BookletChart™

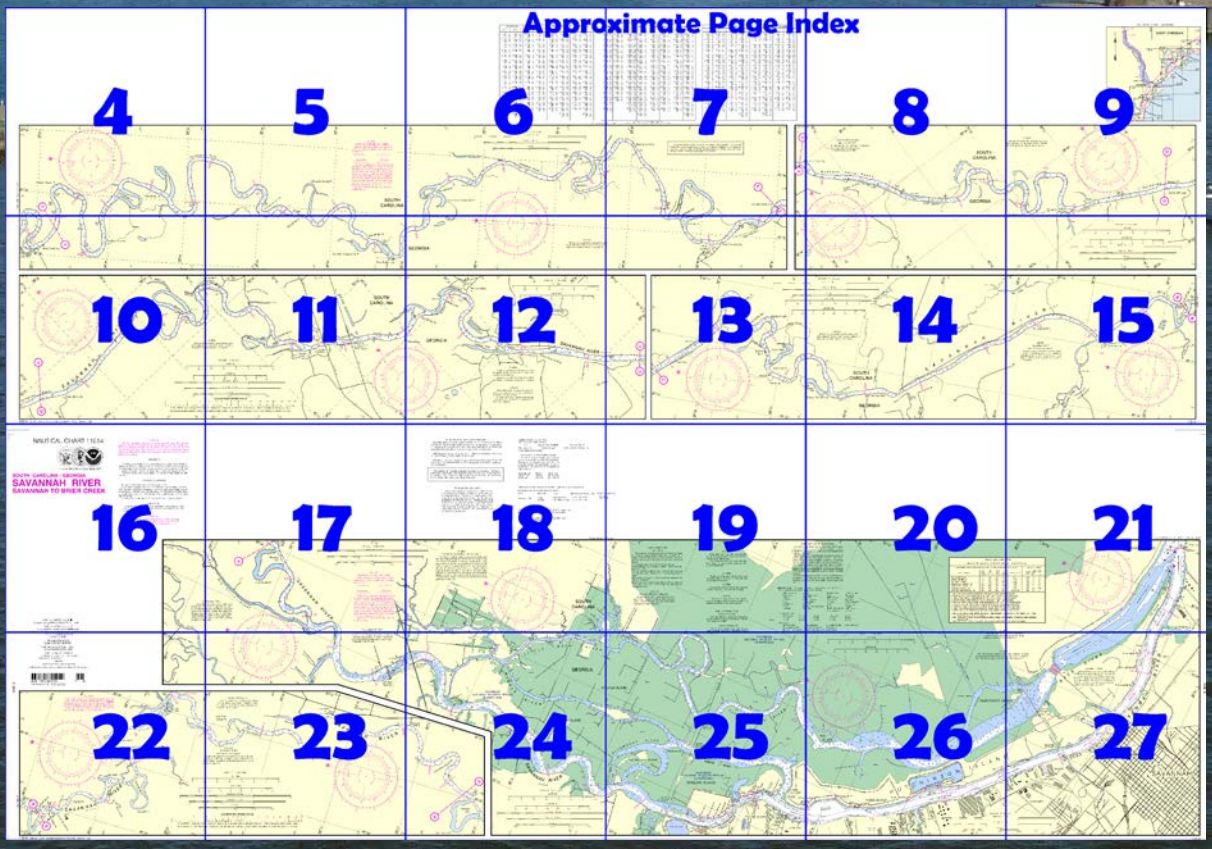
Savannah River – Savannah to Brier Creek

NOAA Chart 11514

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.

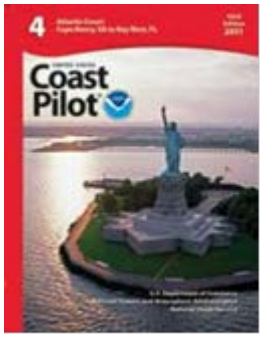
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11514.



(Selected Excerpts from Coast Pilot)
The Savannah River above Savannah is navigable to the city of **Augusta**, 172 miles (198 statute miles) above the mouth. A Federal project provides for a 9-foot channel over a width of 90 feet from near U.S. Route 17 highway bridge, 18.8 miles (21.6 statute miles) above the mouth, to Augusta. (See Notice to Mariners and latest editions of the charts for controlling depths.) Daybeacons mark some of the shoal and critical spots in the river, but the best guide for the mariner is the use of the chart to carry the best water. The river is swift and tortuous; daybeacons are sometimes carried away. Numerous foul areas exist near the shore, and floating debris is a constant danger to navigation. Local knowledge is advised.

The freshet variation above the normal pool level of the **New Savannah Bluff Lock and Dam,** 162.7 miles (187.2 statute miles) above the mouth, is about 13 feet ordinarily, with an extreme of 34 feet. The lock is 360 feet long, 56 feet wide, and has a depth over the lower miter sill of 10 feet. The depth over the upper miter sill at normal pool level is 13½ feet; the vertical lift is 15 feet. Anyone desiring lockage must contact the lock operator at least 24 hours in advance at the New Savannah Bluff Lock and Dam Office, 706-798-4644, or the James B. Messerly Wastewater Treatment Plant, 706-793-1691. Calls to either location should be made between 0800 and 1630, Monday through Friday, except on designated holidays for City of Augusta offices. The lock will be operated seven days a week between the hours of 0800 and sunset on appointment.

Bridges.–Between U.S. Route 17 highway bridge and the lock and dam, the limiting clearances of the drawbridges are 7 feet, and 27 feet for the fixed bridges. Between the lock and the head of navigation the limiting drawbridge clearances are 12 feet and the fixed bridges 26 feet at normal pool level. The bridgetender of the railroad bridge at Clyo, about 53 miles above the mouth, monitors VHF-FM channel 16 and works on channel 13; call sign, WKB-679. (See **117.1 through 117.59, 117.371, and 117.937**, chapter 2, for drawbridge regulations.) Overhead power cables with clearances of 76 feet and 53 feet cross the river 169.7 miles (195.3 statute miles) and 174.8 miles (201.1 statute miles) above the mouth, respectively.

There are numerous landings between Savannah and Augusta without wharves or rail connections. At New Savannah Bluff Lock, fuel, supplies, and services can be arranged for by telephone. Fuel, supplies, and services are available at Augusta.

Weather.–The southerly latitude and maritime exposure influence the climate of this coast. Winters are mild and short. Polar air masses are moderated although unusually strong, cold air outbreaks can cause foggy conditions along the coast. Cold spells seldom last more than 2 or 3 days. The occasional winter storm results in strong winds and rough seas from October through April. Waves of 8 feet (2.4 m) or more are reported about 20 to 30 percent of the time in deep water, but gales occur less than 1 percent of the time. However, winds of 40 to 50 knots have been recorded in all of these months.

From May through September peak winds offshore are usually in the 30- to 40-knot range, although they could climb higher in a severe thunderstorm or tropical cyclone. Despite the low latitude, tropical cyclones are infrequent along this coast. They are most likely from June through October and one can be expected to move through some part of Georgia each year, usually from the Gulf of Mexico. This fact holds coastal effects to a minimal. The most dangerous are those from the east through south. Because this portion of the coast lies parallel to the mean track of most recurving storms, the incidence of coastal crossing tropical cyclones is extremely low. In addition to strong winds, high tides and rough seas, these storms can trigger torrential rains, severe thunderstorms and even tornadoes or waterspouts. In general, however, summers are warm but a persistent cooling sea breeze is usually present from afternoon into the early evening. Showers and thunderstorms are common along this coast and can reduce visibilities for brief periods. Obstructions to visibilities are most likely to be caused during winter and early spring by fog.

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

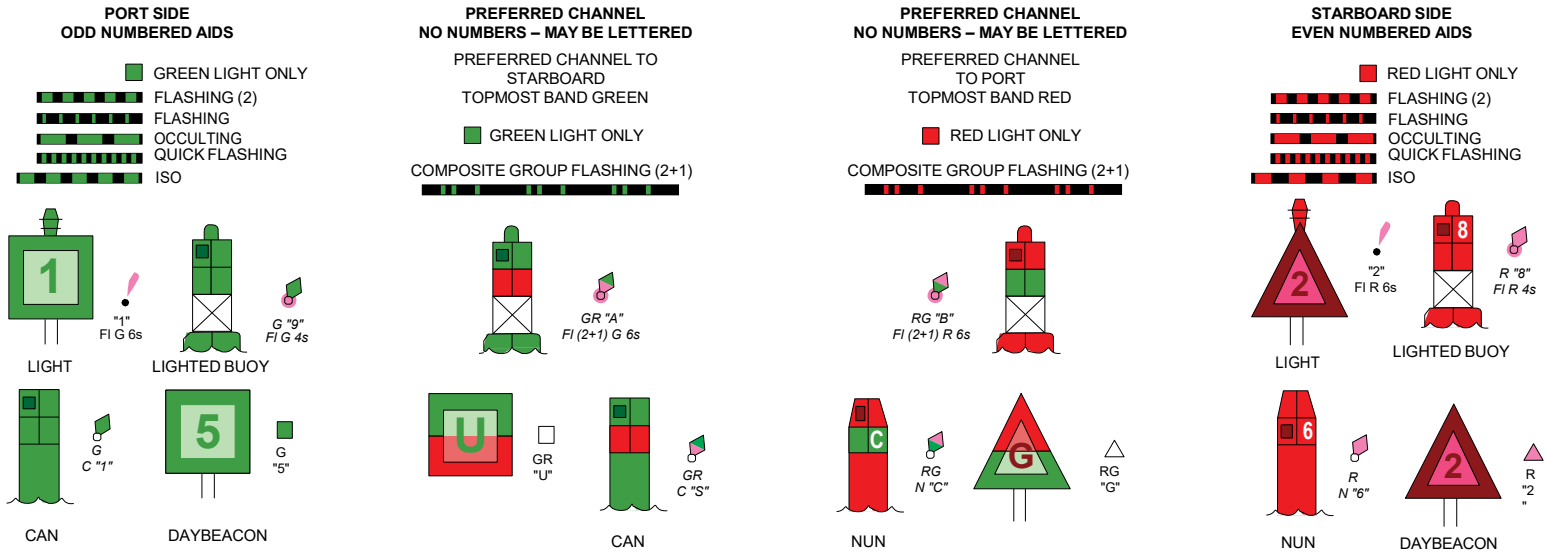
RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Navigation Manager Regions

