

BookletChart™

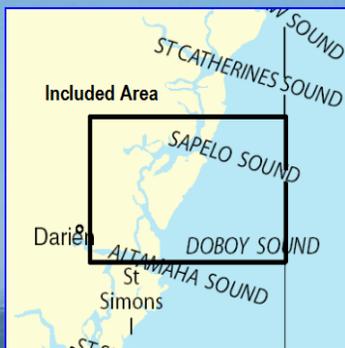
Sapelo and Doboy Sounds

NOAA Chart 11510

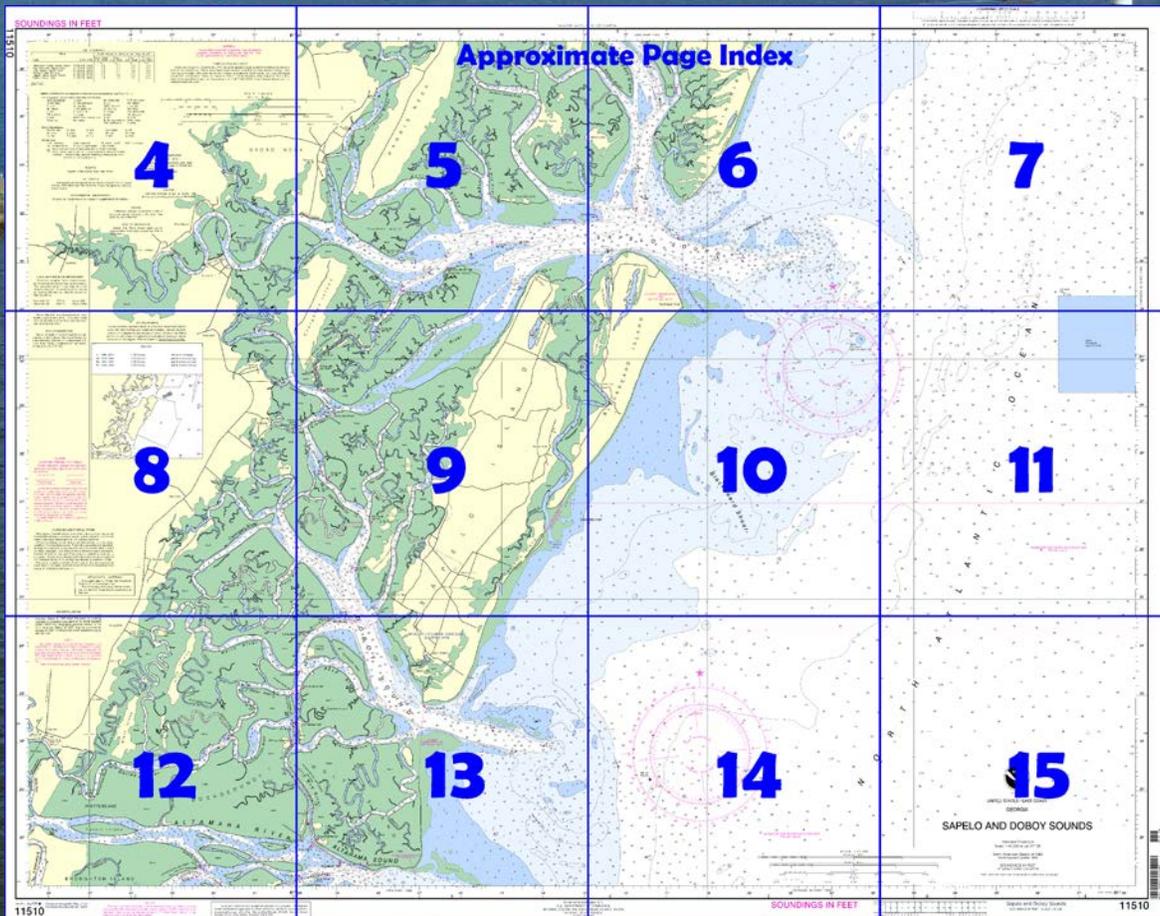


A reduced-scale NOAA nautical chart for small boaters

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.

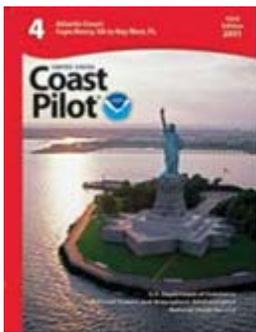
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11510>.



(Selected Excerpts from Coast Pilot)

Sapelo Sound is about 33 miles southwestward of Tybee Light.

A lighted buoy is 15 miles off the entrance. (See chart 11509.) About 8 miles from the entrance the break in the shore can be seen on a clear day. The tower of the abandoned lighthouse is 10 miles southwestward of the sound. Vessels should stay in a depth of over 5 fathoms until the bar channel buoys are seen because shoals extend about 5 miles offshore.

With the aid of the chart, and on a rising tide and a smooth sea, vessels should have no difficulty in entering during daylight by following the buoys. In 2001, a changeable area with shoaling to about 1 foot was

reported in about 31°32'29"N., 81°08'01"W., 0.75 mile eastward of **Experiment Shoal**. A swash channel between Experiment Shoal and St. Catherines Island has a least depth of 1 foot. Another unmarked channel south of the main channel has a reported depth of 8 feet and is used by fishing boats.

No towns of any importance are on the sound or tributaries. In northeasterly weather, anchorage can be made in the lower part of South Newport River with fair protection.

Currents.—In the entrance to the sound the velocities of flood and ebb are 2.1 and 2.5 knots, respectively. The Tidal Current Tables should be consulted for current predictions. (See the Tide Tables for tidal differences on Sapelo River and its tributaries.)

The Intracoastal Waterway enters Sapelo Sound from the northward through South Newport River and continues southward to Doboy Sound through Sapelo River, Front River, Creighton Narrows, and Old Teakettle Creek.

South Newport River flows into the sound from northward just inside the entrance. In 1983, the reported controlling depth in the river was 5 feet through **Cross Tide Creek** to its junction with North Newport River, thence 5 feet down that river to the Intracoastal Waterway. **Sapelo River**, entering the sound from westward, is used only by small fishing boats, except for the lower part below **Front River** which forms a part of the Intracoastal Waterway.

In 1963, a draft of 13 feet could be carried from the deeper waters of Sapelo River into the mouth of Front River, at the head of which a dredged channel through **Creighton Narrows** offers passage to Old Teakettle Creek and thence to Doboy Sound. The Intracoastal Waterway follows this route.

The coastline from Sapelo Sound to Doboy Sound is formed by the shores of **Blackbeard Island** and **Sapelo Island**. **Blackbeard Creek**, which empties into **Cabretta Inlet**. From all directions, they appear as a single island and are described as such. Taken together they are 10 miles long in a south-southwesterly direction and 4 miles wide. Large portions of both islands are heavily wooded. The western part of Sapelo Island consists almost entirely of broad marshes with numerous creeks. Most important of these is Duplin River, which has deep water for several miles and affords means of communication to the island.

Grays Reef National Marine Sanctuary (see chart 11509) has been established to protect and preserve the live bottom ecosystem and other natural resources of Grays Reef. The sanctuary comprises a 16.68-square-mile area about 18 miles east of Sapelo Island.

