BookletChart™

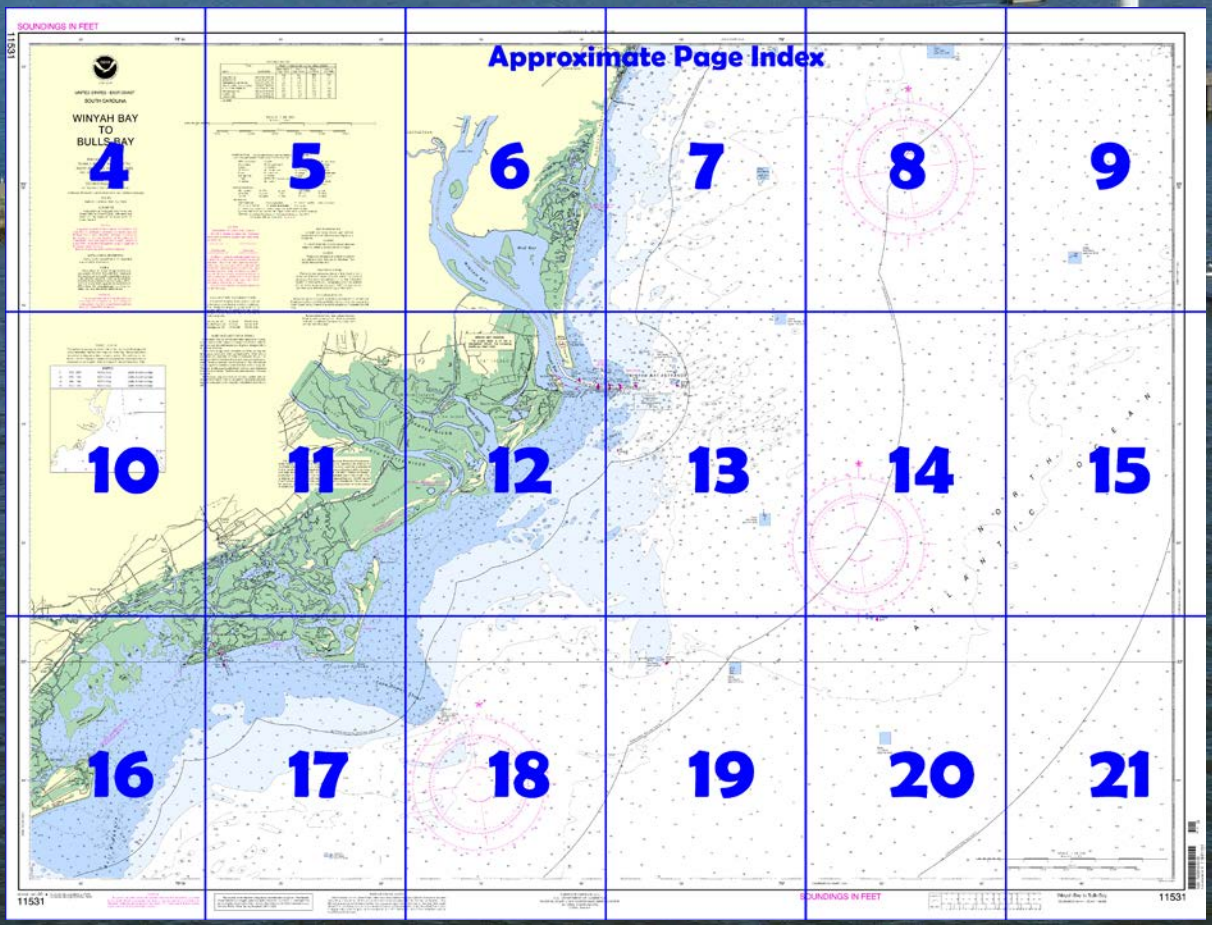
Winyah Bay to Bulls Bay

NOAA Chart 11531

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.

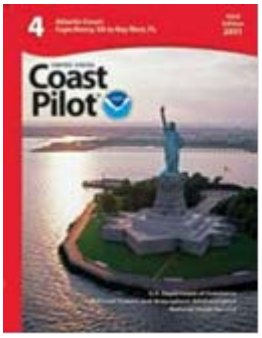
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11531



(Selected Excerpts from Coast Pilot)
Santee River, formed by the **Congaree River** and **Wateree River,** flows southeast and enters the ocean between Winyah Bay and Cape Romain. Its two mouths, **North Santee River** and **South Santee River**, are obstructed by shifting bars with little depth. In the tidal reach are several privately owned landings which are used infrequently. The river is closed to navigation at Wilson Landing by the Santee Dam.

Cape Romain Harbor, with depths of 1 to 2 feet, is an unimportant cove indenting the western shore of **Cape Island**. The harbor, used only by small local fishing craft, is approached from northward through a narrow, crooked, unmarked channel leading from sea around the north end of Cape Island. The reported depth was 3 feet. The approach leading from the south between Cape Romain and Lighthouse Island to Cape Romain Harbor was reported closed. **Casino Creek** is one of several creeks and connecting passages that lead from inside of Cape Island to the Intracoastal Waterway; the depth was 1½ feet in Casino Creek. The use of the creeks requires local knowledge; the chart is the best guide.
Dangers.–The principal dangers in the approach to Winyah Bay are: **East Bank**, covered 6 feet and marked by a buoy, about 2 miles south of the end of the south jetty; an unmarked shoal, with a least depth of 14 feet, about 4 miles southward of East Bank; **Hector Wreck**, cleared to a depth of 9 feet and marked by a lighted bell buoy, about 12 miles southward of the sea buoy (Winyah Bay Lighted Whistle Buoy WB); a wreck, with 19 feet over it and marked by a lighted bell buoy, about 13 miles southeastward of the sea buoy; a fish haven marked by private buoys about 5 miles northeast of the sea buoy; and obstructions, reported covered 26 feet, 300 yards northward of the sea buoy. Vessels approaching the entrance at night should remain in the vicinity of the sea buoy until the pilot boards. Some vessels, mistaking Winyah Bay Range B Lights for Range A Lights, have approached the entrance too closely at night and only with difficulty have cleared the outer end of the south jetty. Mariners are advised to familiarize themselves with the characteristics of these ranges before making the approach.
The local pilots report that at high water the north jetty at the entrance to Winyah Bay is partially submerged and only the three rock mounds along the south jetty are visible. At low water, parts of the south jetty just inshore of the outermost mound remain submerged. Extreme caution is advised. The pilots also report that the southwest tip of North Island just inside the jetties is building up and is encroaching southward to near the easterly edge of the channel; caution is advised.
Pilotage, Georgetown.–Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. vessels in the coastwise trade which have on board a pilot licensed by the Federal Government.
Georgetown Bar & Harbor Pilots, P.O. Box 594, Georgetown, S.C. 29440; telephone 843-527-4136, FAX 843-527-4177; serve the entrance through the bar, Winyah Bay and vicinity.
The pilot boat, WINYAH BAY, is 48 feet long and has a black hull and white superstructure. The alternate pilot boat, PILOT FISH, is 31 feet long and has a black hull and white superstructure. The pilot boats monitor VHF-FM channel 16 and use channel 9 as a working frequency. Vessels are requested to contact the pilot boat approximately 2 hours before scheduled inbound transit for pilot boarding information. Pilots will board day or night from the pilot boat just east of the sea buoy, Winyah Bay Lighted Whistle Buoy WB in 33°11'36"N., 79°05'12"W. Arrangements for pilots should be made in advance by telephone and/or fax, by radiotelephone, or through ships' agents.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)
Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) There is a county hospital at Georgetown.

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

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Table of Selected Chart Notes

Corrected through NM Sep. 15/12
Corrected through LNM Sep. 04/12

HEIGHTS

Heights in feet above Mean High Water.

WINYAH BAY CHANNEL

The project depth is 27 feet to Georgetown Harbor. For controlling depths see chart 11532.

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.

Charleston, SC	KHB-29	162.55 MHz
Myrtle Beach, SC	KEC-95	162.40 MHz
Georgetown, SC	WNG-628	162.50 MHz

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.

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 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

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.

AUTHORITIES

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

AIDS TO NAVIGATION

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

CAUTION

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

Mercator Projection
Scale 1:80,000 at Lat. 33°10'
North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, South Carolina.

Refer to charted regulation section numbers.

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.

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.

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).

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.

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	Iso 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	

(21) 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: — — — —

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Cape Romain	(33°01'N/79°21'W)	5.2	4.9	0.2
Georgetown Lighthouse	(33°13'N/79°11'W)	4.4	4.1	0.2
Minim Creek	(33°12'N/79°17'W)	4.5	4.2	0.2
Cedar Island	(33°08'N/79°15'W)	4.7	4.4	0.2
McClellanville, Jeremy Creek	(33°05'N/79°28'W)	5.4	5.0	0.2
Moores Landing	(32°56'N/79°39'W)	5.6	5.2	0.2
Capers Inlet	(32°51'N/79°42'W)	5.3	4.9	0.2
Dewees Inlet	(32°50'N/79°44'W)	5.5	5.1	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.

SOUNDINGS IN FEET

11531

35’ 79°30’ 25’

25’

33° 20’

15’

THE NATION’S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

SOUTH CAROLINA

WINYAH BAY TO BULLS BAY

Mercator Projection
Scale 1:80,000 at Lat. 33°10’
North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

NOTE A

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Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

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

NOTE S

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WARNING

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Capers Inlet	(32°51’N/79°42’W)	
Dewees Inlet	(32°50’N/79°44’W)	

Dashes (- - -) located in datum columns indicate unavailable datum va
tide predictions, and tidal current predictions are available on the Inter
(Aug 2012)

SCALE 1:
Nautical
1 ½ 0 1 2 3
Yards
1000 0 2000 4000

ABBREVIATIONS (For complete list of Symbols and
Aids to Navigation (lights are white unless otherwise indi

AERO aeronautical	G green
Al alternating	IQ interrupted quick
B black	Iso isophase
Bn beacon	LT HO lighthouse
C can	M nautical mile
DIA diaphone	m minutes
F fixed	MICRO TR microwa
Fl flashing	Mkr marker

Bottom characteristics:

Blds boulders	Co coral	gy gr
bk broken	G gravel	h ha
Cy clay	Grs grass	M m

Miscellaneous:

AUTH authorized	Obstn obstruction
ED existence doubtful	PA position approx

21 Wreck, rock, obstruction, or shoal swept cl
(2) Rocks that cover and uncover, with heights
COLREGS: International Regulations for Prevent
Demarcation lines are shown thus:

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Covered wells may be marked by lighted or unlighted buoys.

