

# BookletChart™

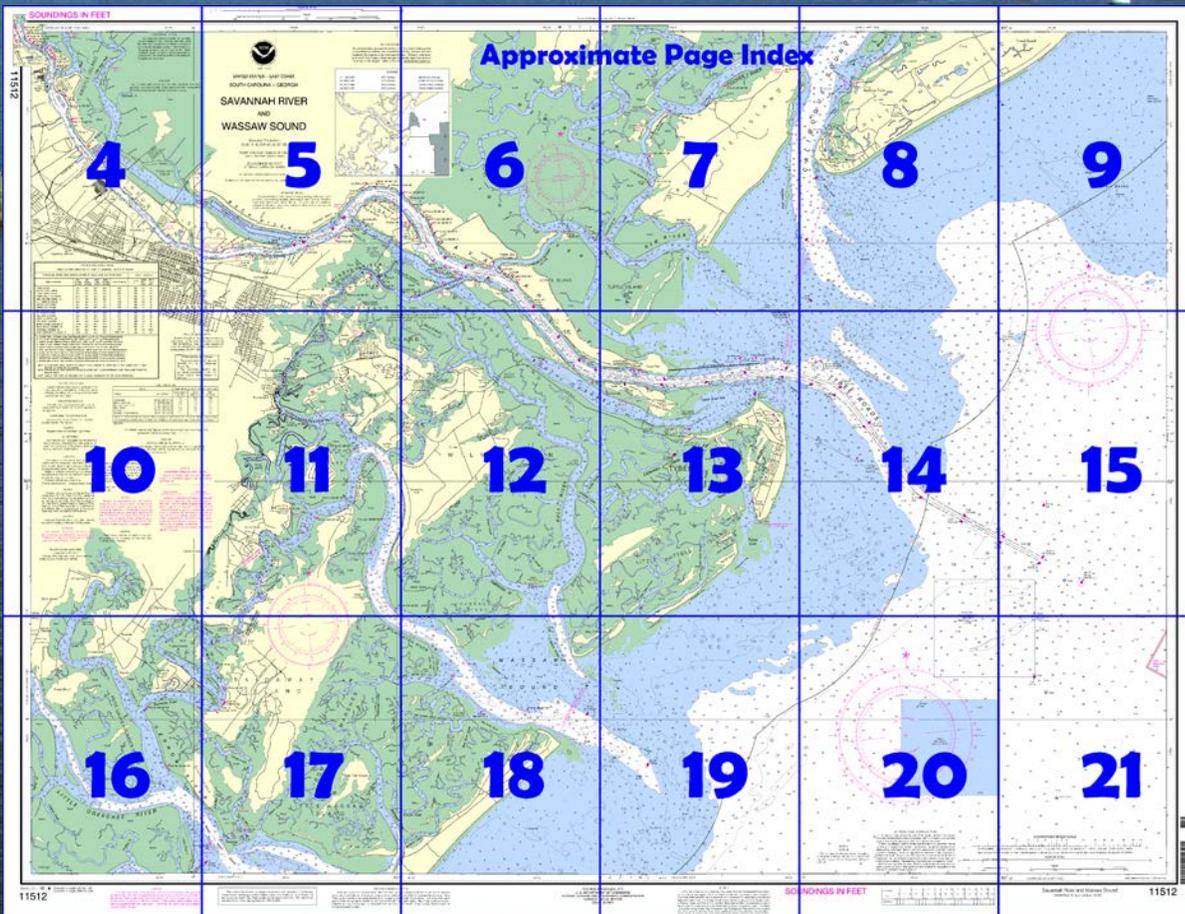
## Savannah River and Wassaw Sound NOAA Chart 11512



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



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



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

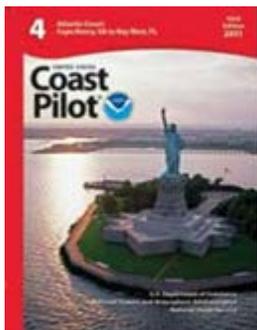
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11512>



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

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

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

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

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

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

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

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

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

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

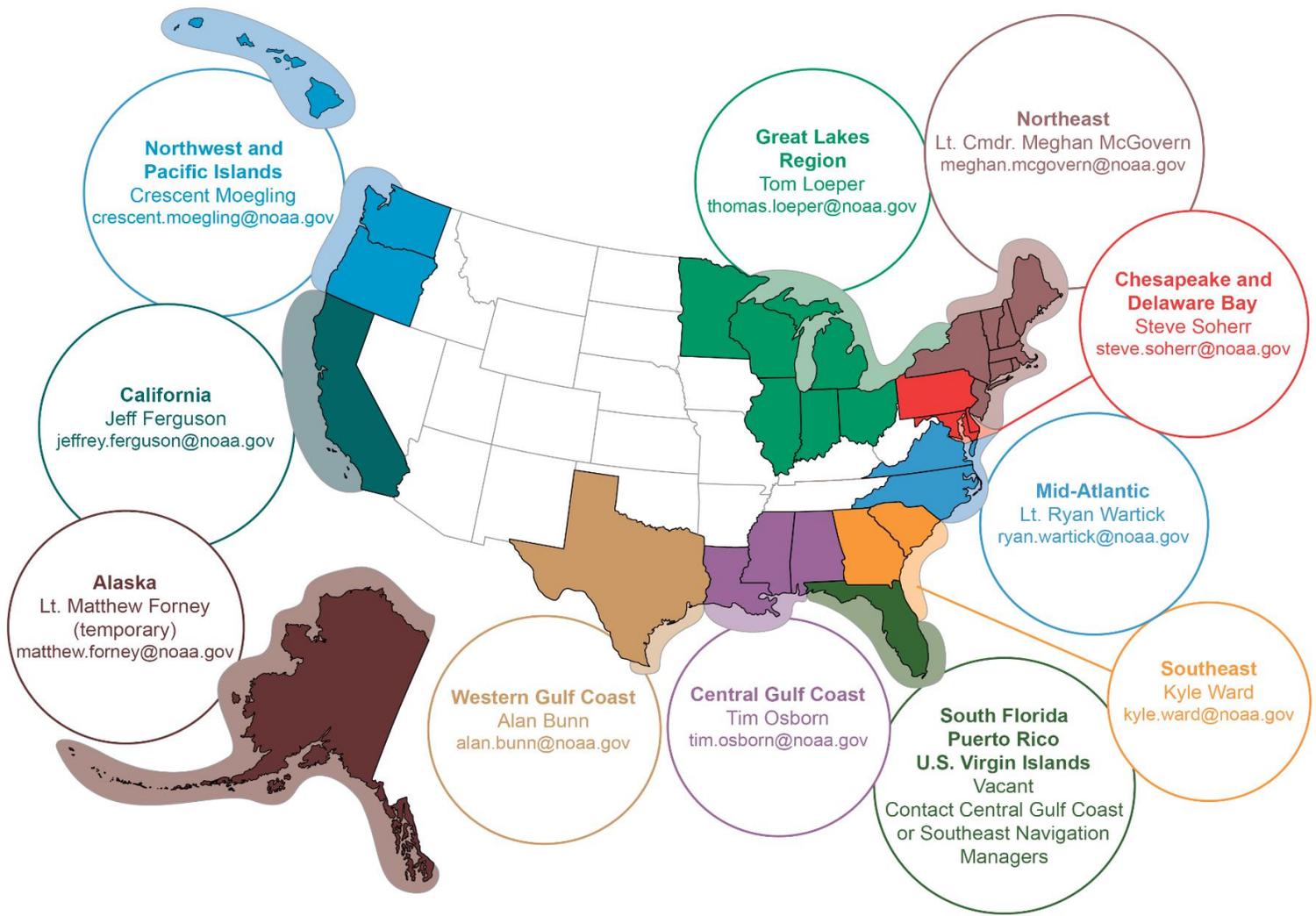
The velocity of the ebb current from the entrance jetties to Savannah is from 2.2 to 3.1 knots. The flood current has a velocity of from 1.6 to 2.4 knots. The current is considerably influenced by winds and freshets. Currents set in the direction of the channel except at the entrance near Tybee Light,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