Anchorage.—Good anchorage is found anywhere in the channel of the sound upstream from **Commodore Island** except in the cable area.

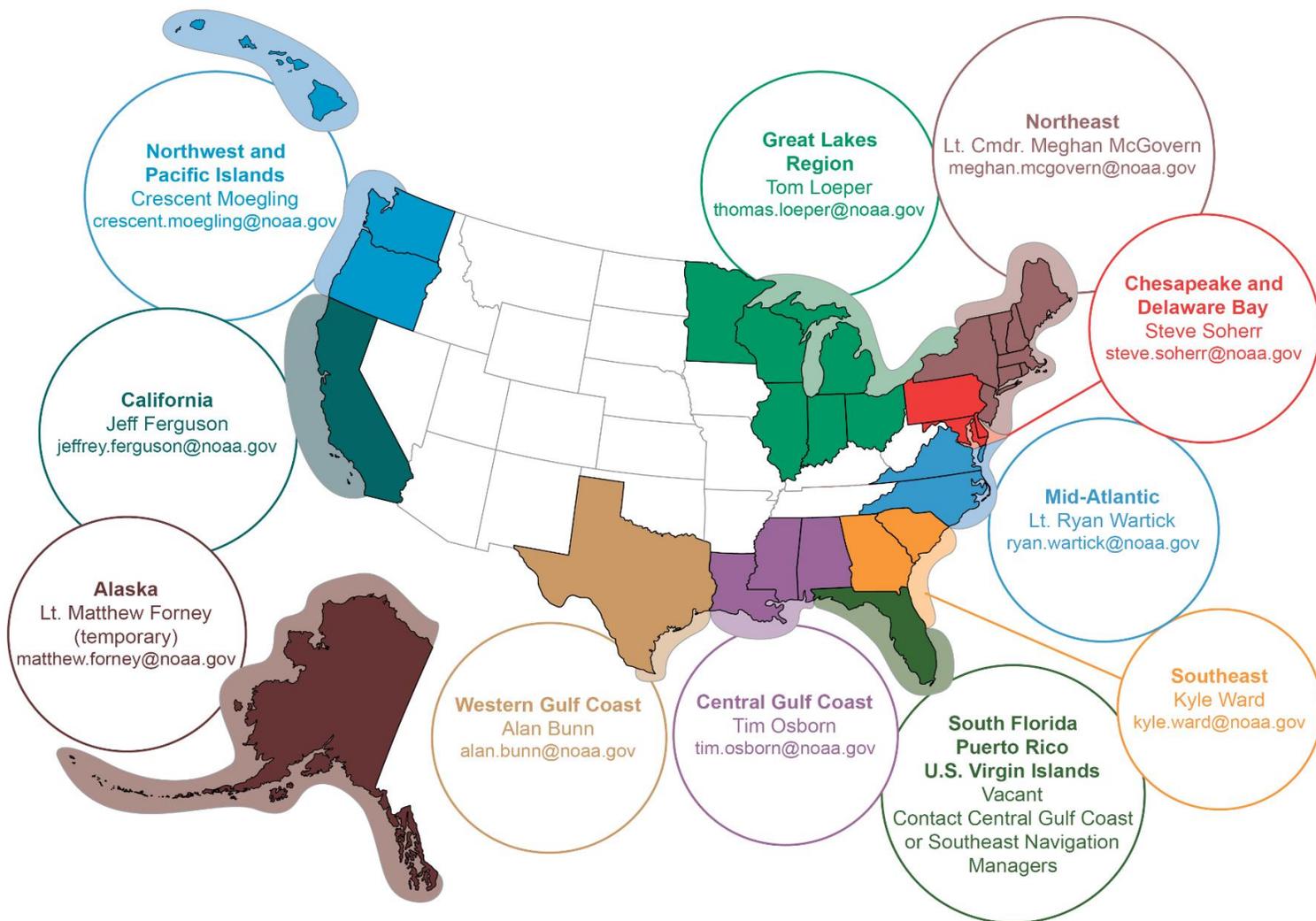
The Intracoastal Waterway enters Doboy Sound through Old Teakettle Creek and passes southward through North River, Darien River, Rockdedundy River, and Little Mud River to Altamaha Sound.

Duplin River, entering Doboy Sound from northward, is a small stream about 5 miles long. Submerged piling extend off the northwest side of the entrance. In 1983, the reported midchannel controlling depth was 9 feet from the entrance to **Pumpkin Hammock**, thence 6 feet for another 2 miles. A ferry from the mainland docks on the eastern bank of the river, 0.3 mile upstream from the entrance. The dock has a depth of 15 feet alongside. An overhead power cable with a clearance of 38 feet crosses the river about 1.7 miles above the mouth.

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

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

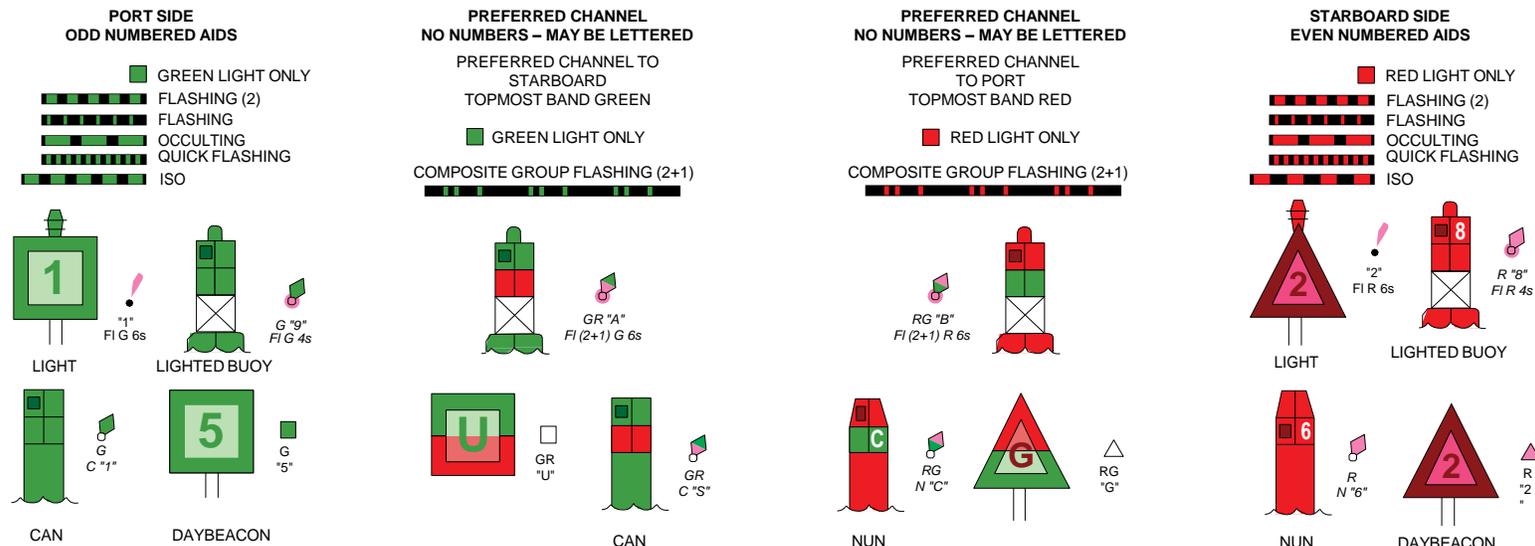
Navigation Managers Area of Responsibility