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.

Charleston, SC	KHB-29	162.55 MHz
Myrtle Beach, SC	KEC-95	162.40 MHz
Georgetown, SC	WNG-628	162.50 MHz

HURRICANES AND TROPICAL STORMS

Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000

5’ 20’ 15’

N

Height referred to datum of soundings (MLLW)

Mean Higher High Water	Mean High Water	Mean Low Water
feet	feet	feet
5.2	4.9	0.2
4.4	4.1	0.2
4.5	4.2	0.2
4.7	4.4	0.2
5.4	5.0	0.2
5.6	5.2	0.2
5.3	4.9	0.2
5.5	5.1	0.2

values for a tide station. Real-time water levels,
ernet from http://tidesandcurrents.noaa.gov.

:80,000
Miles
4 5 6 7

ds
6000 8000 10000

id Abbreviations, see Chart No. 1.)
ndicated):

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

gray	Oys oysters	so soft
hard	Rk rock	Sh shells
mud	S sand	sy sticky

on	PD position doubtful	Subm submerged
roximate	Rep reported	

clear to the depth indicated.
nts in feet above datum of soundings.
nting Collisions at Sea, 1972.
s: – – – –

AIDS TO NAVIGATION

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

CAUTION

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

CAUTION

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HORIZONTAL DATUM

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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.

GEORGETOWN

Pee Dee River

Waccamaw River

(use chart 11534)

Oyster Bay

Mud Bay

(use chart 11532)

WINYAH BAY

Marsh

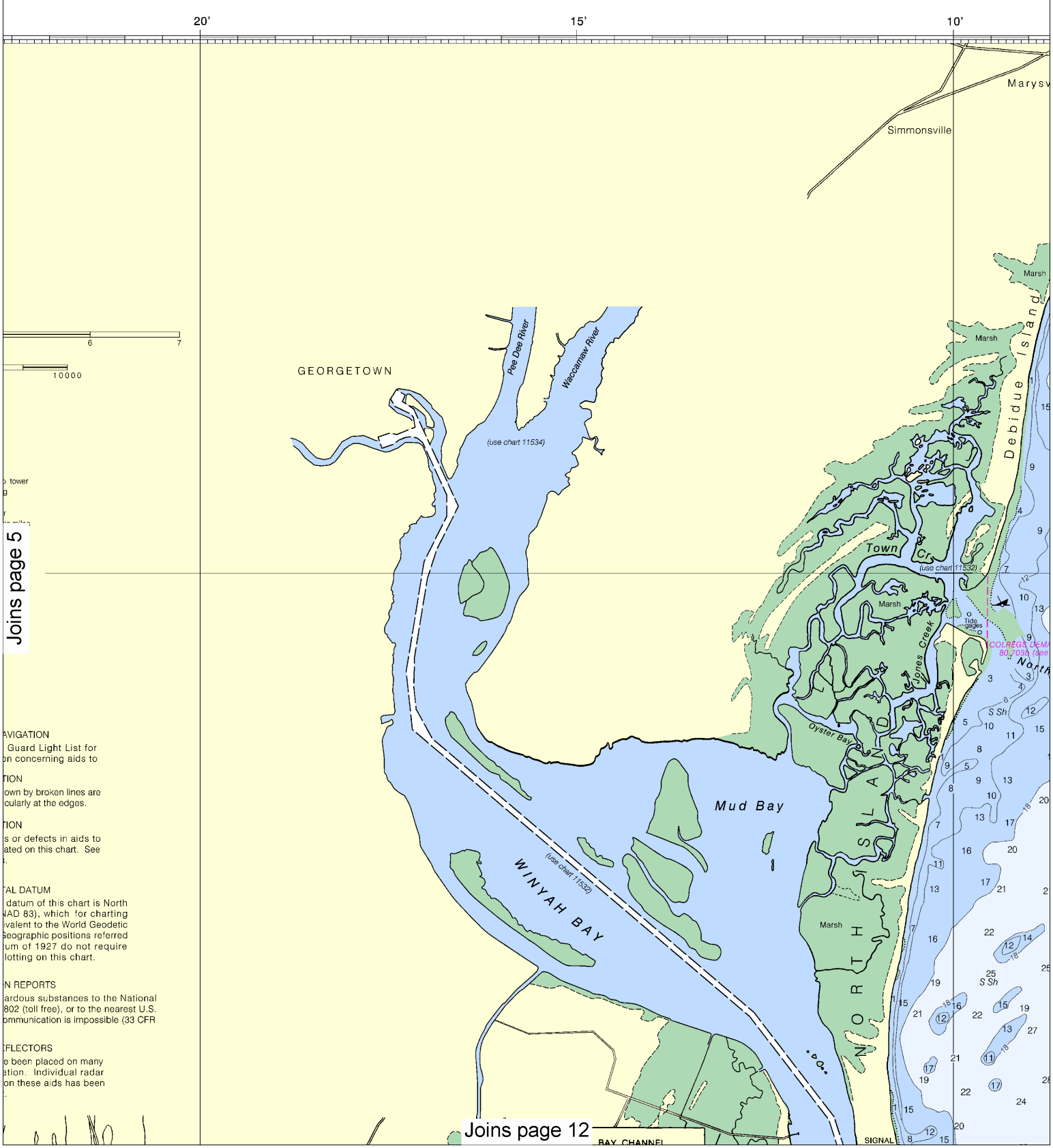
NORTH

WINYAH BAY CHANNEL

Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5

AVIGATION
Guard Light List for
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TAL DATUM
datum of this chart is North
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ommunication is impossible (33 CFR

FLECTORS
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on these aids has been

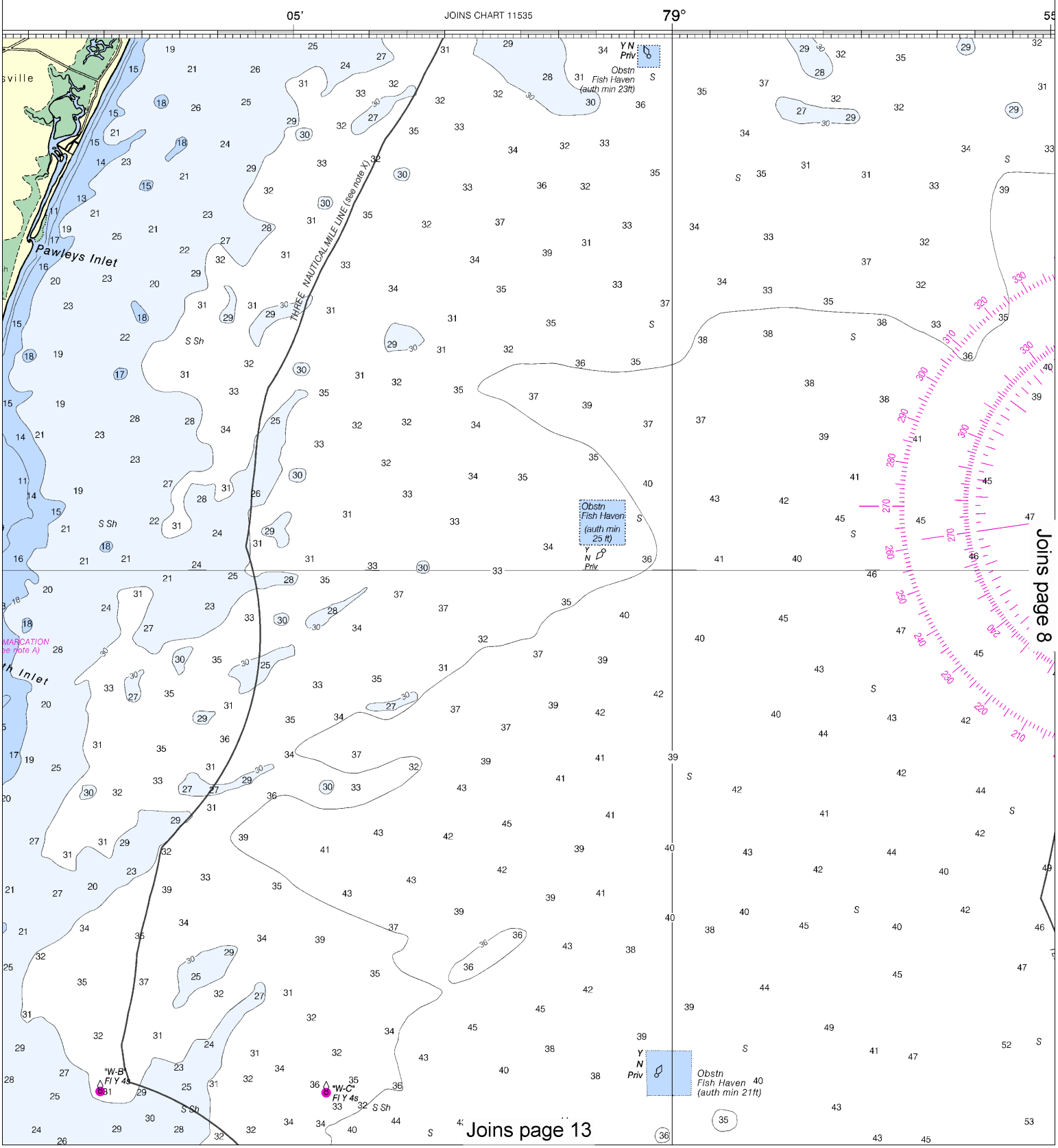
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