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

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

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

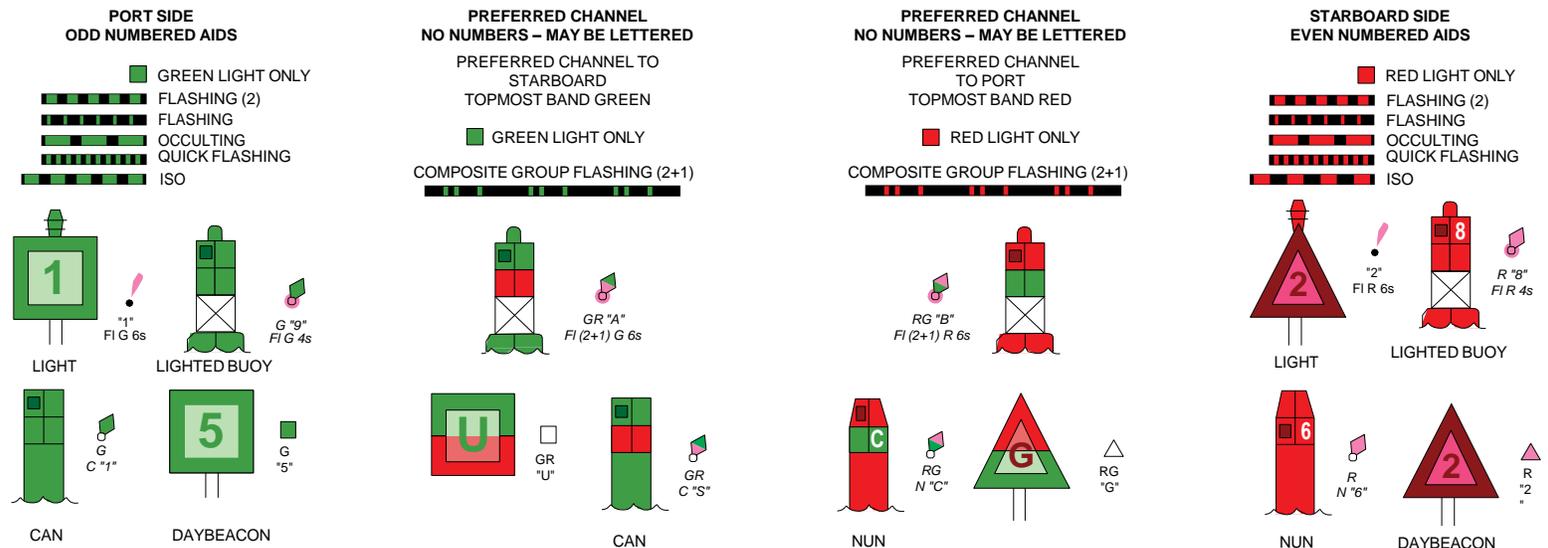
# Navigation Managers Area of Responsibility



To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://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

CONTINUED ON CHART 11514 SIDE A

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.765' northward and 0.608' eastward to agree with this chart.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES – EAST COAST  
SOUTH CAROLINA – GEORGIA

# SAVANNAH RIVER AND WASSAW SOUND

Mercator Projection  
Scale 1:40,000 at Lat 32° 00'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

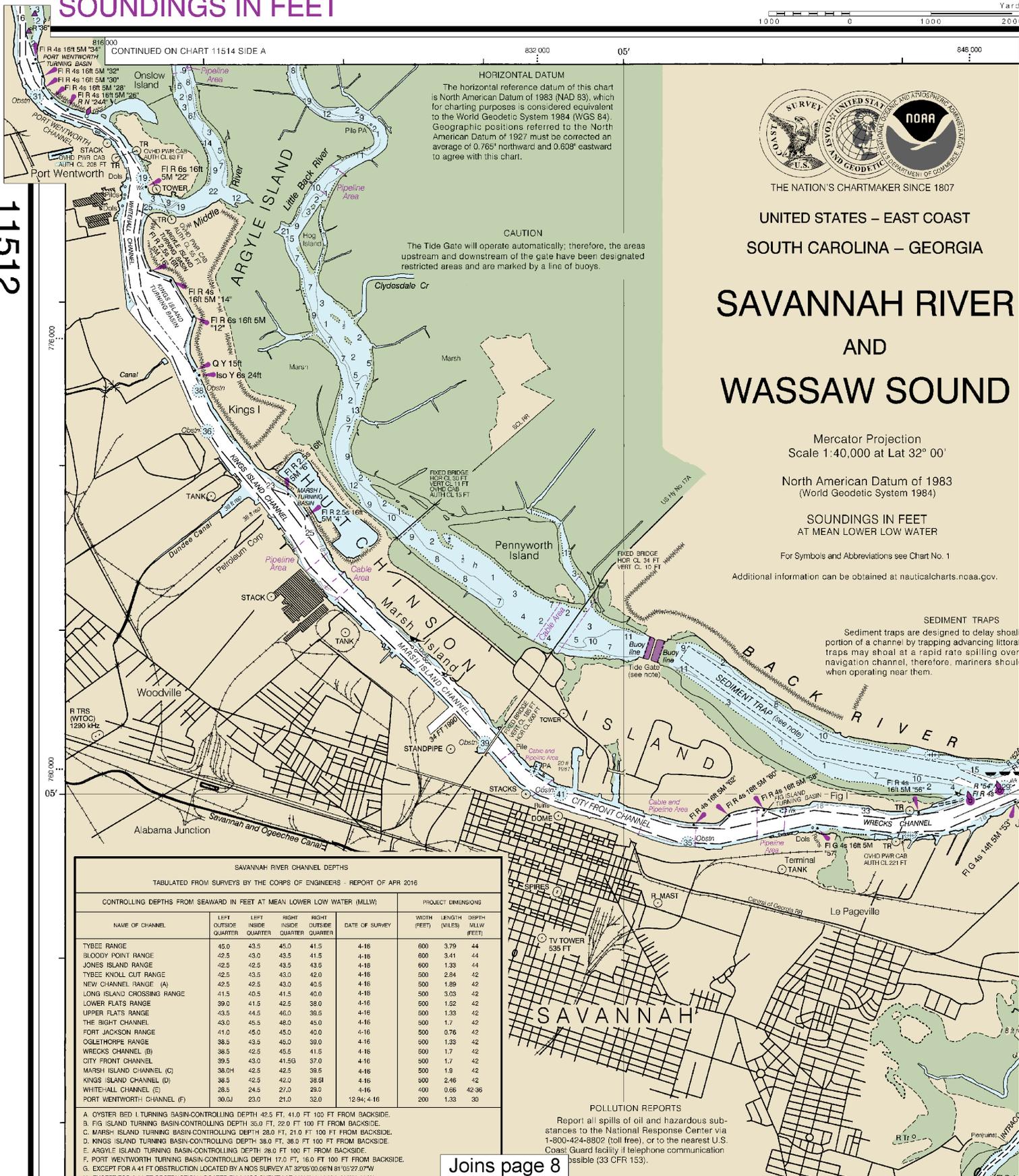
For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### SEDIMENT TRAPS

Sediment traps are designed to delay shoal portion of a channel by trapping advancing littoral traps may shoal at a rapid rate spilling over navigation channel, therefore, mariners should when operating near them.

