

BookletChart™



Intracoastal Waterway – St. Simons Sound to Tolomato River NOAA Chart 11489

*A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker

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

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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.

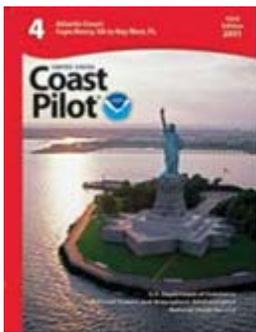
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11489>.



(Selected Excerpts from Coast Pilot)

From Mackay River, the waterway continues through **St. Simons Sound** and **Brunswick River** to Jekyll Creek. About 3.4 miles up Brunswick River from **Mile 679.4** is the city of **Brunswick**, at which hotel accommodations, fuel, supplies, and repair facilities are available. The city is described at length in chapter 8.

The Intracoastal Waterway follows **Jekyll Creek** southward from Brunswick River to Jekyll Sound. The entrance is marked by a

lighted range and protected by a jetty on its west side, the outer end of which is marked by a light. **Jekyll Island Range Front Light** is about 25 yards to the westward of this light. The jetty covers at high tide, but is

marked by daybeacons. To enter, be guided by the range, lights, a buoy, and daybeacons.

St. Andrew Sound, which has the most hazardous exposure along the waterway south of Port Royal Sound, is very rough during periods of strong north, northeast, or east winds. A protected route bypassing St. Andrew Sound leaves the waterway at **Mile 686.0**. This alternate route passes through **Little Satilla River**, **Umbrella Cut**, **Umbrella Creek**, **Dover Cut**, **Dover Creek**, **Satilla River**, **Floyd Creek**, and rejoins the waterway in Cumberland River at **Mile 695.8**. In 2004, the midchannel controlling depths were 6.0 feet in Umbrella Cut, 4.5 feet in Umbrella Creek, 6.5 feet in Dover Creek, and 6.5 feet in Floyd Creek. In 1981, a wreck was reported at the junction of Dover Creek and Satilla River in about 30°59'00"N., 81°29'24"W. Caution is advised.

Little Cumberland Island and **Cumberland Island** extend along the east side of the waterway from **Mile 690.0** to **Mile 714.0**. The islands have been designated a National Seashore Park, although some parts are still privately owned. Persons wishing to visit the islands must make arrangements with the National Park Service at St. Marys.

An anchorage, reportedly used by visitors to the National Seashore Park, in depths of about 25 feet, mud bottom, is off the abandoned settlement of **Dungeness**, on the west side of Cumberland Island 0.8 mile northeastward of **Mile 710.8**. The anchorage is open to southwesterly winds, and the current is reported to attain a velocity of 2 knots.

From St. Andrew Sound the waterway enters **Cumberland River**, passing by **Cumberland Wharf**, **Mile 694.6**, and **Cabin Bluff**, **Mile 700.2**. The Cumberland River becomes **Cumberland Dividings** and joins with **Cumberland Sound** at **Mile 704.0**.

Mariners are cautioned that the color of aids to navigation change to green on the right while following the ICW until the waterway enters Amelia River at about **Mile 714.3**, thence the color of aids to navigation change to red on the right.

The waterway continues down Cumberland Sound past the St. Marys River and into **Amelia River** to **Fernandina Beach**, **Mile 717.0**, where hotel accommodations, fuel, supplies, and repair facilities are available. Fernandina Beach is described at length in chapter 8.

At **Mile 719.8**, the waterway enters **Kingsley Creek**. Two bridges cross the waterway at **Mile 720.7**. The first, the railroad bridge, has a swing span with a clearance of 5 feet; an island is aligned with the center fenders of this bridge. The second, State Route A1A highway bridge, is a twin fixed bridge with a clearance of 65 feet. Overhead power cables on the south side of the bridge have a least clearance of 80 feet. The mean range of tide at the bridge is 6 feet. Flood and ebb currents are normal to the bridge openings and are relatively high; velocities up to 2.5 knots on the flood and 3 knots on the ebb may be expected, especially with favoring winds. Caution is advised. (For predictions, see the Tidal Current Tables.)

The facilities of a drydock and shipbuilding company are on the east bank of the creek, south of the bridge, and on the St. Johns River just eastward of the creek mouth. The firm builds steel-hulled tugs and fishing vessels and does all types of underwater and topside work on commercial and Government vessels; work on pleasure craft, except for very large yachts, is not done here. There is a 4,000-ton marine railway which handles vessels up to 220 feet, several mobile cranes, complete shop facilities, and berths for vessels of up to about 585 feet. The marine railway is on the St. Johns River side of the yard, while the construction work is done on the Sisters Creek side.

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

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

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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
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.

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 0.853' northward and 0.662' eastward to agree with this chart.

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

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

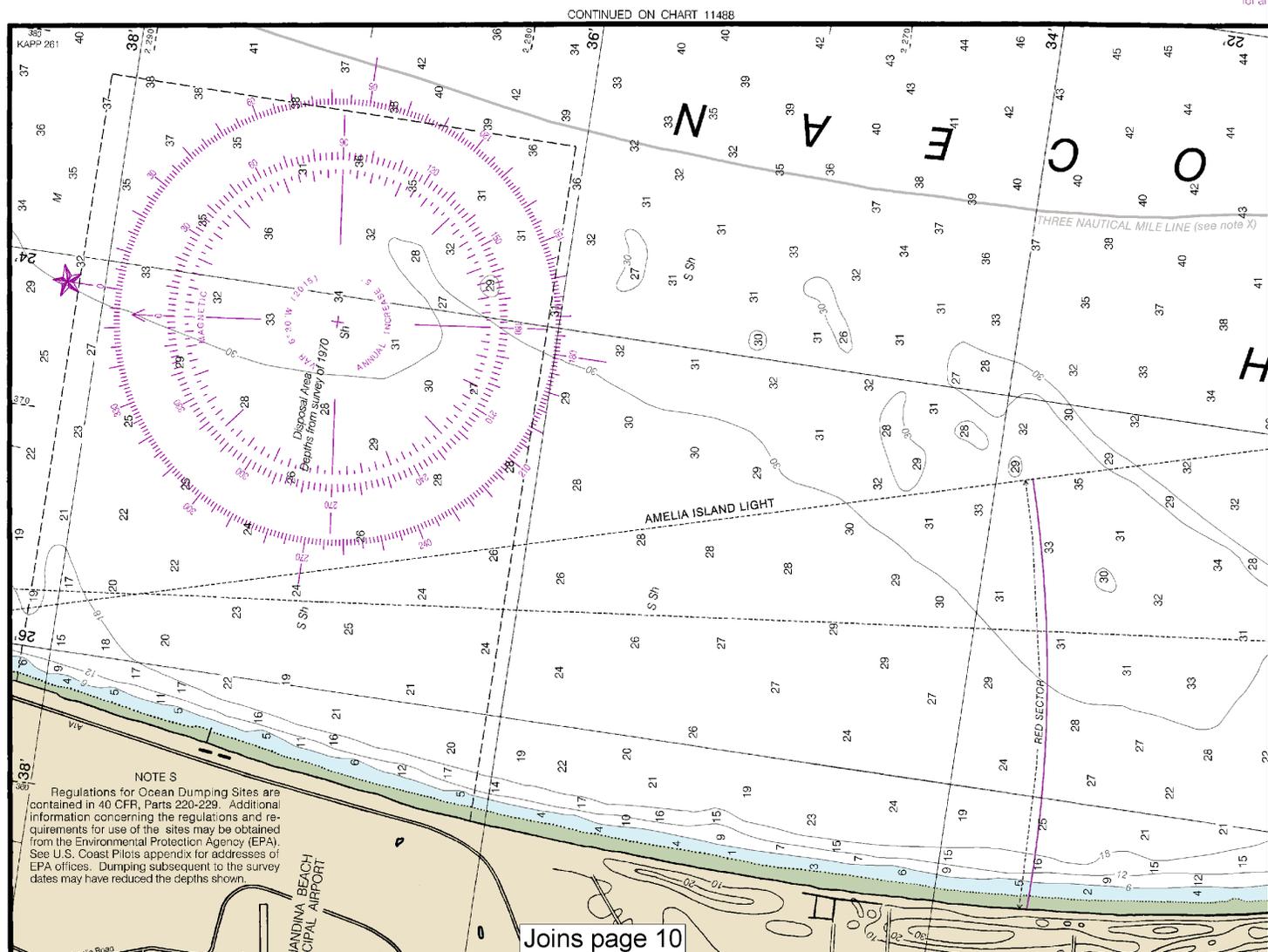
NOTE X
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The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

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. Wracks 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.

CAUTION
 Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

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

The U.S. Navy...
 with nautical...
 navigation...
 is consulted...
 Aids to...
 navigation...
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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.

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



INTRACOASTAL WATERWAY AIDS

J.S. Aids to Navigation System is designed for use with electronic charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is used.

To navigation marking the Intracoastal Waterway (ICW) yellow symbols to distinguish them from aids to navigation of other waterways.

Following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids to navigation should be kept on the starboard side of the vessel with yellow squares should be kept on the port side of the vessel.

A yellow band provides no lateral information, but identifies aids to navigation as marking the Intracoastal Waterway.

TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

CAUTION

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

CAUTION

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

INTRACOASTAL WATERWAY

Project Depths

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

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. Charted shoals may exist in areas which have been recently surveyed. Please report shoals and obstructions at:

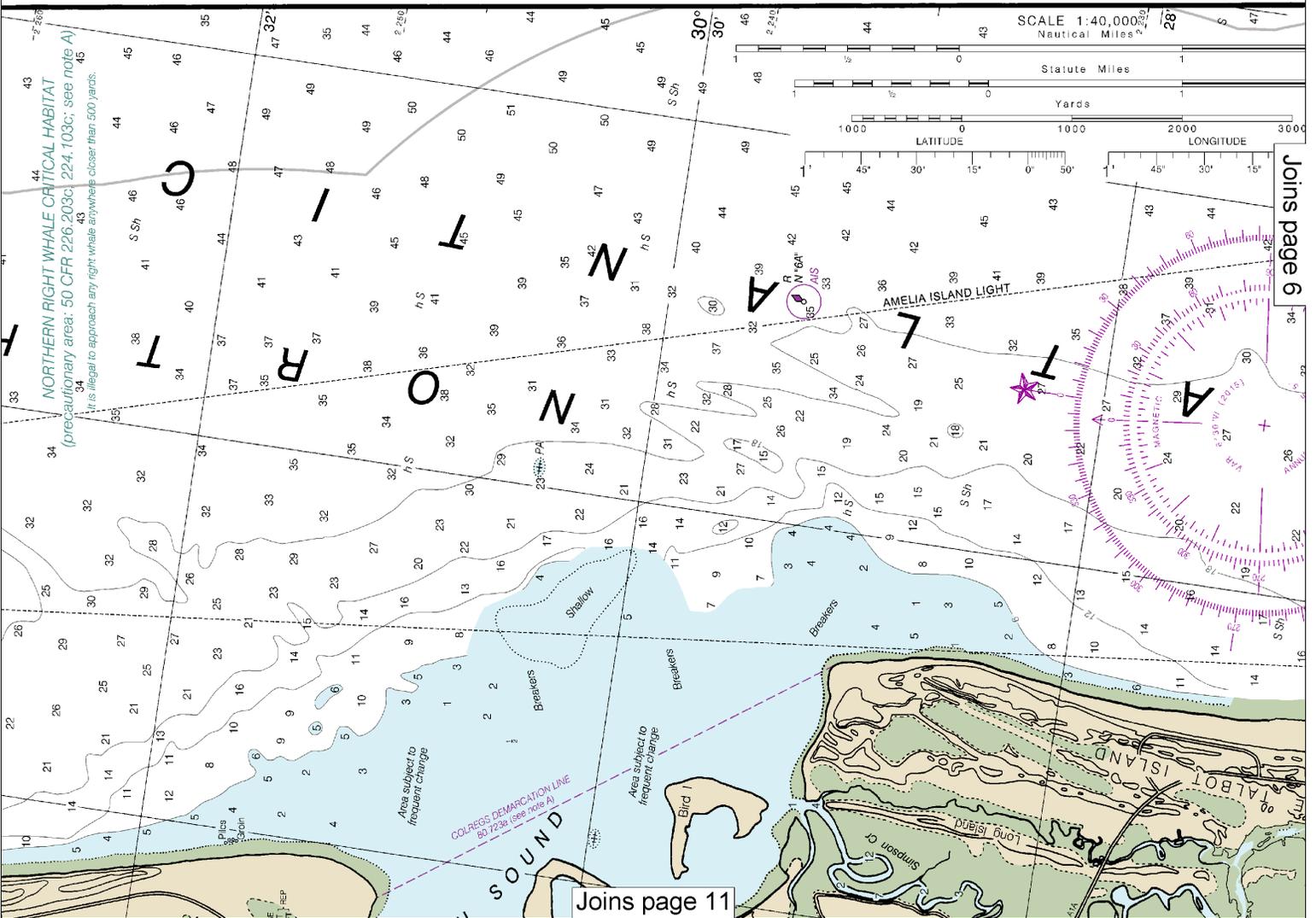
<http://nauticalcharts.noaa.gov/staff/contact.htm>