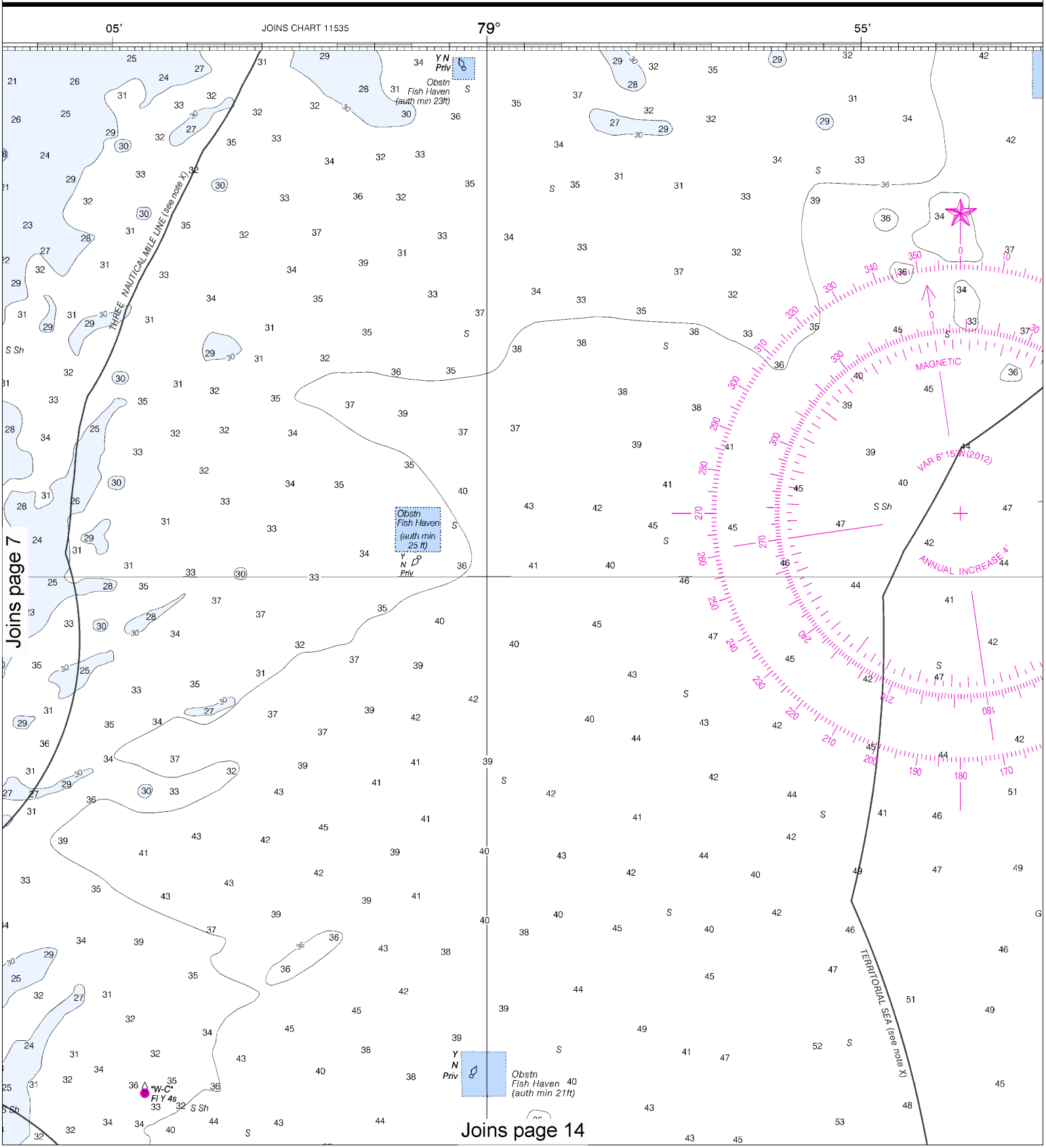
Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Note: Chart grid lines are aligned with true north.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,
NGA Weekly Notice to Mariners: 0513 2/2/2013,
Canadian Coast Guard Notice to Mariners: n/a.



8

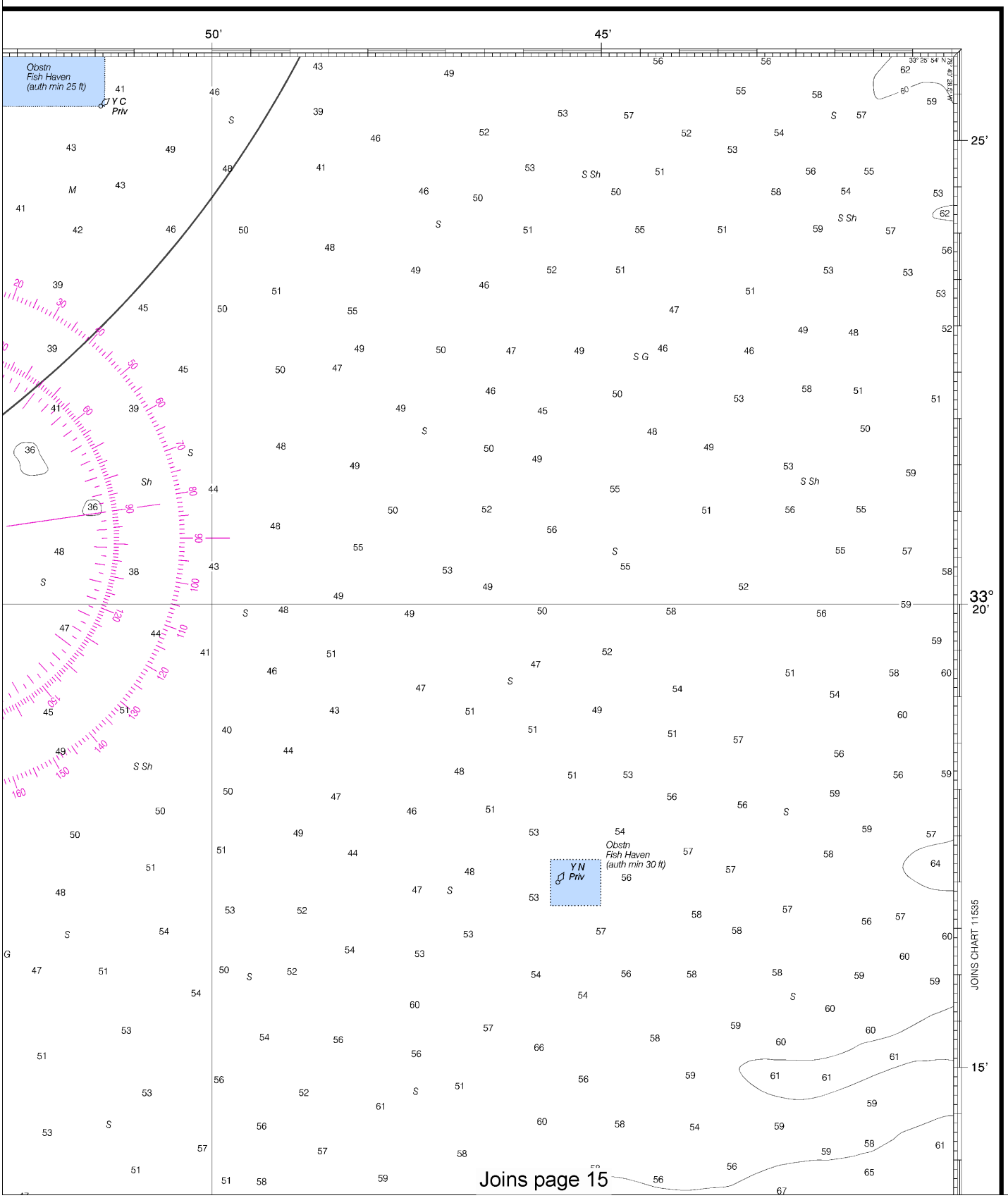
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.


50'
45'
25'
33° 20'
15'
Obstn
Fish Haven
(auth min 25 ft)
Y C
Priv
Y N
Priv
Obstn
Fish Haven
(auth min 30 ft)
JOINS CHART 11535
Joins page 15

any single aid to navigation, particularly floating aids. See U.S. Coast Guard Light and U.S. Coast Pilot for details.