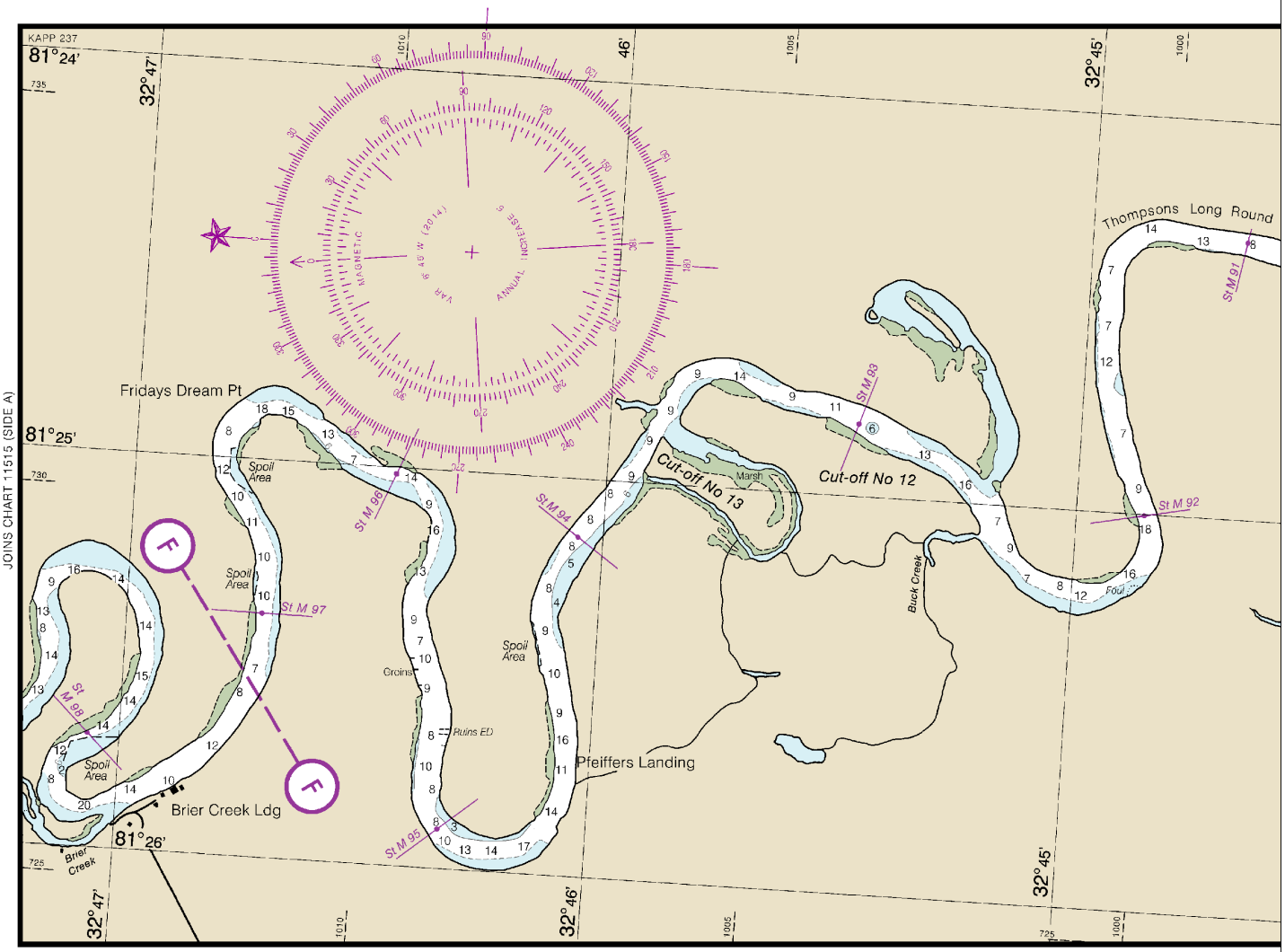
To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/

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*



Joins page 10

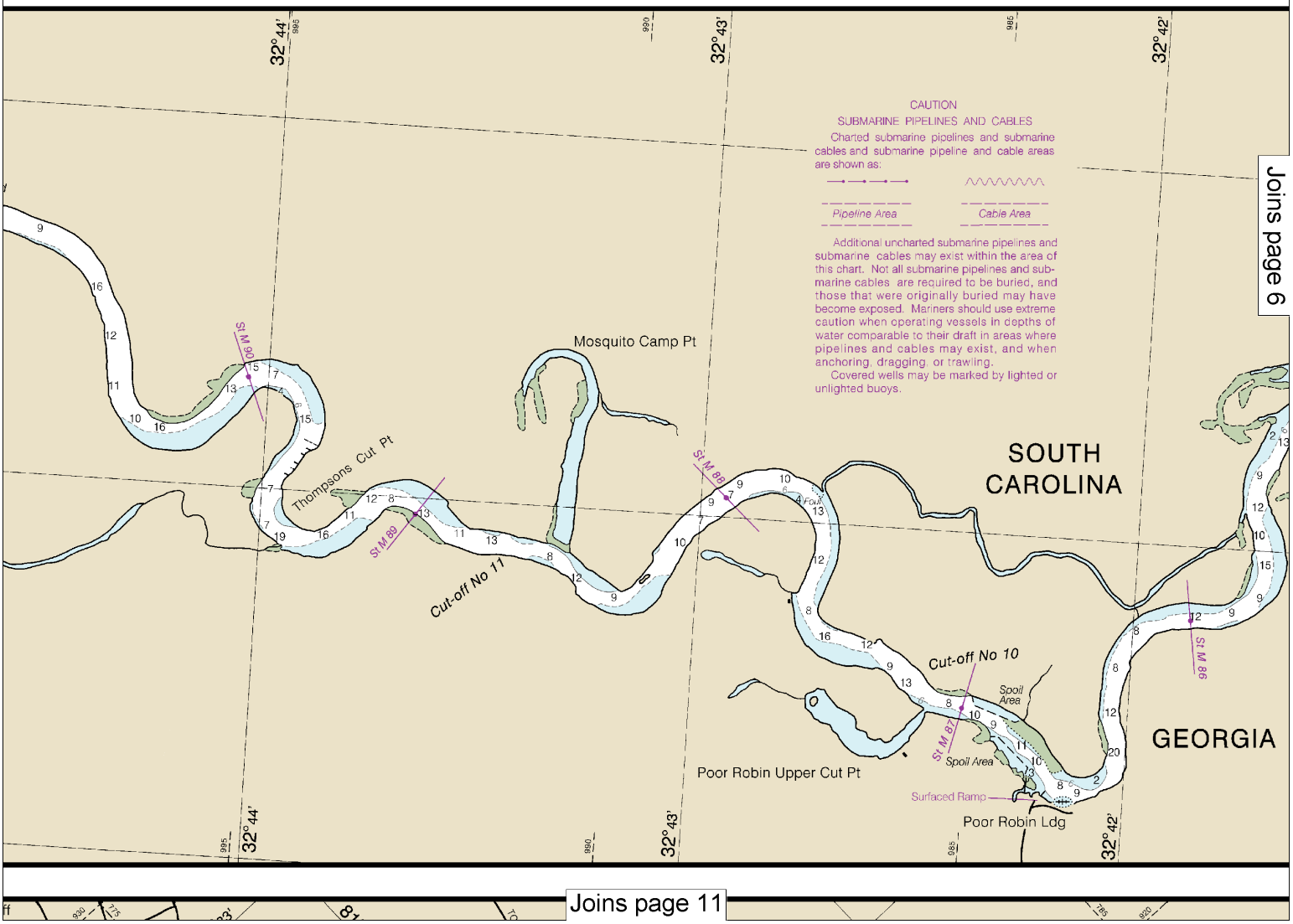
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

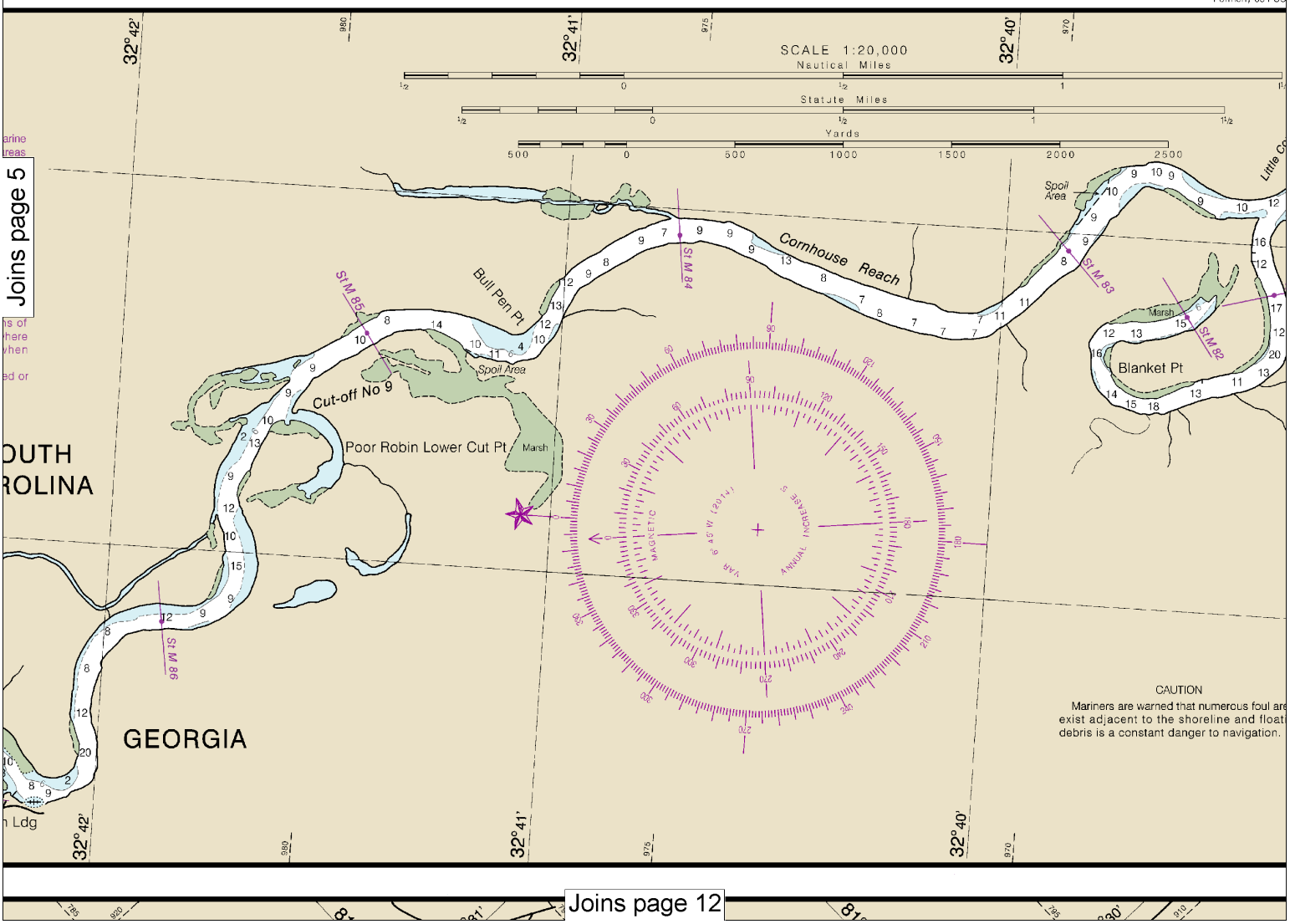
Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Joins page 5



