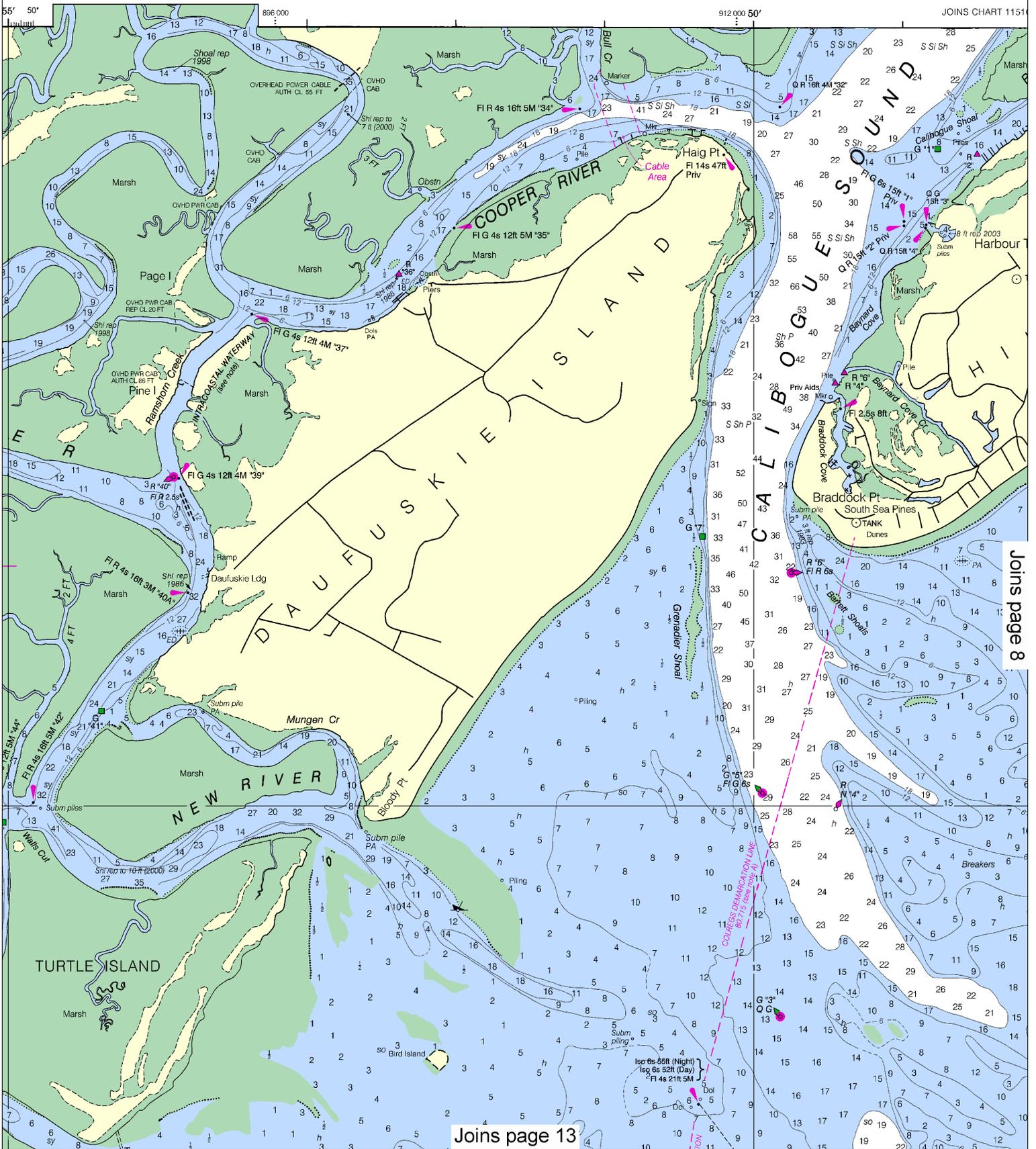
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