Joins page 4

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SOURCE DIAGRAM

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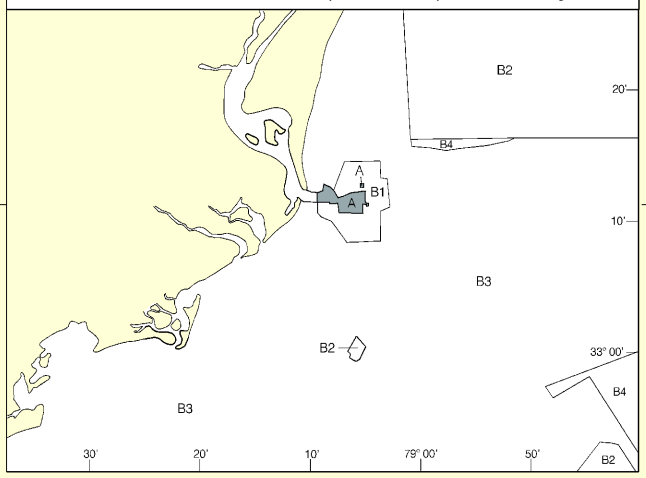
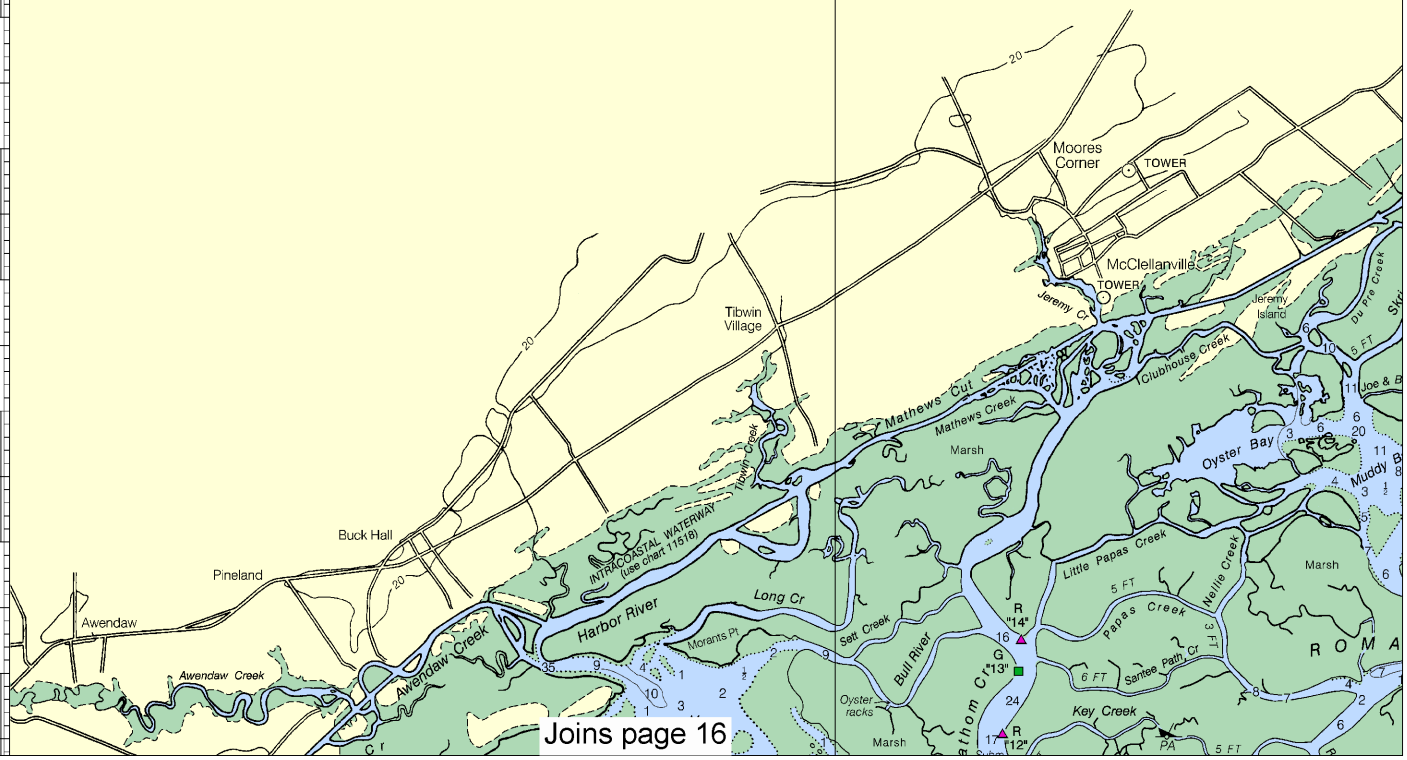
SOURCE			
A	1990 - 2010	NOS Surveys	full bottom coverage
B1	1990 - 2000	NOS Surveys	partial bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage



15'

10'

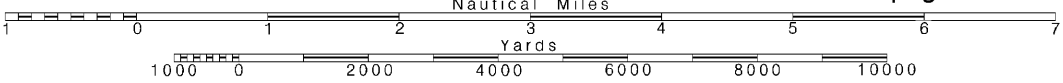
05'



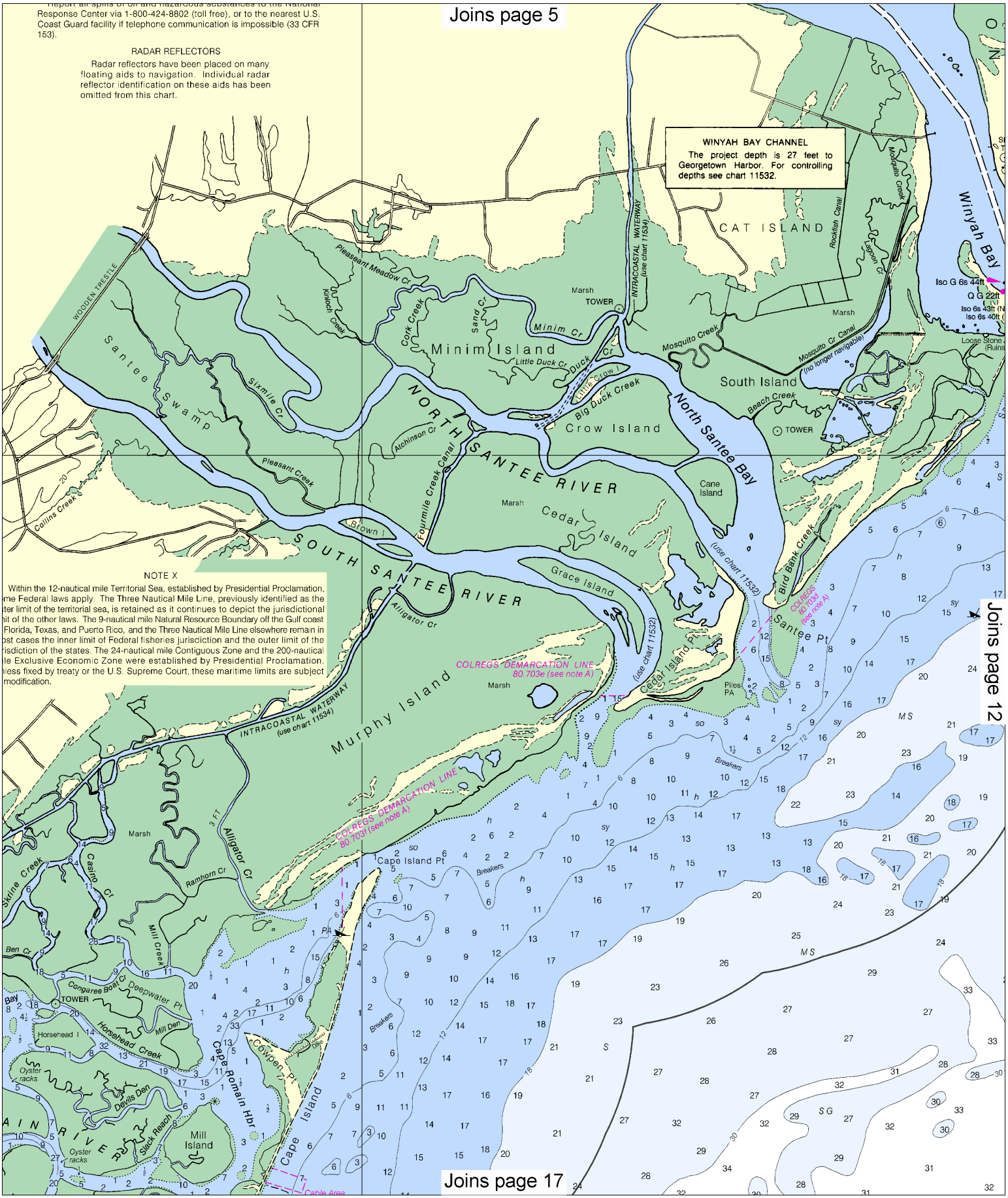
Joins page 16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~