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>

SOUNDINGS IN FEET

11510

TIDAL INFORMATION					
PLACE	NAME	(LAT./LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
Sapelo Island, Doboy Sound, GA		(31°23' N/081°17' W)	7.4	7.0	0.2
Pine Harbor, Sapelo River, GA		(31°33' N/081°22' W)	7.8	7.4	0.2
Blackboard Island, Sapelo Sound, GA		(31°32' N/081°12' W)	7.5	7.1	0.2
Dog Hammock, Sapelo River, GA		(31°32' N/081°16' W)	7.8	7.4	0.2
Hudson Creek Entrance, Doboy Sound		(31°27' N/081°21' W)	7.8	7.4	0.2
Darien, Darien River, GA		(31°22' N/081°26' W)	7.9	7.5	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>. (Jul 2007)

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	N nun	R TR radio tower
A/ alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	iso isophase	OC occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	OC osculating	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
	Mo Morse code	R Bn radiobeacon	Y yellow

Bottom characteristics:			
Cc coral	gy gray	Oys oysters	so soft
Bk boulders	G gravel	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand
			sy sticky

Miscellaneous:			
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) 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: - - -

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.

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.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

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

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.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-6802 (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*.

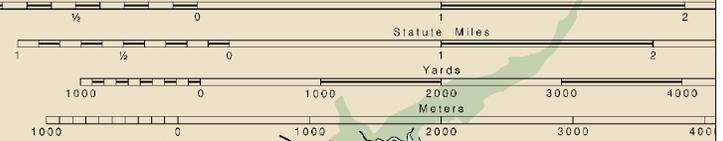
SOURCE

B1 1990 - 2001	NOS Surveys	partial bottom coverage
B2 1970 - 1989	NOS Surveys	partial bottom coverage
B4 1900 - 1939	NOS Surveys	partial bottom coverage
B5 1834 - 1899	NOS Surveys	partial bottom coverage

Joins page 8

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.

SCALE 1:40,000
Nautical Miles

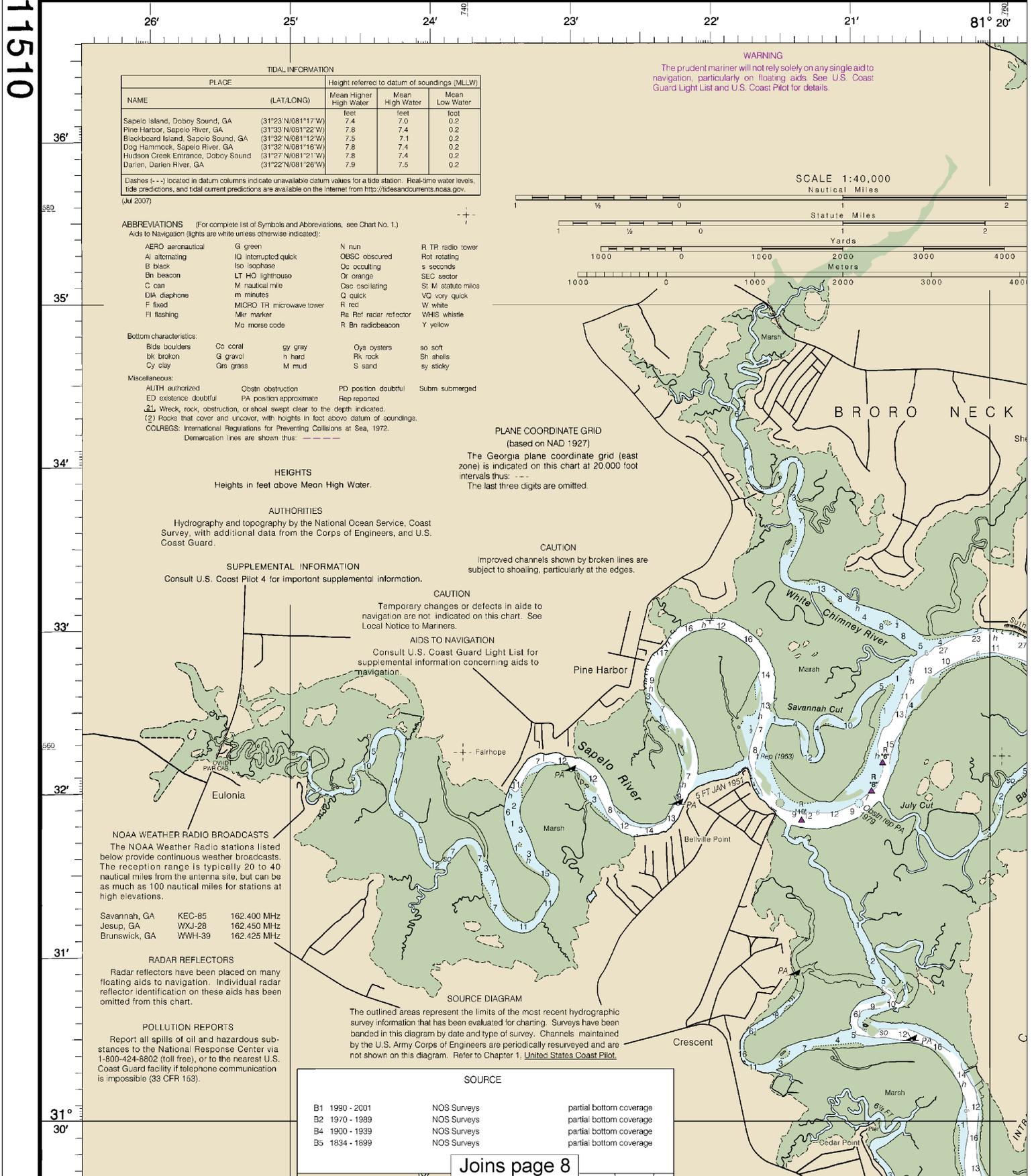


PLANE COORDINATE GRID
(based on NAD 1927)

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

CAUTION

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



Note: Chart grid lines are aligned with true north.