Distances

The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow this line for aids to navigation and avoid charted shoals and obstructions.

Distance markers shown along the Waterway are in Statute Miles, southward from Norfolk, VA. The arc indicated thus:  is:

1 Statute Mile equals 0.87 Nautical Miles. Courses are TRUE and must be CORRECTED for any variation and compass deviation.



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.



MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY TELEPHONE NUMBER OFFICE HOURS
 Jacksonville, FL *(904) 741-4311 8:30 AM-5:00 PM (Mon.-Fri.)
 Recording (24 hours daily)

DAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Waycross, GA	WXM-65	162.525	24 hours daily
Waycross, GA	WXK-75	162.475	24 hours daily
Jacksonville, FL	KHB-39	162.550	24 hours daily
Jacksonville, FL	WWH-39	162.425	24 hours daily
Waycross, GA	WXJ-28	162.450	24 hours daily
Waycross, GA	WNG-222	162.425	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS

BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROADCAST - EST	SPECIAL WARNING
Jacksonville, FL	NMA - 10	2670 kHz	1:20 AM & PM	*On receipt
		157.1 MHz	7:15 AM, 5:15 PM	*On receipt

Preceded by announcement on 2182 kHz/156.8 MHz

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

Ⓟ Pump-out facilities

PUBLIC BOATING INSTRUCTION PROGRAMS

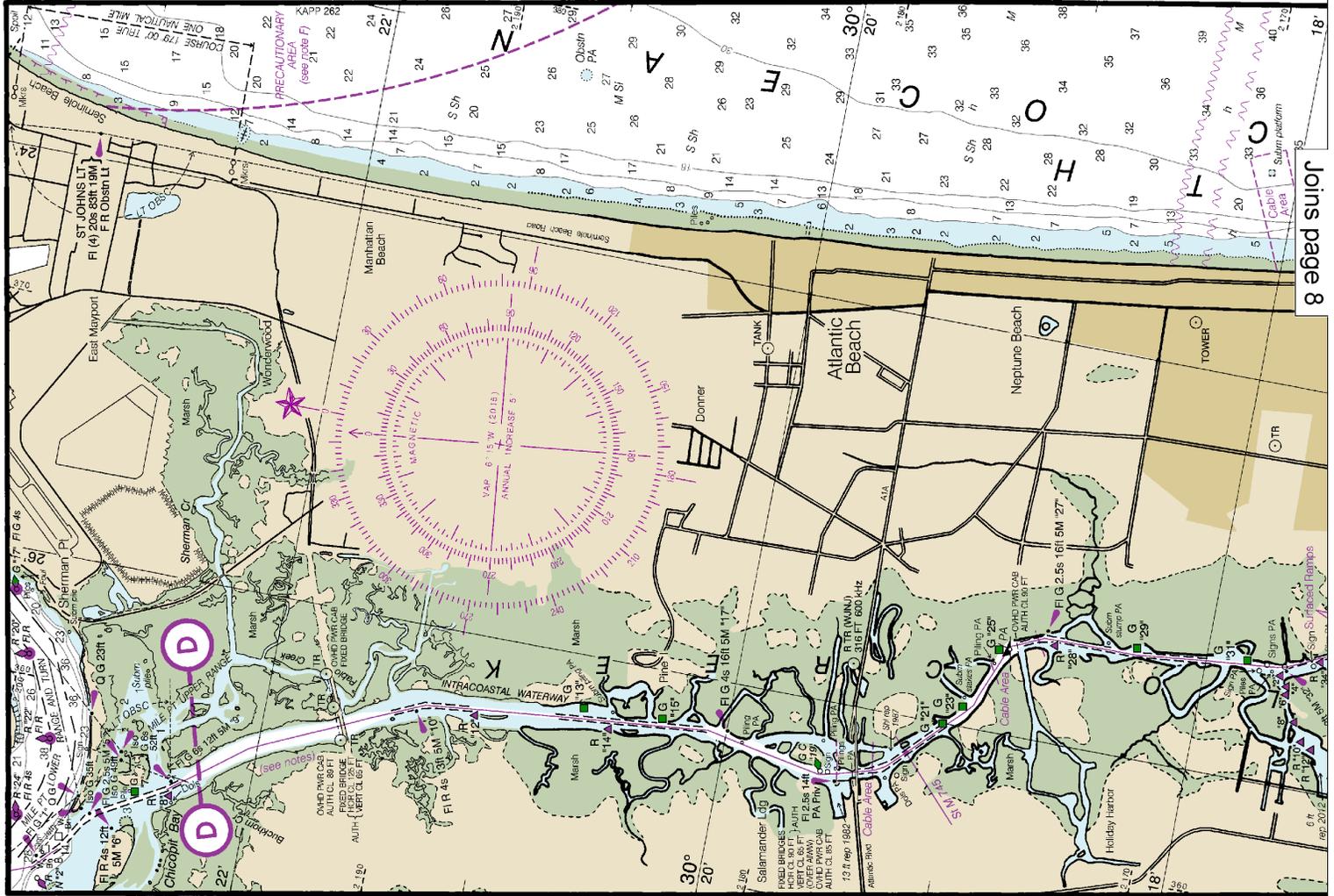
The United States Power Squadron (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX - 7th Coast Guard District, Brickell Plaza Federal Building, 909 S.E. 1st Ave., Miami, FL 33131-3050, 305-350-5697 or USCG Headquarters (CG-BAU), Washington, D.C. 20593-0001.

1st Ed. Aug., 1963

JOINS CHART 11490



Entrance - Brunswick
 Entrance - Jekyll Creek
 Entrance - Cumberland
 Entrance - Cacin Bluff
 St. Marys Beach
 St. Marys Island
 Middleburg
 South Beach
 Nassau River
 Fort George
 St. Johns
 Mayport
 Mile Point
 Pablo Creek
 Sisters Creek

*Due to chart

Joins page 8

CONTINUED ON Joins page 13



TIDAL CURRENT DATA

PLACE	POSITION		MAXIMUM CURRENTS			
	Lat.	Long.	Flood		Ebb	
			Dirac-tion (true)	Aver-age velocity (knots)	Dirac-tion (true)	Aver-age velocity (knots)
	N.	W.	deg.	knots	deg.	knots
ST. SIMONS SOUND						
Entrance	31 08	81 24	500	2.1	110	1.9
Brunswick River, off Quarantine Dock	31 07	81 28	300	1.3	125	2.1
Brunswick, off Prince Street Dock	31 08	81 30	340	1.0	165	1.3
ST. ANDREWS SOUND						
Entrance	30 59	81 24	270	2.1	105	2.2
Jekyll Creek, south entrance	31 02	81 26	60	1.0	230	1.4
Cumberland River, north entrance	30 57	81 26	190	1.3	20	1.5
Cabin Bluff, Cumberland River	30 53	81 31	170	1.3	355	1.3
CUMBERLAND SOUND						
St. Marys Entrance	30 43	81 27	275	2.3	90	2.6
Beach Creek entrance, 0.2 mile NW of Stafford Island, west of	30 44	81 29	340	1.5	165	2.2
Old Ferrandina, Amelia River	30 41	81 28	190	1.4	0	1.8
Kingsley Creek, highway bridge	30 38	81 29	150	1.1	330	1.6
NASSAU SOUND						
Midsound, 1 mi. N. of Sawpit Creek entrance	30 31	81 27	310	1.7	135	1.7
South Amelia River, off Walker Creek	30 32	81 28	340	1.4	160	1.4
Nassau River, SW of Mesa Marsh	30 32	81 29	295	1.5	130	1.7
Fort George River	30 27	81 27	335	0.3	160	0.8
ST. JOHNS RIVER						
ST. JOHNS RIVER ENTRANCE (between jetties)	30 24	81 23	275	1.9	100	2.3
Mayport	30 24	81 26	210	2.2	25	3.1
Mill Point, southeast of	30 23	81 27	240	2.7	75	2.9
Pablo Creek bascule bridge	30 19	81 26	180	*3.4	0	*5.2
Sisters Creek entrance (bridge)	30 23	81 28	0	1.4	180	1.4

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

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.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

- Aids to Navigation (lights are white unless otherwise indicated):
- AERC aeronautical
 - Al alternating
 - B black
 - Bn beacon
 - C can
 - DIA diaphone
 - F fixed
 - Fl flashing
 - G green
 - IQ interrupted quick
 - Iso isophase
 - LT +OC lighthouse
 - M nautical milic
 - m minutes
 - MICRO TR microwave tower
 - Mkr marker
 - Mo morse code
 - N nun
 - OBSC obscured
 - Oc occulting
 - Or orange
 - Q quick
 - R red
 - Ra Ref radar reflector
 - R Bn radiobeacon
 - R TR radio tower
 - Rot rotating
 - SEC sector
 - St M statute miles
 - VQ very quick
 - W white
 - WHIS whistle
 - Y yellow
- Bottom characteristics:
- Blds boulders
 - bk broken
 - Cy clay
 - Co coral
 - G gravel
 - GrS grass
 - gy grey
 - h hard
 - M mud
 - Oys oysters
 - Rk rock
 - S sand
 - so soft
 - Sh shells
 - sy sticky
- Miscellaneous:
- AUTH authorized
 - ED existence doubtful
 - 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: - - - - -
 - Oostn obstruction
 - PA position approximate
 - PD position doubtful
 - Rep reported
 - Subm submerged

*Due to changes in the waterway this velocity is probably too large.

CONTINUED ON CHART 11488



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CONTINUED ON CHART 11488



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



MERCATOR PROJECTION AT SCALE 1:40,000
 SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
 North American Datum of 1983
 (World Geodetic System 1984)

HEIGHTS
 Heights in feet above Mean High Water.