See Note on page 5.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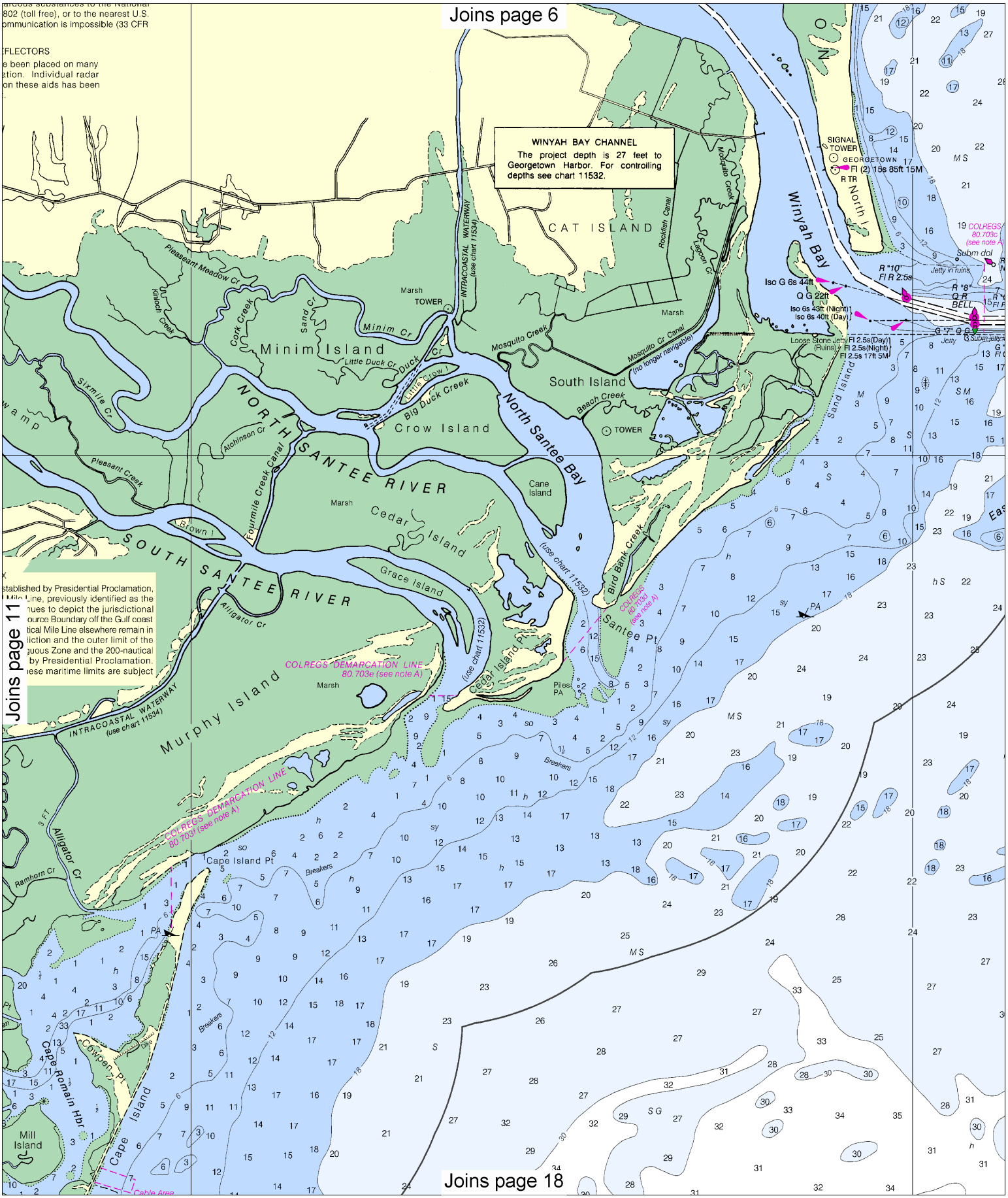
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
Joins page 5
WINYAH BAY CHANNEL
The project depth is 27 feet to Georgetown Harbor. For controlling depths see chart 11532.
CAT ISLAND
Winyah Bay
Rockfish Canal
Mosquito Creek
Lagoon Cr
Iso G 6s 44ft
Q G 22ft
Iso 6s 43ft (N
Iso 6s 40ft (
Loose Stone (Ruins
Marsh
TOWER
INTRACOASTAL WATERWAY (use chart 11534)
Pleasant Meadow Cr
Kinloch Creek
Cork Creek
Sand Cr
Minim Cr
Minim Island
Little Duck Cr
Duck Cr
Mosquito Creek
Mosquito Cr Canal (no longer navigable)
South Island
Beach Creek
TOWER
WOODEN TRESTLE
Santee Swamp
Sixmile Cr
Little Crow I
Big Duck Creek
Crow Island
North Santee Bay
NORTH SANTEE RIVER
Atchinson Cr
Fourmile Creek Canal
Pleasant Creek
Collins Creek
Cane Island
Marsh
Cedar Island
Brown I
SOUTH SANTEE RIVER
Grace Island
(use chart 11532)
Bird Bank Creek
Santee Pt
COLREGS DEMARCATION LINE 80.703d (see note A)
Alligator Cr
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, the 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.
Murphy Island
INTRACOASTAL WATERWAY (use chart 11534)
COLREGS DEMARCATION LINE 80.703e (see note A)
COLREGS DEMARCATION LINE 80.703f (see note A)
Cedar Island Pt
Piles PA
Breakers
Cape Island Pt
3 FT
Alligator Cr
Ramhorn Cr
Casino Cr
Skrine Creek
Marsh
Ben Cr
Mill Creek
Congaree Boat Cr
Deepwater Pt
TOWER
Horsehead I
Horsehead Creek
Mill Den
Oyster racks
Devils Den
Slack Reach
Mill Island
Cape Romain Hbr
Cowpen Pt
Cape Island
Cable Area
MS
SG
S
Joins page 12
Joins page 17



12

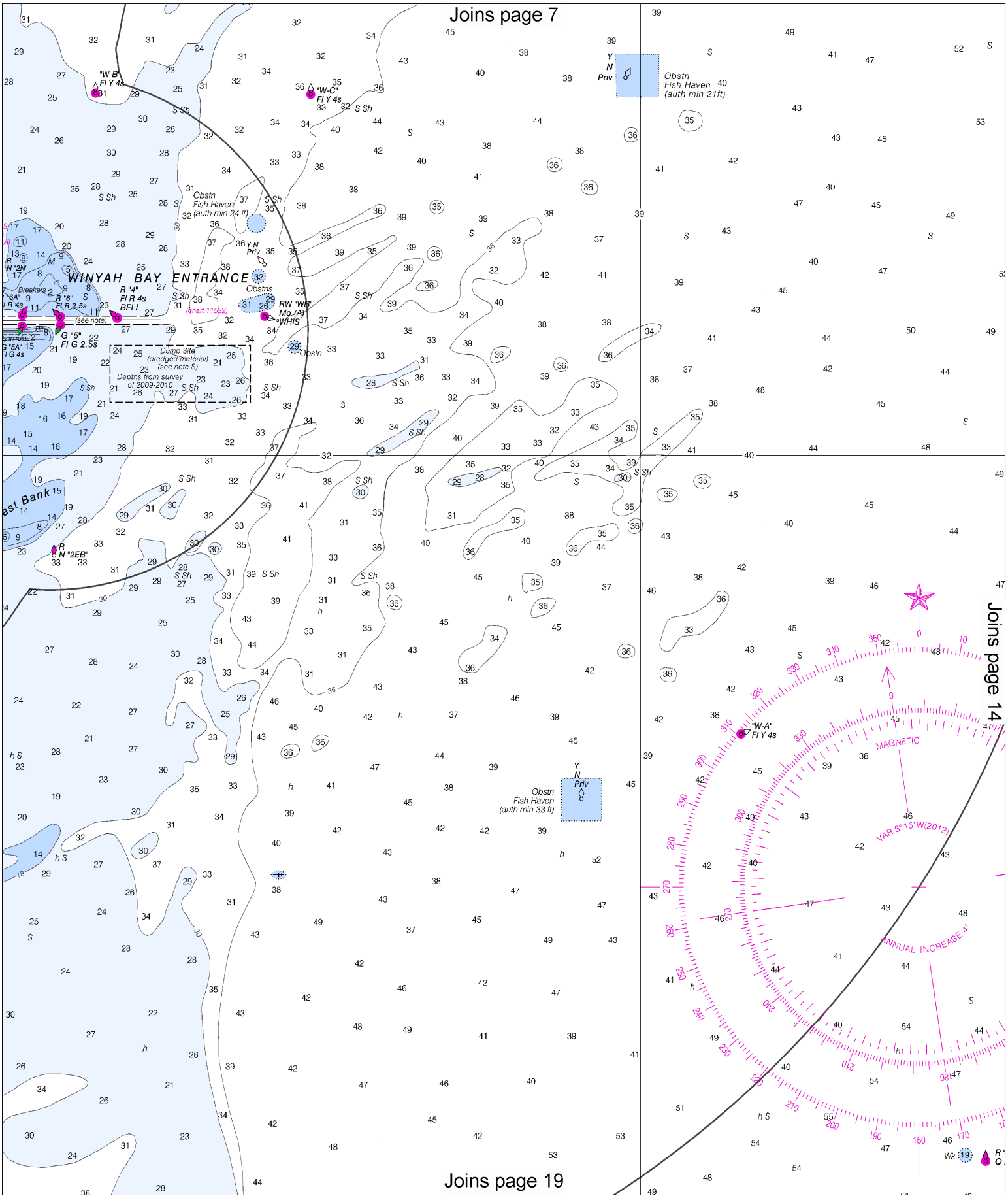
Note: Chart grid lines are aligned with true north.

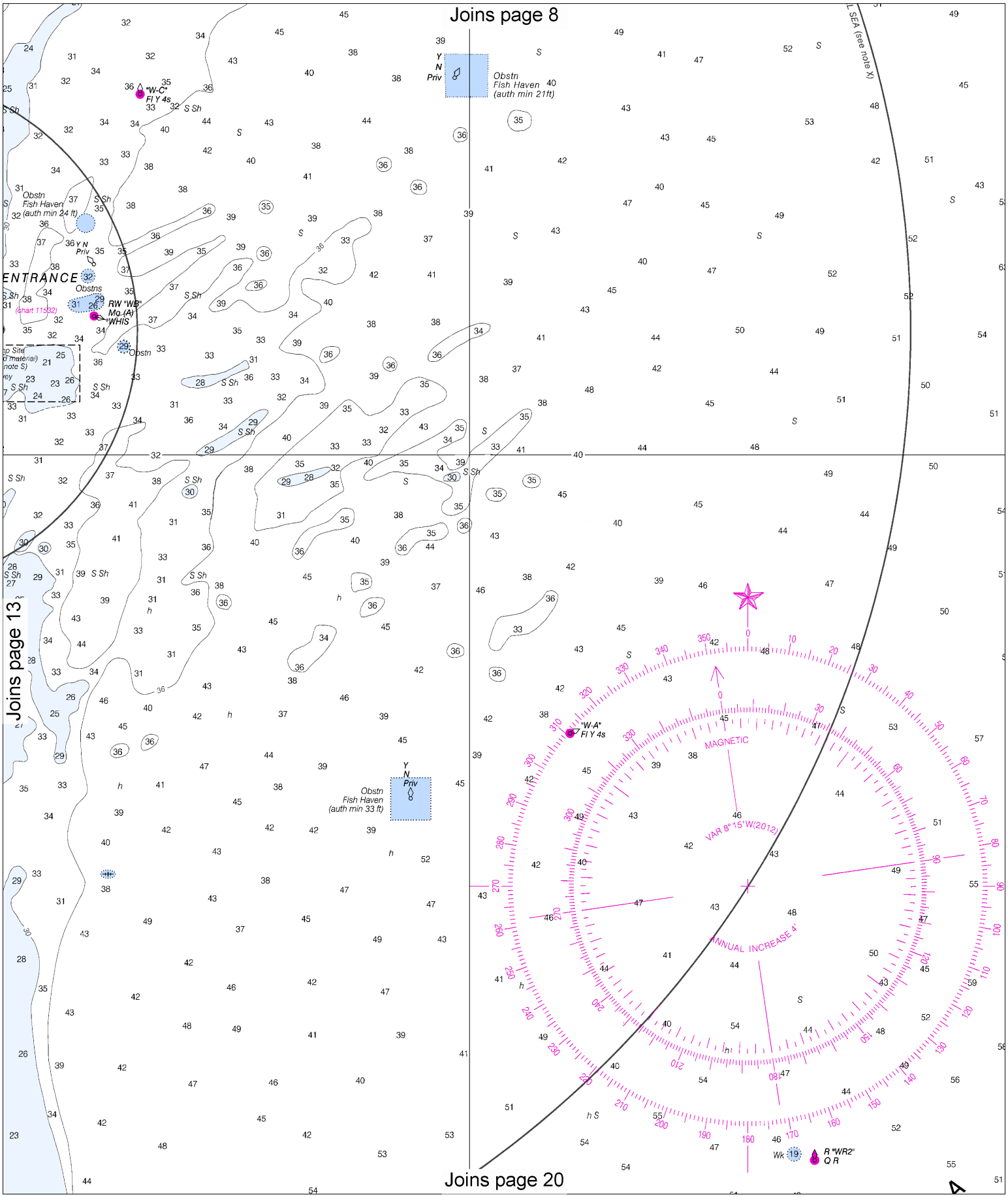
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
WINYAH BAY ENTRANCE
"W-B" Fl Y 4s
"W-C" Fl Y 4s
Obstn Fish Haven (auth min 24 ft)
Obstn Fish Haven (auth min 21ft)
Obstn Fish Haven (auth min 33 ft)
Y N Priv
R "4" Fl R 4s BELL
R "6" Fl R 2.5s
G "5" Fl G 2.5s
(see note)
Breakers
Obstns
RW "WB" Mo (A) WHIS
(chart 11532)
Dump Site (dredged material) (see note S)
Depths from survey of 2009-2010
"W-A" Fl Y 4s
MAGNETIC
VAR 8° 15' W(2012)
ANNUAL INCREASE 4'
Joins page 14
Joins page 19