Joins page 12

6

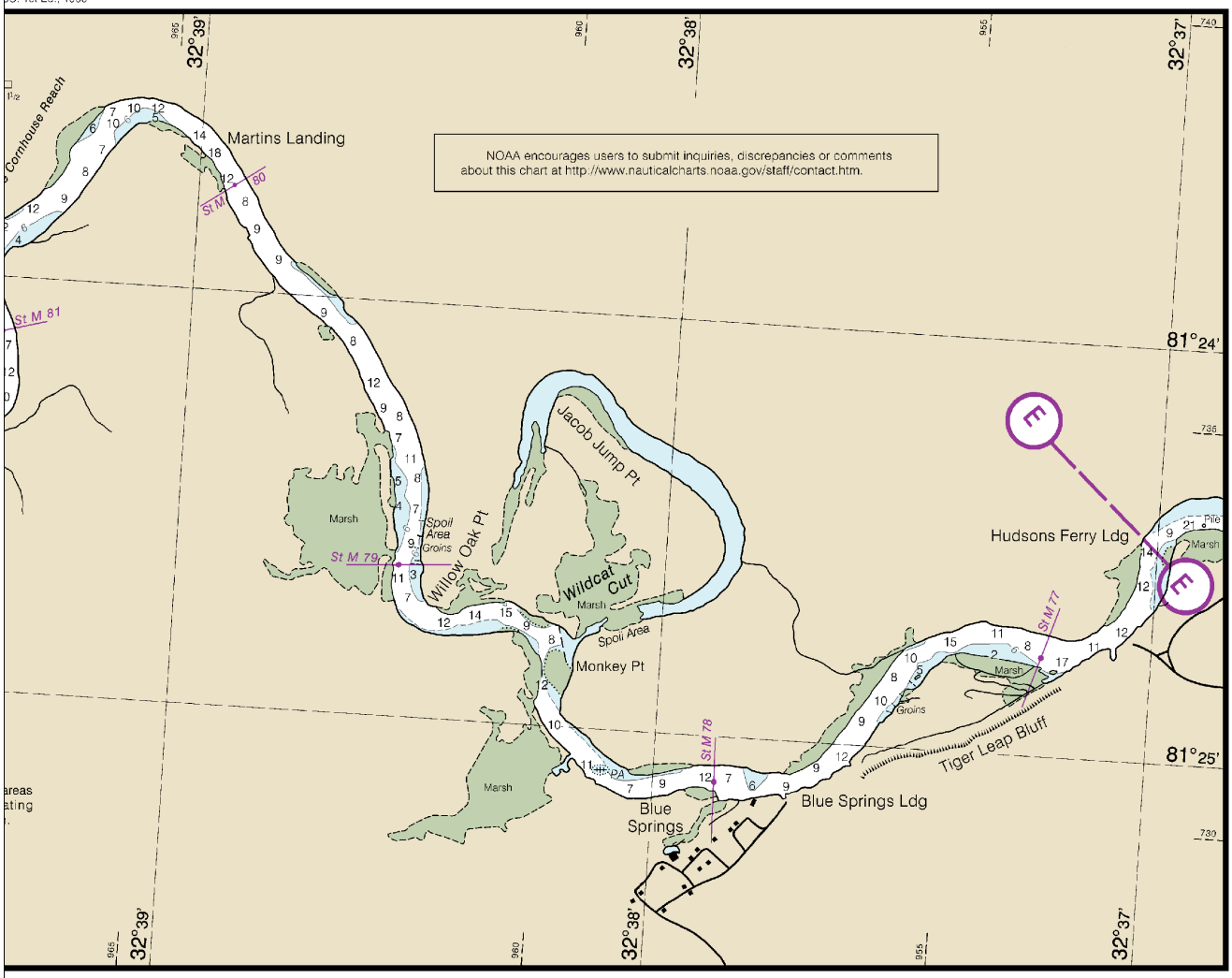
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles 0 1 1 ½

Yards 500 0 500 1000 1500 2000 2500

SC. 1st Ed., 1966



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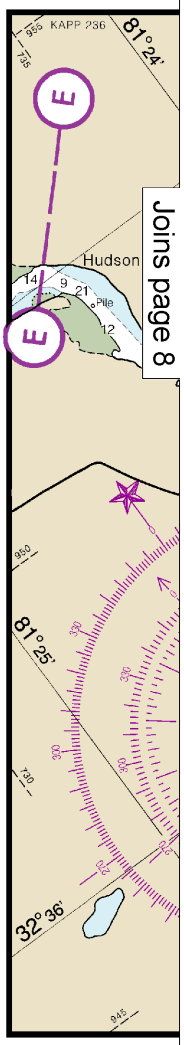
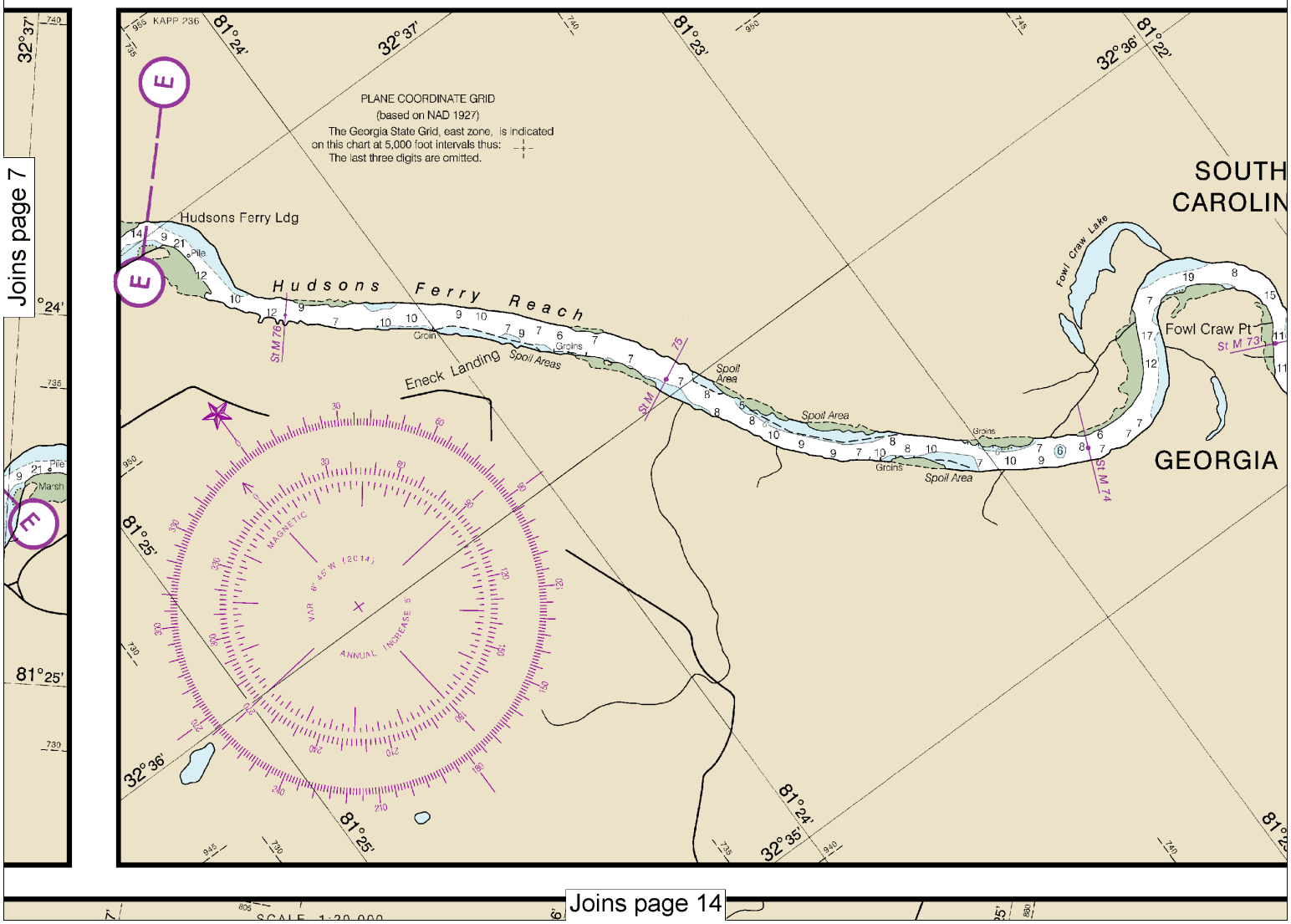


Joins page 13

KAPP 234

This is the Last Edition of this chart. It will be canceled on Apr 3, 2024

31st Ed., Oct. 2014. Last Correction: 2/2/2024. Cleared through:
LNM: 1224 (3/19/2024), NM: 1324 (3/30/2024)



Joins page 7

Joins page 14

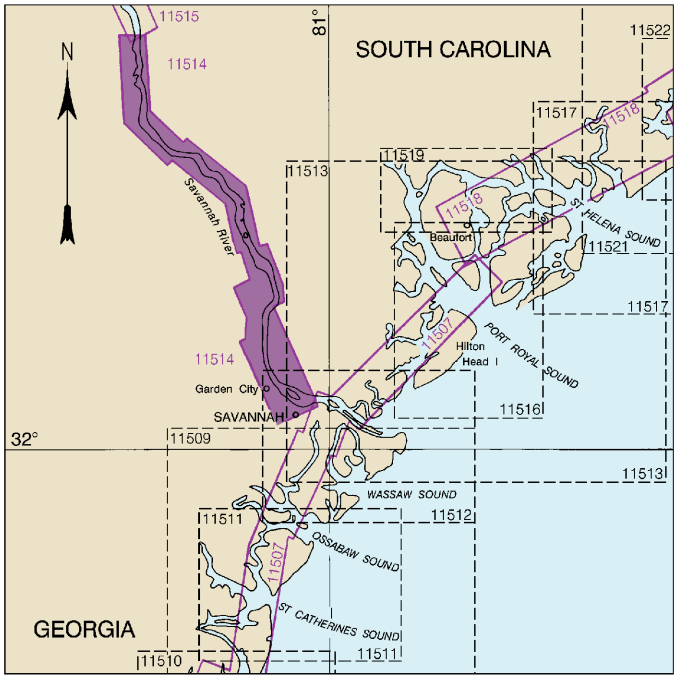
Note: Chart grid lines are aligned with true north.

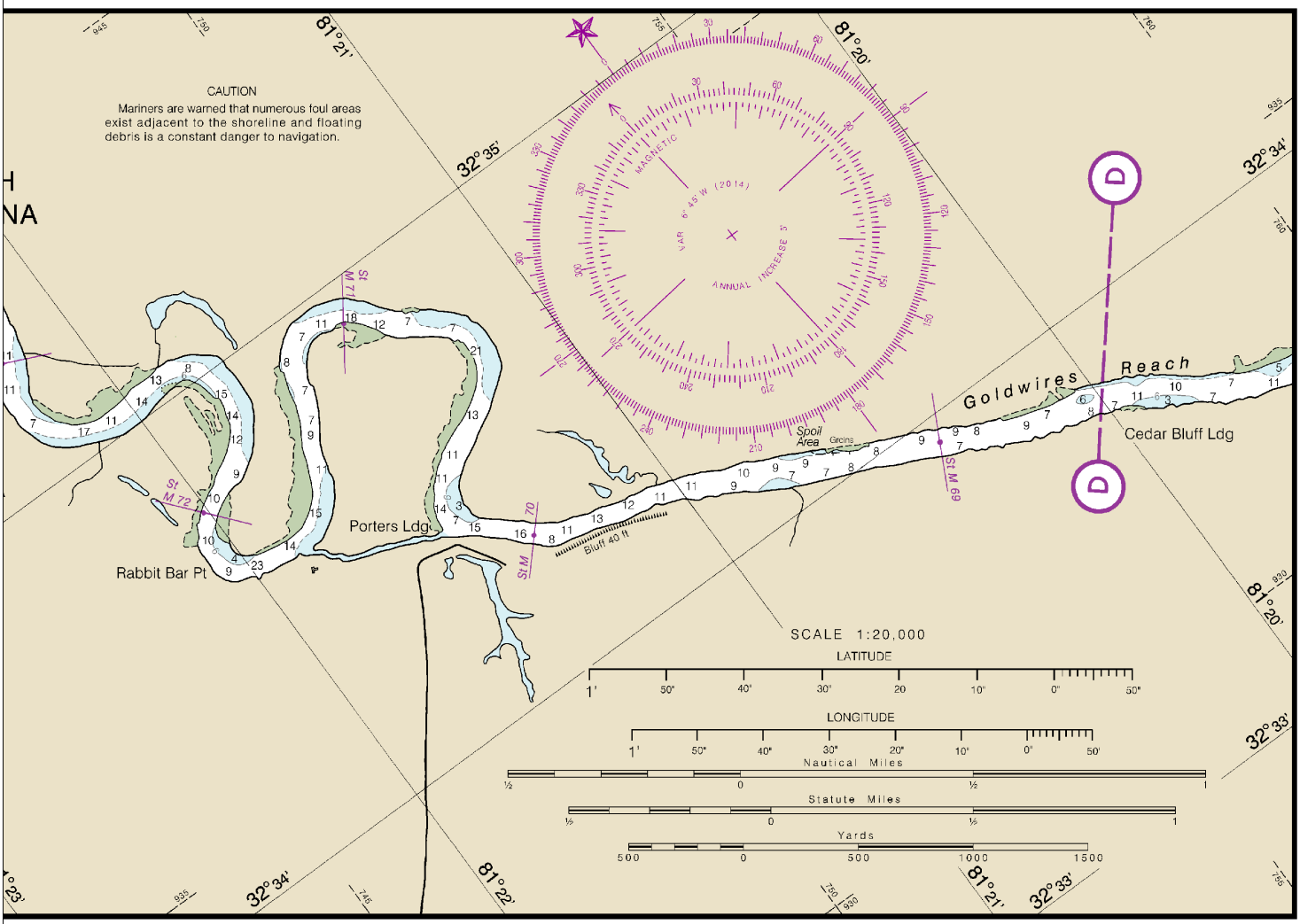
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