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

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

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

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.

PLANE COORDINATE GRID
 (based on NAD 1927)
 The Florida State Grid, east zone, is indicated on this chart at 10,000 foot intervals thus:
 The last three digits are omitted.

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



NAUTICAL CHART 11489

INTRACOASTAL WATERWAY

GEORGIA - FLORIDA

ST. SIMONS

SOUND TO

TOLOMATO RIVER

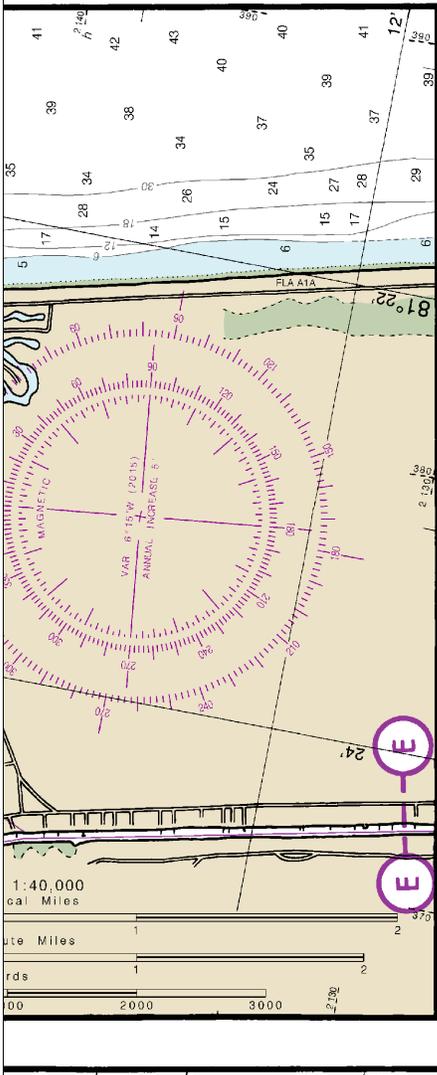
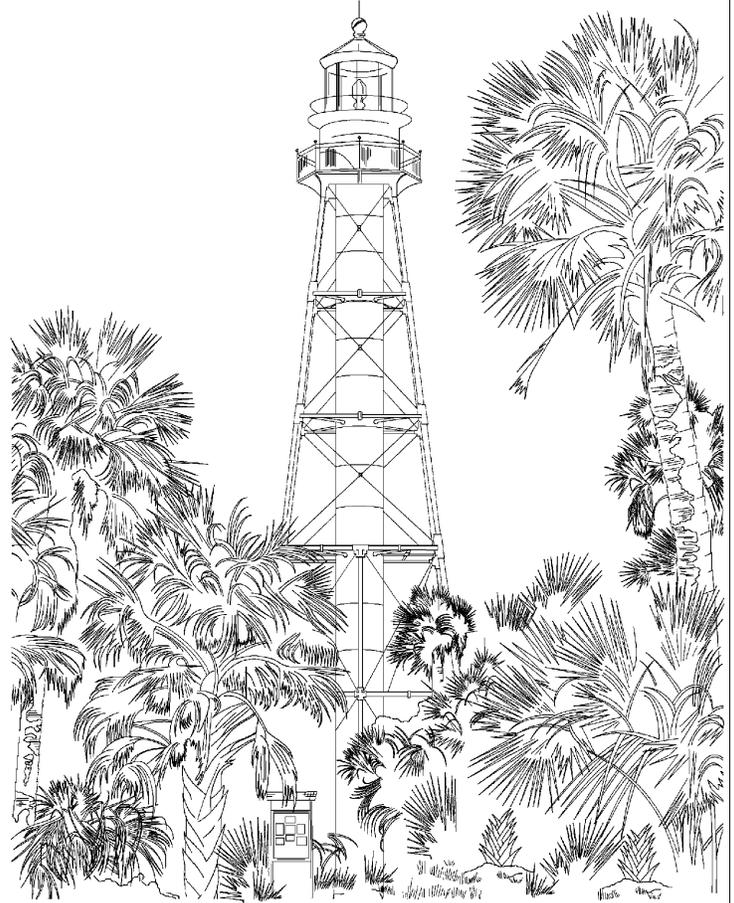
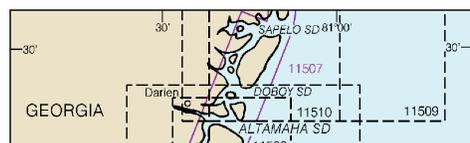


Chart 11489

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

NAUTICAL CHART DIAGRAM



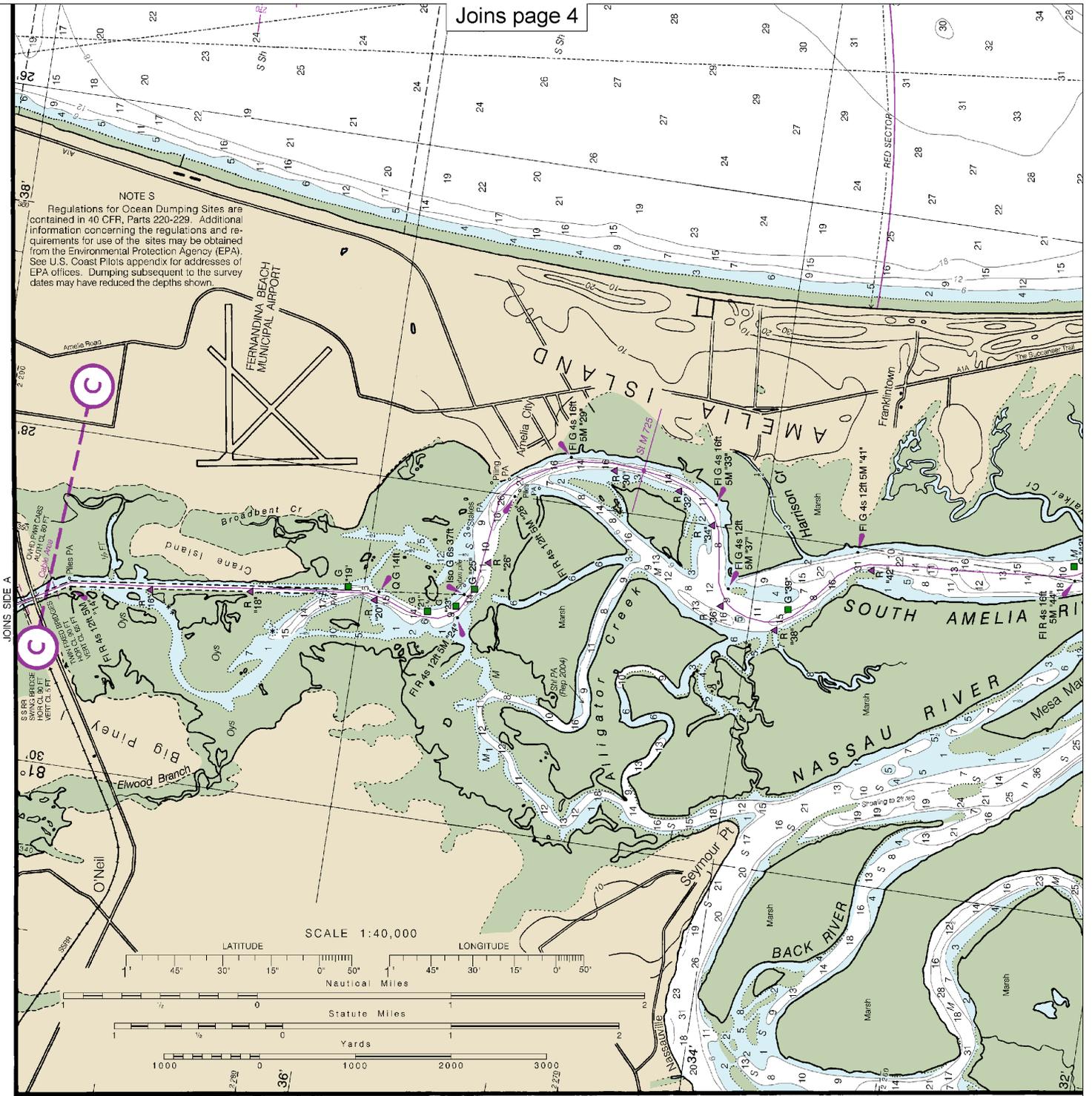
Joins page 15

SIDE B

Joins page 4

SIDE B

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 Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.



11489

CONTINUED ON CHART 11488

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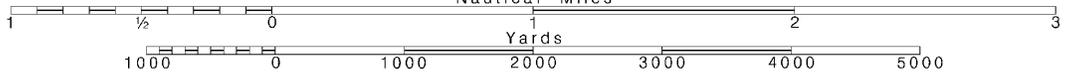
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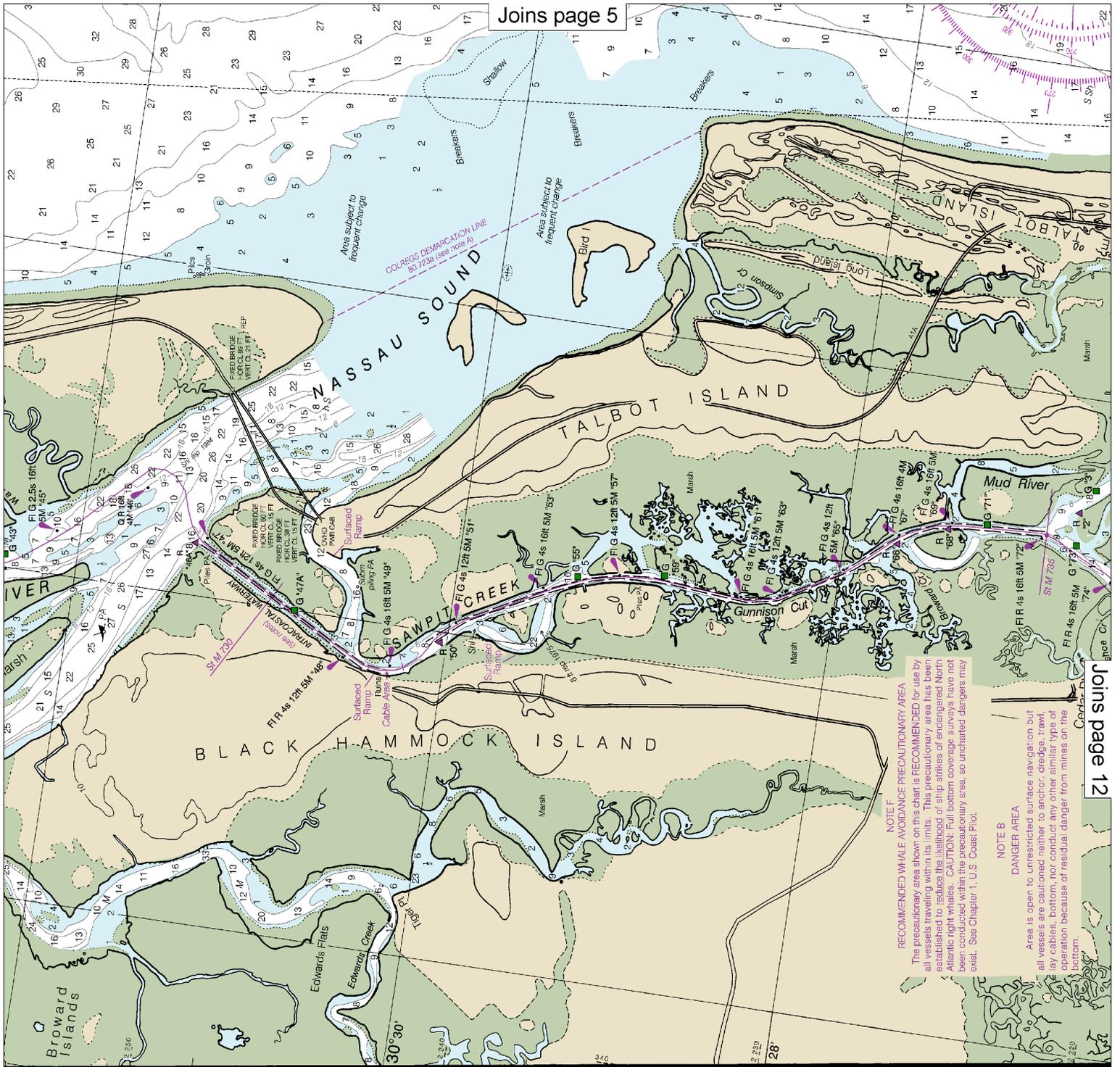
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