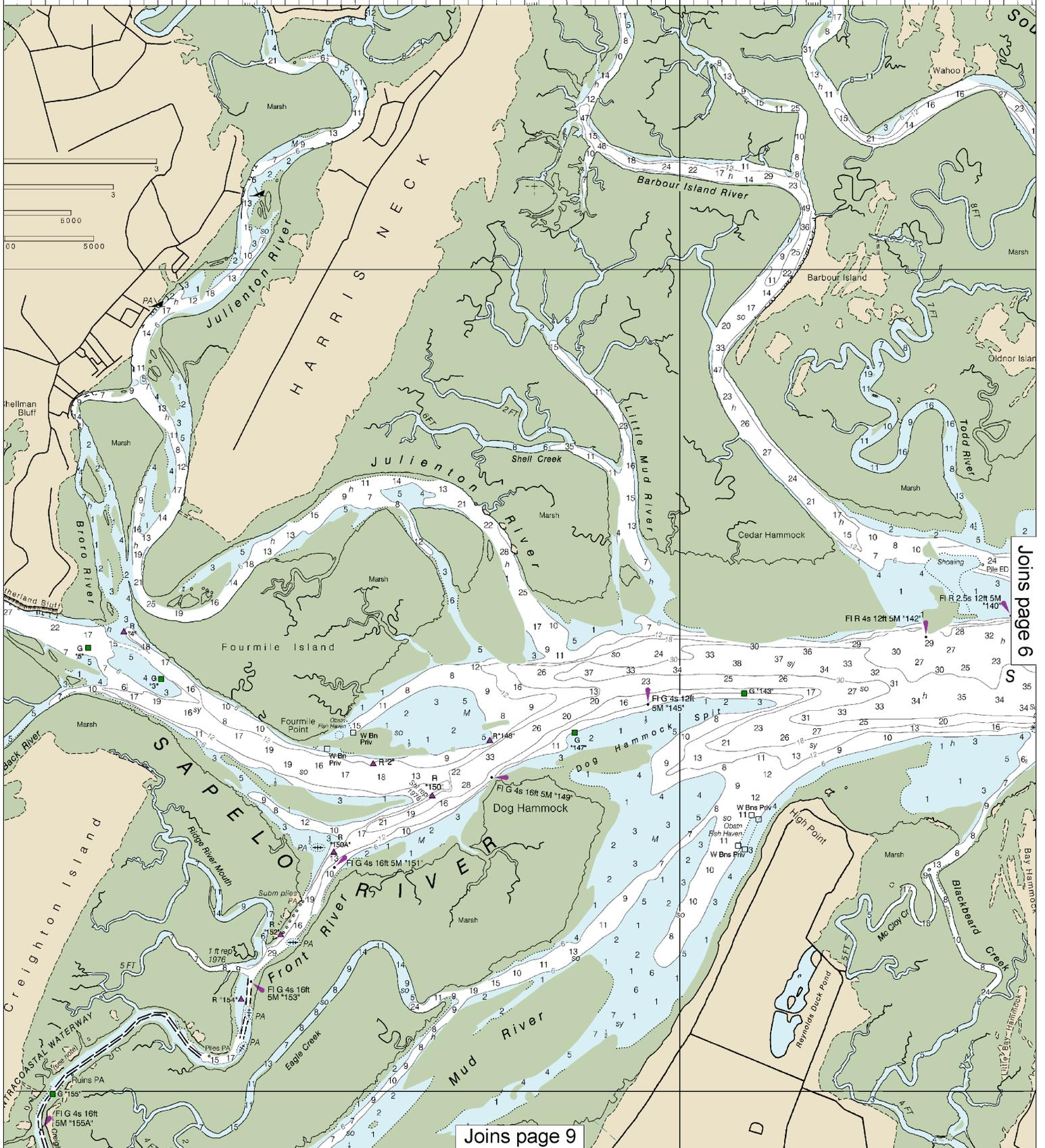
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



19' 18' 17' 16' 15' 14' 13'

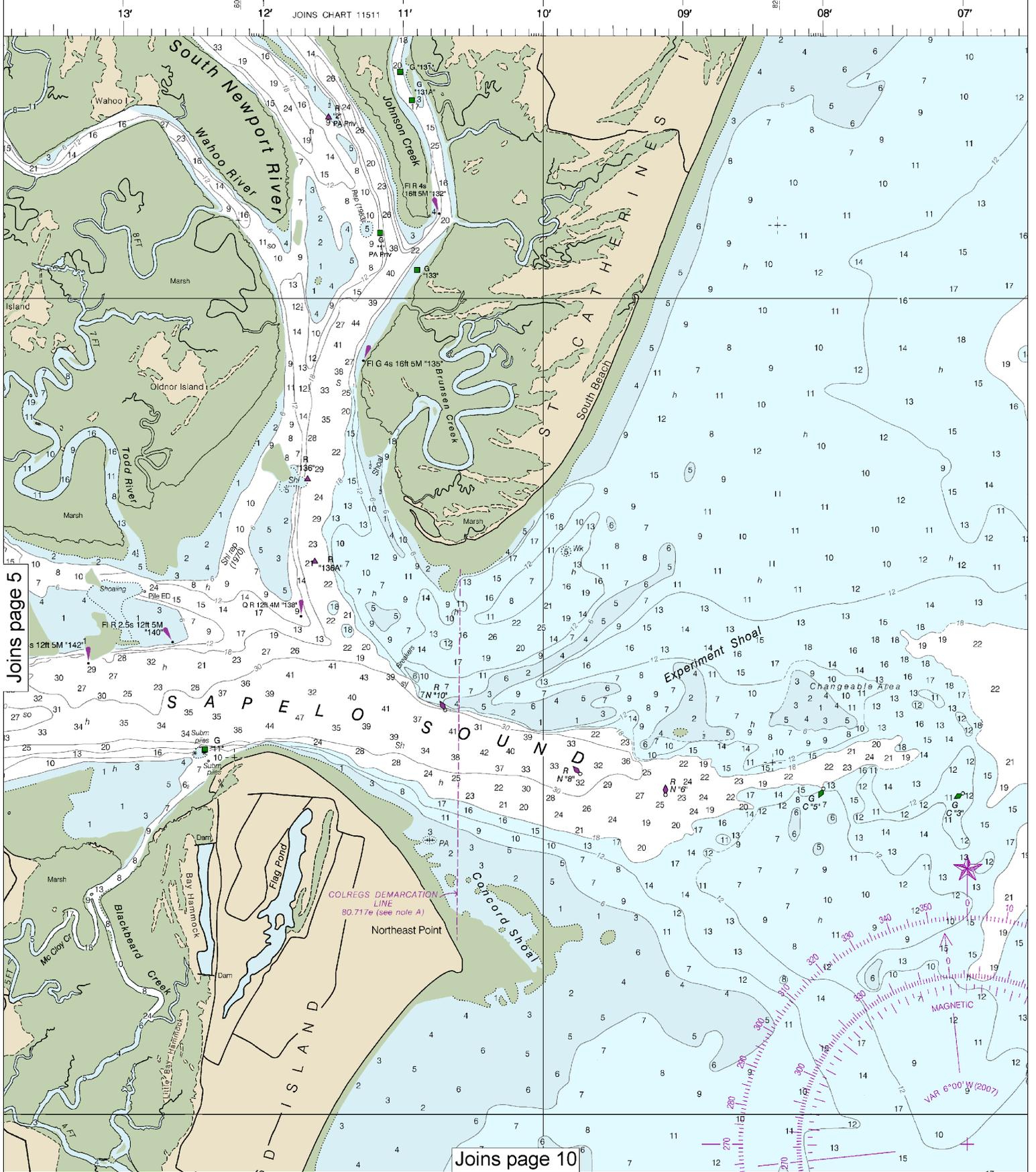


Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:57142. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