14

Note: Chart grid lines are aligned with true north.

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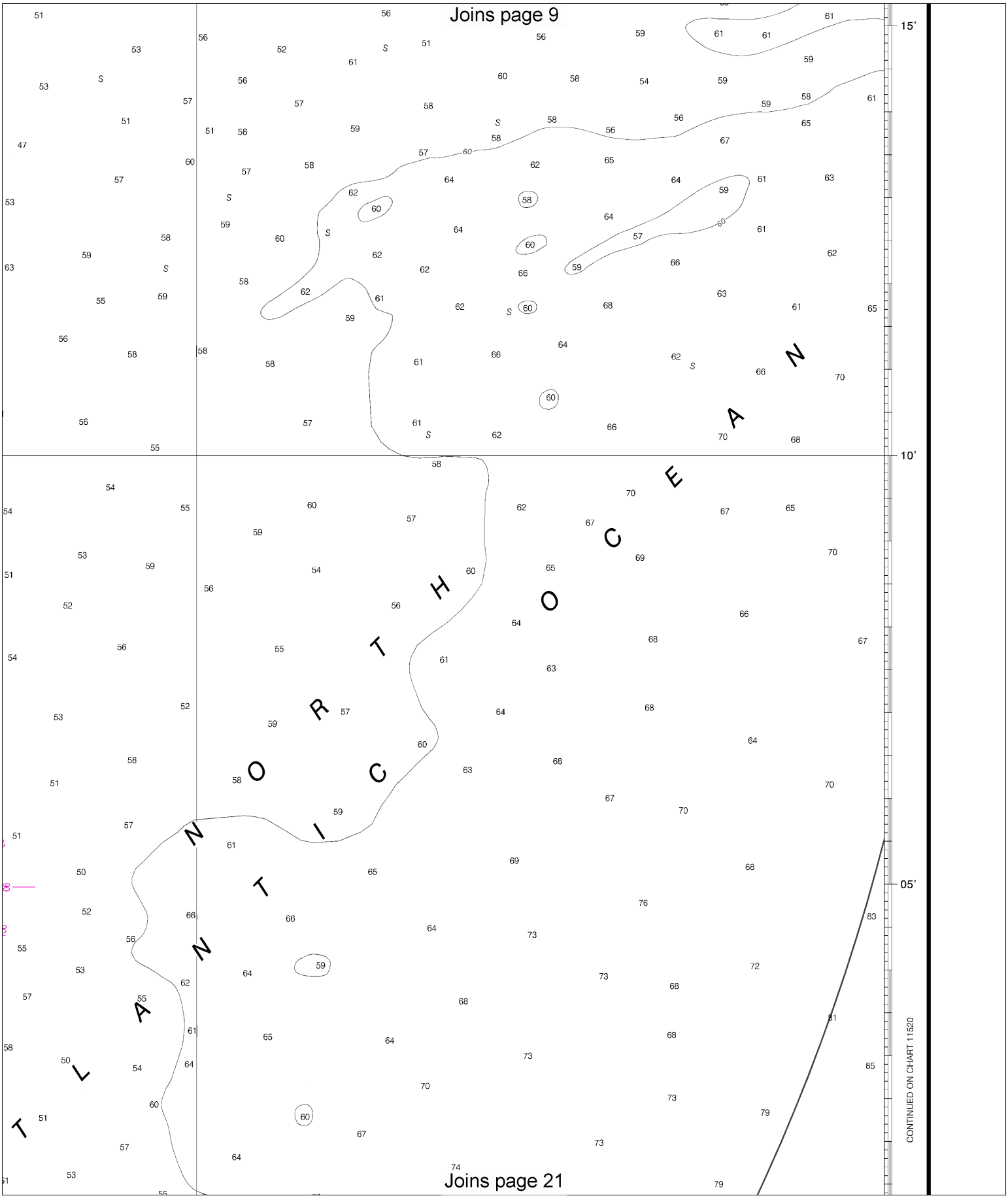
Nautical Miles

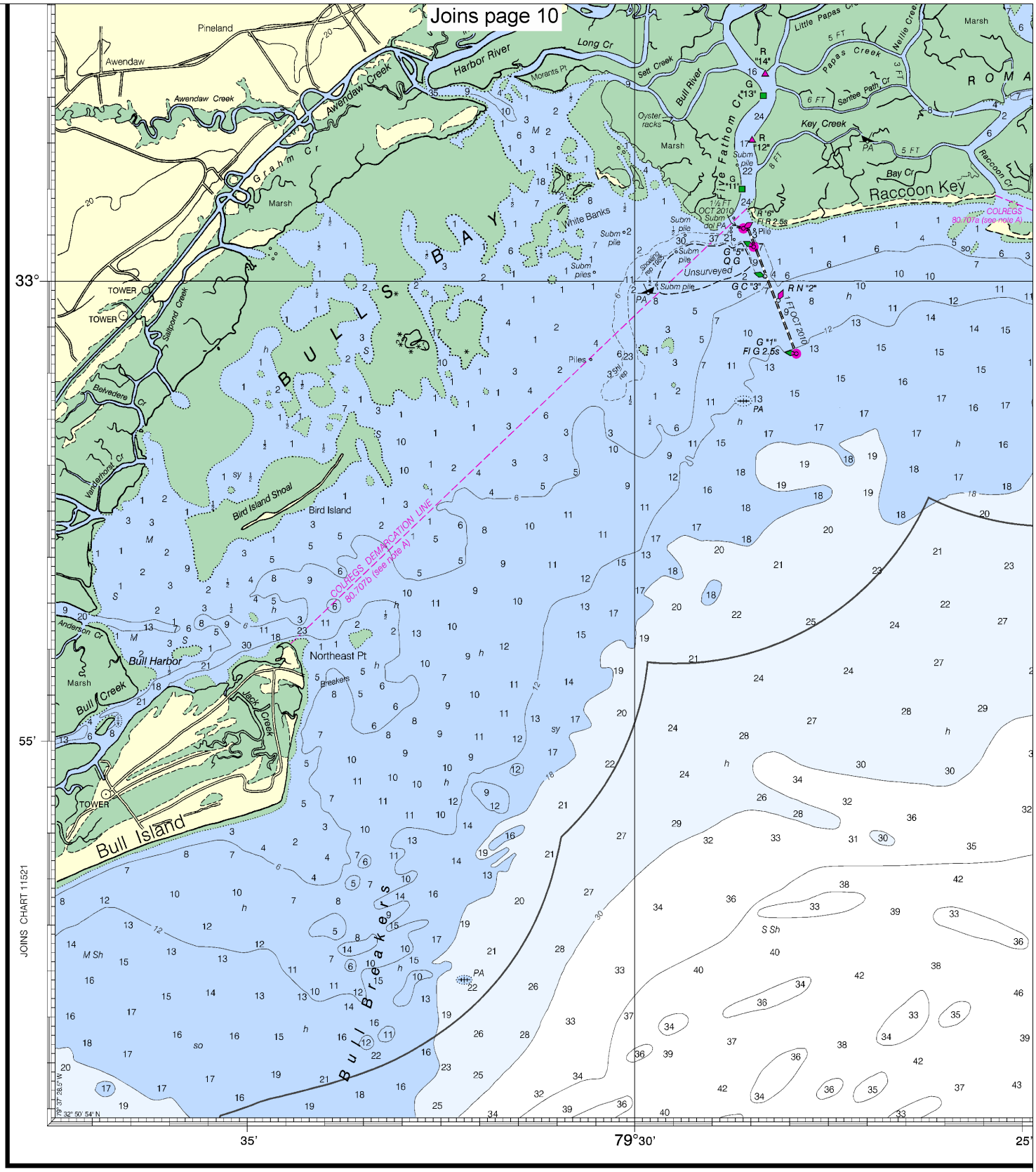
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 9
15'
10'
05'
NORTH ATLANTIC OCEAN
CONTINUED ON CHART 11520
Joins page 21



23rd Ed., Sep./12 ■ Corrected through NM Sep. 15/12
Corrected through LNM Sep. 04/12