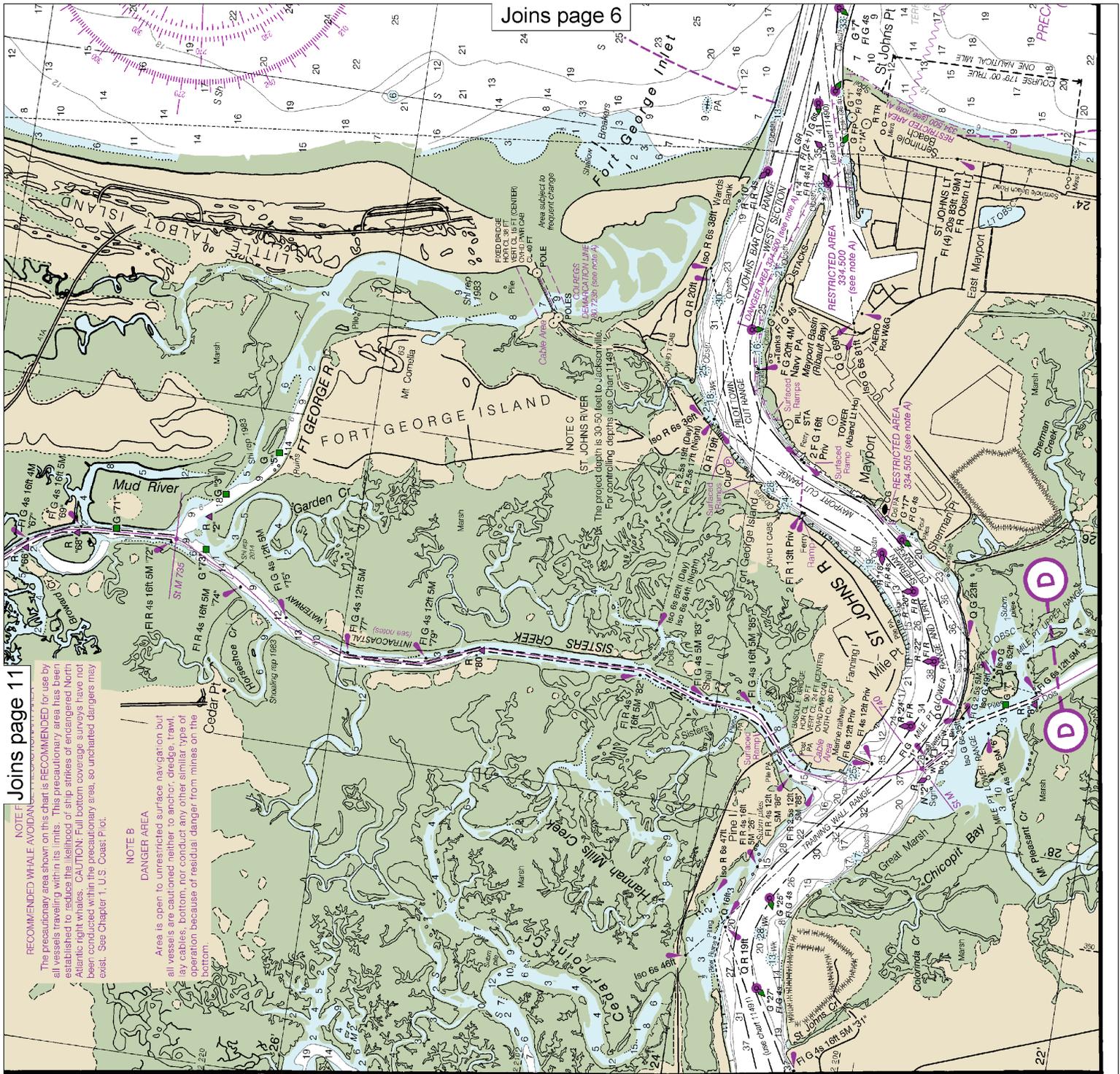
See Note on page 5.





NOTE F
RECOMMENDED WHALE AVOIDANCE PRECAUTIONARY AREA
 The precautionary area shown on this chart is RECOMMENDED for use by all vessels traveling within its limits. This precautionary area has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. CAUTION: Full bottom coverage surveys have not been conducted within the precautionary area, so uncharted dangers may exist. See Chapter 1, U.S. Coast Pilot.

NOTE B
DANGER AREA
 Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom nor conduct any other similar type of operation because of extent of danger from mines on the bottom.



Joins page 6

Joins page 11

Joins page 18

CONTINUED ON CHART 11491 (SIDE A)

NOTE F
RECOMMENDED WHALE AVOIDANCE
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NOTE B
DANGER AREA
 Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

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

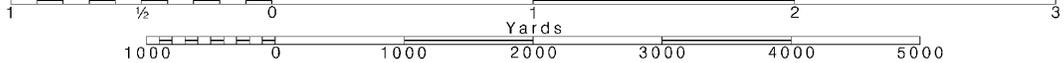
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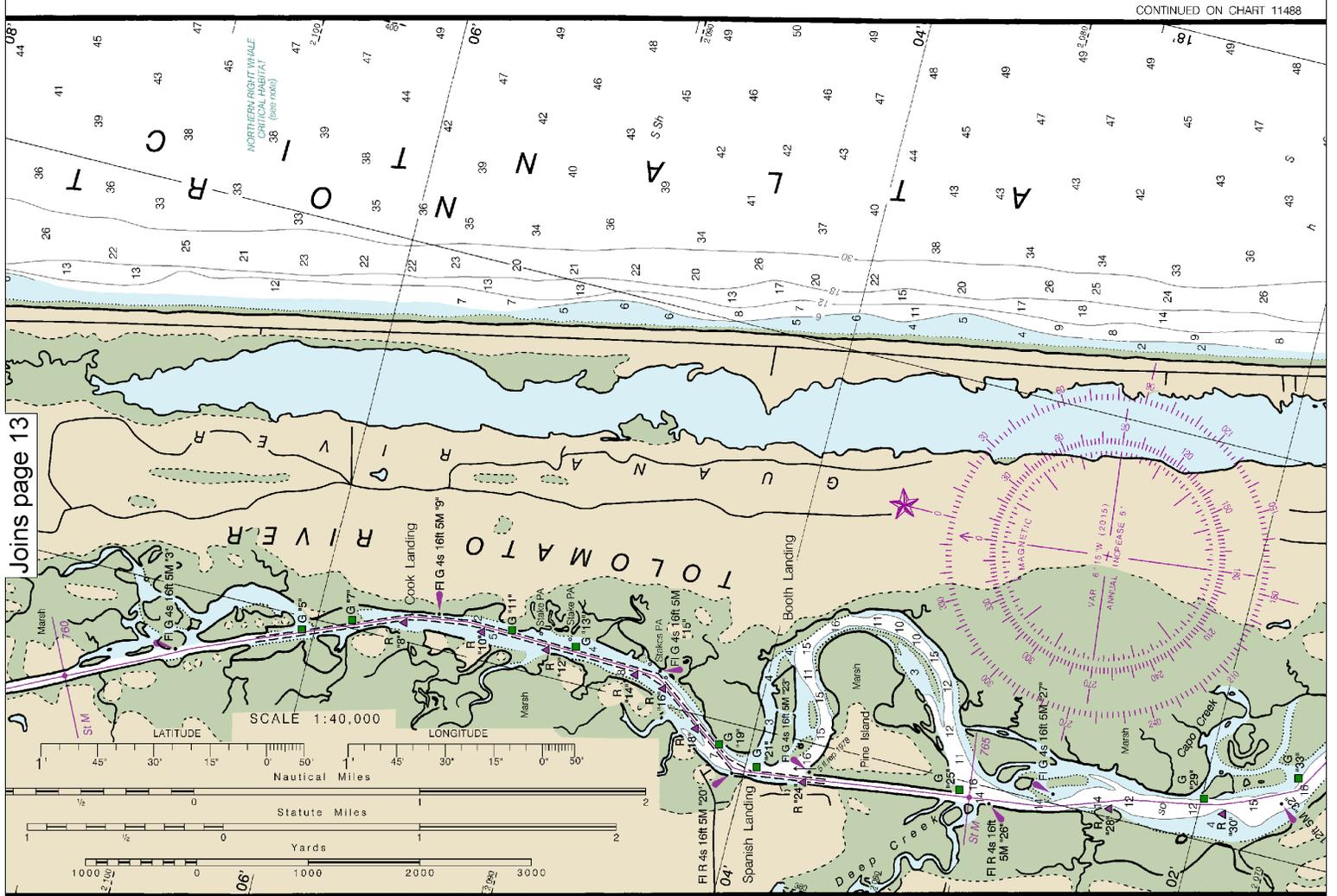
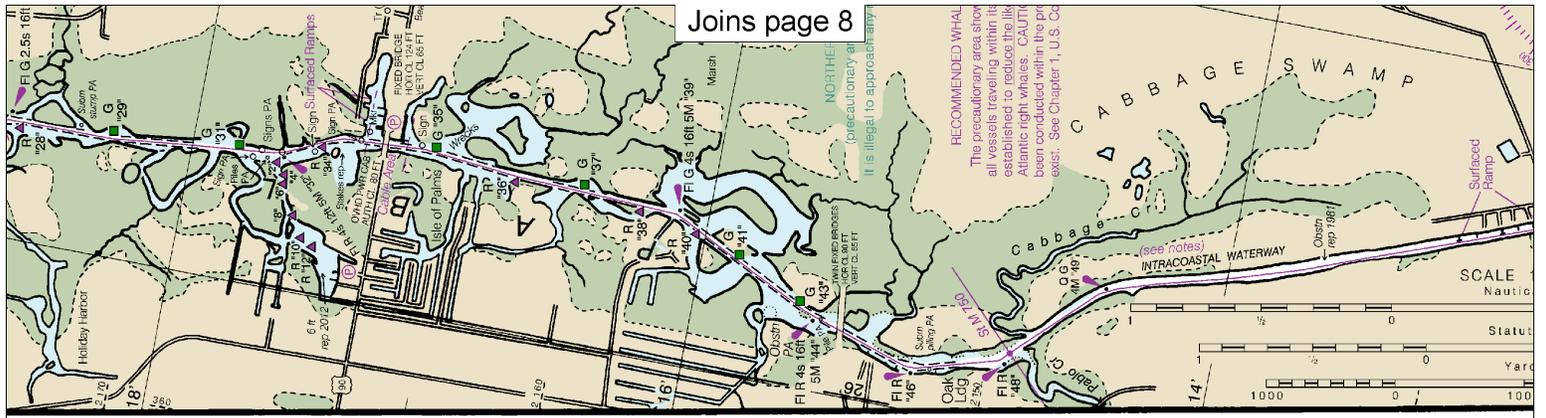
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