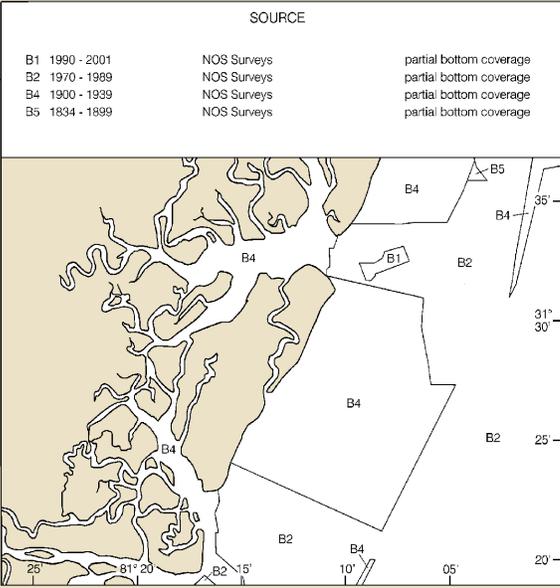
Savannah, GA KEC-85 162.400 MHz
 Jesup, GA WXJ-28 162.450 MHz
 Brunswick, GA WWI-39 162.425 MHz

Joins page 4

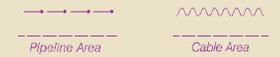
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CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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.

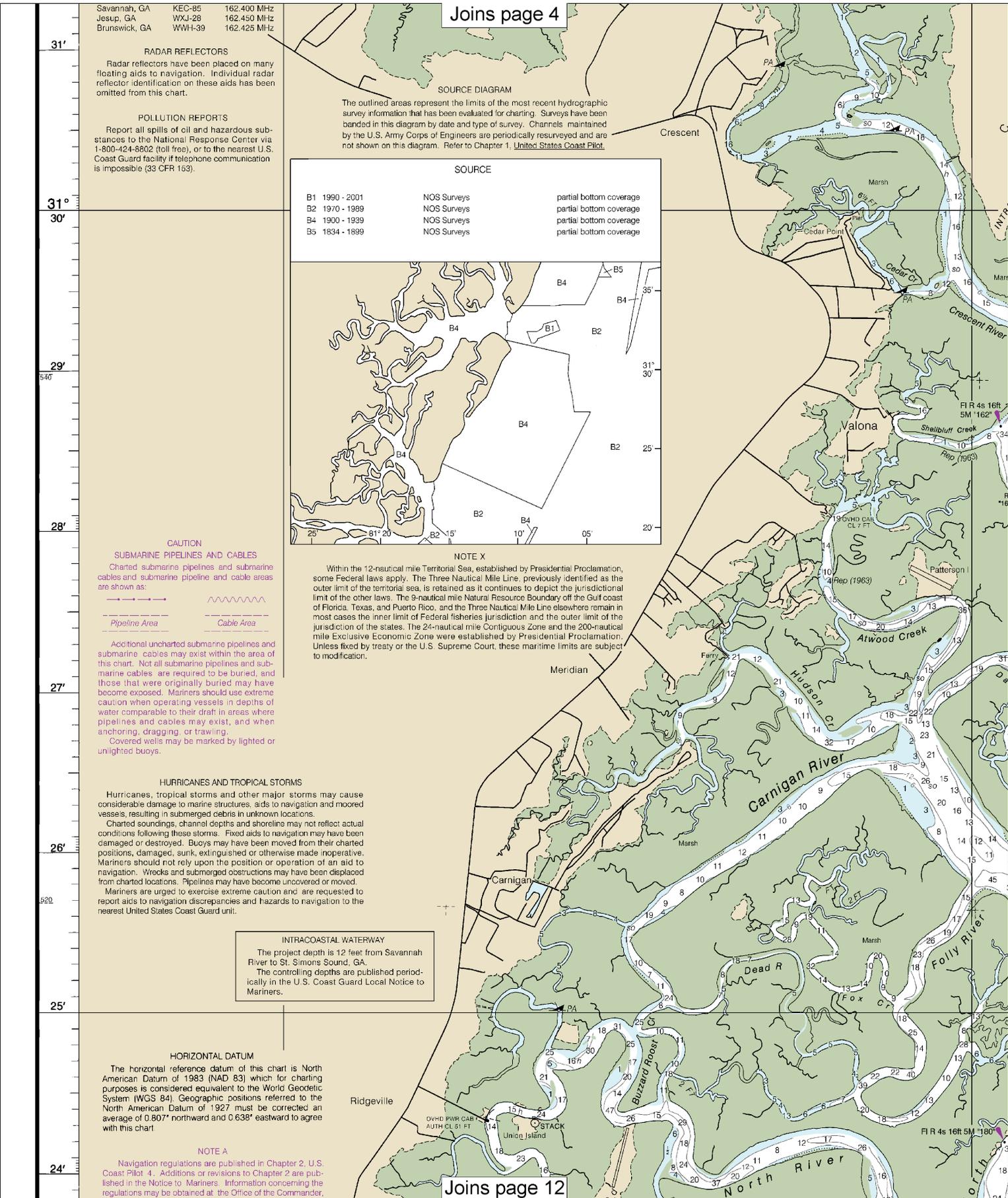
HURRICANES AND TROPICAL STORMS
 Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shorelines may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

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

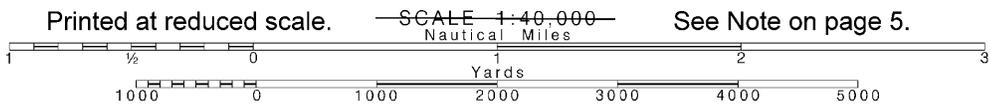
HORIZONTAL DATUM
 The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.807" northward and 0.638" 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, U.S. Coast Guard Sector South Atlantic.