11531

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 safe n
Ocean Service encourages users to submit corrections, addi
improving this chart to the Chief, Marine Chart Division (N
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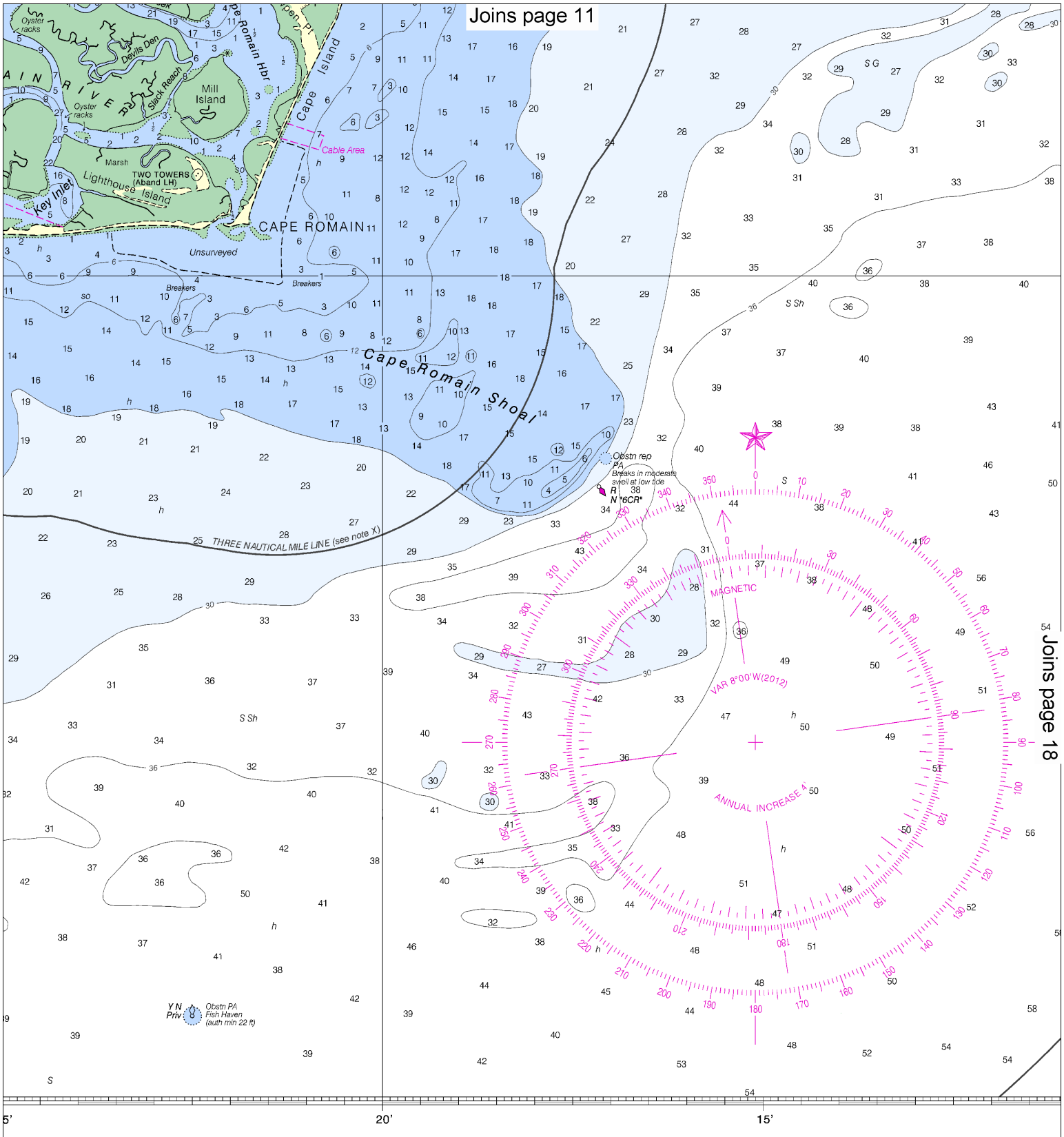
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



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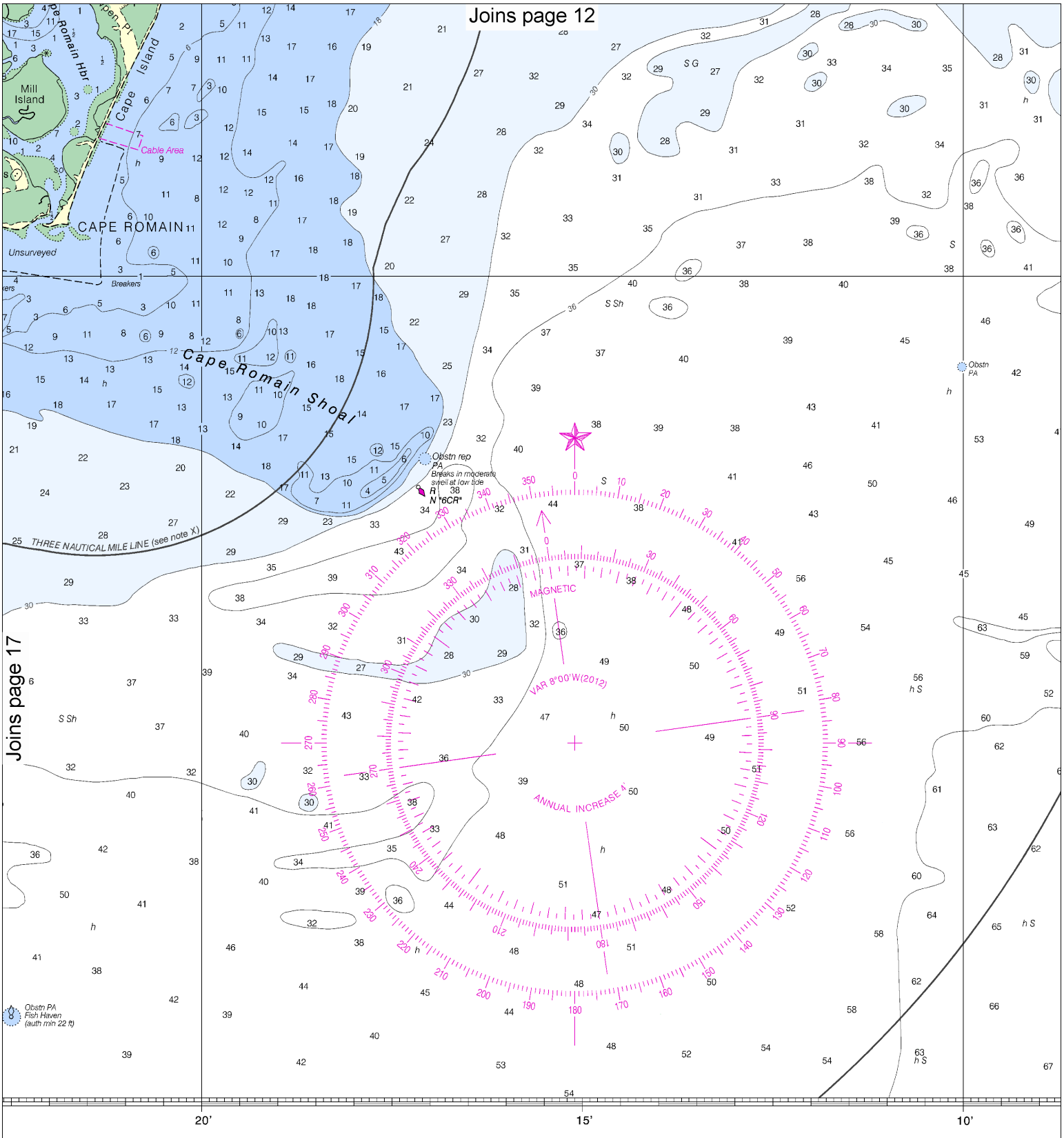

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NATIONAL OCEAN SERVICE
COAST SURVEY

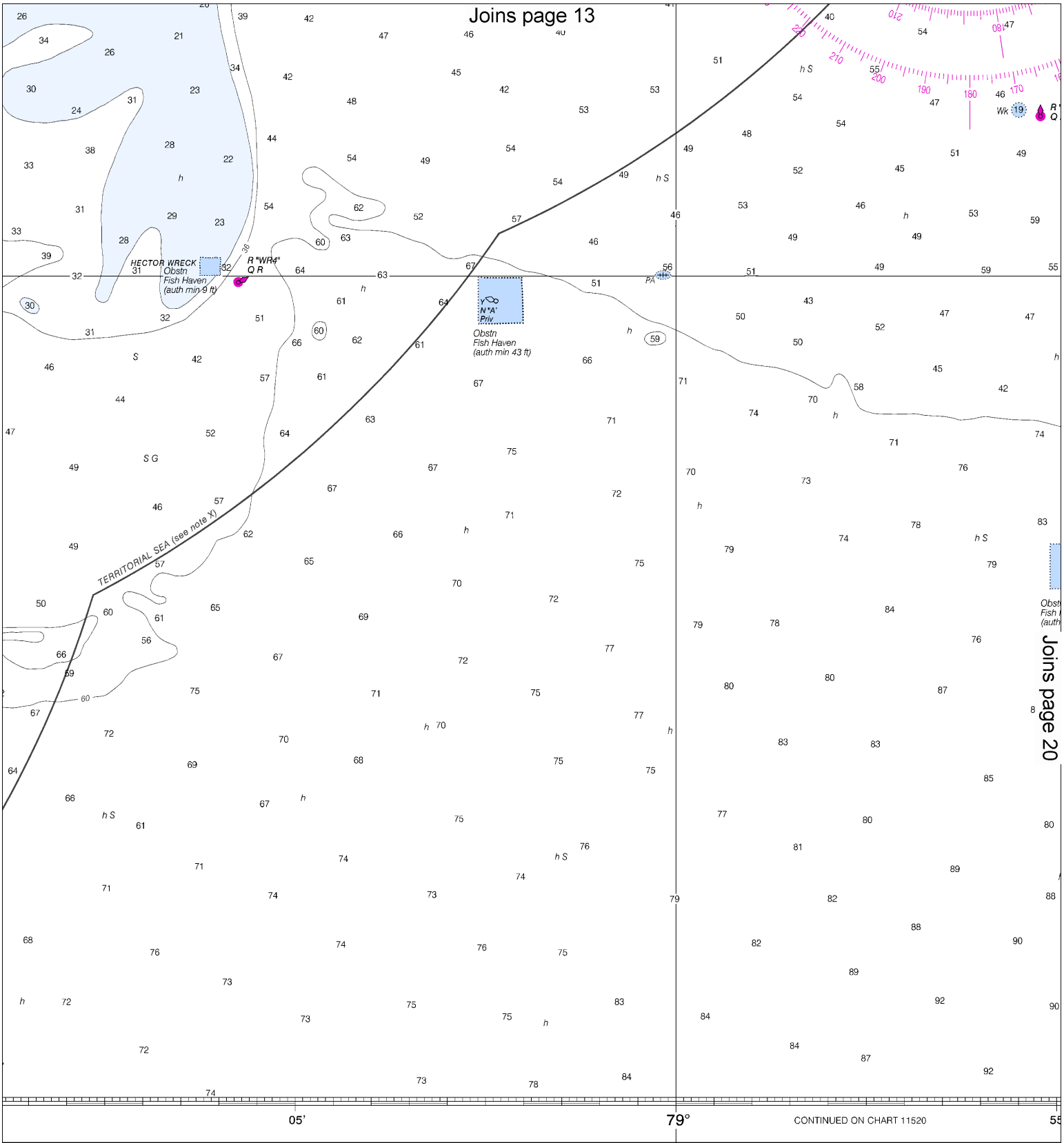
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