11512



SAVANNAH RIVER CHANNEL DEPTHS  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2016

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
TYBEE RANGE	45.0	43.5	45.0	41.5	4-16	600	3.79	44
BLOODY POINT RANGE	42.5	43.0	43.5	41.5	4-16	600	3.41	44
JONES ISLAND RANGE	42.5	42.5	43.5	43.5	4-16	600	1.33	44
TYBEE KNOLL CUT RANGE	42.5	43.5	43.0	42.0	4-16	500	2.94	42
NEW CHANNEL RANGE (A)	42.5	42.5	43.0	42.5	4-16	500	1.89	42
LONG ISLAND CROSSING RANGE	41.5	40.5	41.5	40.0	4-16	500	3.03	42
LOWER FLATS RANGE	39.0	41.5	42.5	38.0	4-16	500	1.52	42
UPPER FLATS RANGE	43.5	44.5	46.0	39.5	4-16	500	1.33	42
THE BIGHT CHANNEL	43.0	45.5	48.0	45.0	4-16	500	1.7	42
FORT JACKSON RANGE	41.0	45.0	45.0	40.0	4-16	500	0.76	42
OGLETHORPE RANGE	38.5	43.5	45.0	38.0	4-16	500	1.33	42
WRECKERS CHANNEL (B)	38.5	42.5	45.5	41.5	4-16	600	1.7	42
CITY FRONT CHANNEL	39.5	43.0	41.5	37.0	4-16	500	1.7	42
MARSH ISLAND CHANNEL (C)	38.0	42.5	42.5	39.5	4-16	500	1.9	42
KINGS ISLAND CHANNEL (D)	38.5	42.5	42.0	38.5	4-16	400	2.46	42
WHITE-HALL CHANNEL (E)	28.5	24.5	27.0	29.0	4-16	400	0.66	42-36
PORT WENTWORTH CHANNEL (F)	30.0	23.0	21.0	32.0	12-94, 4-16	200	1.33	30

A. OYSTER BED 1 TURNING BASIN-CONTROLLING DEPTH 42.5 FT, 41.0 FT 100 FT FROM BACKSIDE.  
 B. FIG ISLAND TURNING BASIN-CONTROLLING DEPTH 35.0 FT, 29.0 FT 100 FT FROM BACKSIDE.  
 C. MARSH ISLAND TURNING BASIN-CONTROLLING DEPTH 28.0 FT, 21.0 FT 100 FT FROM BACKSIDE.  
 D. KINGS ISLAND TURNING BASIN-CONTROLLING DEPTH 38.0 FT, 38.0 FT 100 FT FROM BACKSIDE.  
 E. ARGYLE ISLAND TURNING BASIN-CONTROLLING DEPTH 28.0 FT 100 FT FROM BACKSIDE.  
 F. PORT WENTWORTH TURNING BASIN-CONTROLLING DEPTH 17.0 FT, 16.0 FT 100 FT FROM BACKSIDE.  
 G. EXCEPT FOR A-41 OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°05'00.06"N 81°05'27.07"W  
 H. EXCEPT FOR A-36 OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°05'16.50"N 81°05'20.00"W

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 possible (33 CFR 153).

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4

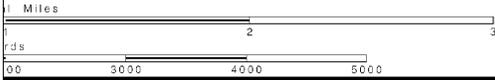
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





81°

864 000

880 000

56'

45'

30'

15'

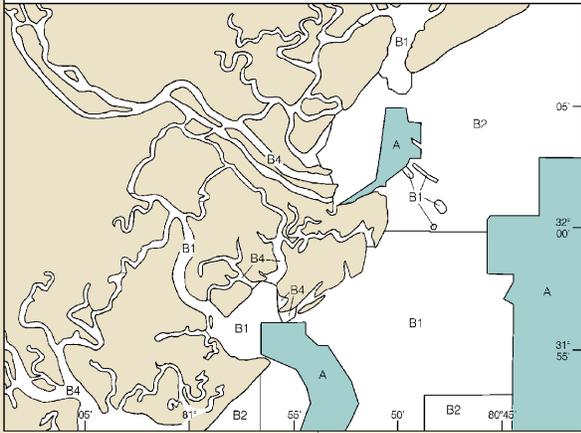
55'

SOURCE DIAGRAM

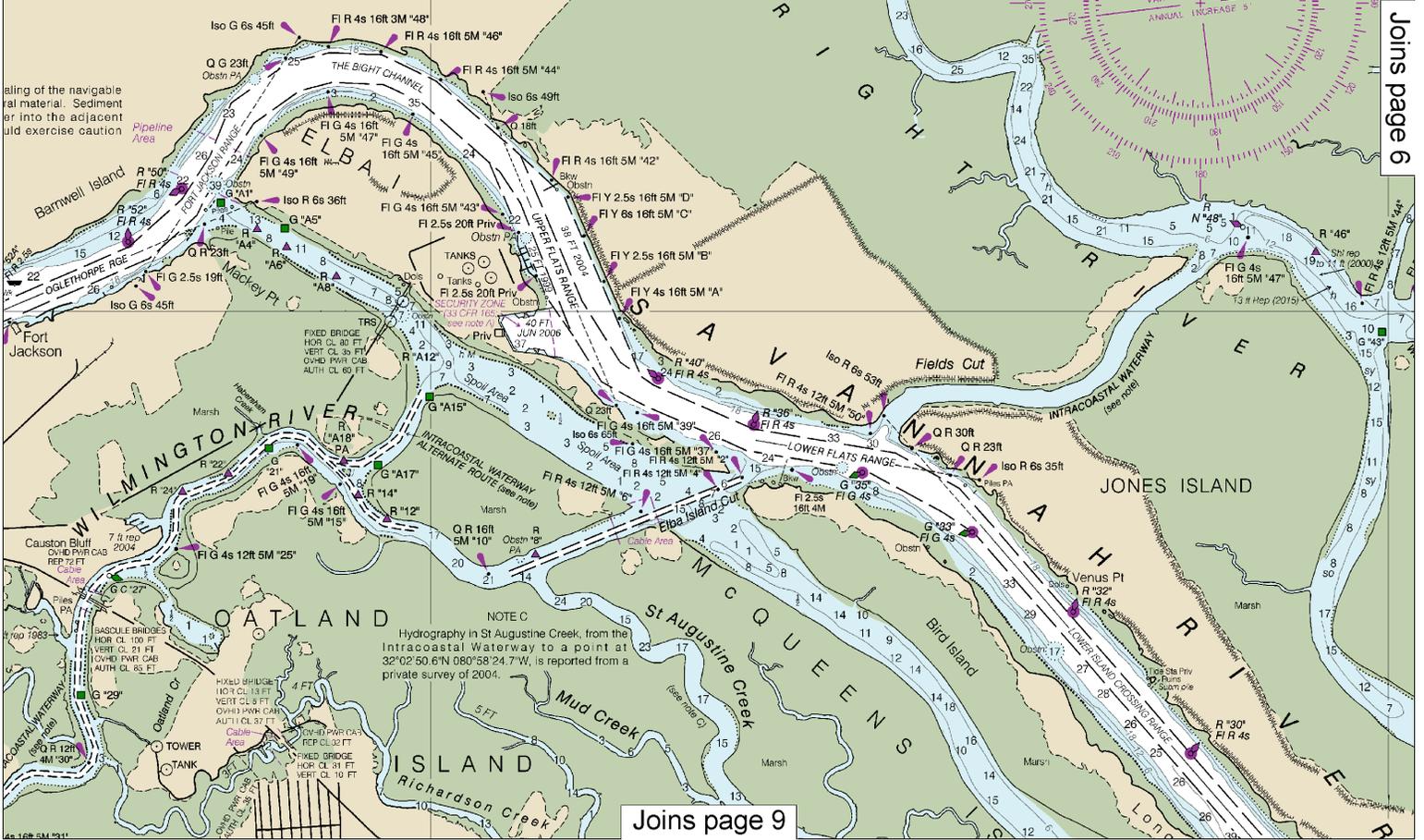
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on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

SOURCE

A	1990-2014	NOS Surveys	full bottom coverage
B1	1990-2005	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



Warning of the navigable material. Sediment er into the adjacent Old exercise caution