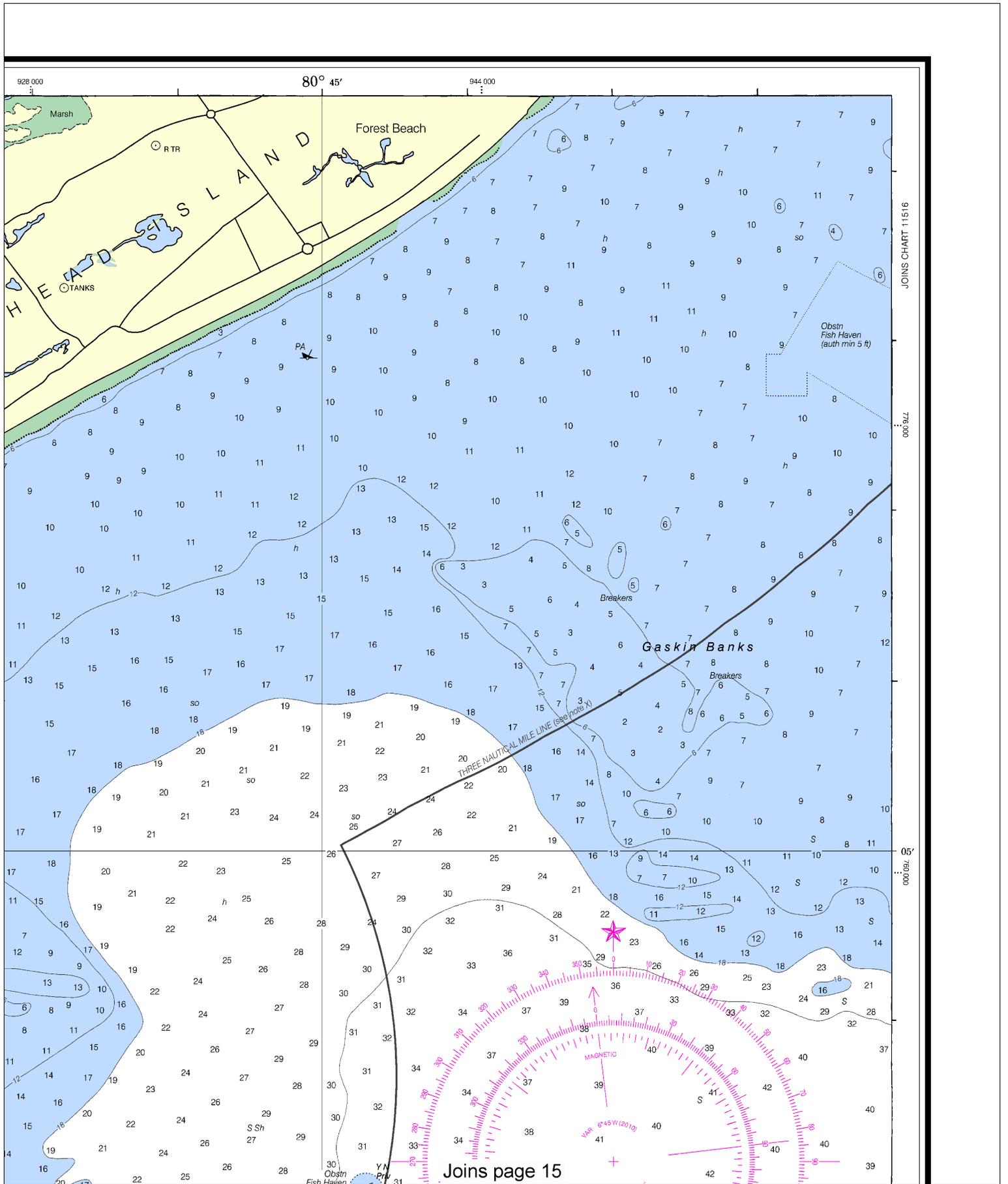


Joins page 13

Joins page 8

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
 NGA Weekly Notice to Mariners: 0413 1/26/2013,
 Canadian Coast Guard Notice to Mariners: n/a.





NEW CHANNEL RANGE (A)	41.0	43.0	43.5	42.0	12-12
L. I. CROSSING RANGE	39.5	41.5	42.0	40.0	12-12
LOWER FLATS RANGE	39.0	44.0	44.0	41.0	12-12
UPPER FLATS RANGE	45.5	45.5	45.0	42.0	12-12
THE BIGHT CHANNEL	45.0	46.5	47.0	47.5	12-12
FT. JACKSON RANGE	43.5	46.0	46.5	44.0	12-12
OGLETHORPE RANGE	41.0	45.5	45.5	45.0	12-12
WRECK'S CHANNEL (B)	40.5	44.5	47.0	45.0	12-12
CITY FRONT CHANNEL	41.0	44.5	44.5	36.5	12-12
MARSH ISLAND CHANNEL (C)	40.5H	42.0	45.0	40.5	12-12
KINGS ISLAND CHANNEL (D)	40.5	43.5	43.0	40.5I	12-12
WHITEHALL CHANNEL (E)	27.5	29.0	28.0	29.0	12-12
PORT WENTWORTH CHANNEL (F)	30.0J	26.0	25.0	32.0	12-94; 12-12

Joins page 4

- A. OYSTER BED TURNING BASIN-CONTROLLING DEPTH 43.0 FT, 40.0 FT 100 FT FROM BACKSIDE.
 - B. FIG ISLAND TURNING BASIN-CONTROLLING DEPTH 38.0 FT, 34.0 FT 100 FT FROM BACKSIDE.
 - C. MARSH ISLAND TURNING BASIN-CONTROLLING DEPTH 30.0 FT, 25.0 FT 100 FT FROM BACKSIDE.
 - D. KINGS ISLAND TURNING BASIN-CONTROLLING DEPTH 48.0 FT, 49.0 FT 100 FT FROM BACKSIDE.
 - E. ARGYLE ISLAND TURNING BASIN-CONTROLLING DEPTH 26.0 FT 100 FT FROM BACKSIDE.
 - F. PORT WENTWORTH TURNING BASIN-CONTROLLING DEPTH 25.0 FT, 19.0 FT 100 FT FROM BACKSIDE.
 - G. EXCEPT FOR A 41 FOOT OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°05'00.06"N 81°05'27.07"W
 - H. EXCEPT FOR A 39 FOOT OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°05'18.29"N 81°05'58.99"W
 - I. EXCEPT FOR A 38 FOOT OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°07'24.5"N 81°08'02.29"W
 - J. EXCEPT FOR A 31 FOOT OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°09'15.04"N 81°09'11.46"W
- NOTE: AT MEAN HIGH WATER, DEPTHS ARE ABOUT 7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET GREATER AT UPPER END OF HARBOR.
- NOTE: FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE CHANNEL LIMITS.
- NOTE: CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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.

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.

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.

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 S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

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

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.

PLANE COORDINATE GRID

(based on NAD 1927)
 Georgia State Grid, east zone, is indicated by dotted ticks at 16,000 foot intervals.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
	Tybee Light	(32°02'N/080°51'W)	7.4	7.0	0.2
	Beech Hammock	(31°57'N/080°55'W)	7.5	7.1	0.2
	Romerly Marsh Creek	(31°56'N/081°00'W)	7.7	7.3	0.2
	Isle of Hope	(31°59'N/081°03'W)	8.4	8.0	0.2
	Savannah	(32°05'N/081°05'W)	8.6	8.1	0.2
	Savannah River Entrance	(32°02'N/080°54'W)	7.5	7.1	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://idesandcurrents.noaa.gov>. (Jan 2010)

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

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.

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	162.40 MHz
Metter, GA	WWH-25	162.425 MHz

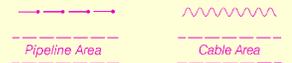
NOTE A

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, Fla., or at the Office of the District Engineer, Corps of Engineers in Savannah, Ga. Refer to charted regulation section numbers.

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.

CAUTION

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

CAUTION

Fixed and floating obstructions, some submerged, may exist within the mariners limited bridge construction area. Mariners are advised to proceed with caution.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the mariners limited bridge construction area. Mariners are advised to proceed with caution.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the mariners limited bridge construction area. Mariners are advised to proceed with caution.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the mariners limited bridge construction area. Mariners are advised to proceed with caution.