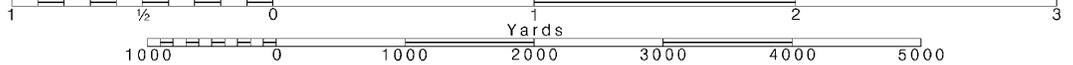
14

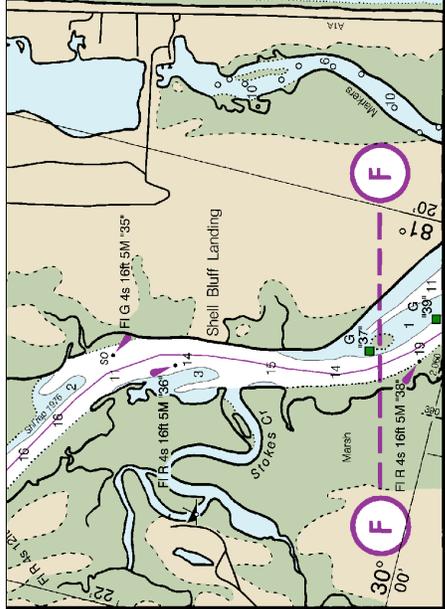
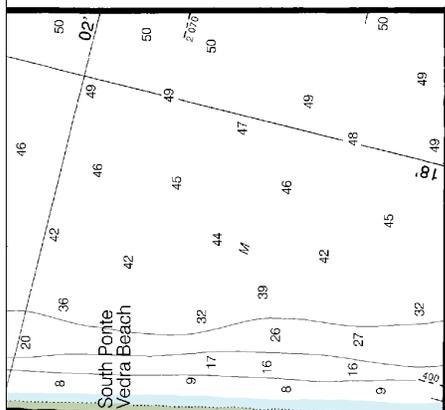
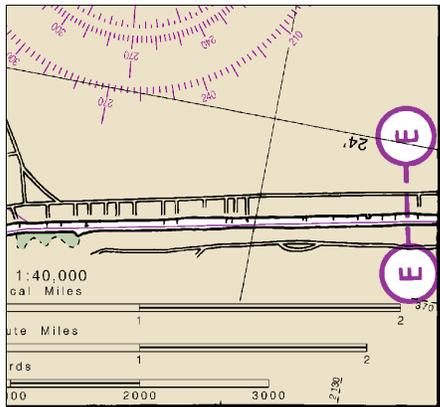
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

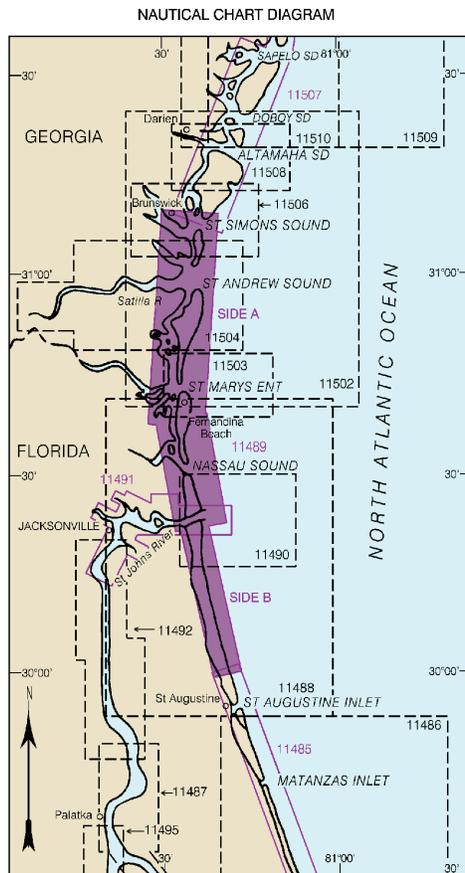
SCALE 1:40,000
Nautical Miles

See Note on page 5.





JOINS CHART 11485 (SIDE A)



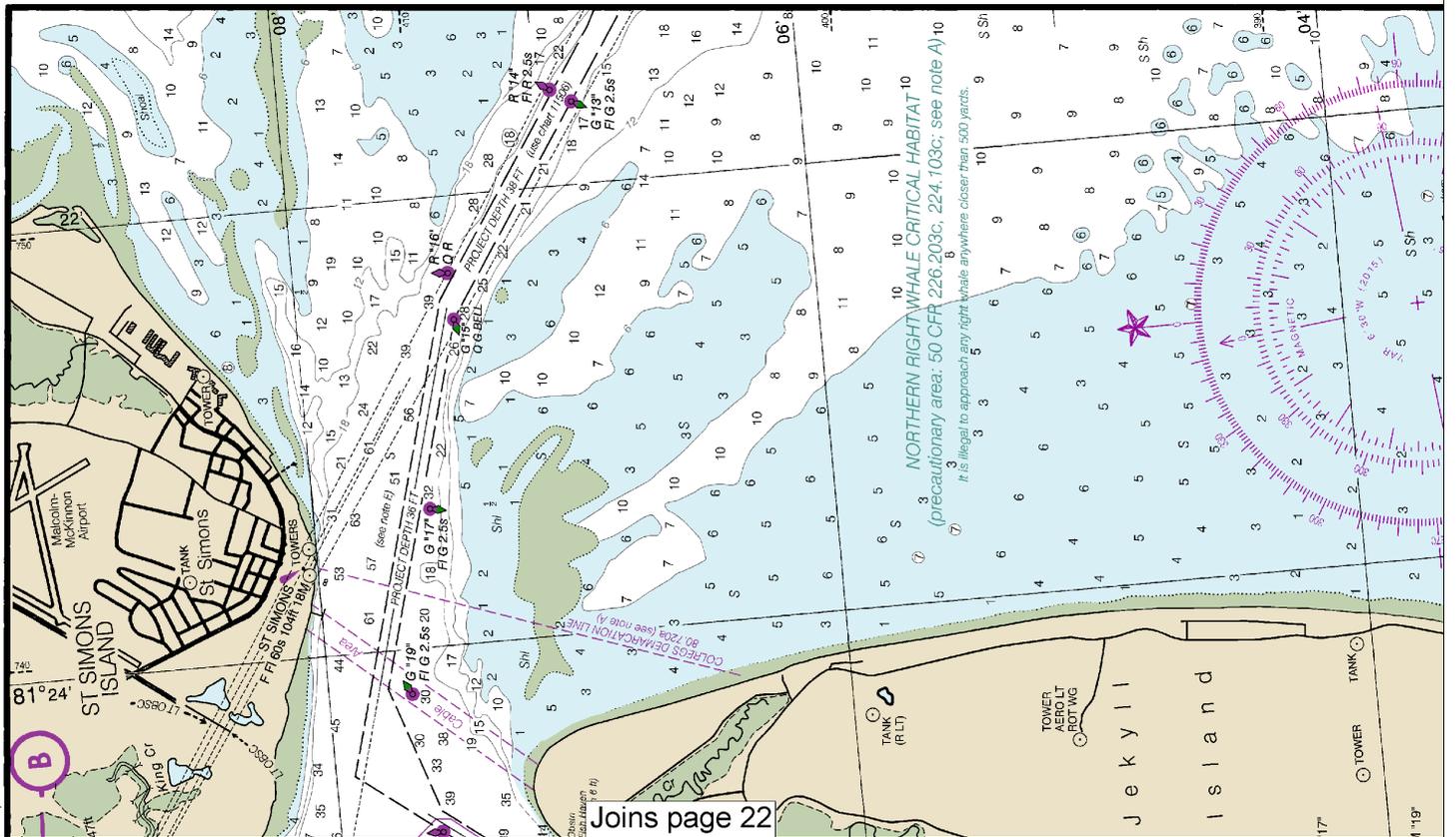
SIDE B

11489

NOTE E

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

JOINS CHART 11506



Joins page 22

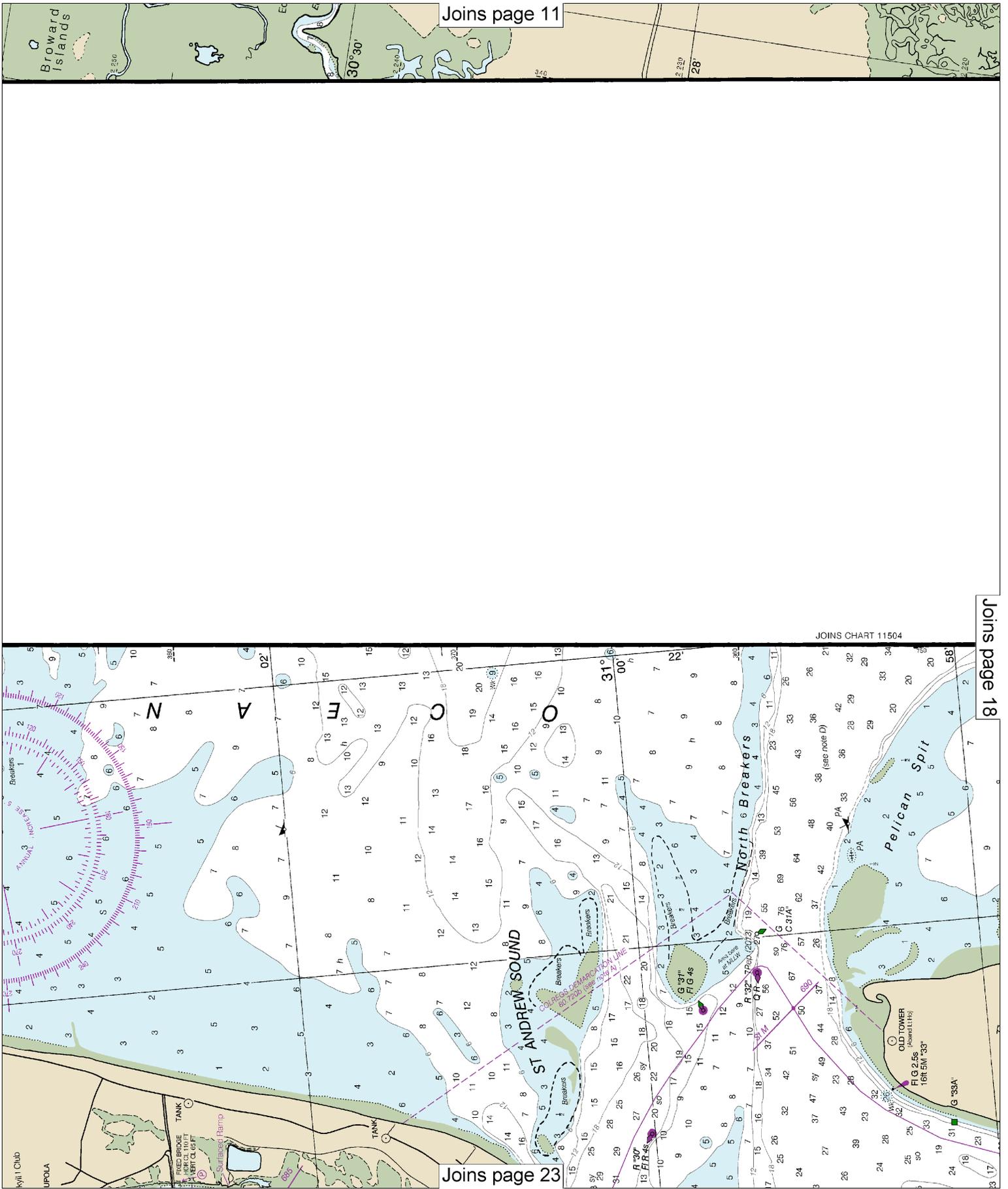
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