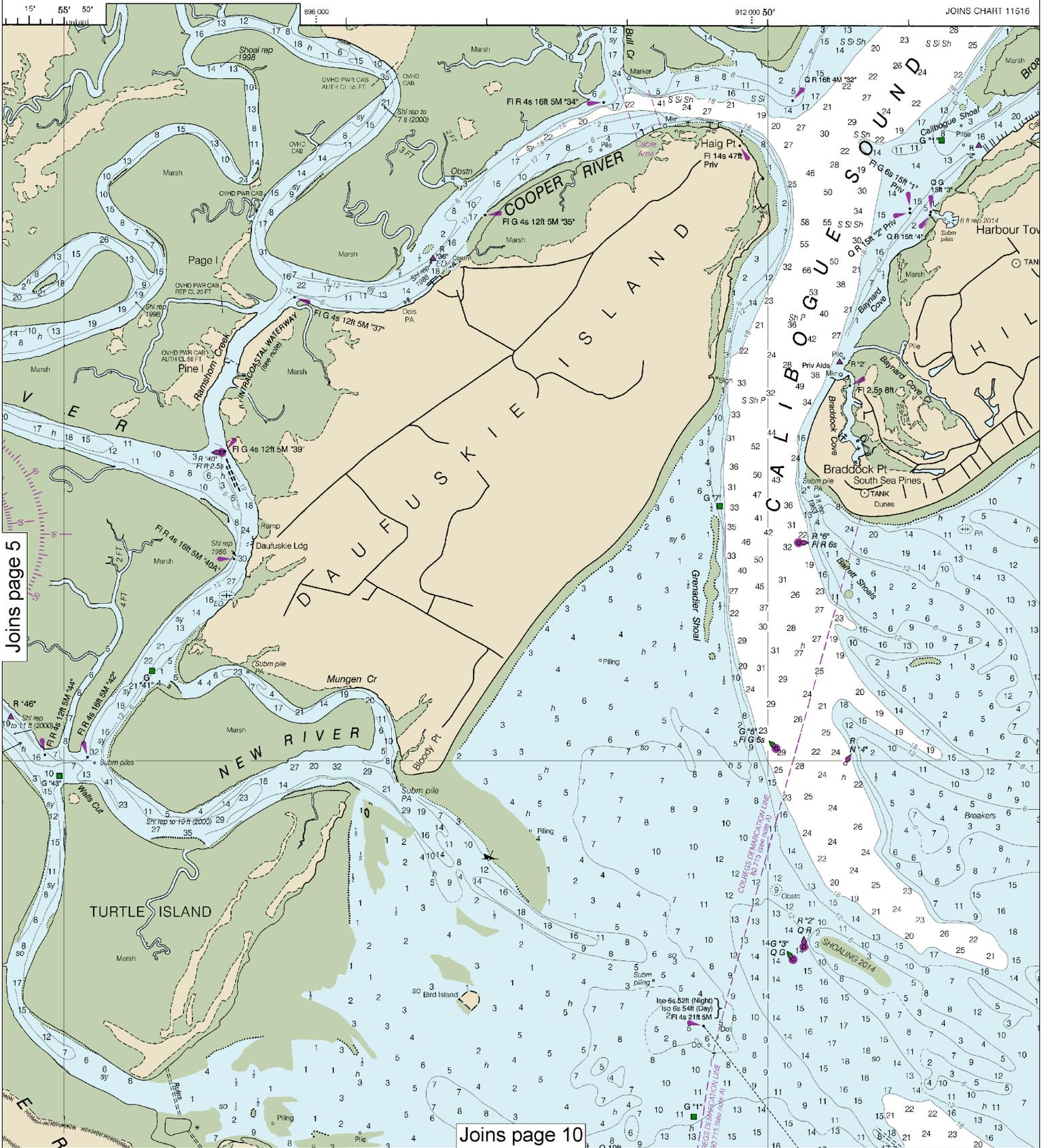
Joins page 6

Joins page 9

NOTE C Hydrography in St Augustine Creek, from the Intracoastal Waterway to a point at 32°02'50.6"N 080°58'24.7"W, is reported from a private survey of 2004.

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

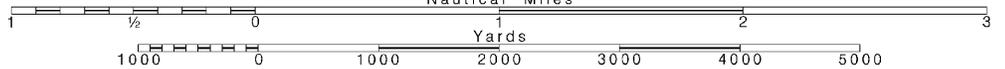


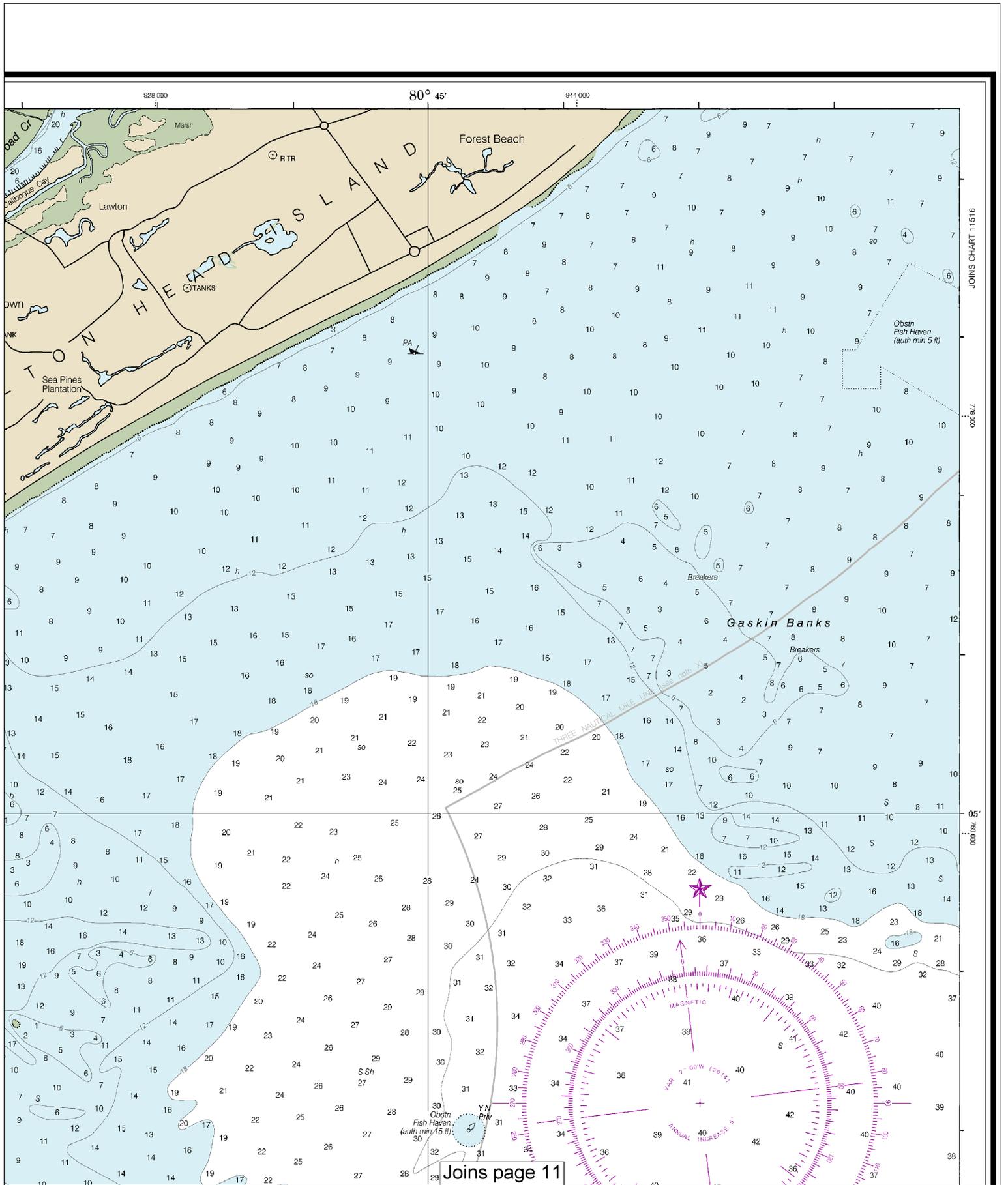
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





34th Ed., Aug. 2014. Last Correction: 2/6/2017. Cleared through:  
 LNM: 0417 (1/24/2017), NM: 0617 (2/11/2017)