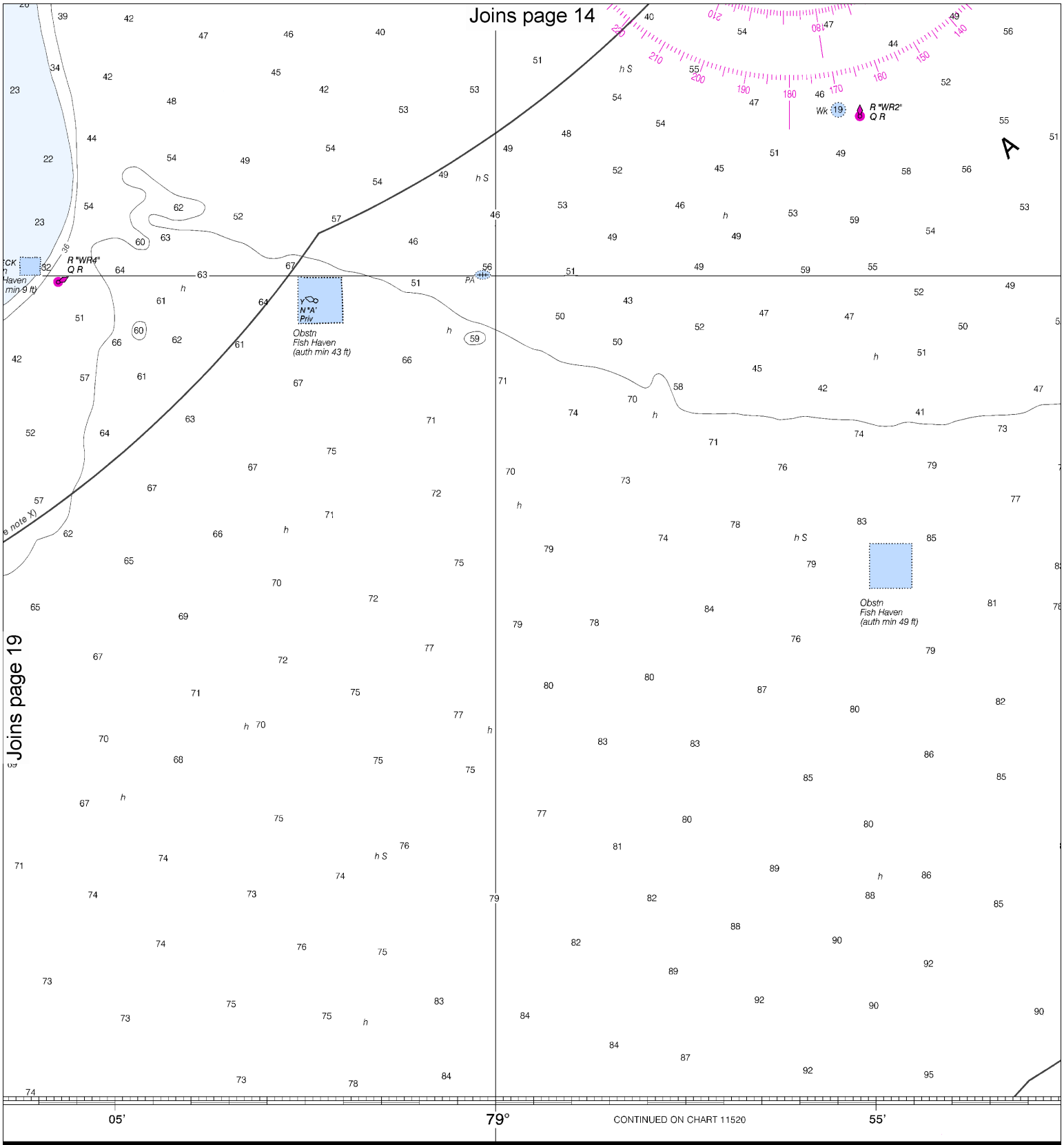
Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



SOUNDINGS IN FEET

E
NISTRATION



SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.

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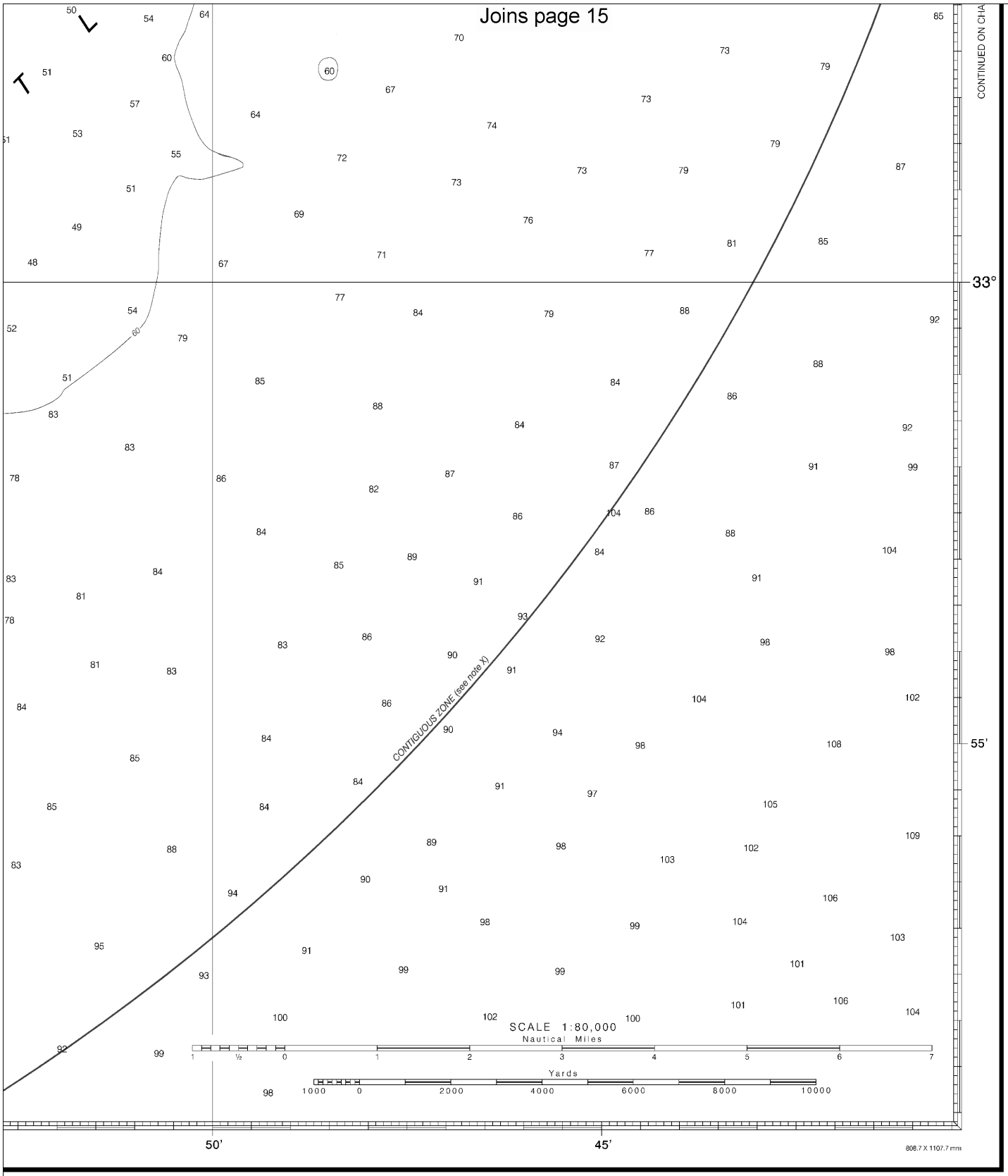
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

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 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Winyah Bay to Bulls Bay

SOUNDINGS IN FEET - SCALE 1:80,000

11531

ED. NO. 23

NSN 7642014010166 NGA REFERENCE NO. 11AHA11531

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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/

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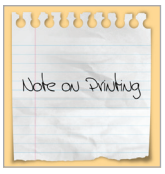

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