NAUTICAL CHART DIAGRAM



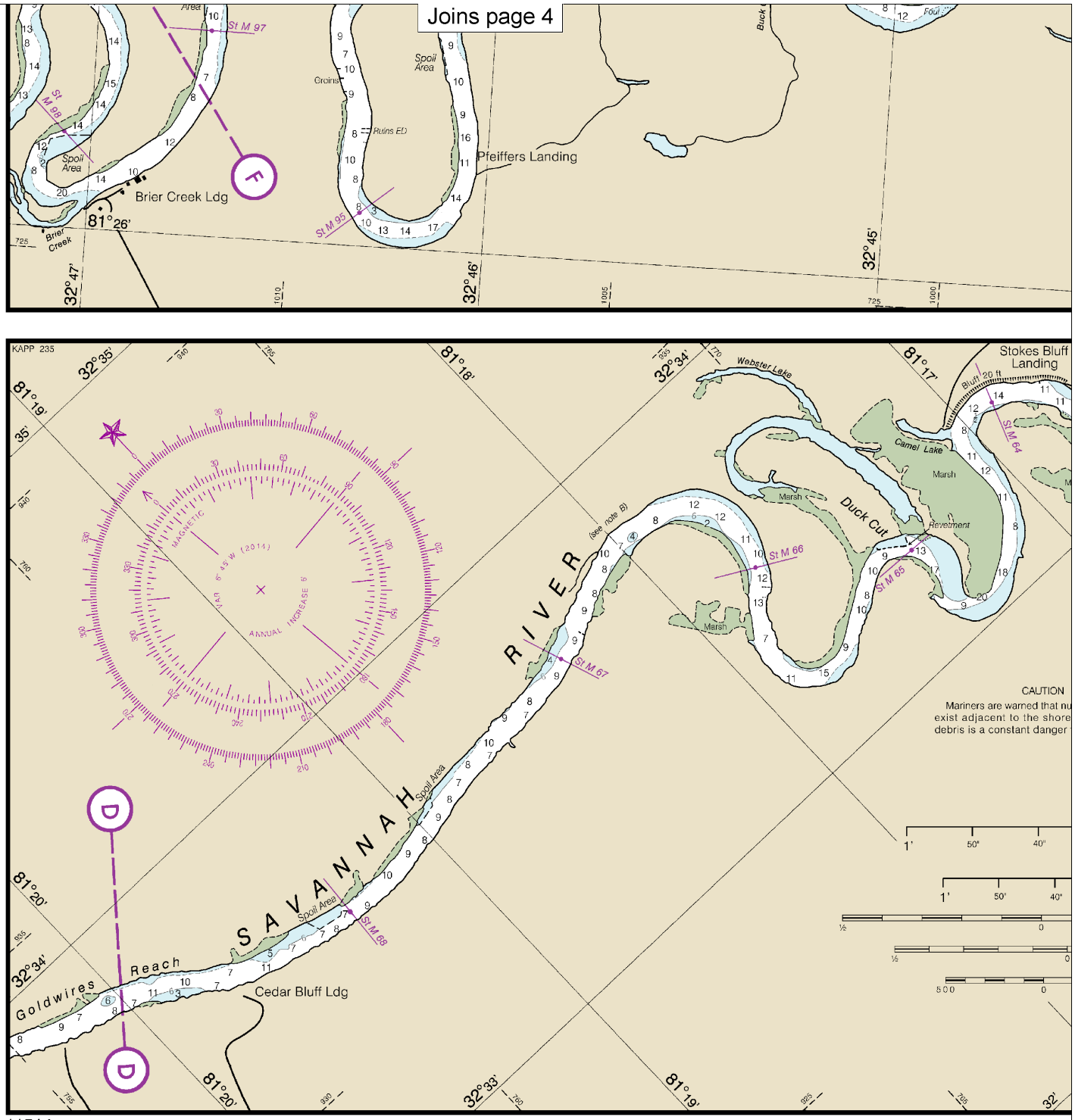


Joins page 15

SIDE B

Joins page 4

SIDE B



11514

NAUTICAL CHART 11514

INTRACOASTAL WATERWAY

THE NATION'S CHART MAKER SINCE 1807

SOUTH CAROLINA - GEORGIA

SAVANNAH RIVER

Joins page 16

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.

SOUNDINGS

Soundings are in feet. Those north of Big Collis Creek, at 32°15'18" N. ide, 81°08'54" W. longitude, refer to the low water plane which corresponds discharge of 6,100 cubic feet per second at New Savannah Bluff Dam.

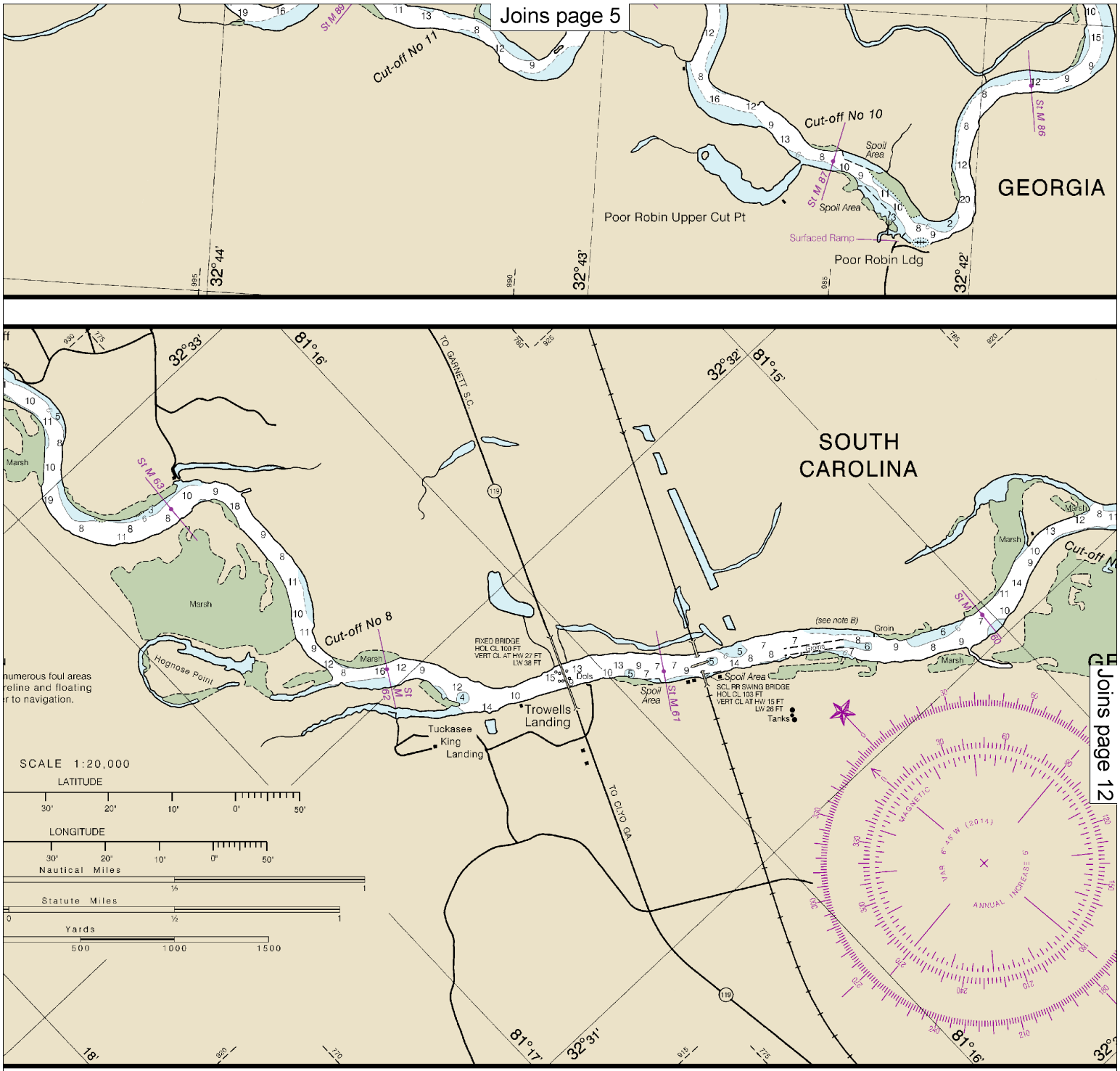
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