CAUTION

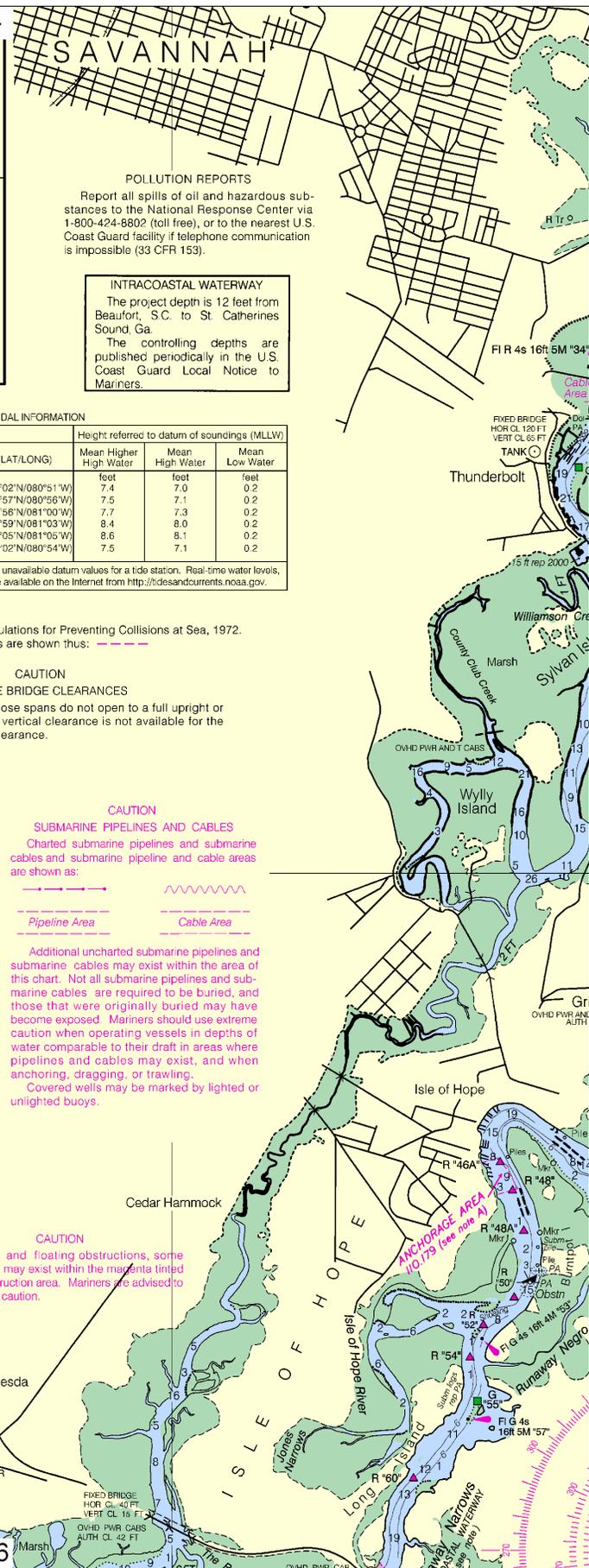
Fixed and floating obstructions, some submerged, may exist within the mariners limited bridge construction area. Mariners are advised to proceed with caution.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the mariners limited bridge construction area. Mariners are advised to proceed with caution.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the mariners limited bridge construction area. Mariners are advised to proceed with caution.



Joins page 16

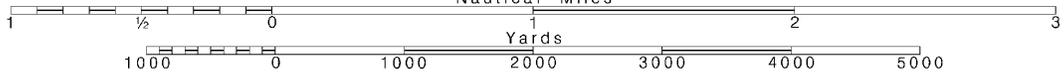


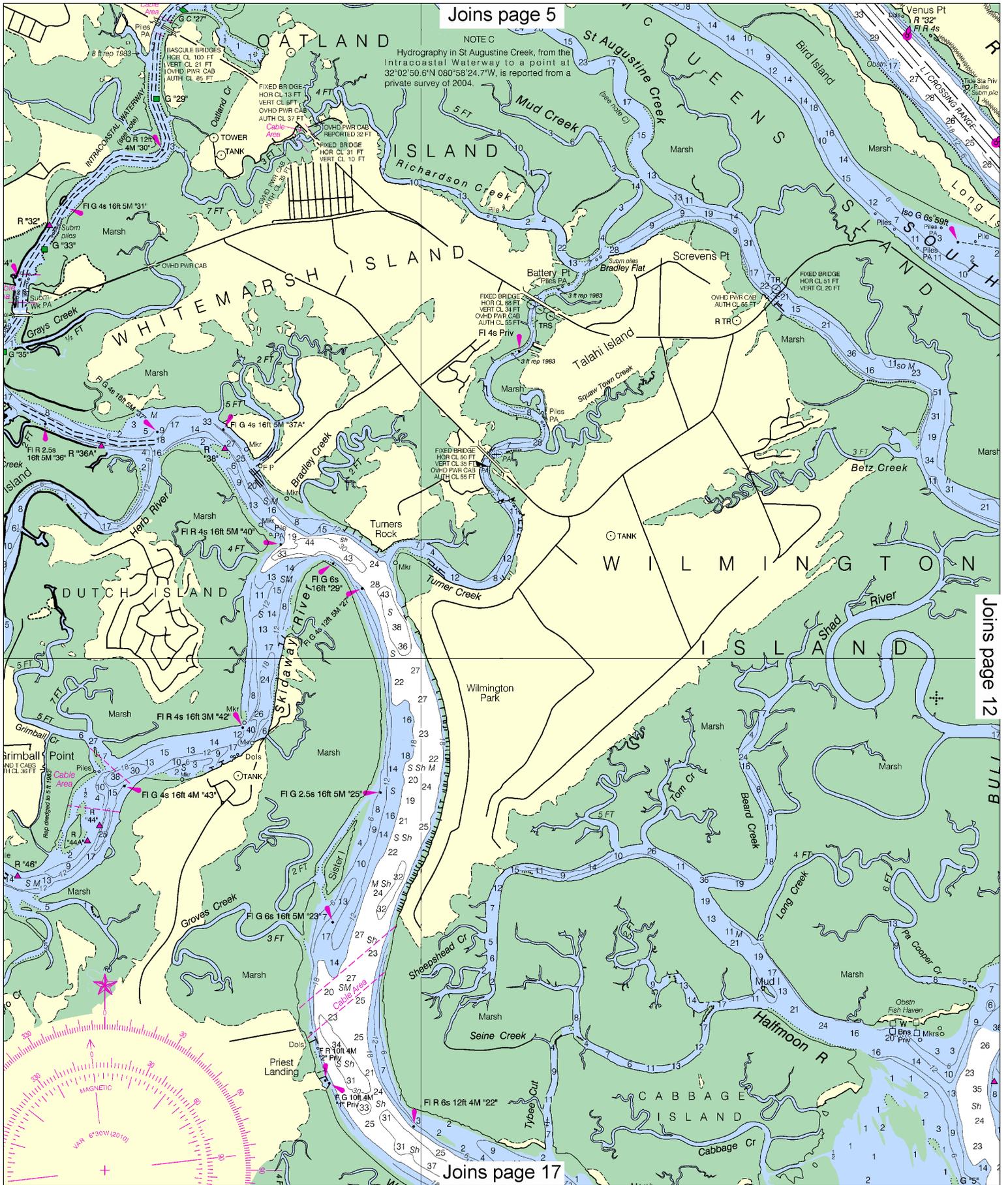
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