JOINS CHART 11504

CONTINUED ON CHART 11491 (SIDE A)

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

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

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

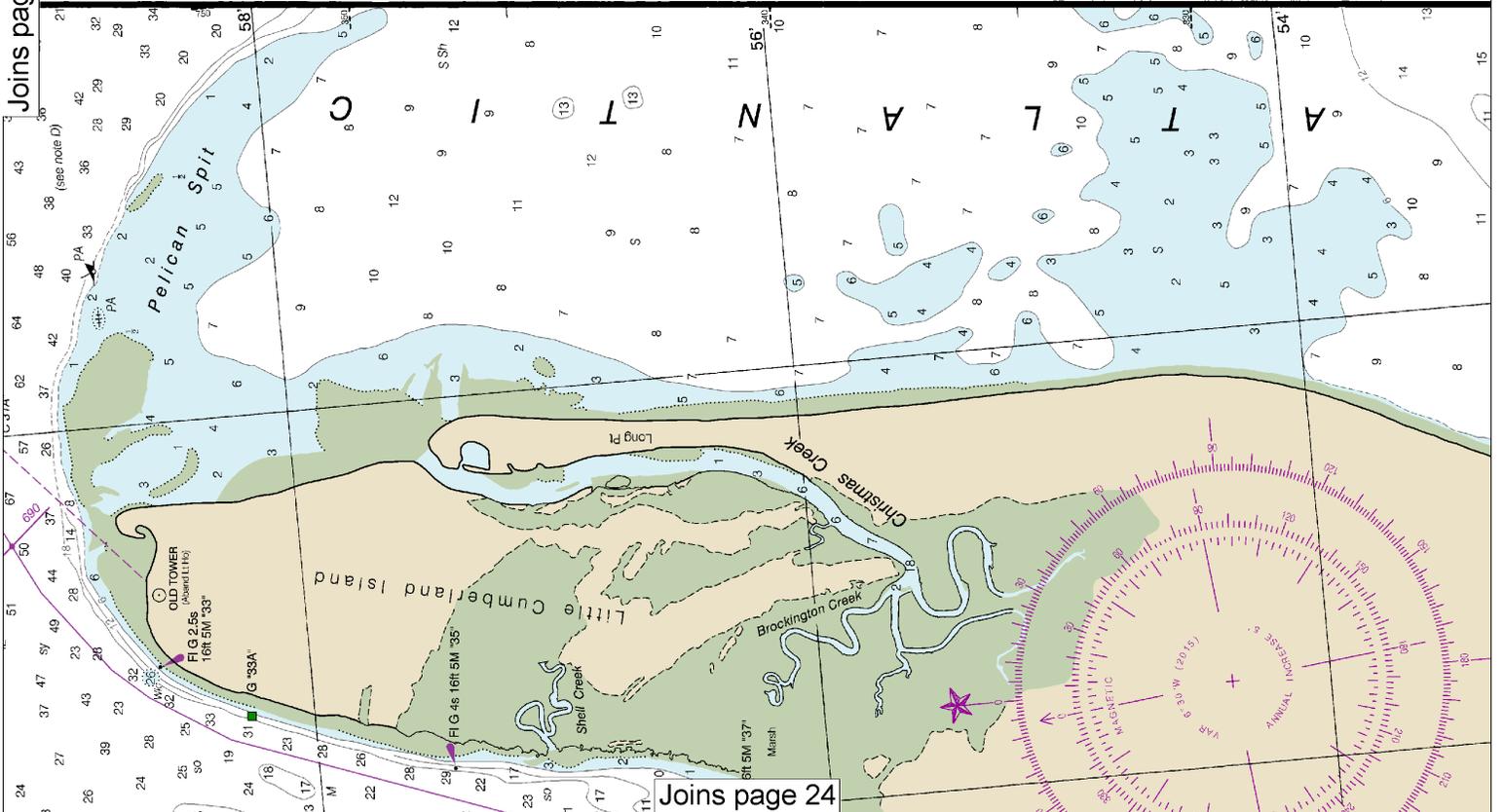
CAUTION
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
 Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
 (●) (Accurate location) (○) (Approximate location)

NOTE D
CAUTION
 The entrance to St. Andrew Sound is subject to frequent change. Buoys 3, 5, 7 and 9 are not charted as they are frequently shifted in position.

⊙ Pump-out facilities

JOINS CHART 11504

Formerly 841-SC

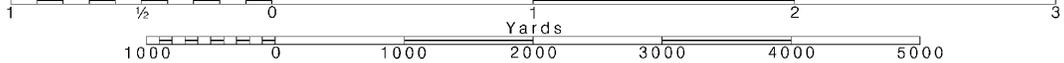


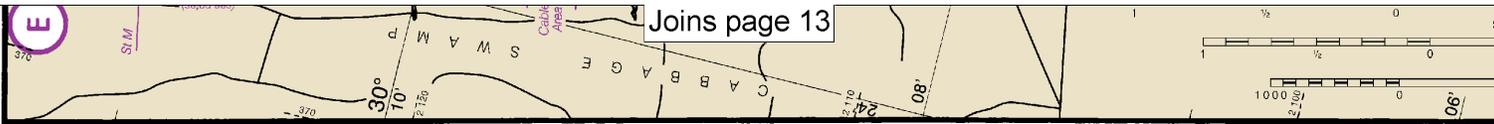
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





NOTE 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
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.

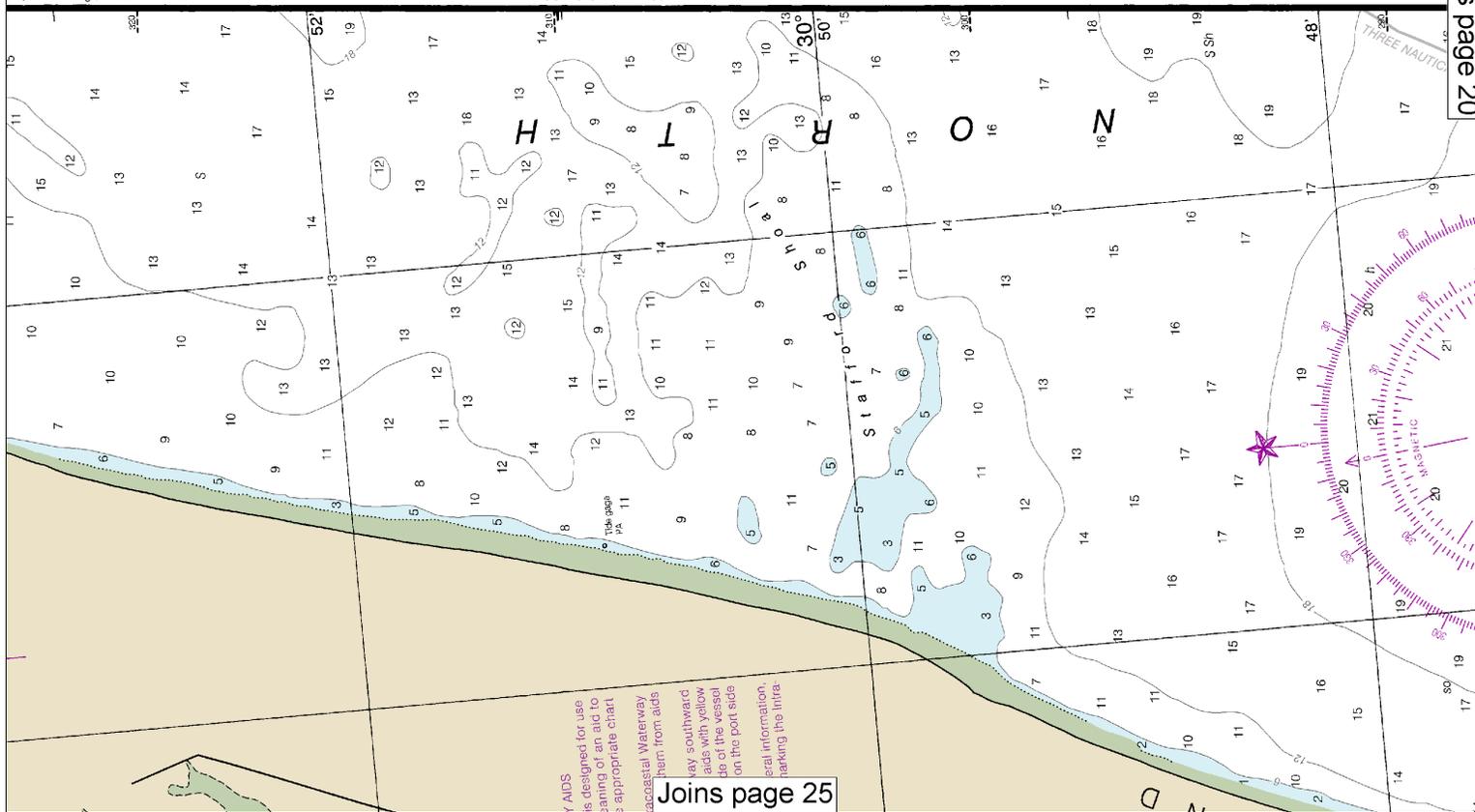
PLANE COORDINATE GRID
 (based on NAD 1927)
 Florida State Grid, east zone, is indicated by dashed ticks at 10,000-foot intervals. The last three digits are omitted.

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 0.853" northward and 0.662" eastward to agree with this chart.