RANGE	22.5	23.0	23.5	24.0	24.5	25.0	25.5	26.0	26.5	27.0	27.5	28.0	28.5	29.0	29.5	30.0	30.5	31.0	31.5	32.0	32.5	33.0	33.5	34.0	34.5	35.0	35.5	36.0	36.5	37.0	37.5	38.0	38.5	39.0	39.5	40.0	40.5	41.0	41.5	42.0	42.5	43.0	43.5	44.0	44.5	45.0	45.5	46.0	46.5	47.0	47.5	48.0	48.5	49.0	49.5	50.0	50.5	51.0	51.5	52.0	52.5	53.0	53.5	54.0	54.5	55.0	55.5	56.0	56.5	57.0	57.5	58.0	58.5	59.0	59.5	60.0																																								
BLOODY POINT RANGE	42.5	43.0	43.5	44.0	44.5	45.0	45.5	46.0	46.5	47.0	47.5	48.0	48.5	49.0	49.5	50.0	50.5	51.0	51.5	52.0	52.5	53.0	53.5	54.0	54.5	55.0	55.5	56.0	56.5	57.0	57.5	58.0	58.5	59.0	59.5	60.0	60.5	61.0	61.5	62.0	62.5	63.0	63.5	64.0	64.5	65.0	65.5	66.0	66.5	67.0	67.5	68.0	68.5	69.0	69.5	70.0	70.5	71.0	71.5	72.0	72.5	73.0	73.5	74.0	74.5	75.0	75.5	76.0	76.5	77.0	77.5	78.0	78.5	79.0	79.5	80.0	80.5	81.0	81.5	82.0	82.5	83.0	83.5	84.0	84.5	85.0	85.5	86.0	86.5	87.0	87.5	88.0	88.5	89.0	89.5	90.0	90.5	91.0	91.5	92.0	92.5	93.0	93.5	94.0	94.5	95.0	95.5	96.0	96.5	97.0	97.5	98.0	98.5	99.0	99.5	100.0

**A. OYSTER BED TURNING BASIN-CONTROLLING DEPTH 45.0 FT, 41.0 FT 100 FT FROM BACKSIDE.**  
**B. FIG ISLAND TURNING BASIN-CONTROLLING DEPTH 35.0 FT, 29.0 FT 100 FT FROM BACKSIDE.**  
**C. MARSH ISLAND TURNING BASIN-CONTROLLING DEPTH 28.0 FT, 21.0 FT 100 FT FROM BACKSIDE.**  
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**G. EXCEPT FOR A 41 FT OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°05'00.00"N 81°05'27.07"W**  
**H. EXCEPT FOR A 38 FT OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°05'18.29"N 81°05'59.99"W**  
**I. EXCEPT FOR A 38 FT OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°07'27.45"N 81°08'02.29"W**  
**J. EXCEPT FOR A 31 FT OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°09'15.04"N 81°09'11.46"W**

NOTE: AT MEAN HIGH WATER, DEPTHS ARE ABOUT 7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET GREATER AT UPPER END OF HARBOR.  
 NOTE: FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE CHANNEL LIMITS.  
 NOTE: CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**RADAR REFLECTORS**  
 Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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

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

**HEIGHTS**  
 Heights in feet above Mean High Water.

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

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

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

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

**WARNING**  
 The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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

**TIDAL INFORMATION**

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water			Mean High Water			Mean Low Water		
		feet	feet	feet	feet	feet	feet	feet	feet	feet
Tybee Light	(32°02' N/80°51' W)	7.4	7.0	0.2	7.5	7.1	0.2	7.7	7.3	0.2
Beach Hammock	(31°57' N/80°56' W)	7.5	7.1	0.2	7.7	7.3	0.2	8.4	8.0	0.2
Romery Marsh Creek	(31°59' N/81°00' W)	7.7	7.3	0.2	8.4	8.0	0.2	8.6	8.1	0.2
Isle of Hope	(31°59' N/81°03' W)	8.4	8.0	0.2	8.6	8.1	0.2	7.5	7.1	0.2
Savannah	(32°05' N/81°05' W)	8.6	8.1	0.2	7.5	7.1	0.2			
Savannah River Entrance	(32°02' N/80°54' W)	7.5	7.1	0.2						

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Jul 2014).

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

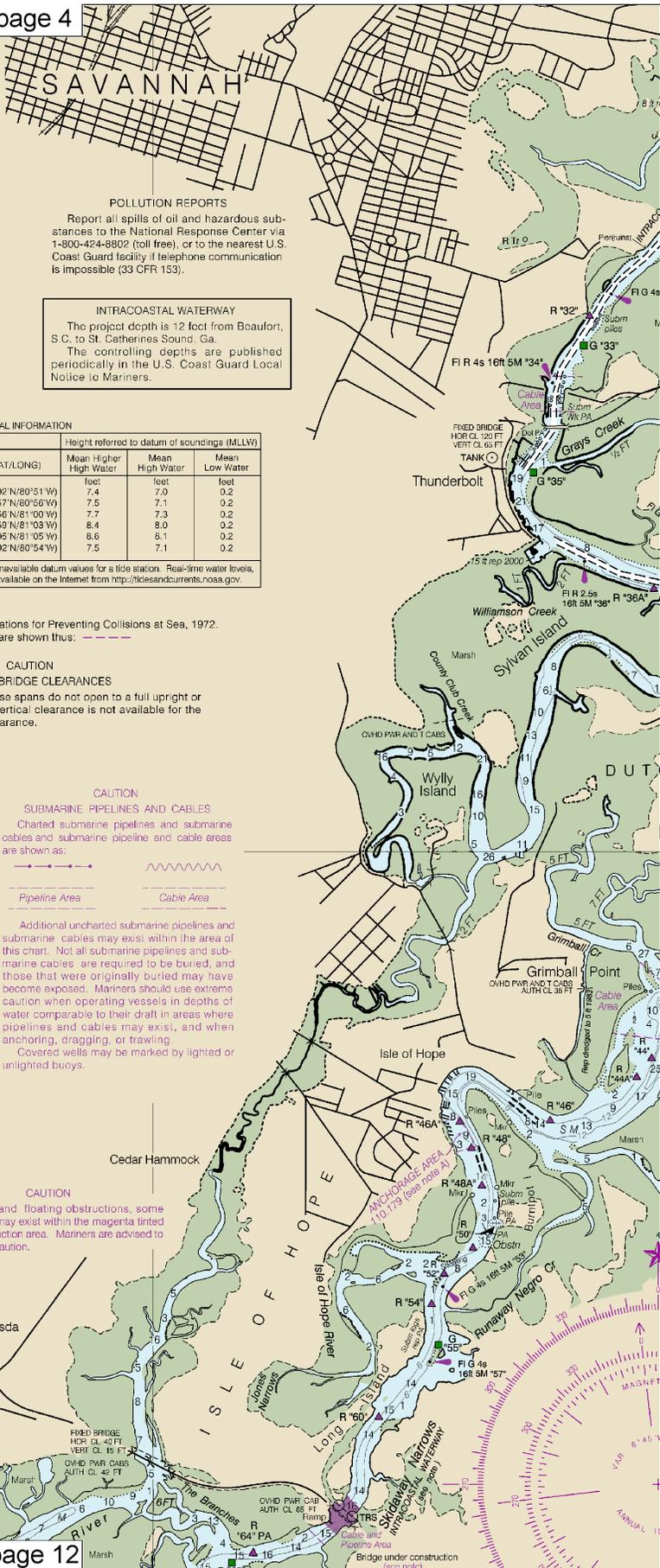
**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
 For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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

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

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

**CAUTION**  
 Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

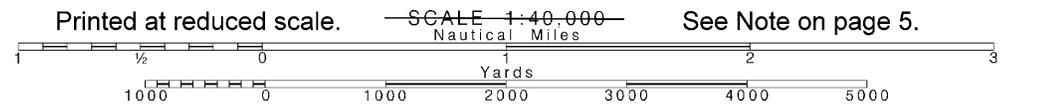


**POLLUTION REPORTS**  
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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