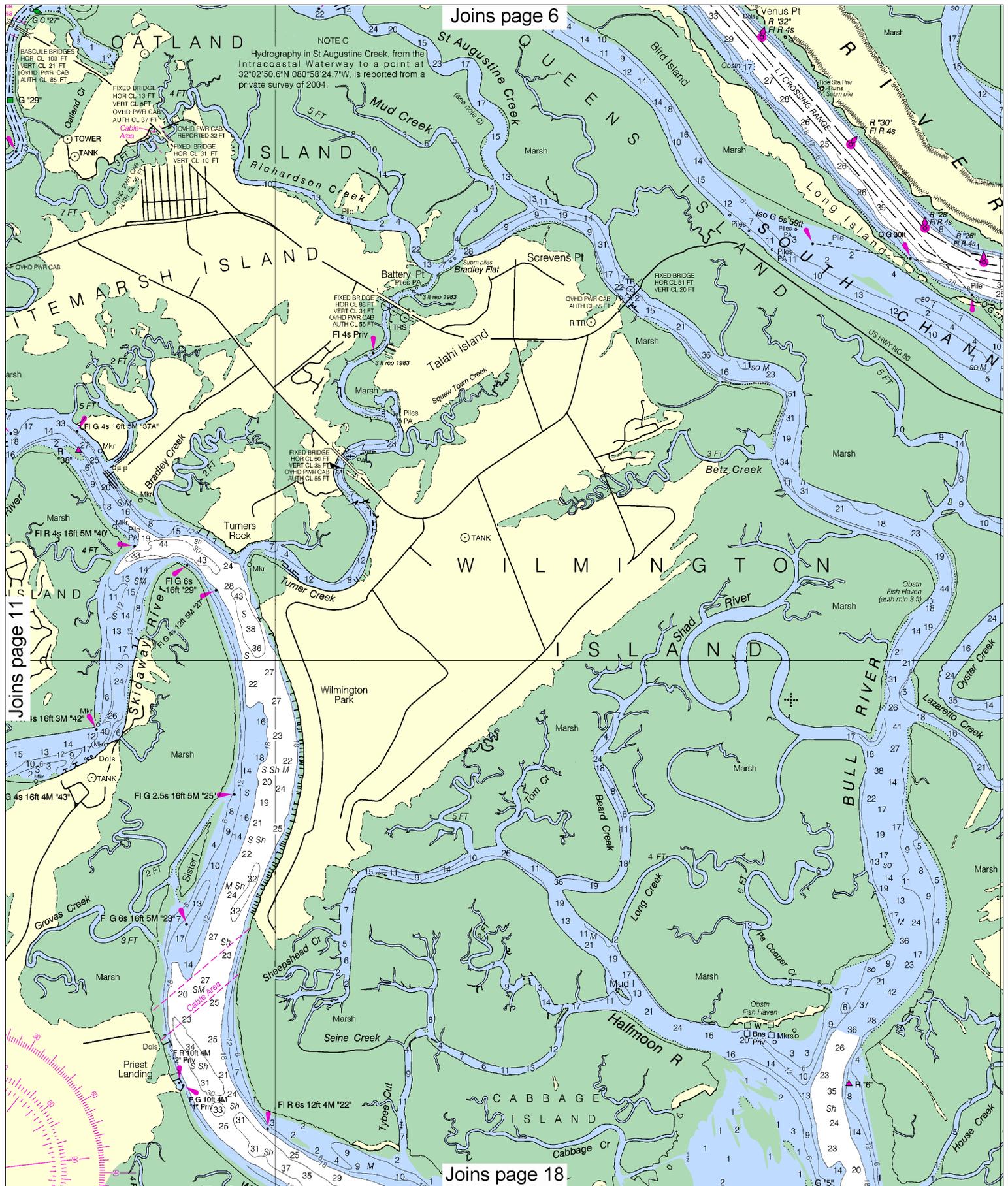
SCALE 1:40,000
Nautical Miles

See Note on page 5.





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.



12

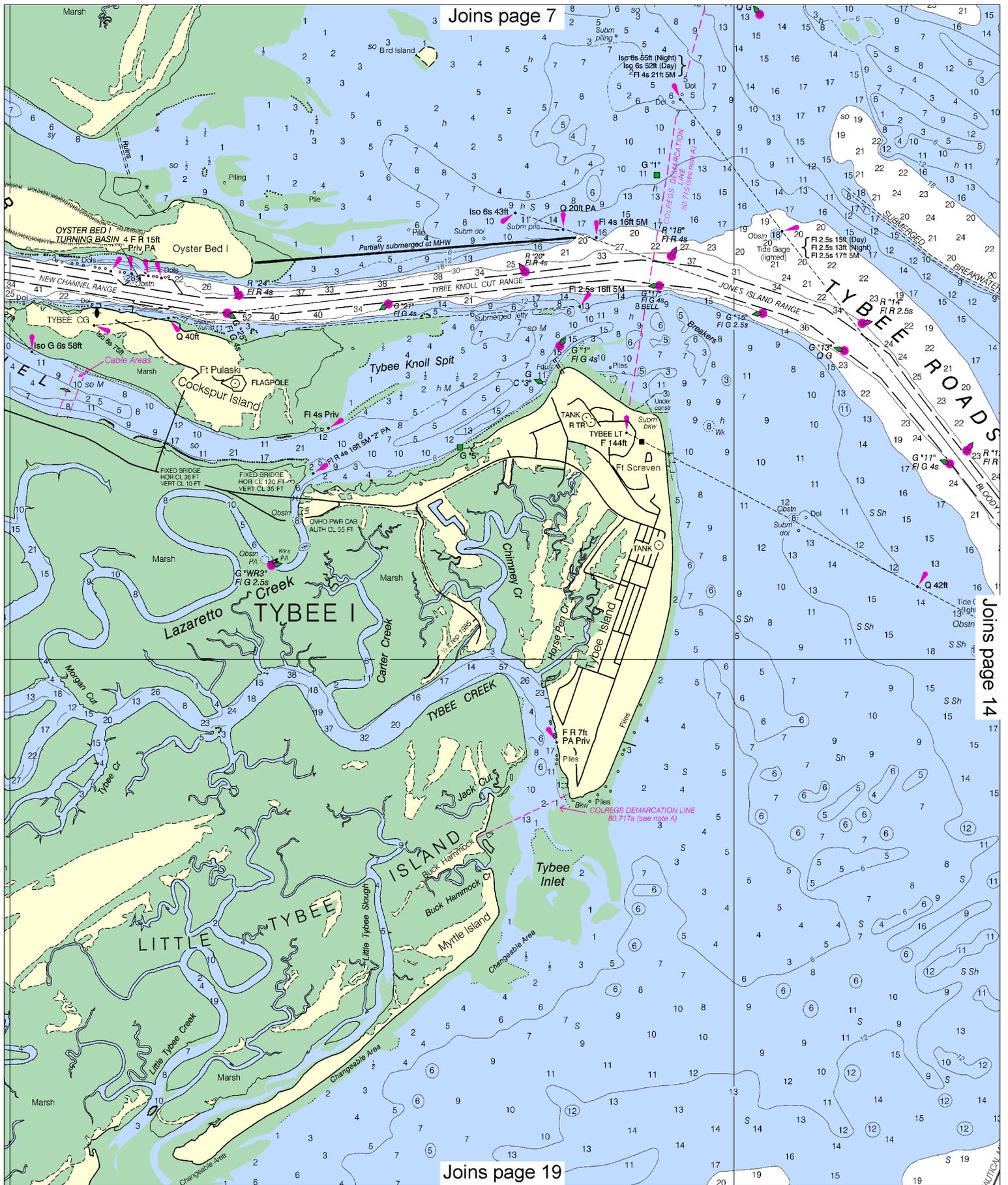
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