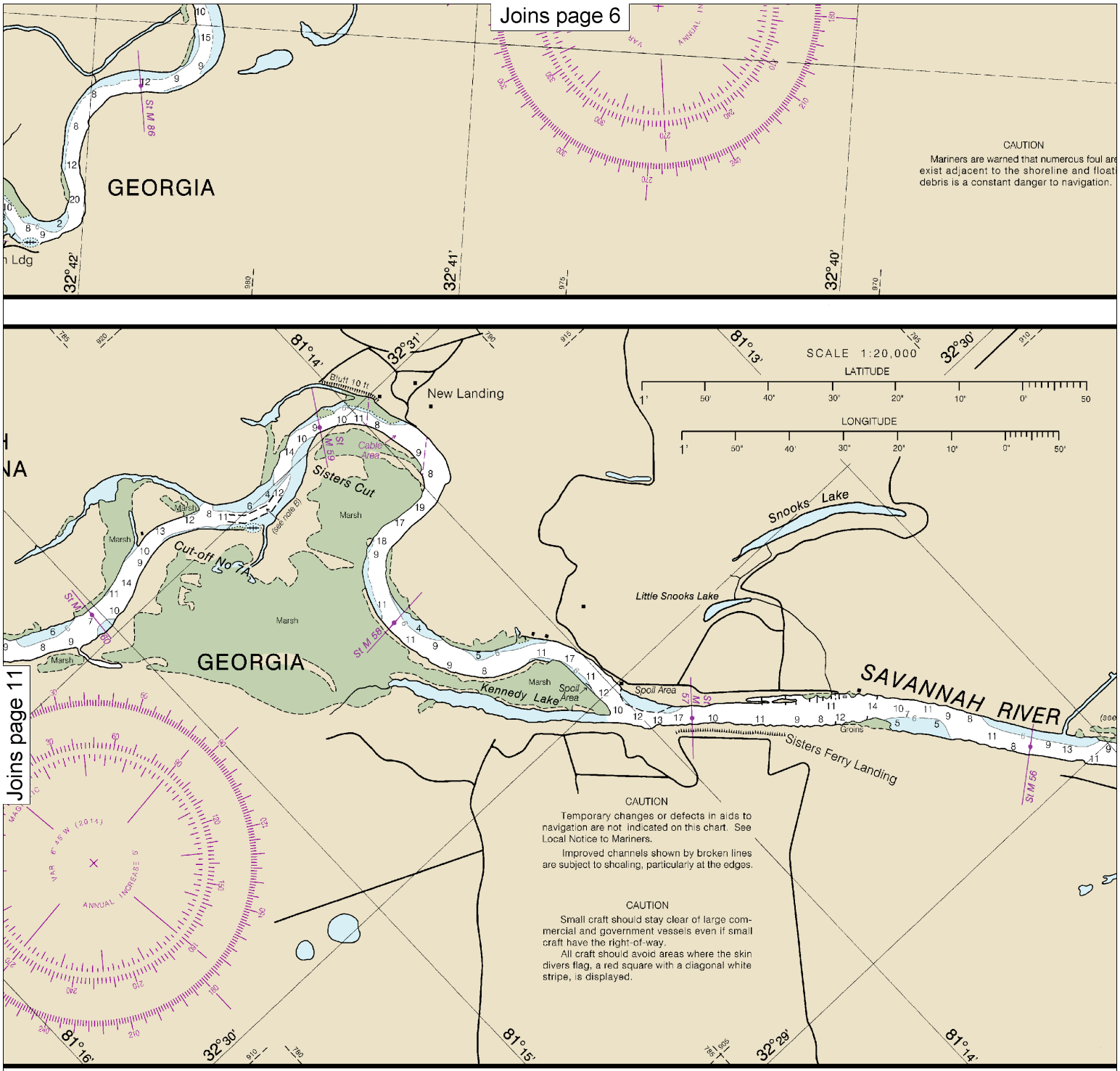
Joins page 5



Joins page 12

Joins page 17

Joins page 6



Joins page 11

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (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, 909 Southwest 1st Ave., Miami, FL 33131-3050, Tel. 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

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MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Charleston, SC	*(843) 747-5859	9:00 AM-4:30 PM (Mon.-Fri.)

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

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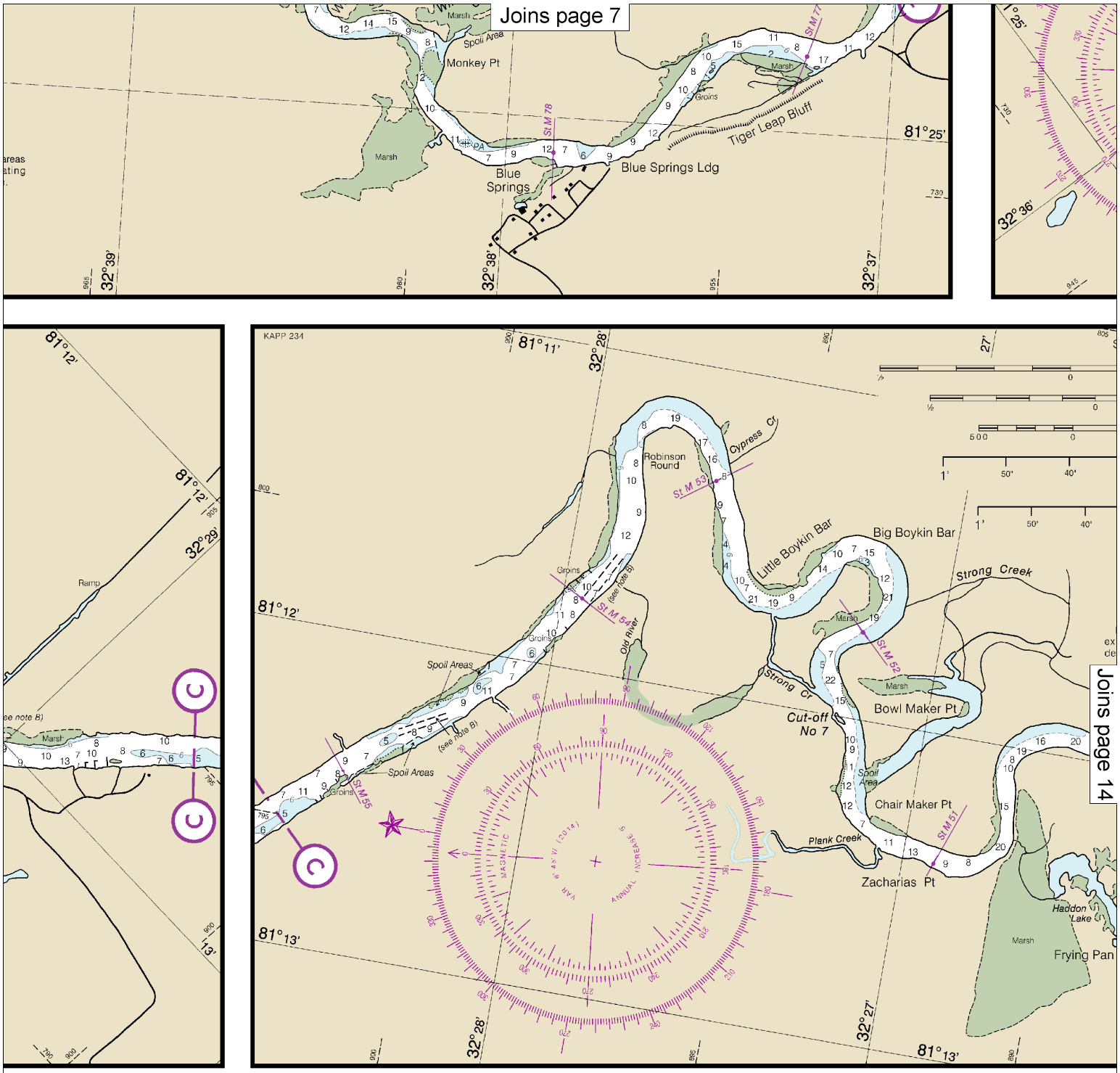
Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

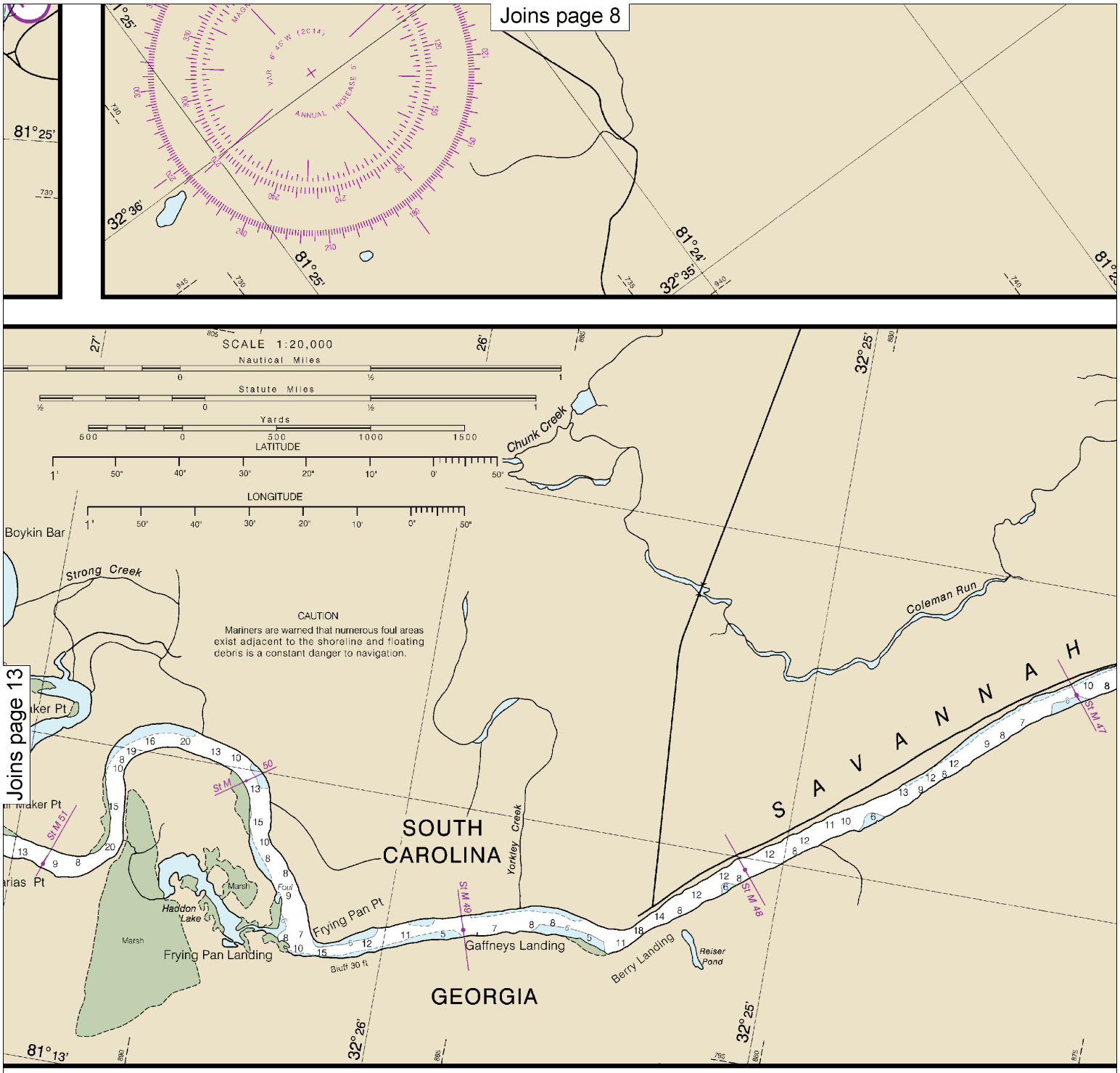
Joins page 7



Joins page 14

Joins page 19

Joins page 8



Joins page 13

Joins page 20

Note: Chart grid lines are aligned with true north.