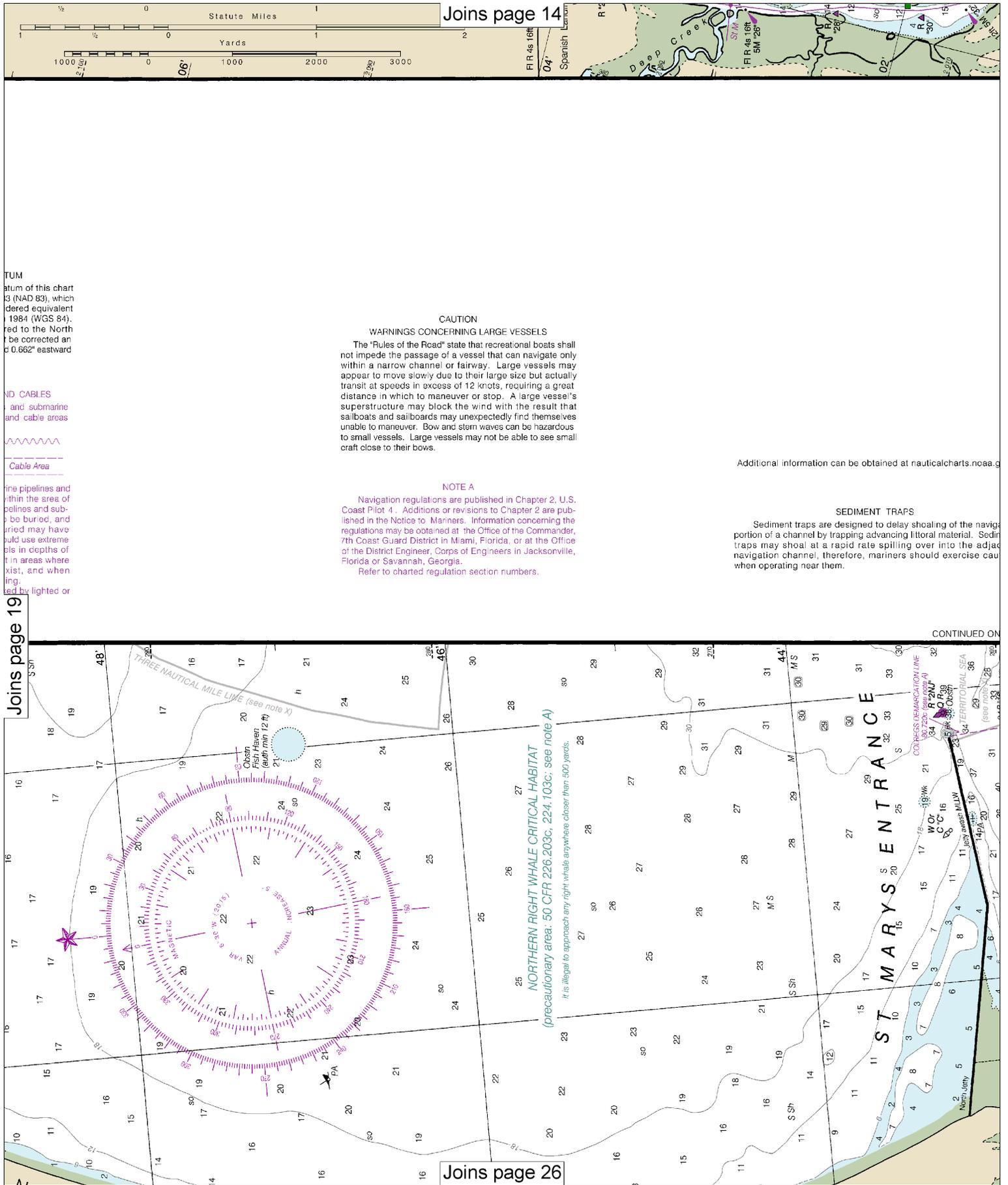
CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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
 This chart is designed for use in conjunction with an aid to navigation chart of appropriate scale. The chart is not to be used for navigation in restricted waters. The chart is not to be used for navigation in restricted waters. The chart is not to be used for navigation in restricted waters.



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Joins page 19

Joins page 26

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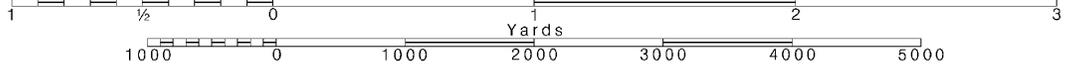
20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.

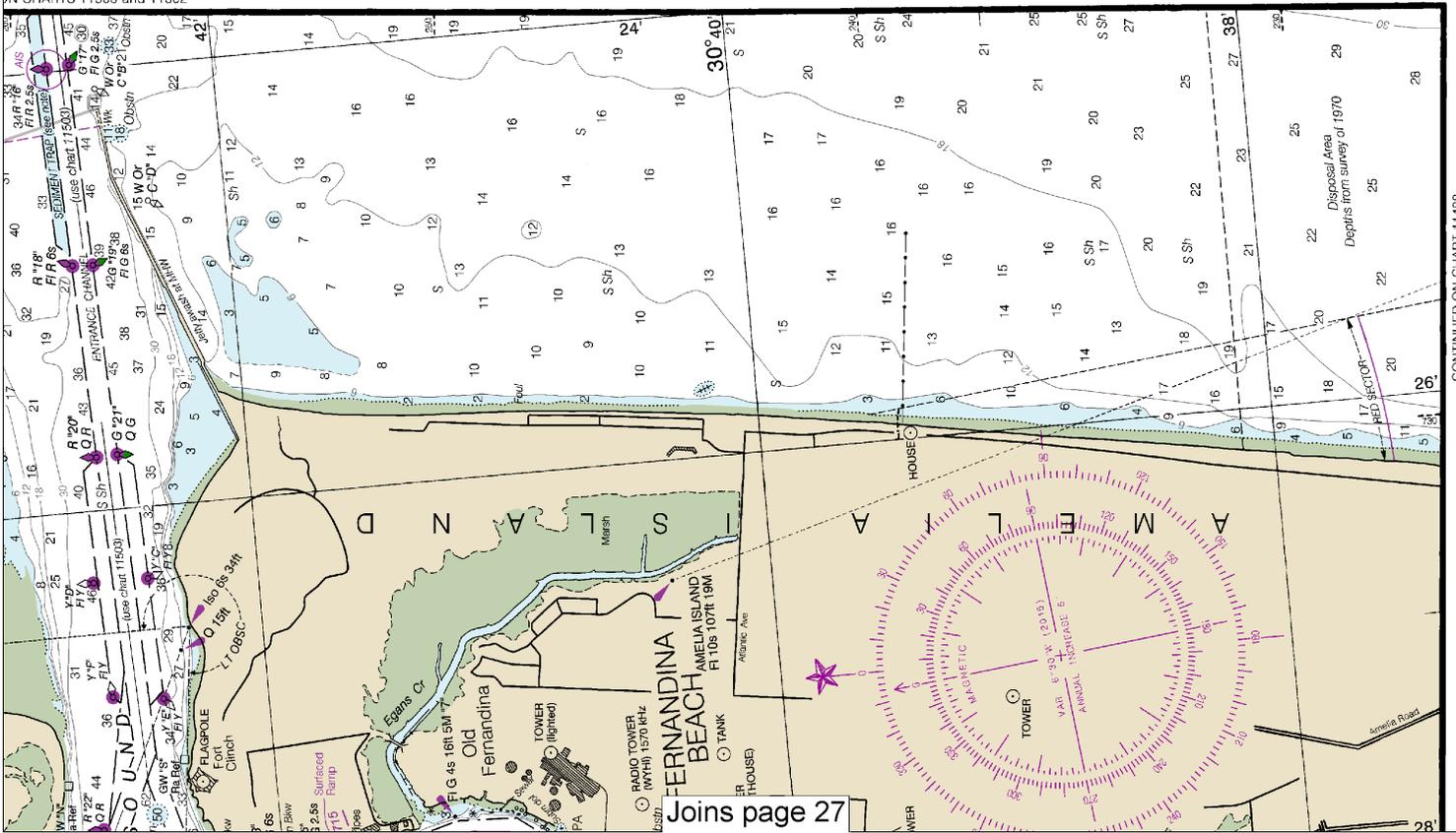


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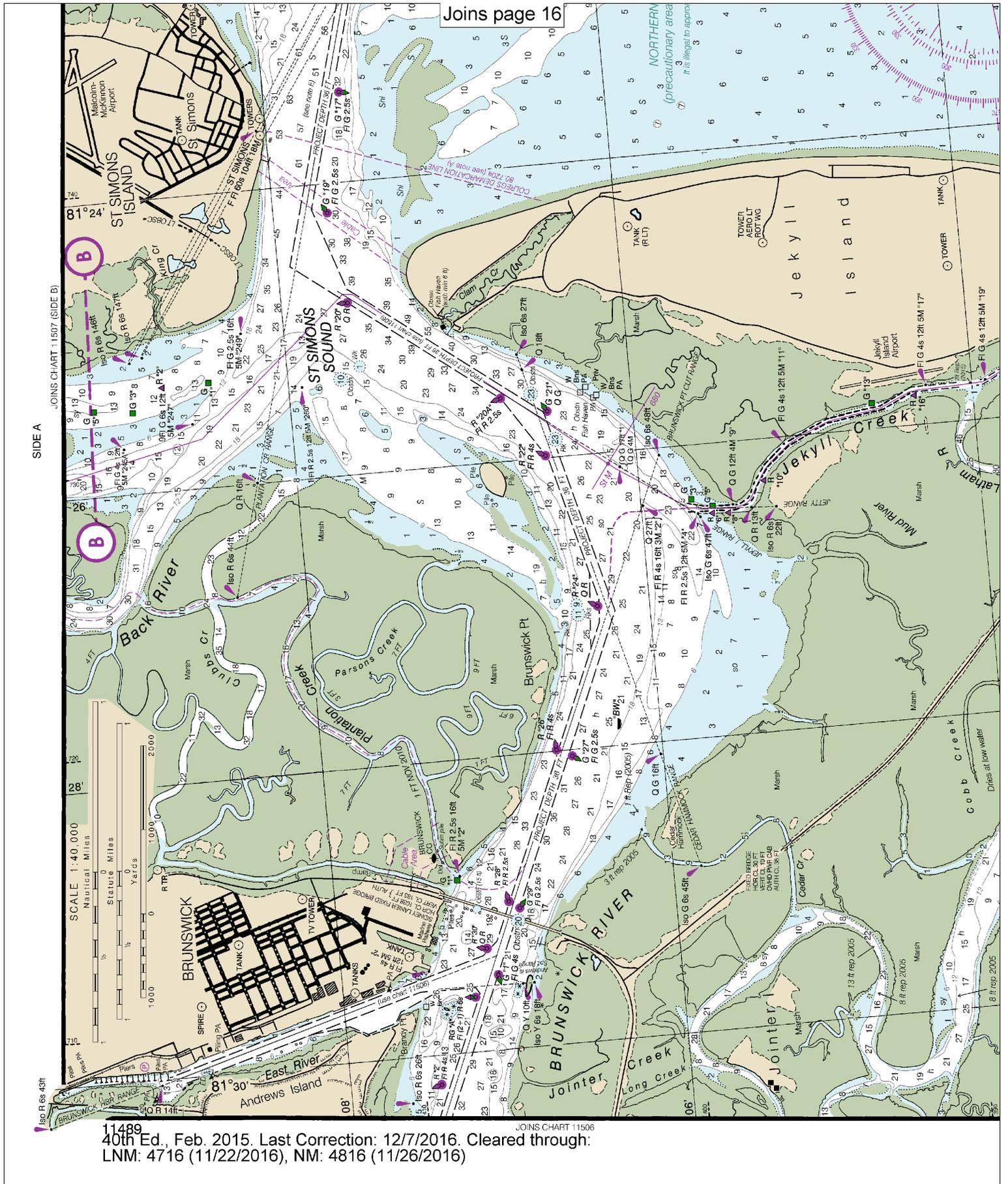