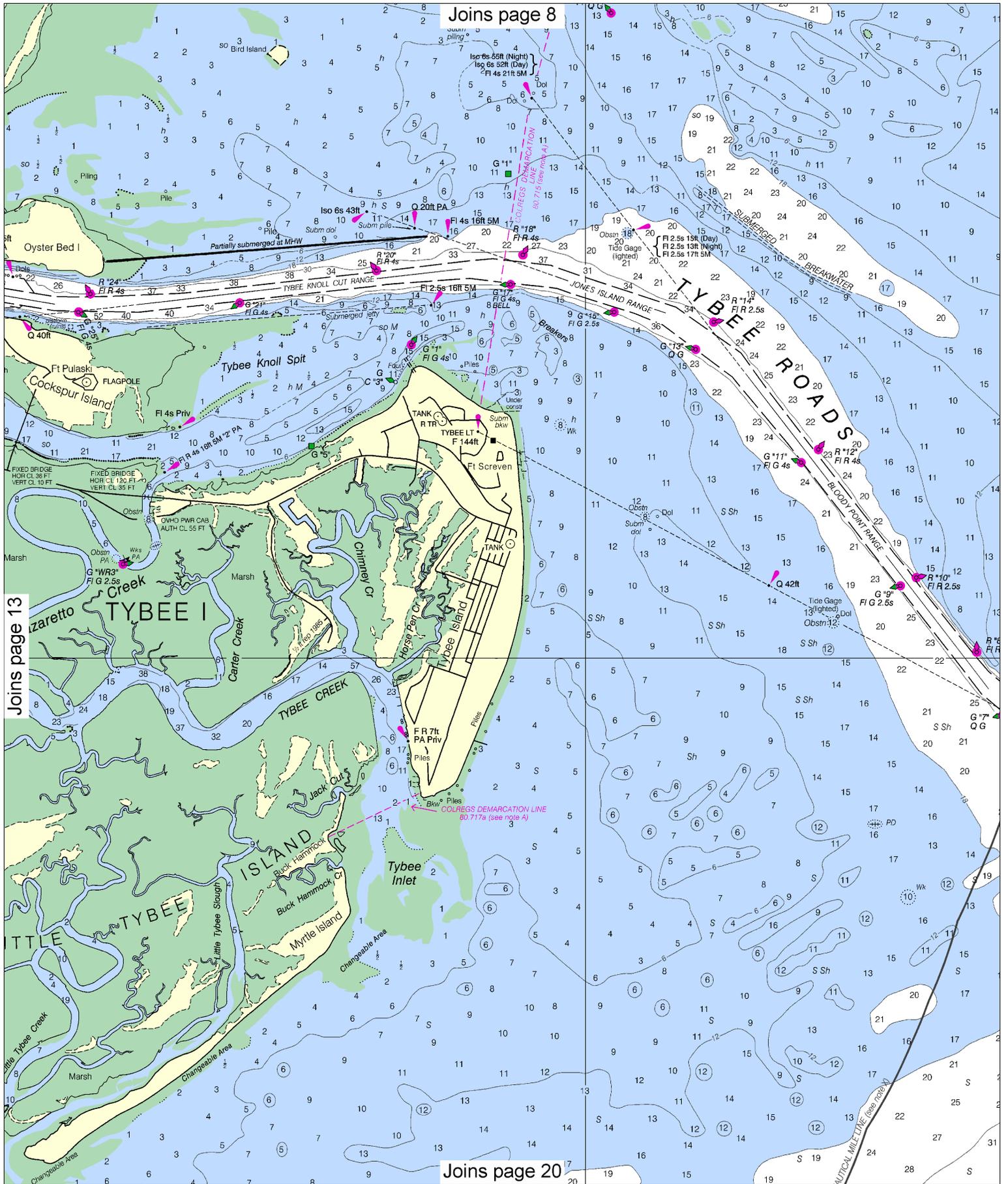




Joins page 7

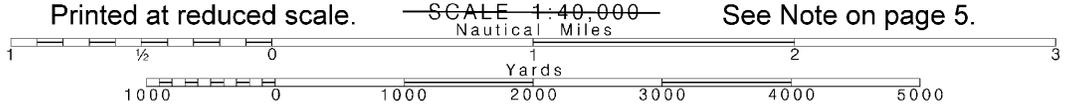
Joins page 14

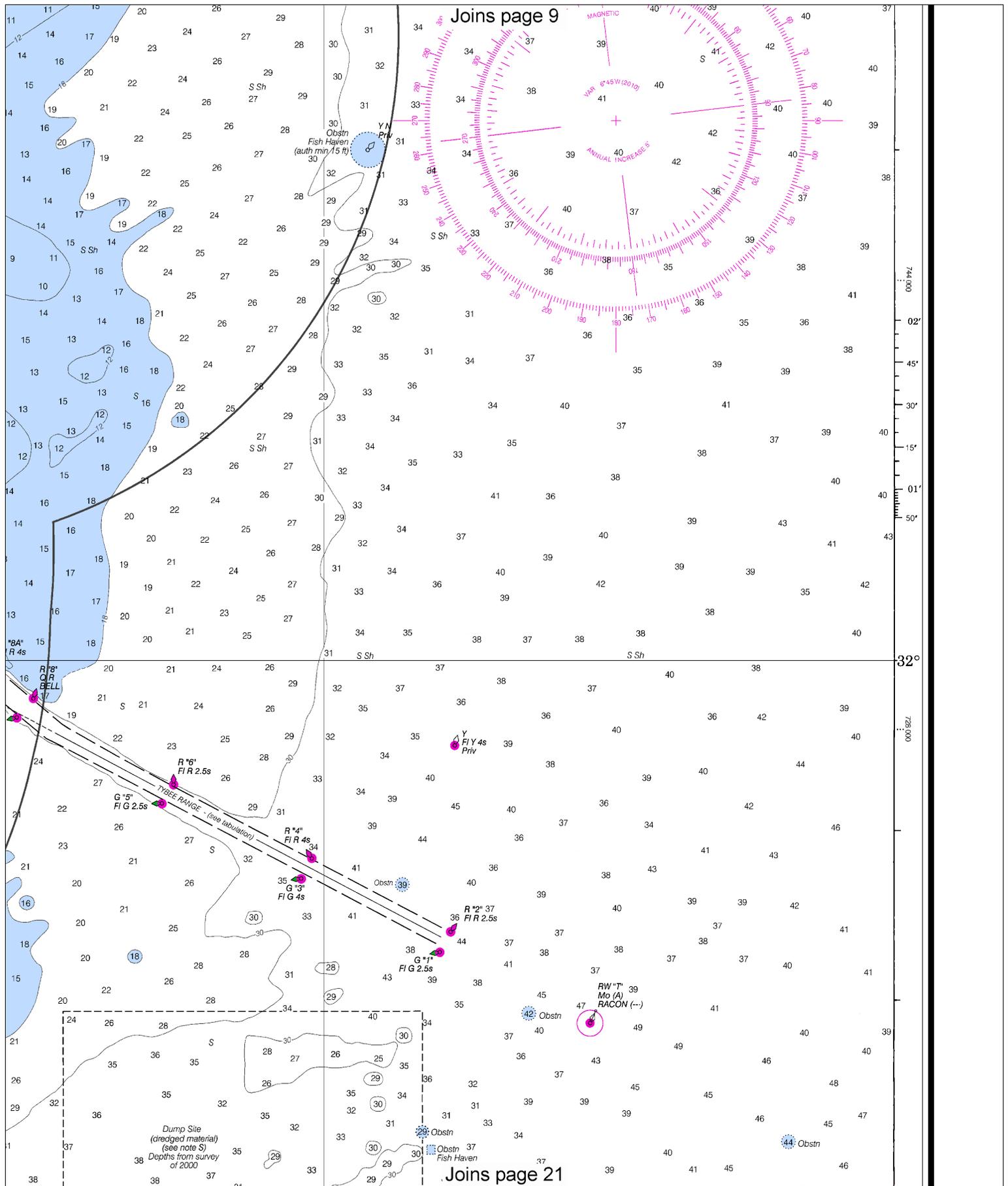
Joins page 19



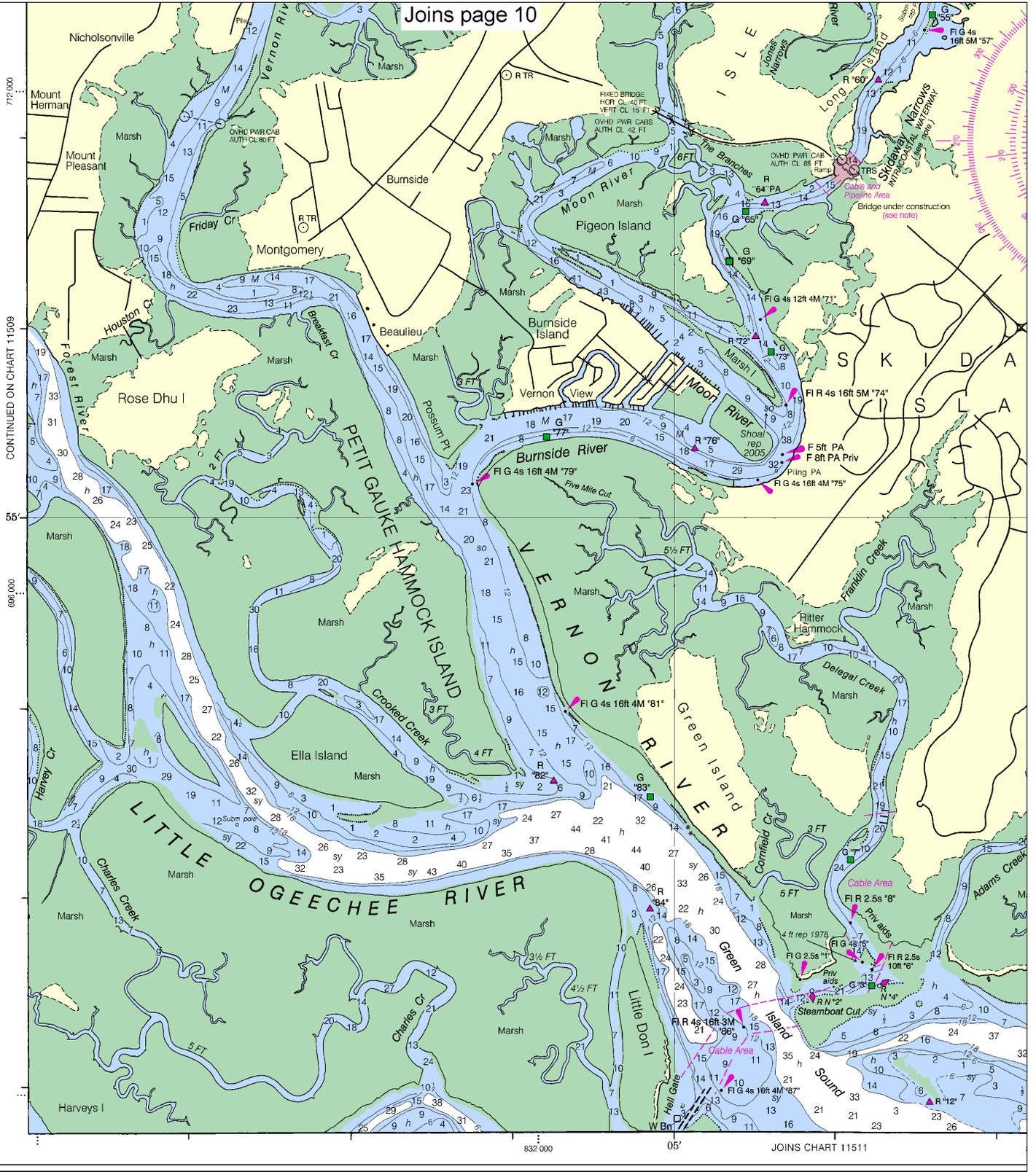
14

Note: Chart grid lines are aligned with true north.





Joins page 10



62nd Ed., Feb./ 10 ■ Corrected through NM Feb. 06/10
 Corrected through LNM Feb. 02/10

11512

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.

This nautical chart has been designed to promote e Ocean Service encourages users to submit corrections, improving this chart to the Chief, Marine Chart Division Service, NOAA, Silver Spring, Maryland 20910-3282.

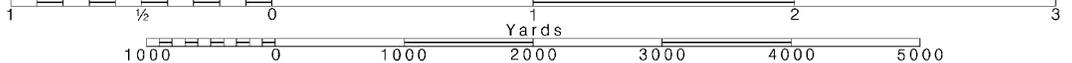
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

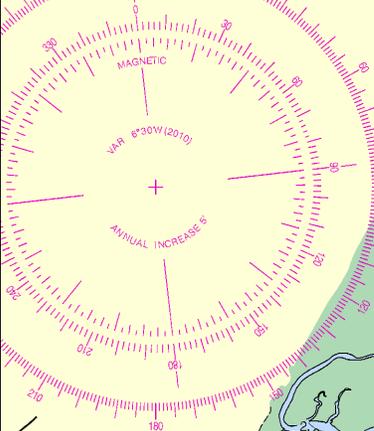
See Note on page 5.