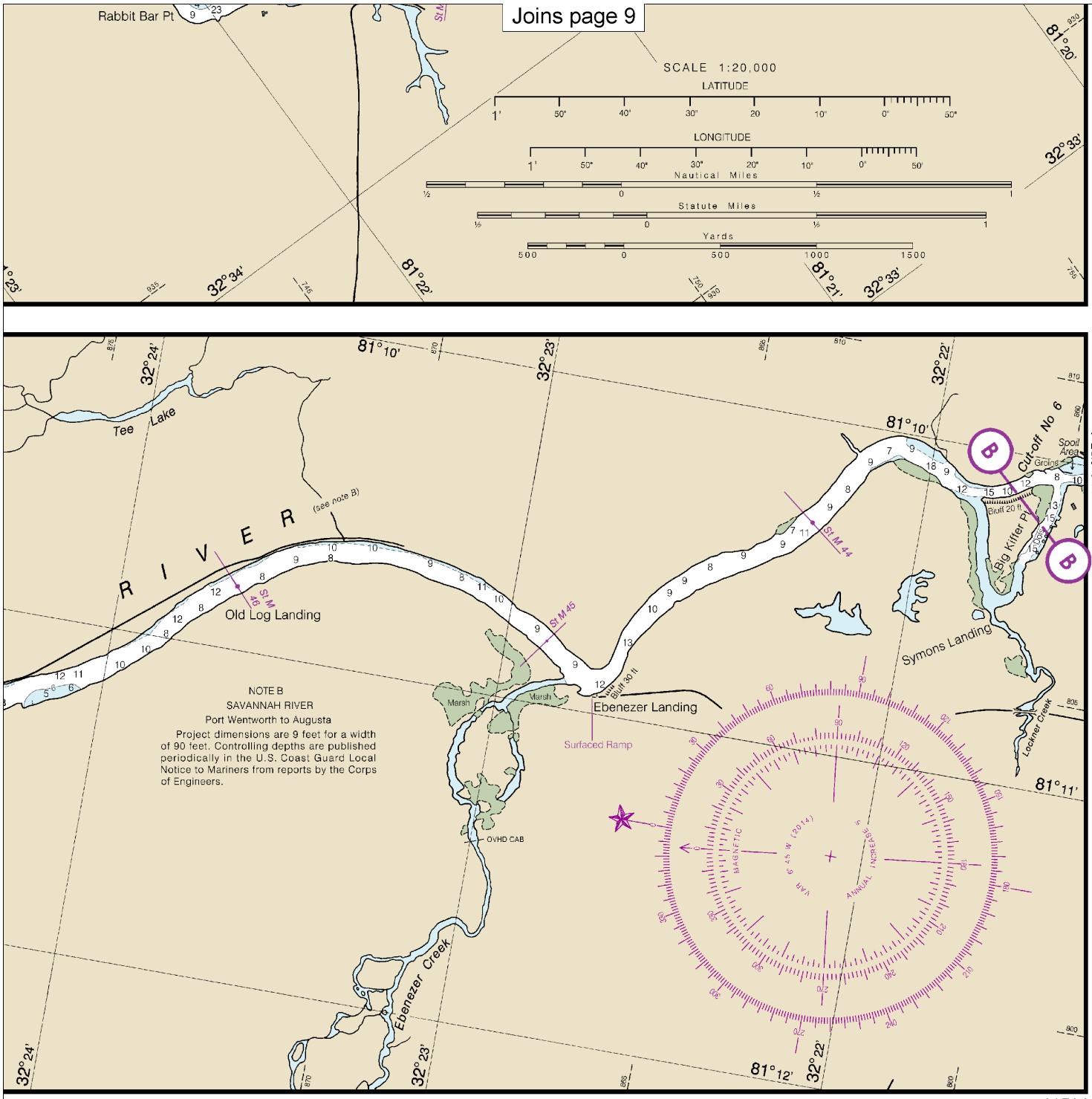
Printed at reduced scale. ~~SCALE 1:20,000~~

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

See Note on page 5.

Joins page 9



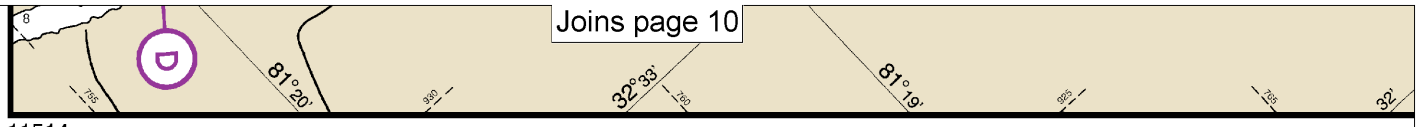
11514

JOINS SIDE A

SIDE B

Joins page 21

Joins page 10



11514

THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11514

INTRACOASTAL WATERWAY

SOUTH CAROLINA - GEORGIA

SAVANNAH RIVER

SAVANNAH TO BRIER CREEK

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SOUNDINGS

Soundings are in feet. Those north of Big Collis Creek, at 32°15'18" N. latitude, 81°08'54" W. longitude, refer to the low water plane which corresponds to a discharge of 6,100 cubic feet per second at New Savannah Bluff Dam. Soundings south of Big Collis Creek refer to tidal Mean Lower Low Water. The Corps of Engineers project depth is 9 feet at the established low water planes.

OVERHEAD CLEARANCES

Bridge and overhead cable clearances are in feet. High water clearances north of S.S. Railroad bascule bridge, at 32°13' 53"N. latitude, 81°06'46"W. longitude, refer to a water plane established by a discharge of 62,000 cubic feet per second at New Savannah Bluff Dam. Low water clearances north of the bridge refer to a discharge of 6,100 cubic feet per second.

Clearances at the bridge and to the south refer to 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.

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.

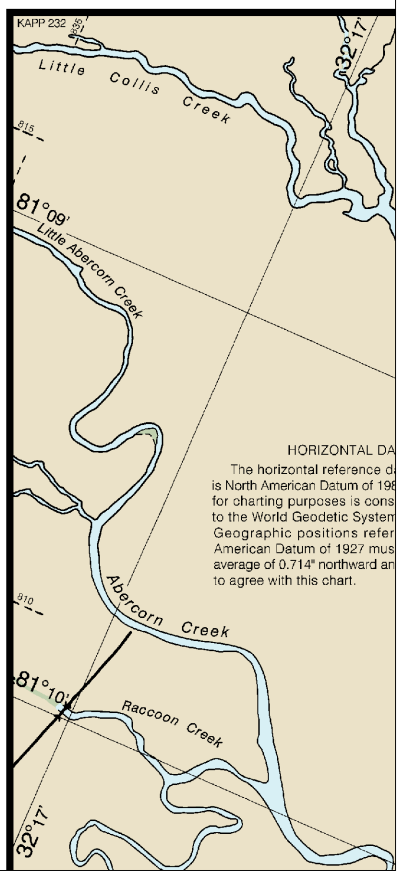


Chart 11514

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

Mercator Projection
Scale 1:20,000 at 30°06'

North American Datum 1983
(World Geodetic System 1984)

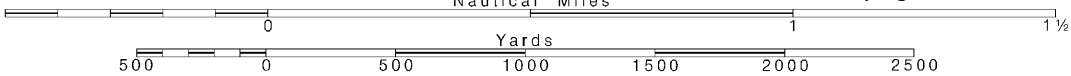
SUPPLEMENTAL INFORMATION

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

Joins page 22

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.



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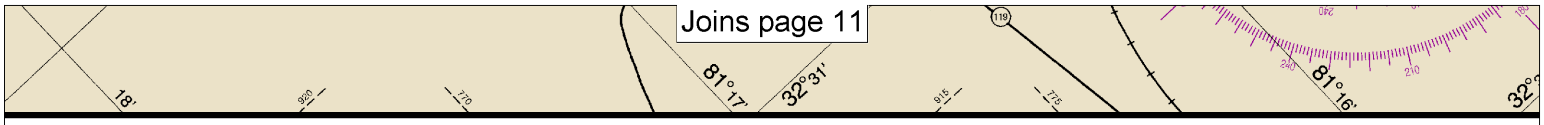

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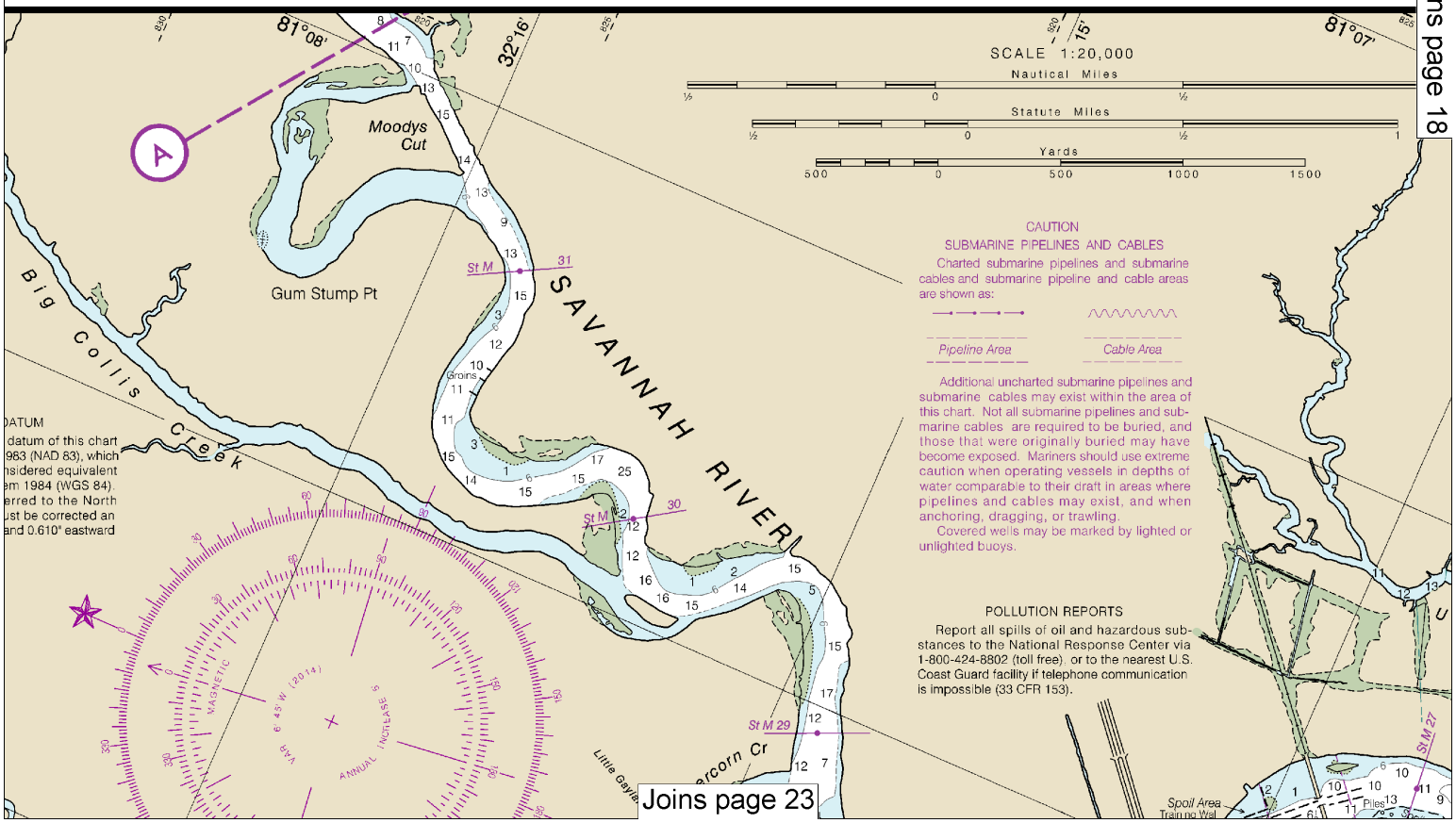
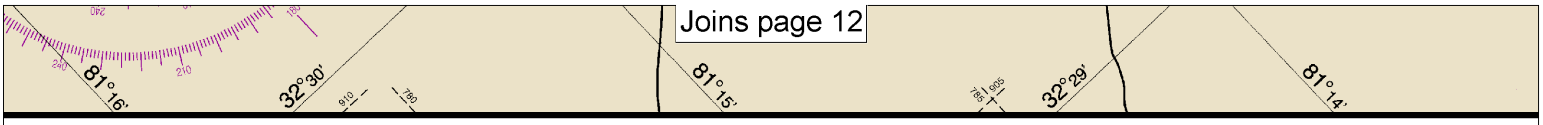


Joins page 23

Joins page 12



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USCGAUX - 7th Coast Guard District, 909 Southwest 1st Ave., Miami, FL 33131-3050, Tel. 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Purrysburg Landing	(32°18'N/81°07'W)	3.3	3.1	0.1
Little Back River, Hwy. 17	(32°10'N/81°08'W)	8.2	7.9	0.2
S.C.L. RR. bridge	(32°14'N/81°09'W)	6.7	6.4	0.2
Port Wentworth	(32°09'N/81°09'W)	8.7	8.3	0.2
Fort Jackson	(32°05'N/81°02'W)	8.1	7.7	0.2
Savannah (Bull Street)	(32°05'N/81°06'W)	8.6	8.1	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.