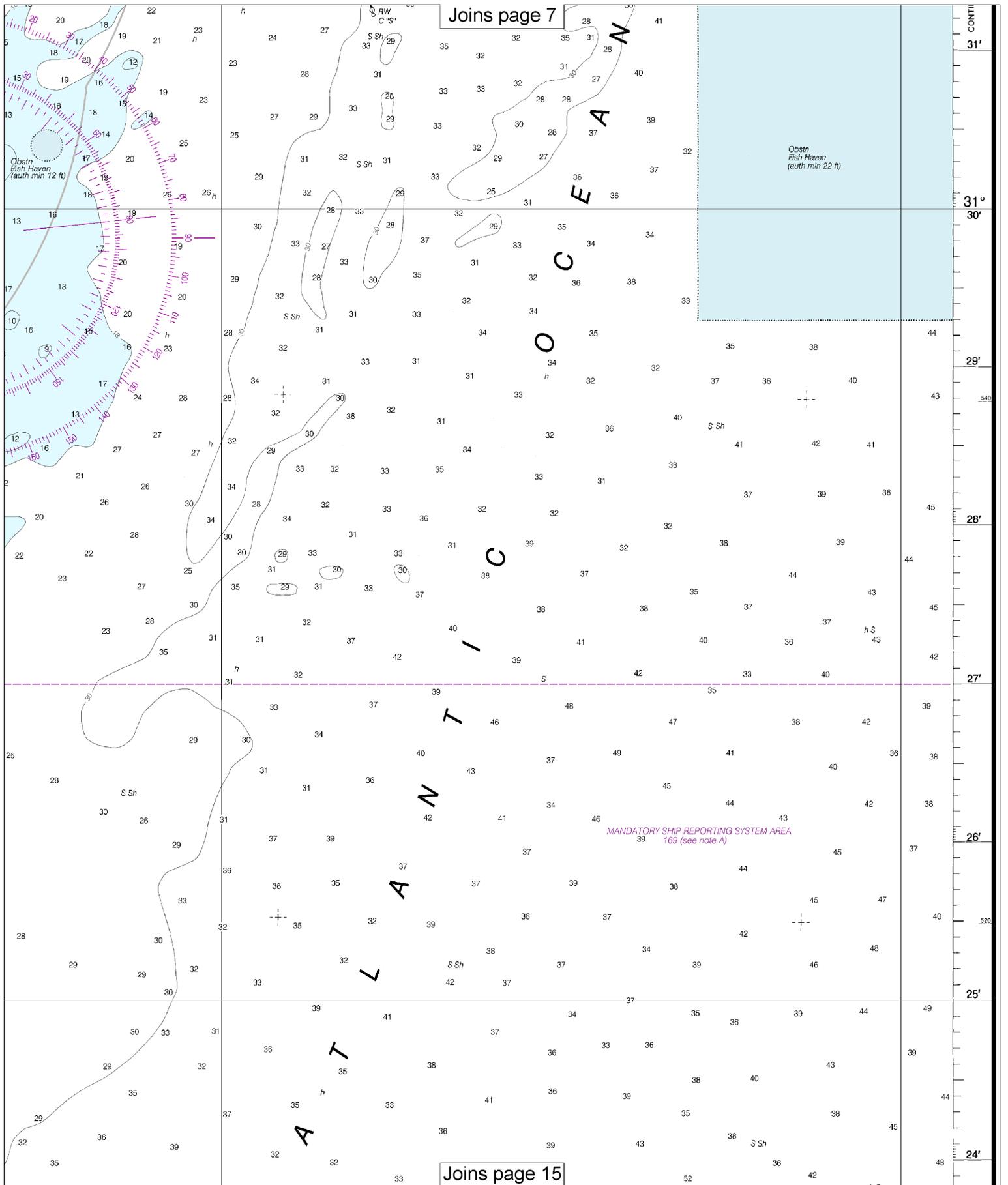
Joins page 12



Note: Chart grid lines are aligned with true north.



See Note on page 5.



Joins page 7

CONTIN

31'

31°

30'

29'

28'

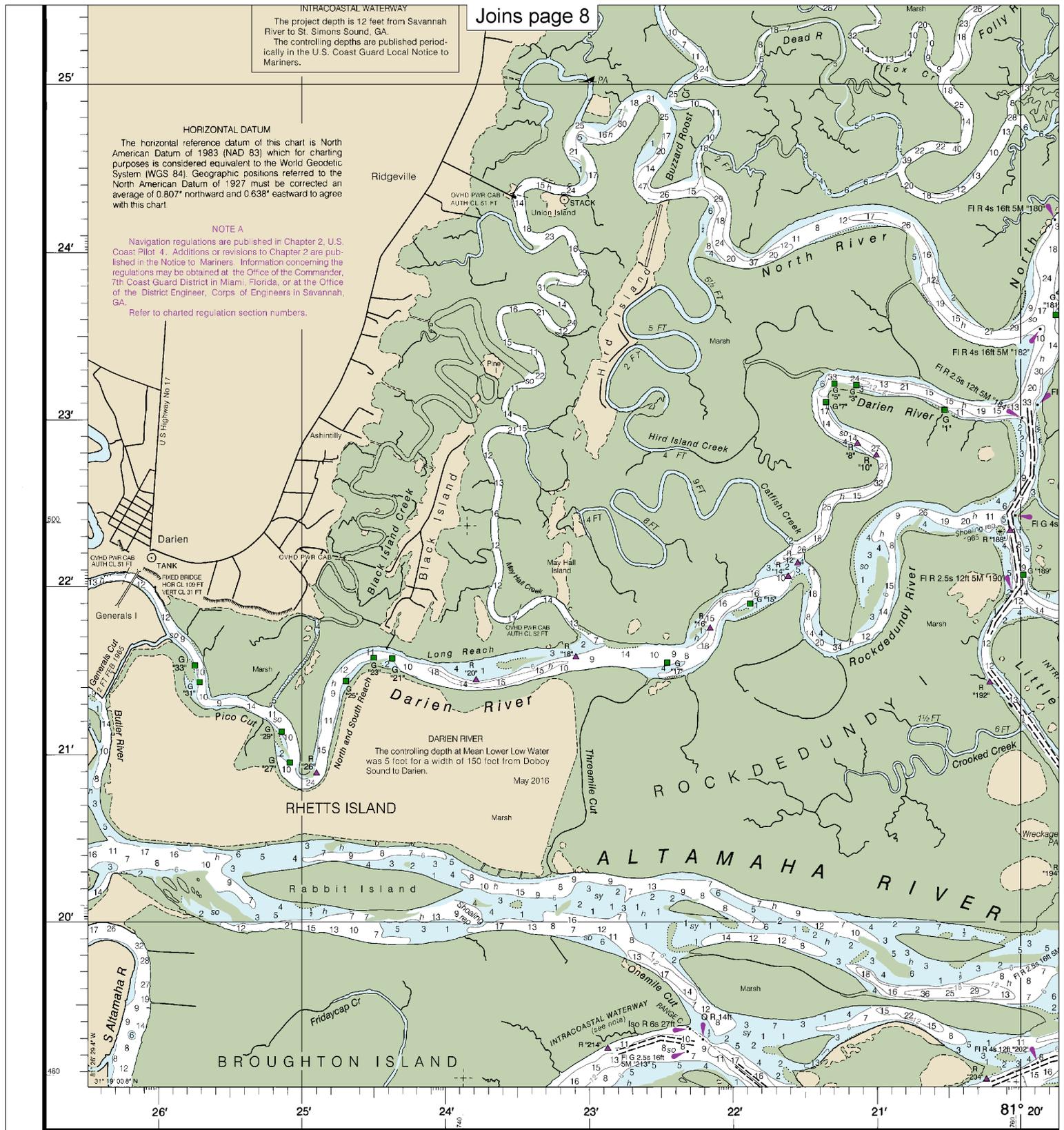
27'

26'

25'

24'