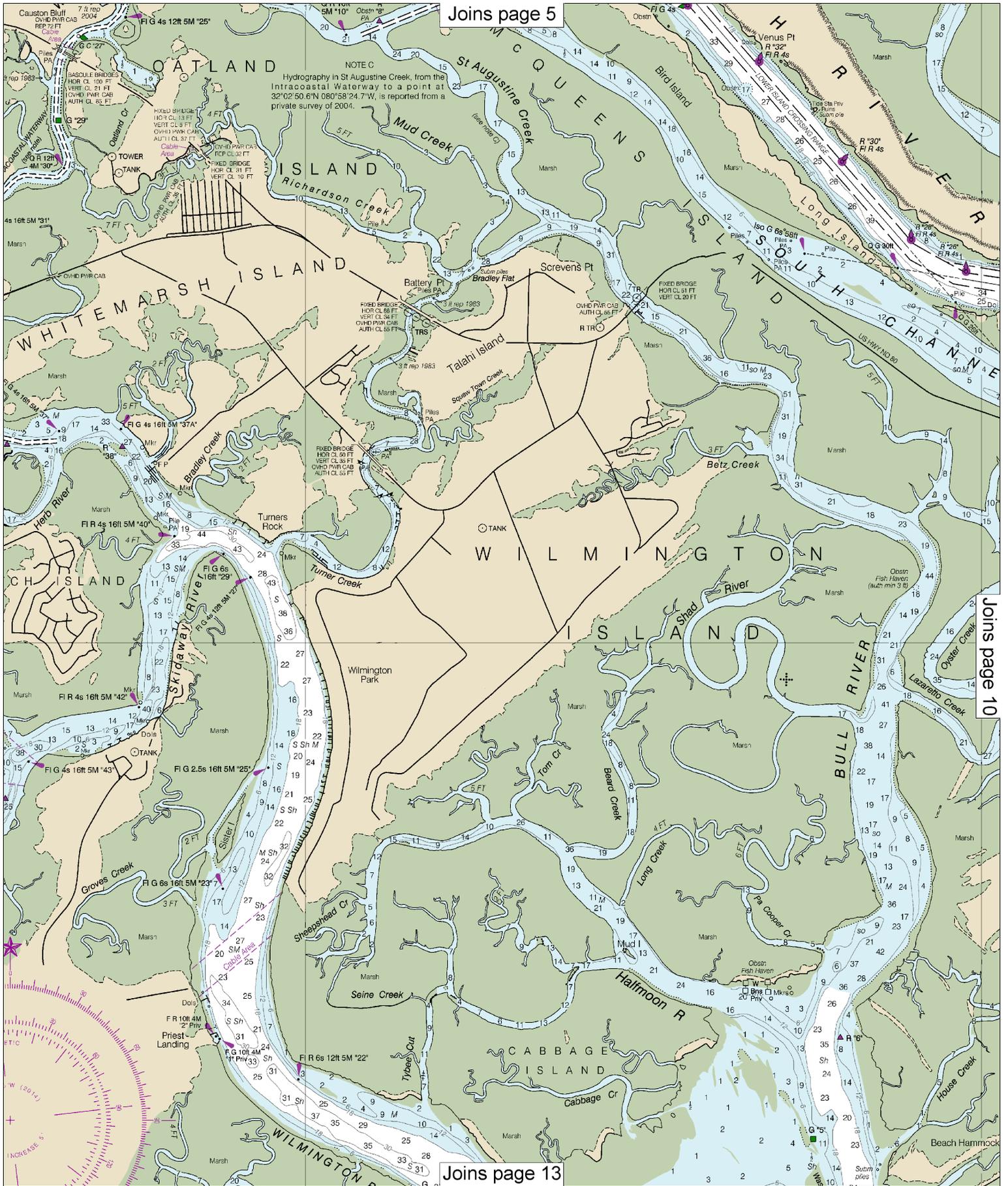


Note: Chart grid lines are aligned with true north.



See Note on page 5.

Joins page 5

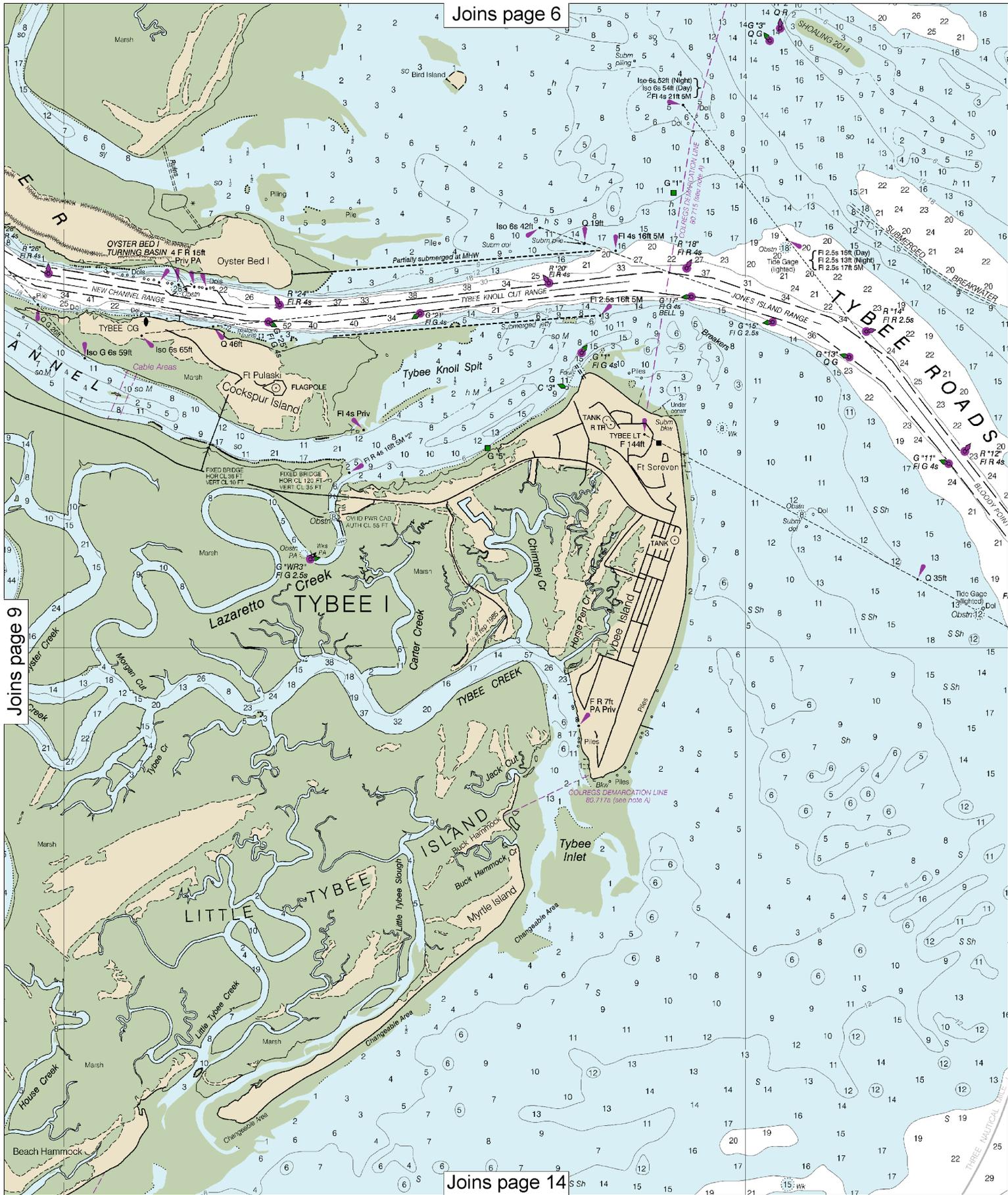


NOTE C  
Hydrography in St Augustine Creek, from the Intracoastal Waterway to a point at 32°02'50.6"N 080°58'24.7"W, is reported from a private survey of 2004.

Joins page 13

Joins page 10

Joins page 6



Joins page 9

Joins page 14

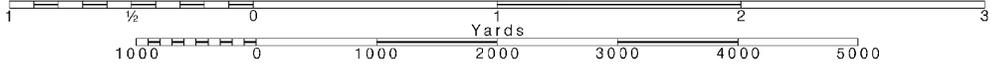


Note: Chart grid lines are aligned with true north.