(Aug 2014)

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Charleston, SC	*(843) 747-5859	9:00 AM-4:30 PM (Mon.-Fri.)

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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
Beaufort, SC	WXJ-23	162.450 MHz
Metter, GA	WWH-25	162.425 MHz

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

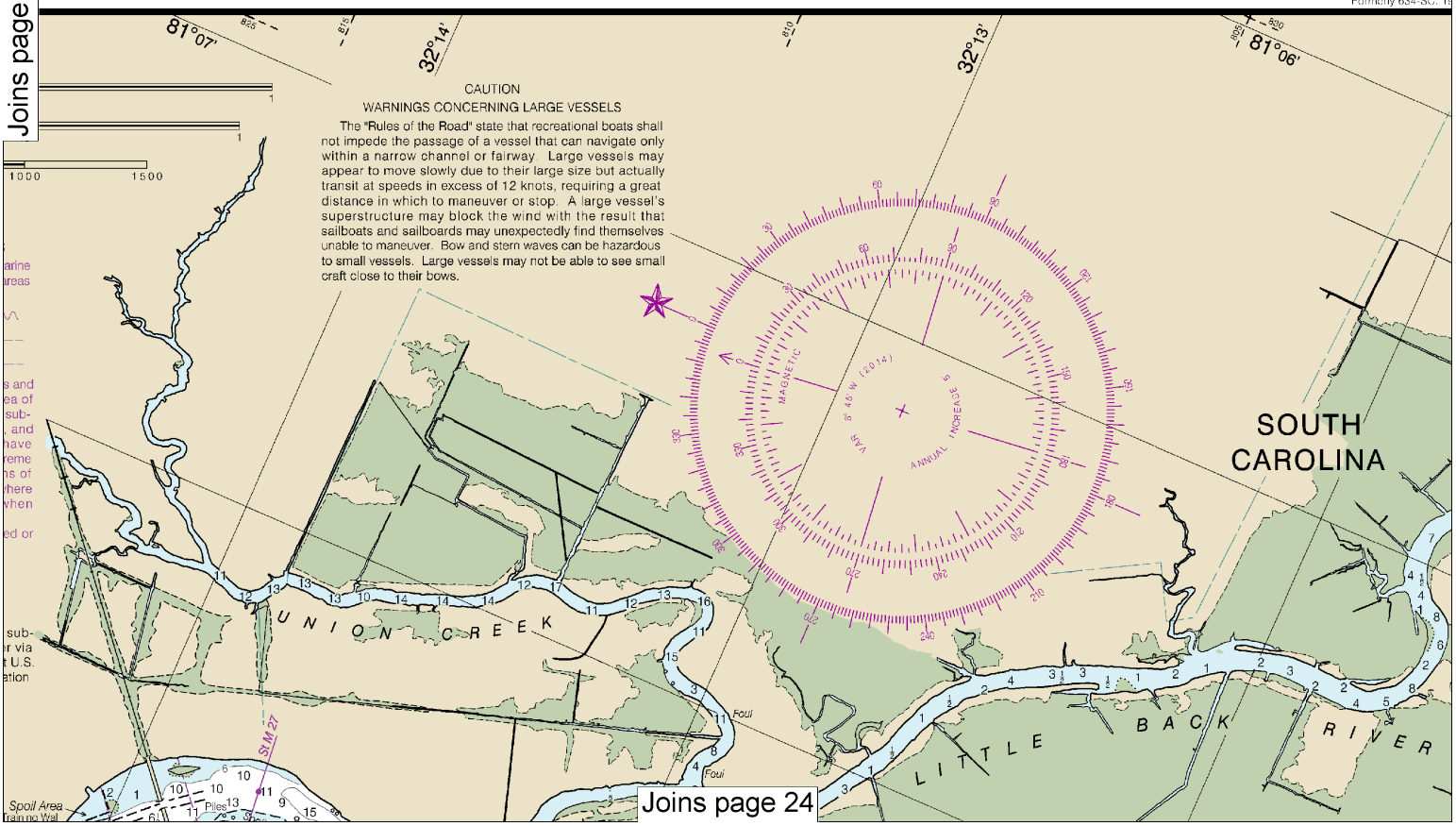
CITY	STATION	FREQ.	BROADCAST TIMES - EST	SPECIA
Charleston, SC	NMB (USCG)	* 2670 (A3H) kHz * 157.1MHz (Ch. 22)	+11:20 AM & PM +11:20 AM & PM	On rec On rec

* Preceded by announcement on 2182 kHz and 156.8 MHz
+ Broadcast one hour later during Daylight Saving Time

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

Joins page 17

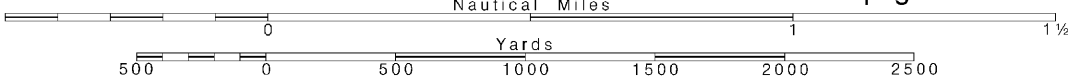
Formerly 634-SC, 15



Joins page 24

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.



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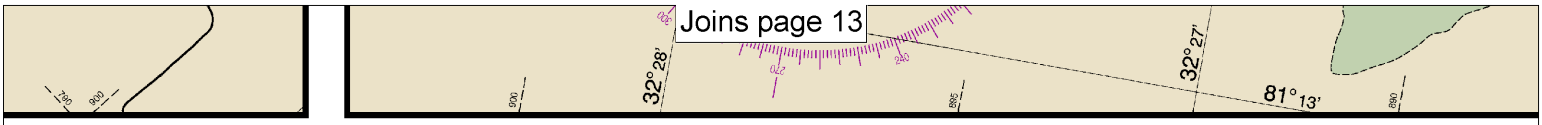

IAL WARNING

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eceipt

1st Ed., 1966

Joins page 20

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."

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

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

Mariners are warned that numerous foul areas exist adjacent to the shoreline and floating debris is a constant danger to navigation.

PLANE COORDINATE GRID

(based on NAD 1927)

Georgia State Grid, east zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

AIDS TO NAVIGATION

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

HURRICANES

Hurricanes, tropical sto
cause considerable dam
navigation and moored ve
in unknown locations.

Charted soundings, cha
reflect actual conditions fo
navigation may have been damag
have been moved from their chart
extinguished or otherwise made i
not rely upon the position or oper
Wrecks and submerged obstructi
from charted locations. Pipelines
or moved.

Mariners are urged to exercis
requested to report aids to na
hazards to navigation to the neare
unit.

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

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

Bottom characteristics:

Blds boulders	Co coral	gy gray
bk broken	G gravel	h hard
Cy clay	Grs grass	M muc

Miscellaneous:

AUTH authorized	Obstn obstruction
ED existence doubtful	PA position approxin

21 Wreck, rock, obstruction, or shoal swept clea
(2) Rocks that cover and uncover, with heights i

SAVANNAH
NATIONAL WILDLIFE REFUGE
(protected area)

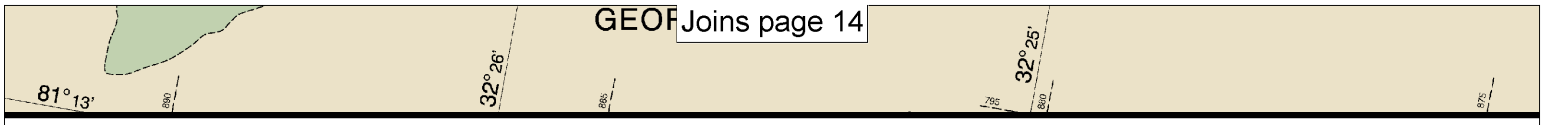
Marsh

Marsh

Vernonburg Creek

Joins page 25

GEOF Joins page 14



Joins page 19

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

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

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

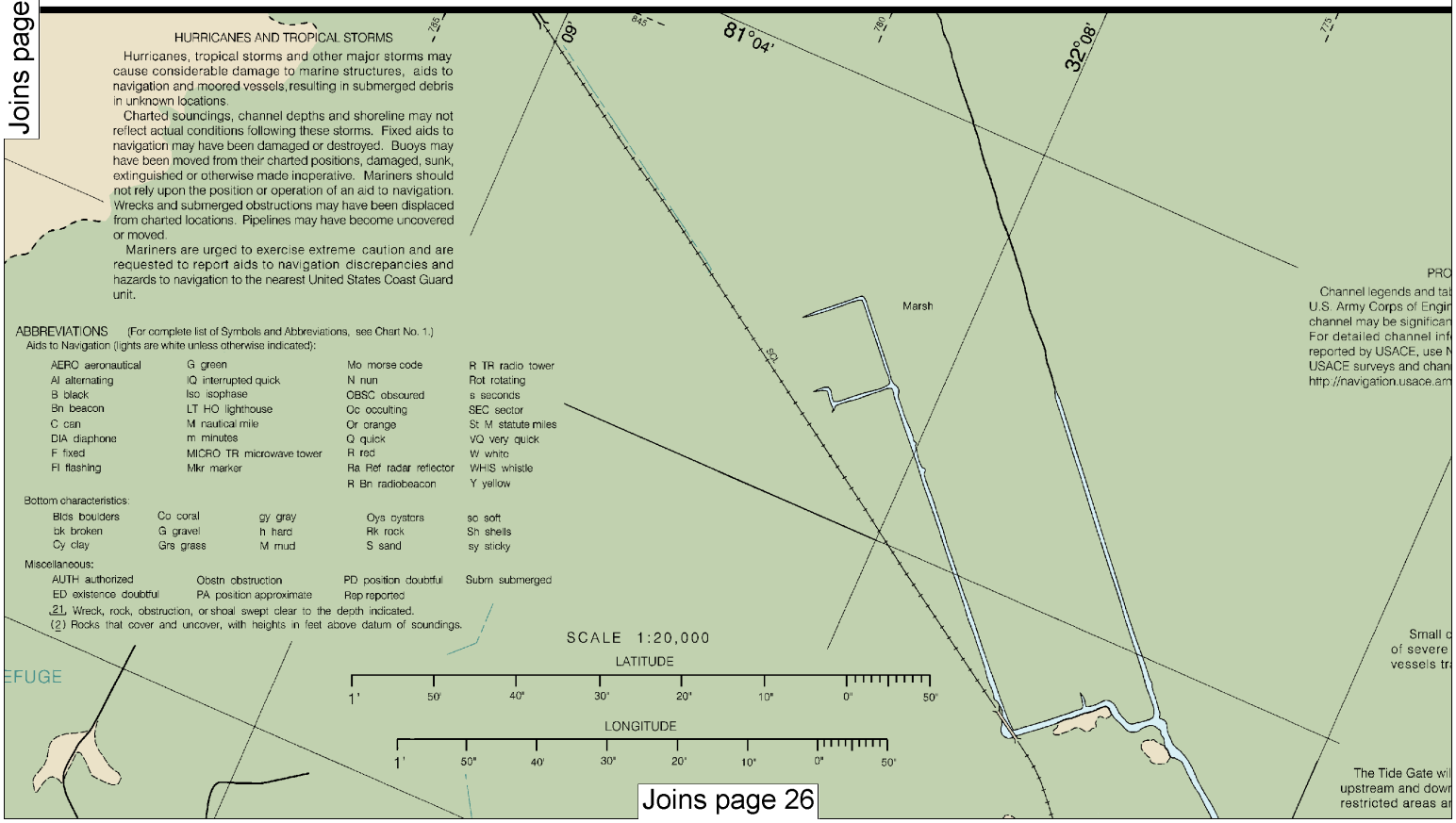
Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	sc soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.