Joins page 15



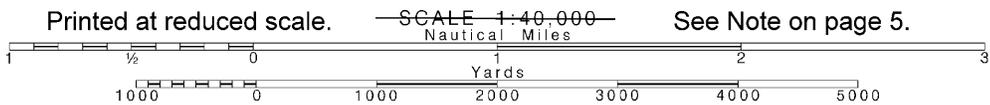
Joins page 8

11510

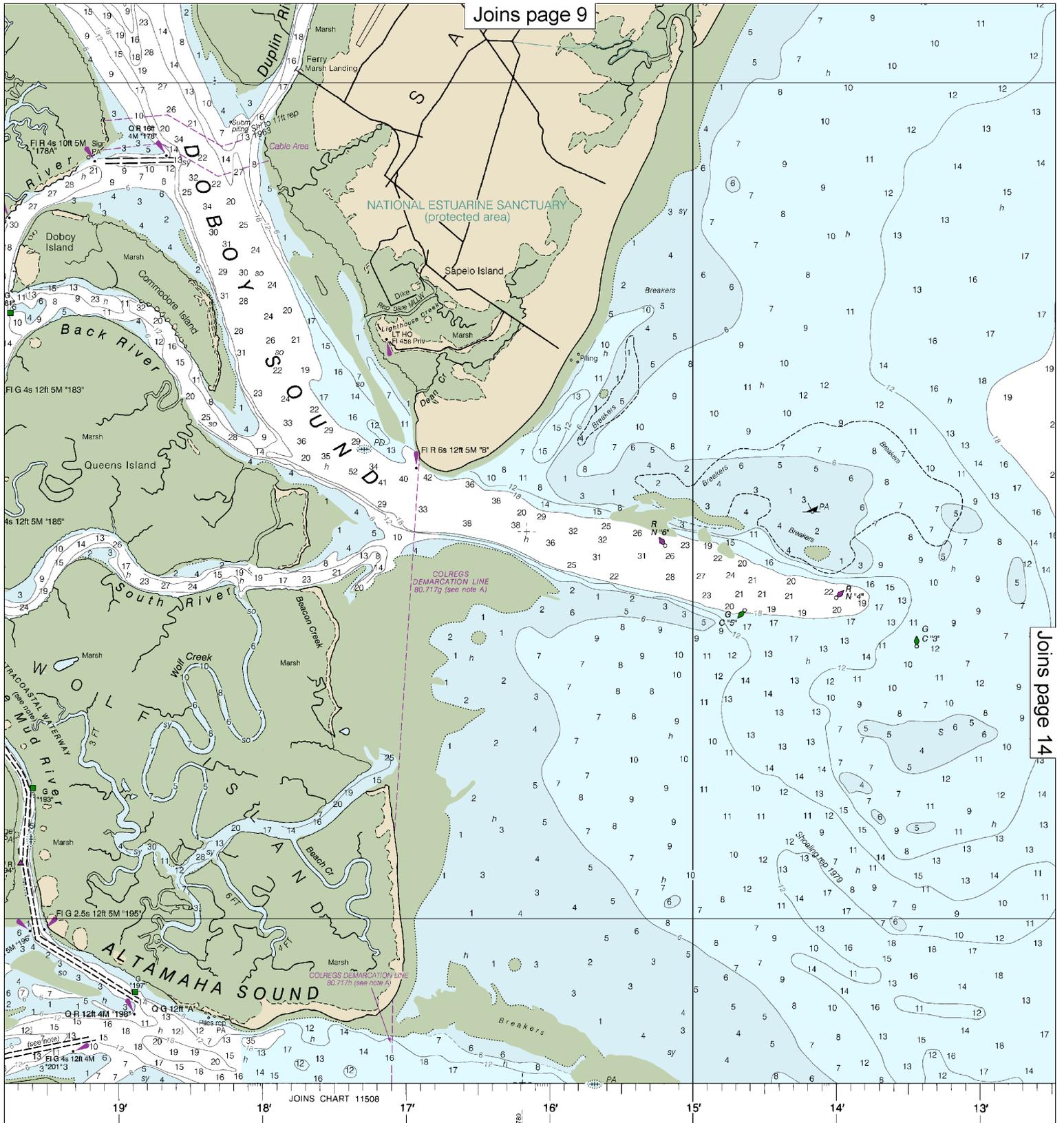
20th Ed., Sep. 2007. Last Correction: 2/13/2017. Cleared through:
LNM: 0517 (1/31/2017), NM: 0617 (2/11/2017)

12

Note: Chart grid lines are aligned with true north.

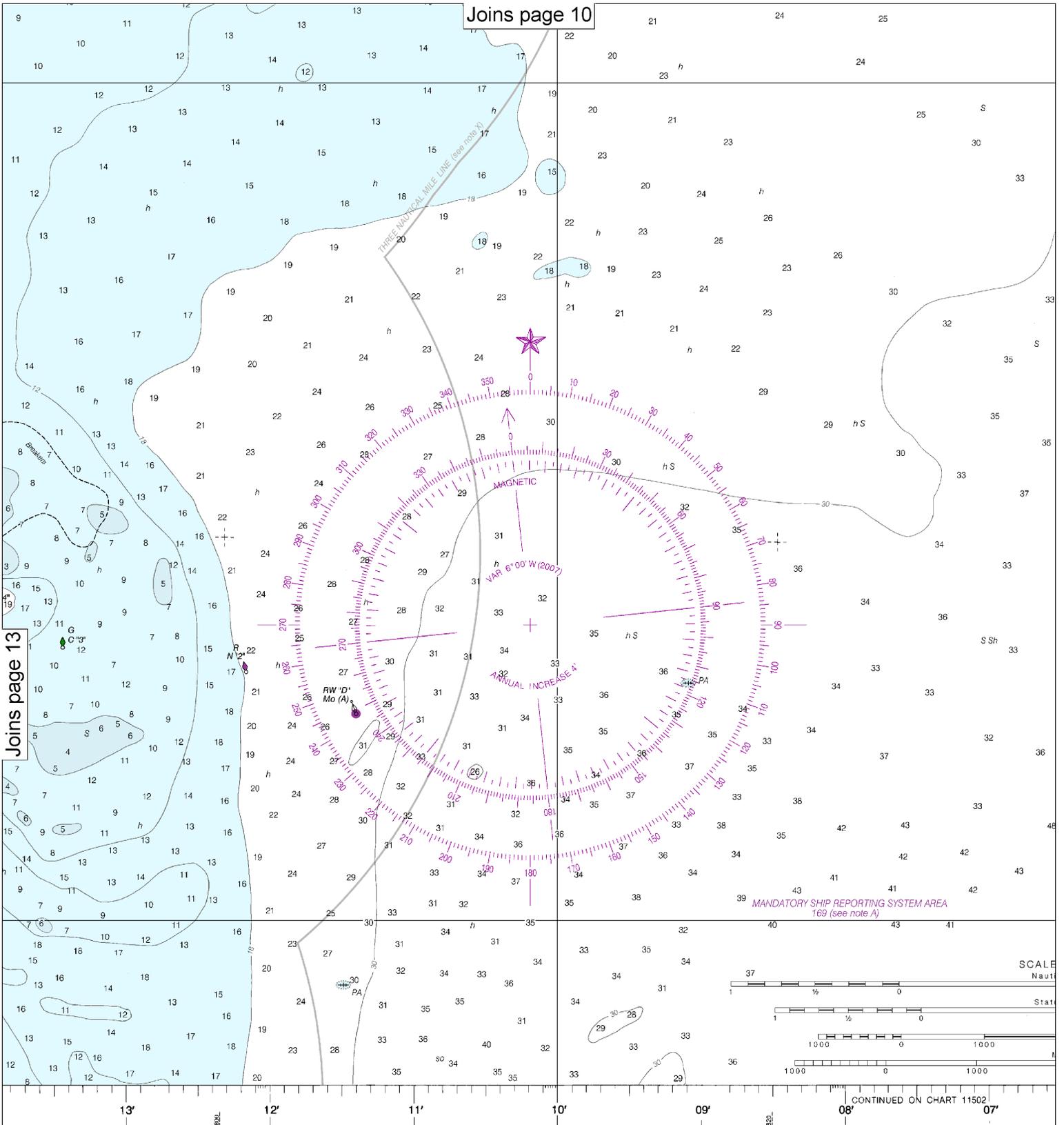


See Note on page 5.