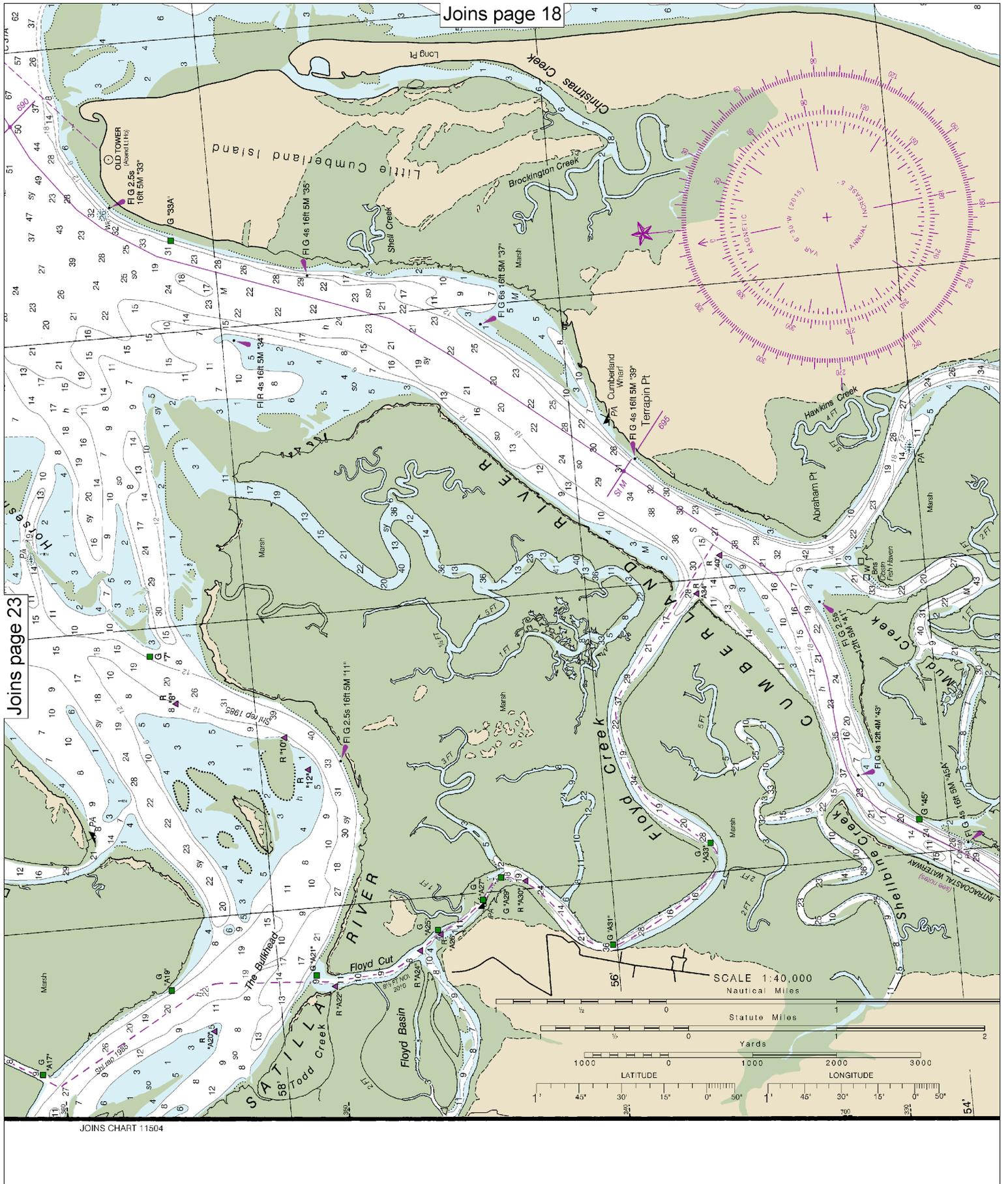
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ON CHARTS 11503 and 11502



CONTINUED ON CHART 11488

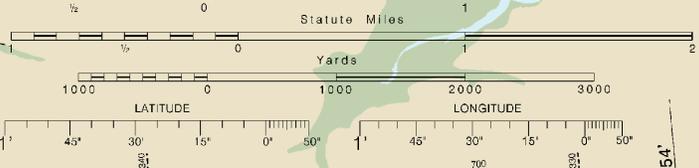




Joins page 18

Joins page 23

SCALE 1:40,000
Nautical Miles



JOINS CHART 11504

24

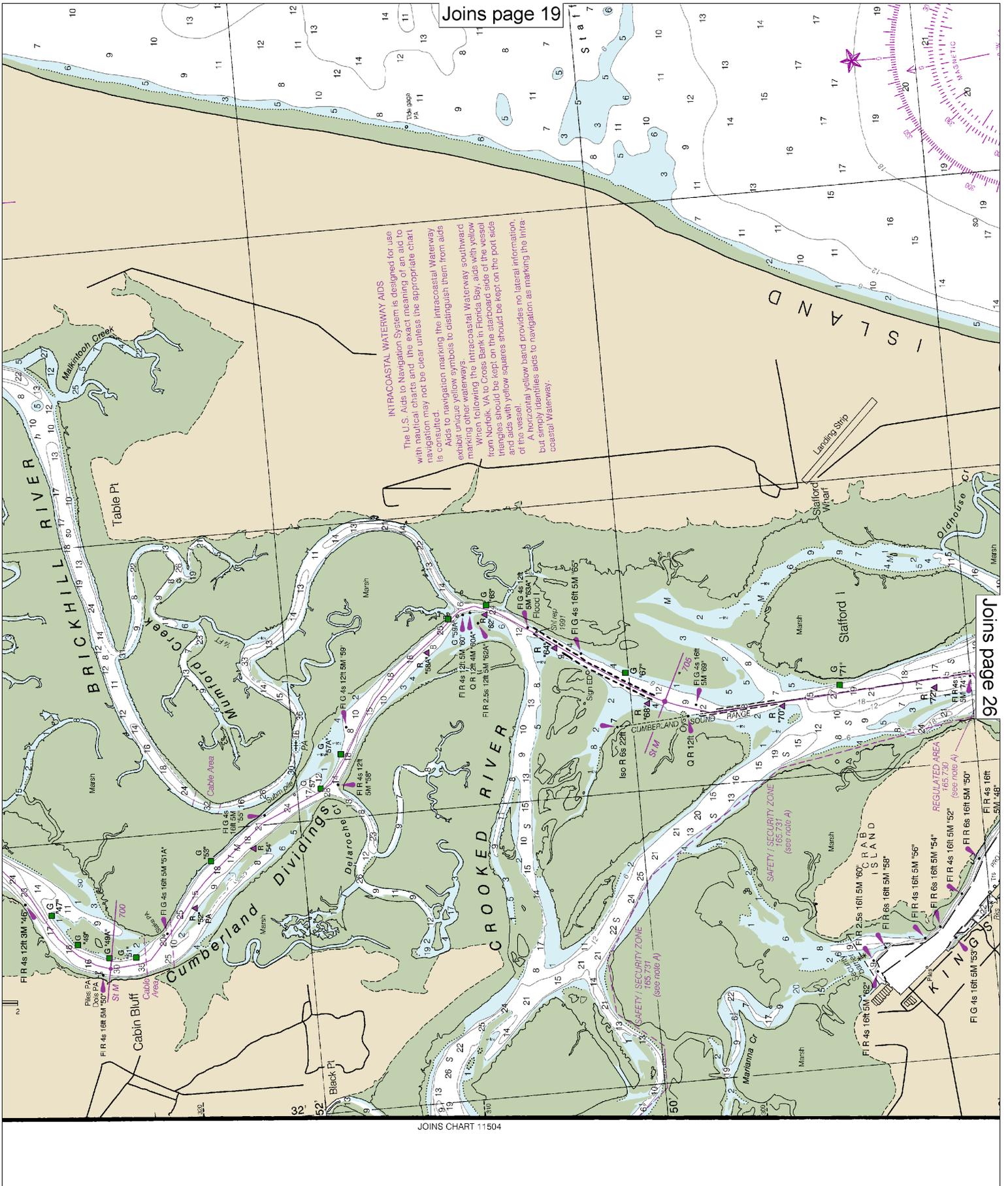
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

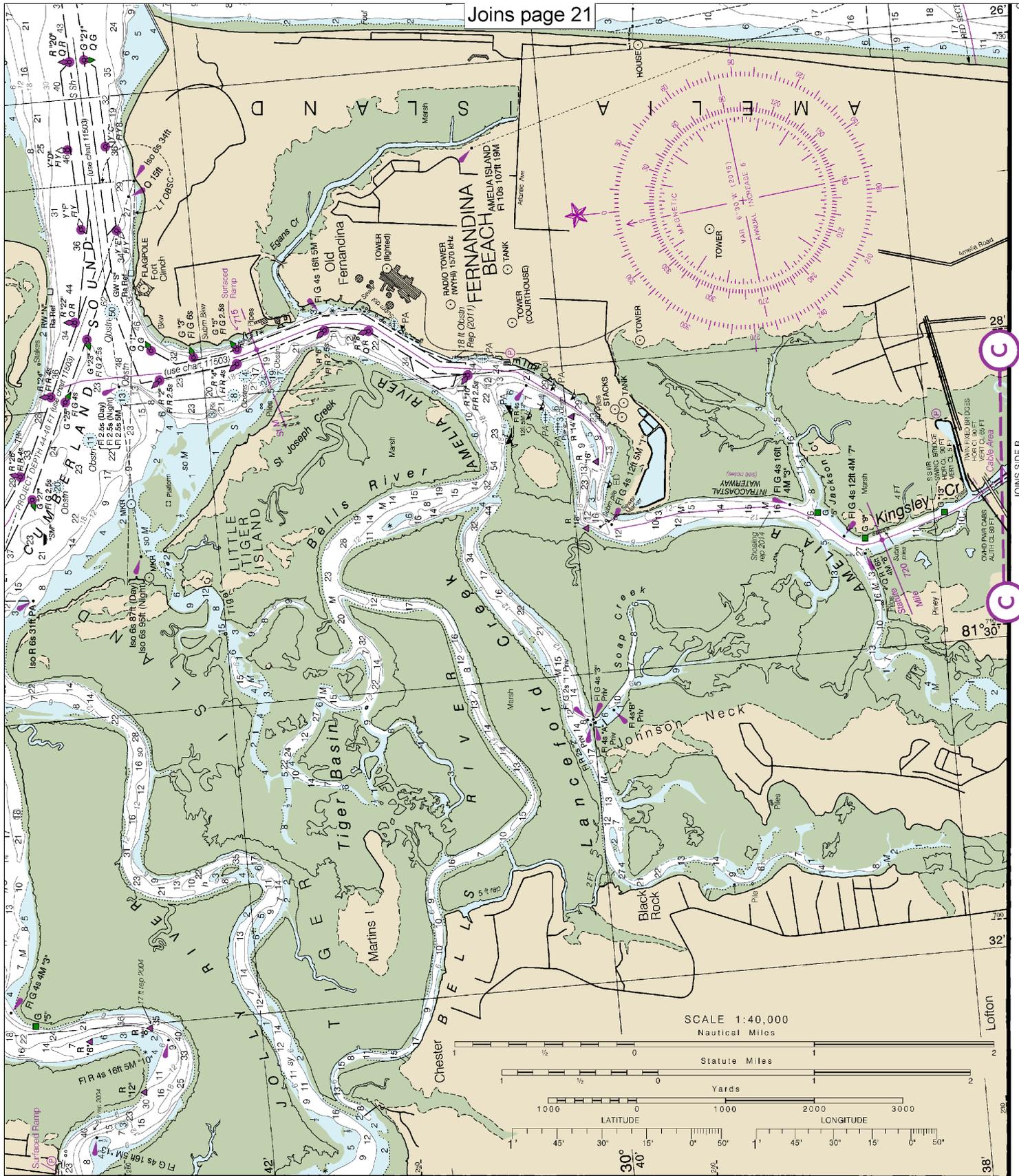
SCALE 1:40,000
Nautical Miles

See Note on page 5.





JOINS CHART 11504

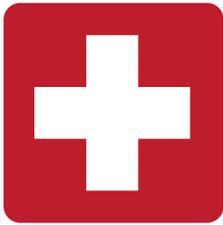


SIDE A

JOINS SIDE B



11489



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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 @NOAAcharts



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.