Joins page 11

Joins page 18

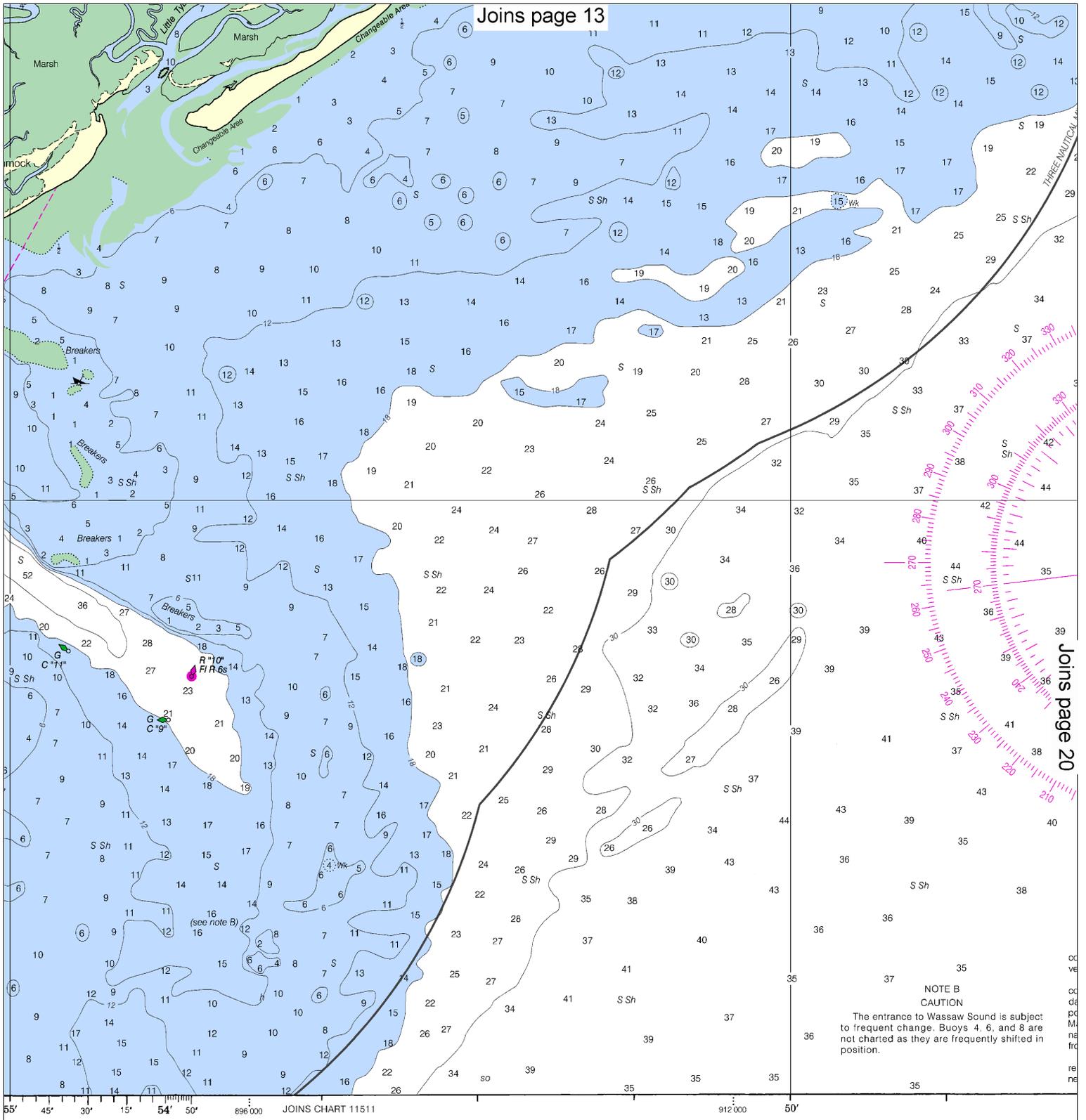


WAY
ND

848 000 81° 864 000 880 000

safe navigation. The National
s. additions, or comments for
ion (N/CS2), National Ocean

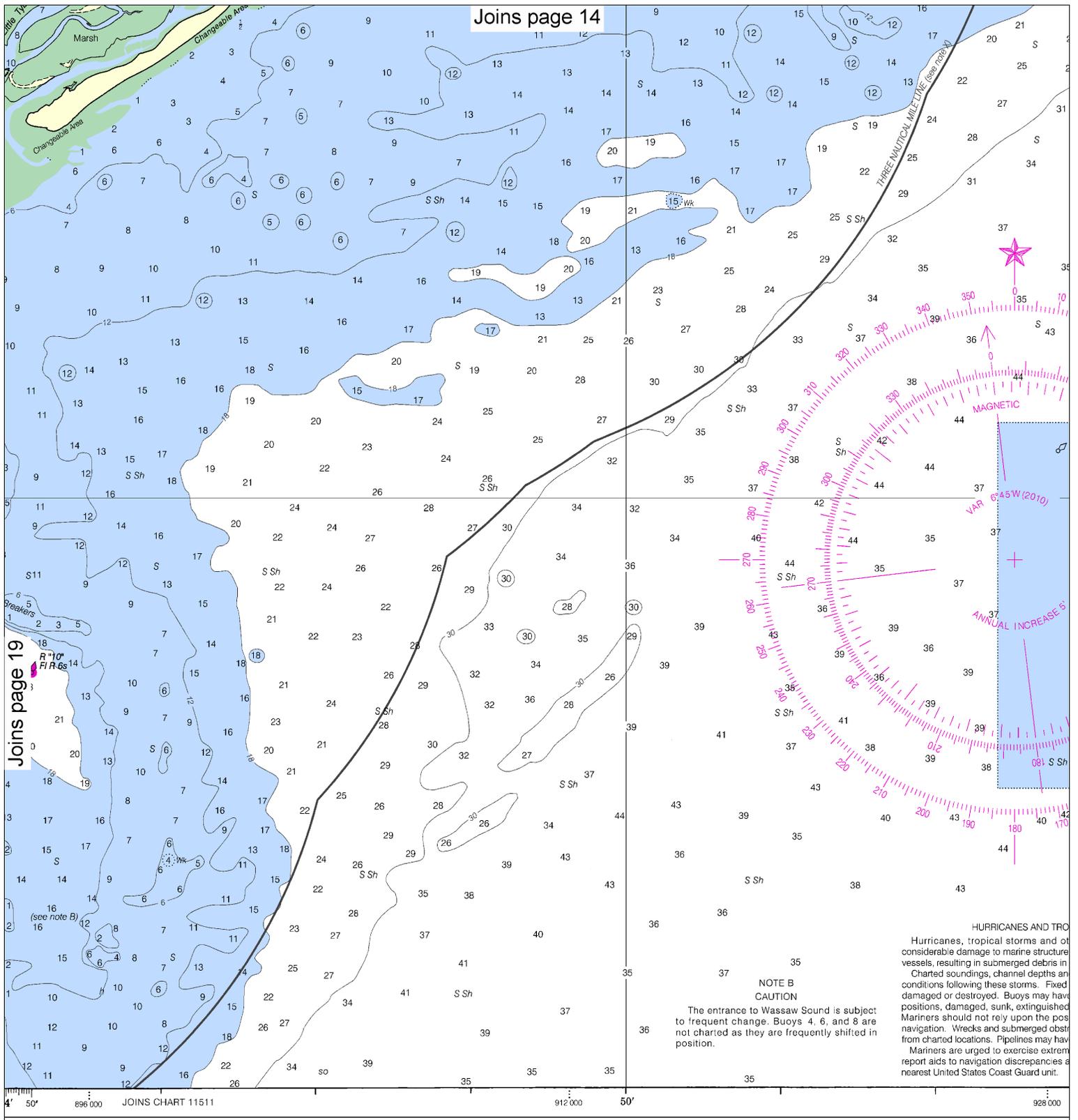
PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask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



Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 U.S. COAST AND GEODETIC SURVEY

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.

SOUNDINGS IN FEET



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.

SOUNDINGS IN FEET

FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4

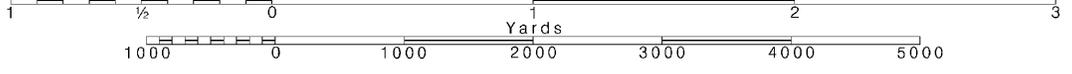


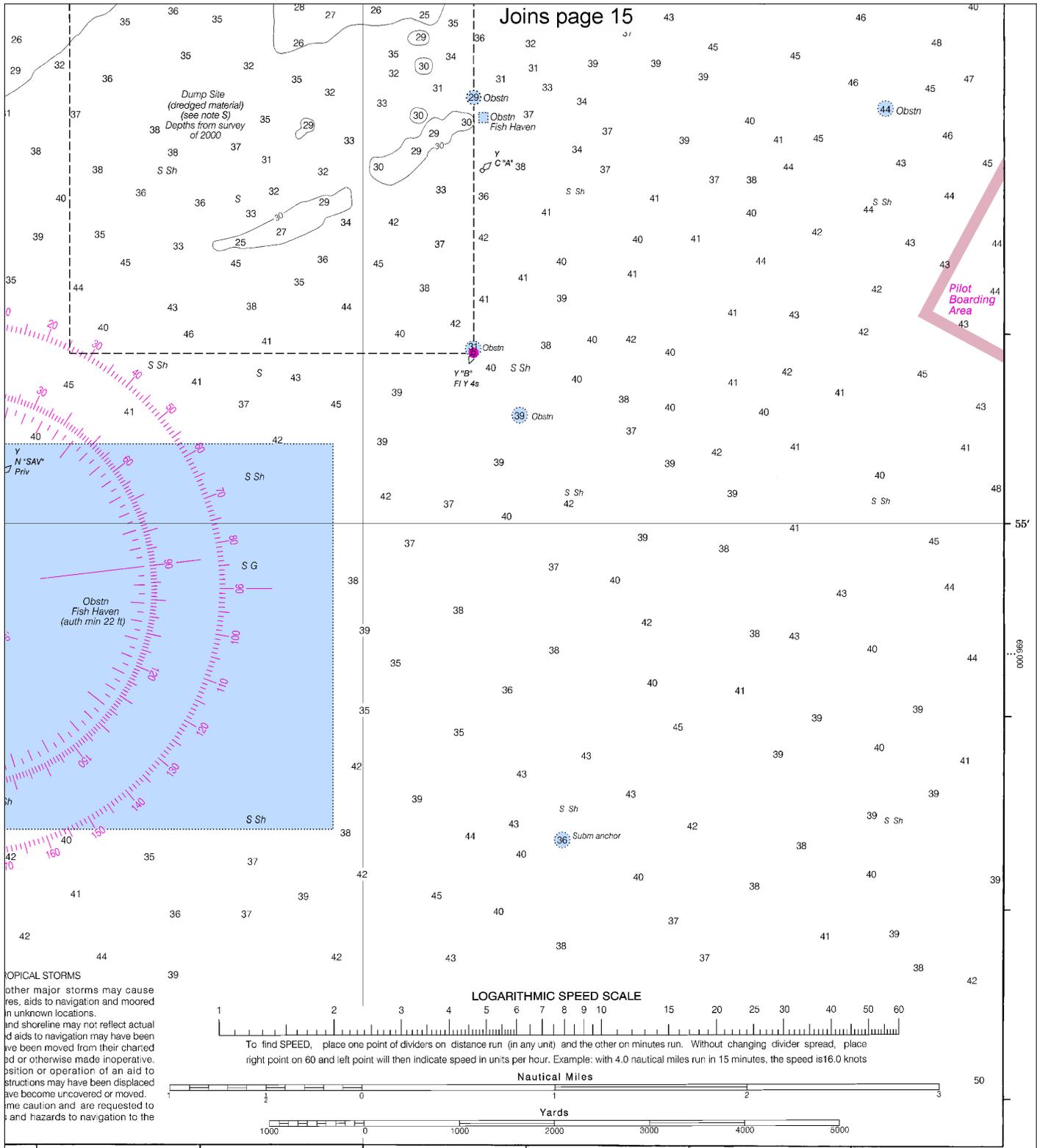
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





TROPICAL STORMS
 Other major storms may cause
 res, aids to navigation and moored
 in unknown locations.
 and shoreline may not reflect actual
 aids to navigation may have been
 been moved from their charted
 or otherwise made inoperative.
 position or operation of an aid to
 structures may have been displaced
 have become uncovered or moved.
 me caution and are requested to
 and hazards to navigation to the

5	6	7	8	9	10	11	12	13	14	15	16	17											
30	36	42	48	54	60	66	72	78	84	90	96	102											
8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Savannah River and Wassaw Sound
 SOUNDINGS IN FEET - SCALE 1:40,000

11512

ED. NO. 62
 NSN 7642014010161
 NGA REFERENCE NO. 11AHA11512





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>



— 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.