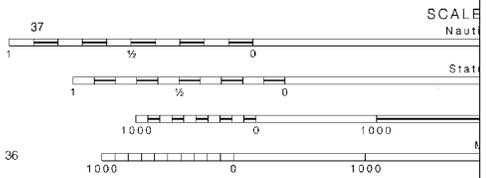


For inquiries, discrepancies or comments visit <https://www.noaa.gov/staff/contact.htm>.

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



MANDATORY SHIP REPORTING SYSTEM AREA 169 (see note A)



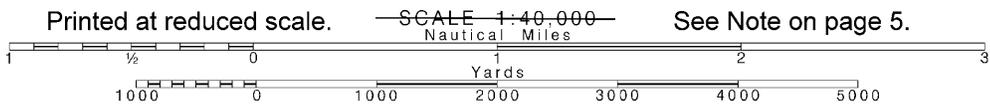
CONTINUED ON CHART 11502

SOUNDINGS IN FEET

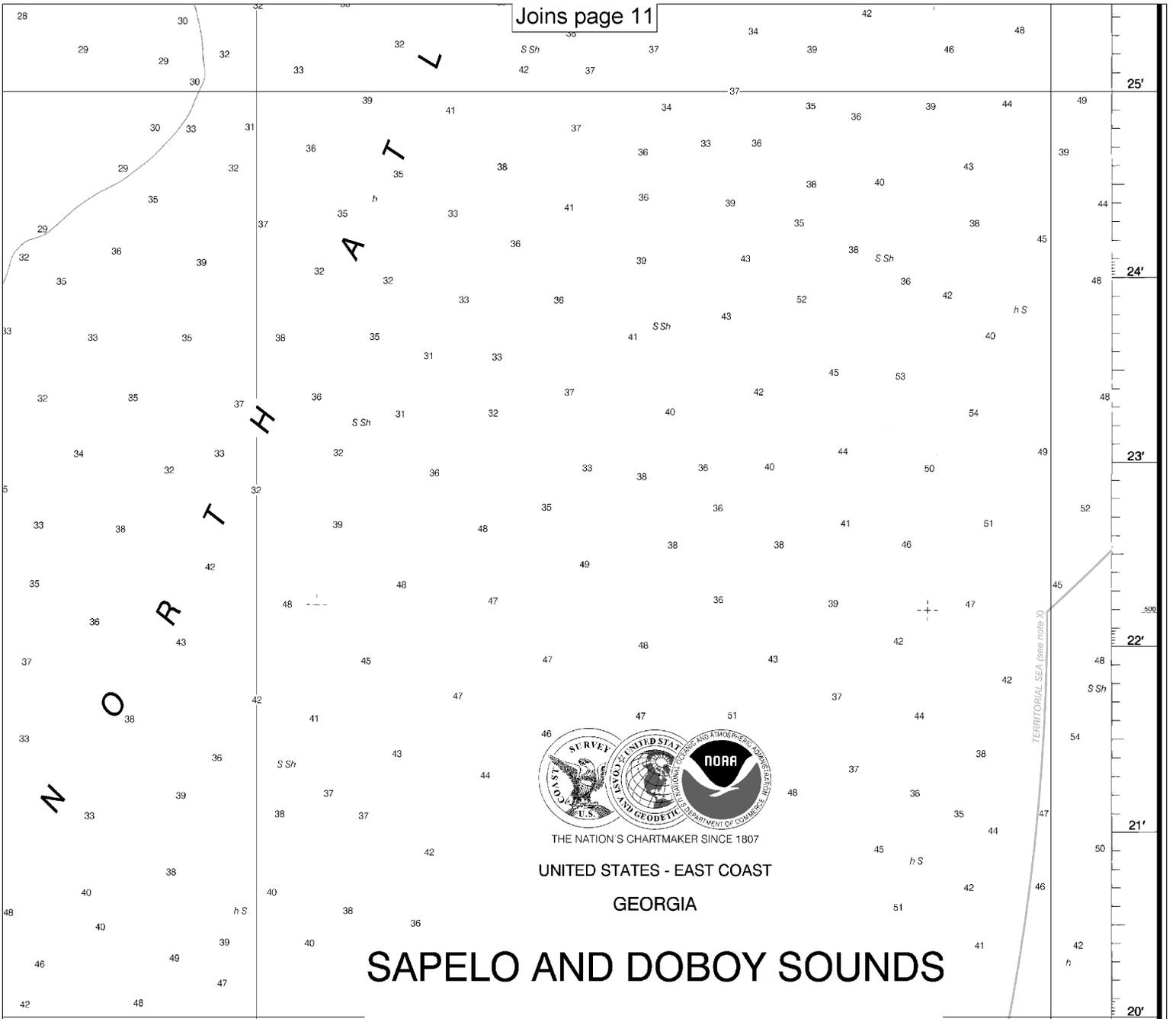
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 NATIONAL OCEAN SERVICE
 COAST SURVEY

14

Note: Chart grid lines are aligned with true north.



See Note on page 5.



THE NATION'S CHARTMAKER SINCE 1807
 UNITED STATES - EAST COAST
 GEORGIA

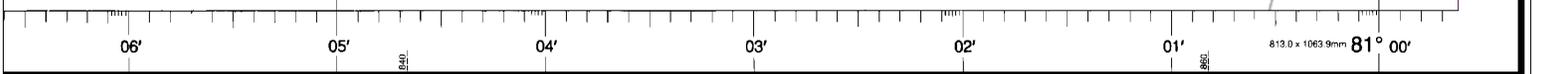
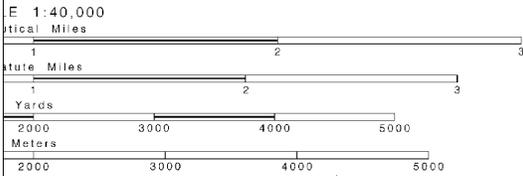
SAPELO AND DOBOY SOUNDS

Mercator Projection
 Scale 1:40,000 at Lat 31° 28'

North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

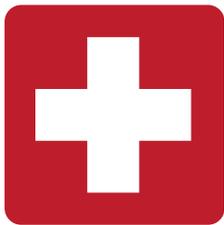
Additional information can be obtained at nauticalcharts.noaa.gov.



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

Sapelo and Dobby Sounds
 SOUNDINGS IN FEET - SCALE 1:40,000

11510



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.