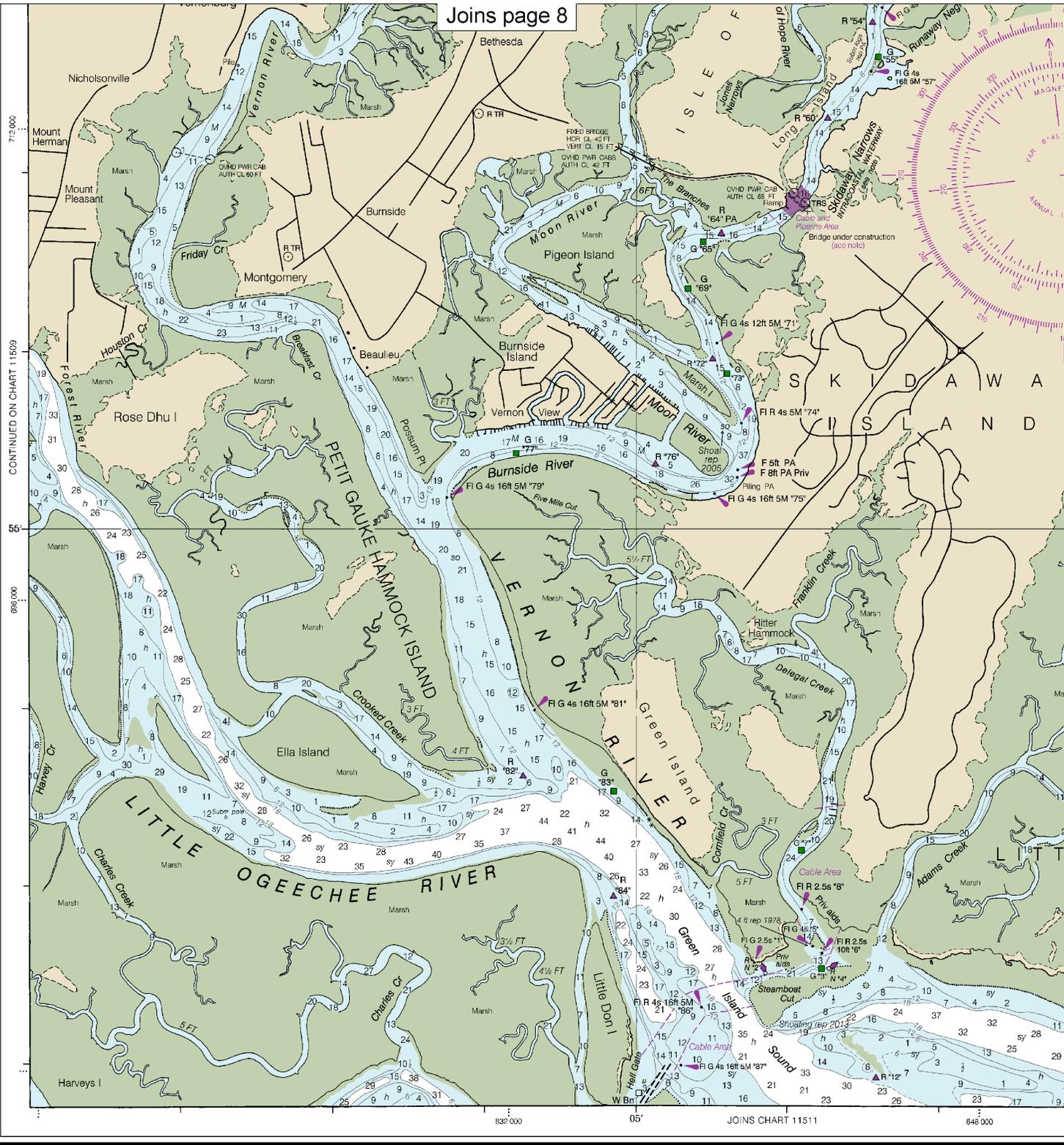
Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.







11512

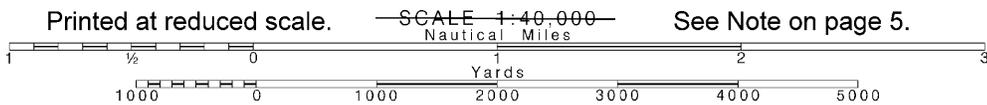
CAUTION  
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

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

64th Ed., Aug. 2014. Last Correction: 2/6/2017. Cleared through:  
 LNM: 0417 (1/24/2017), NM: 0617 (2/11/2017)

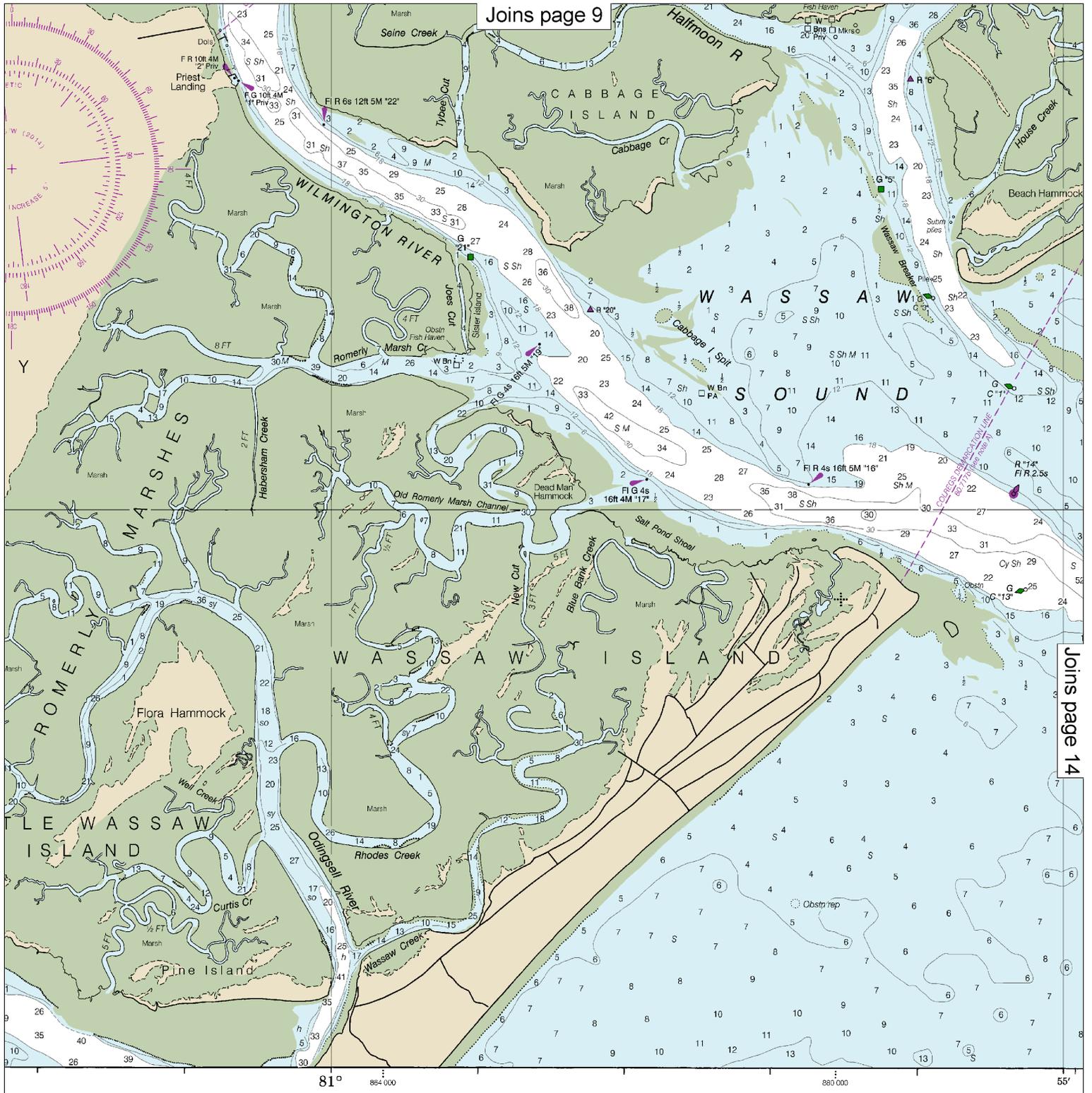
12

Note: Chart grid lines are aligned with true north.



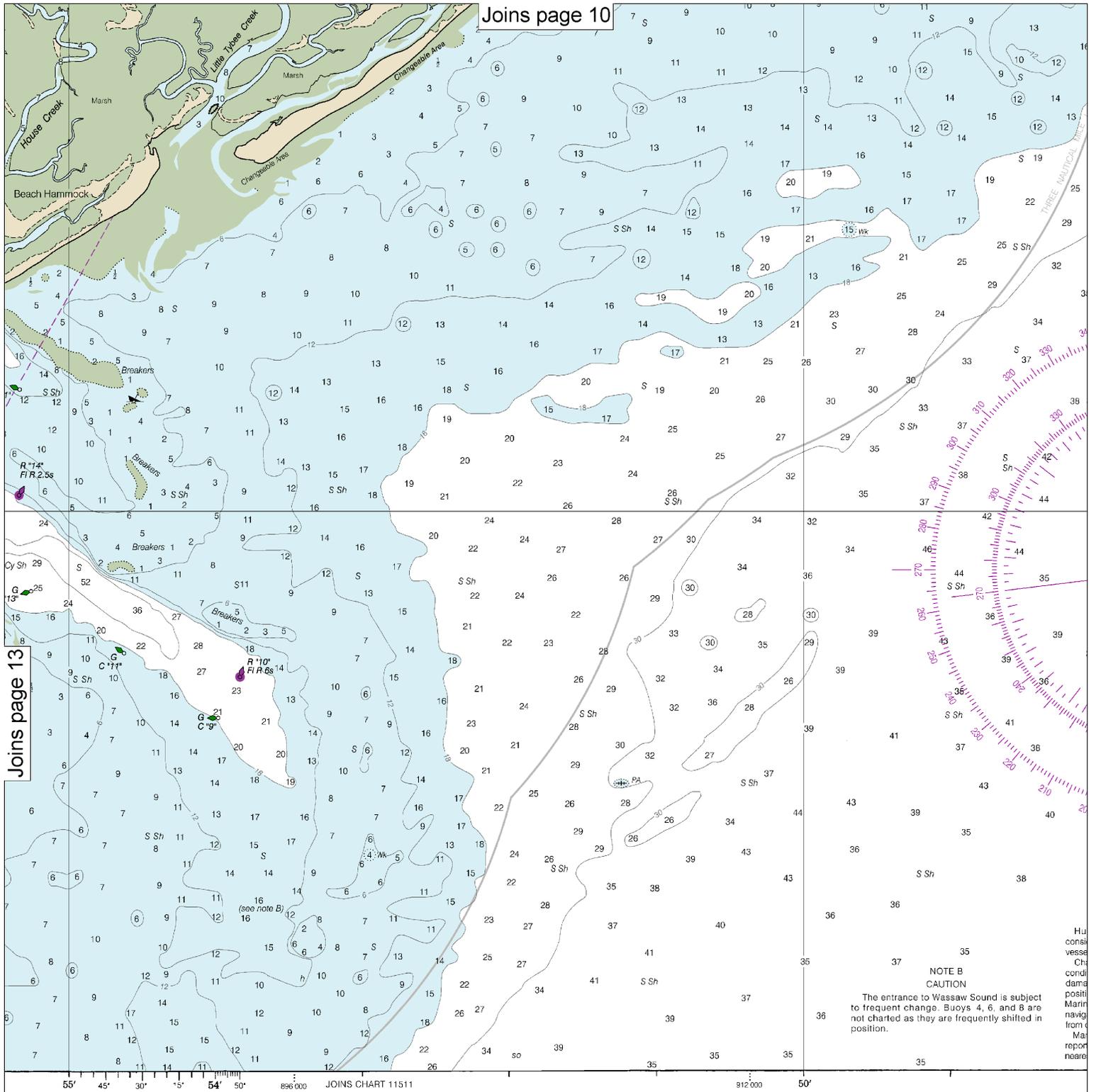
See Note on page 5.

Joins page 9



Joins page 14

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Joins page 10

Joins page 13

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 DEPARTMENT OF COMMERCE  
 NAUTIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

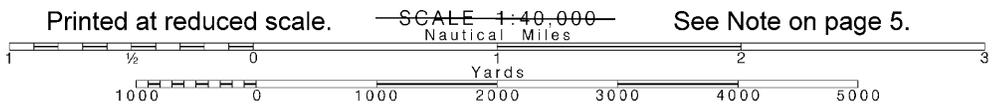
NOTE X  
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

**SOUNDINGS IN FEET**

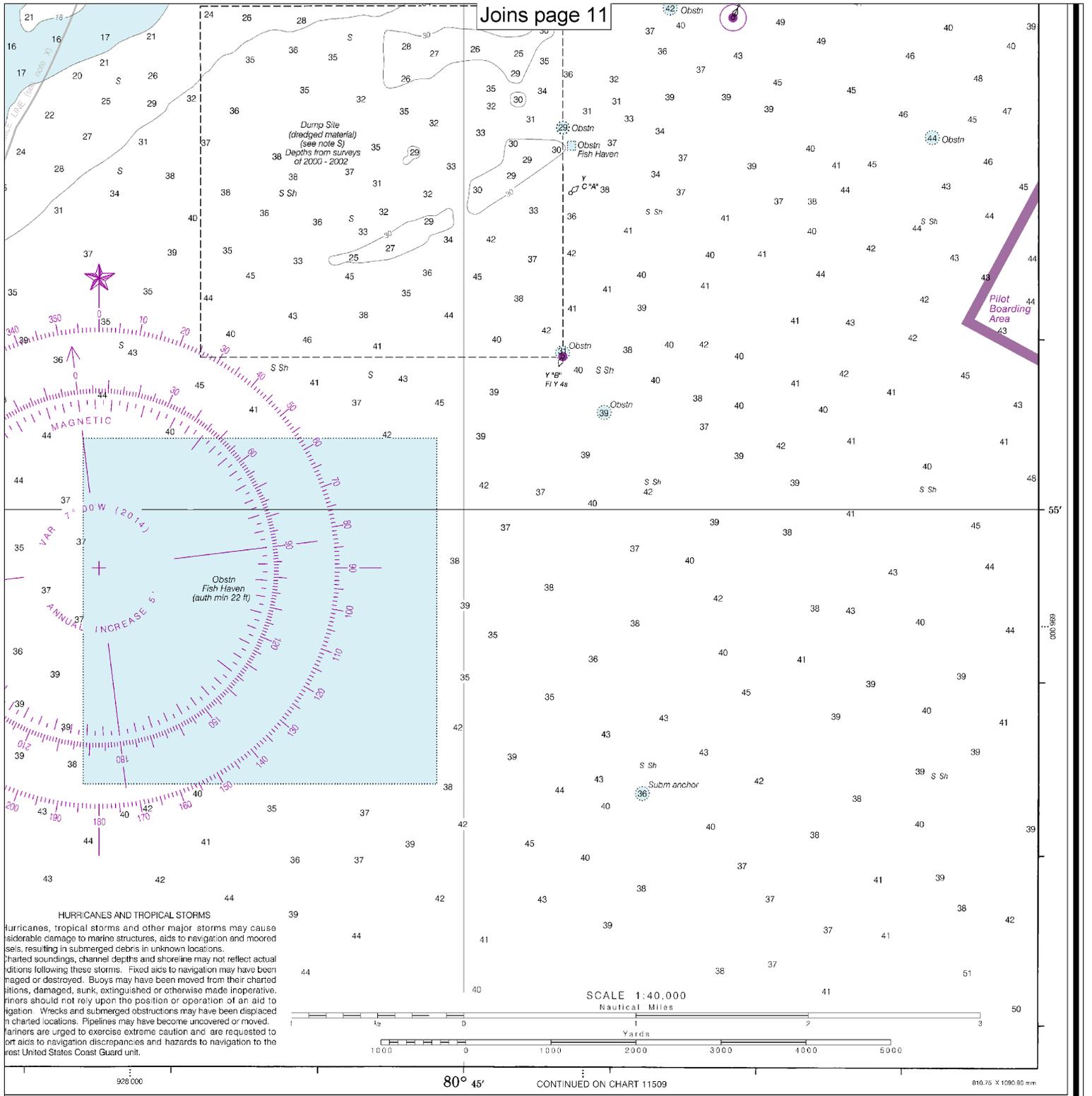
NOTE B  
 CAUTION  
 The entrance to Wassaw Sound is subject to frequent change. Buoys 4, 6, and 8 are not charted as they are frequently shifted in position.

**14**

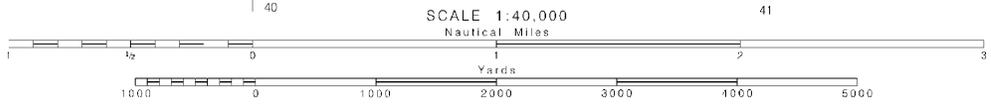
Note: Chart grid lines are aligned with true north.



See Note on page 5.



**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 moved 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.



928 000 **80° 45'** CONTINUED ON CHART 11509 010.75 X 1090.90 mm

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

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

**11512**



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](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.