Joins page 26

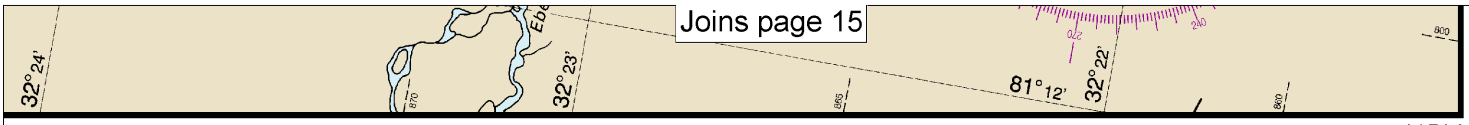
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

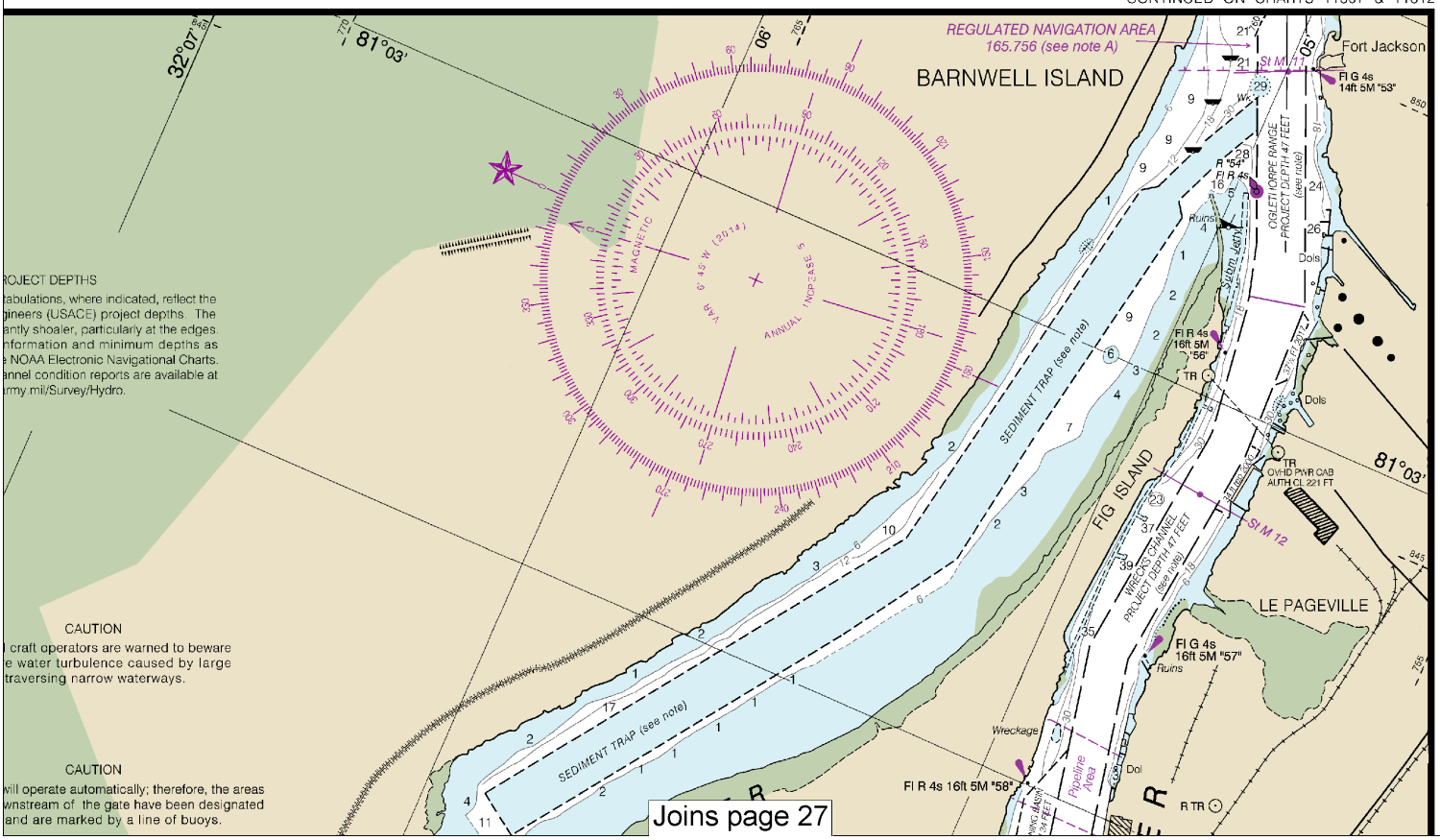
Yards
500 0 500 1000 1500 2000 2500

Joins page 15



11514

CONTINUED ON CHARTS 11507 & 11512



Joins page 27

Joins page 16

Chart 11514

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

Mercator Projection
Scale 1:20,000 at 30°06'

North American Datum 1983
(World Geodetic System 1984)

SUPPLEMENTAL INFORMATION

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

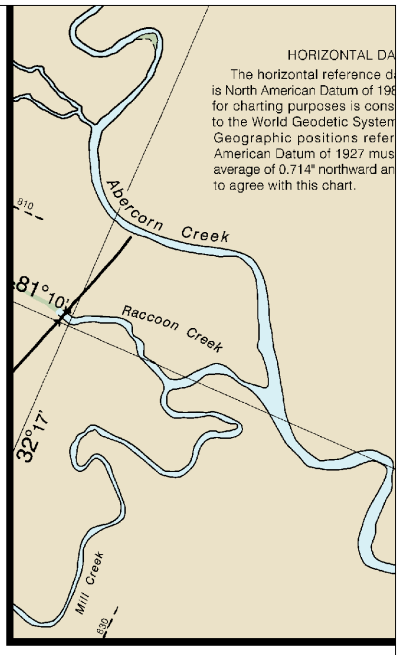
HEIGHTS

Heights in feet above Mean High Water.

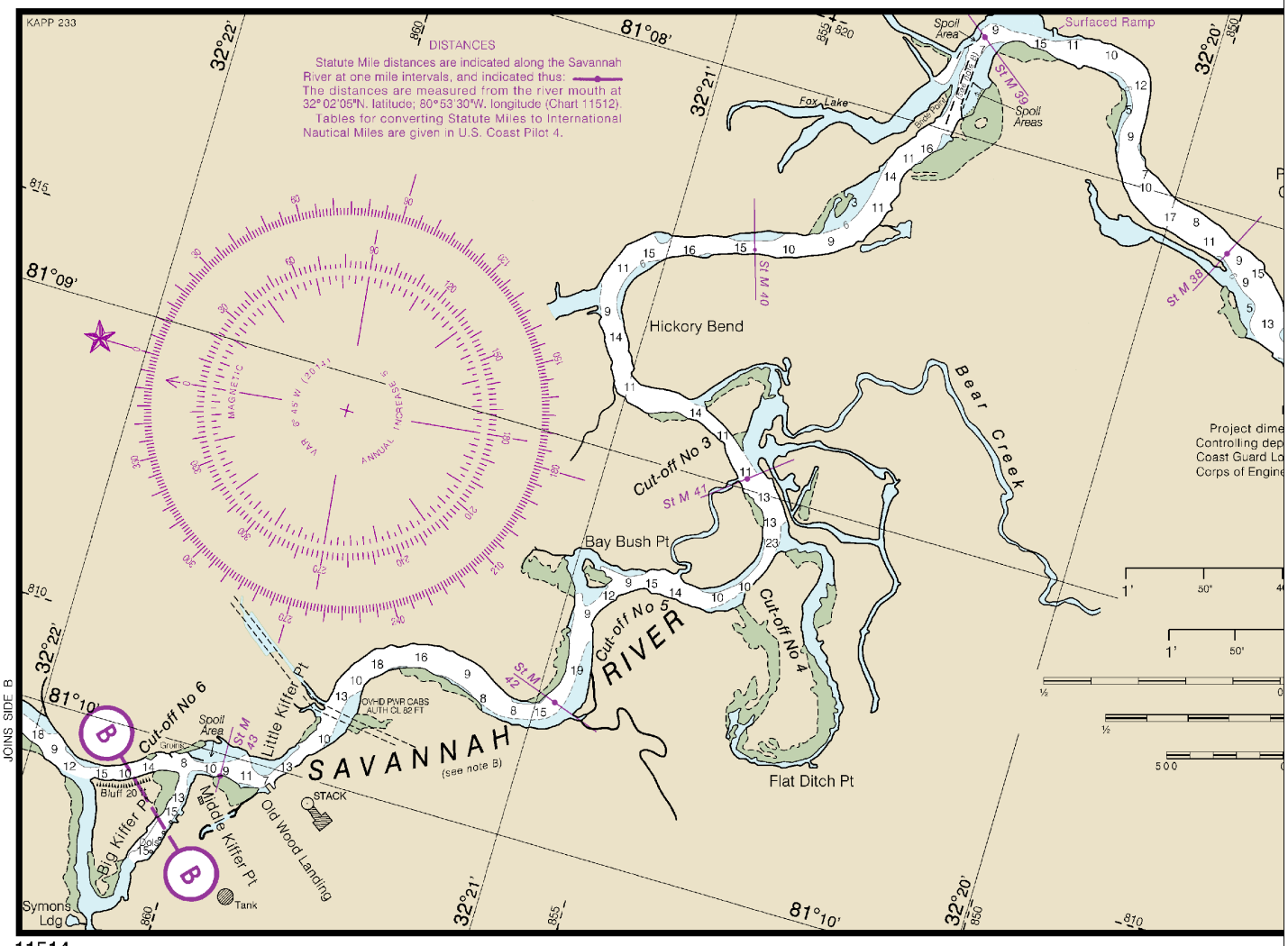
Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DA

The horizontal reference d
is North American Datum of 19
for charting purposes is cons
to the World Geodetic Syste
Geographic positions refer
American Datum of 1927 mus
average of 0.714" northward an
to agree with this chart.



SIDE A



JOINS SIDE B

11514

This is the Last Edition of this chart. It will be canceled on Apr 3, 2024

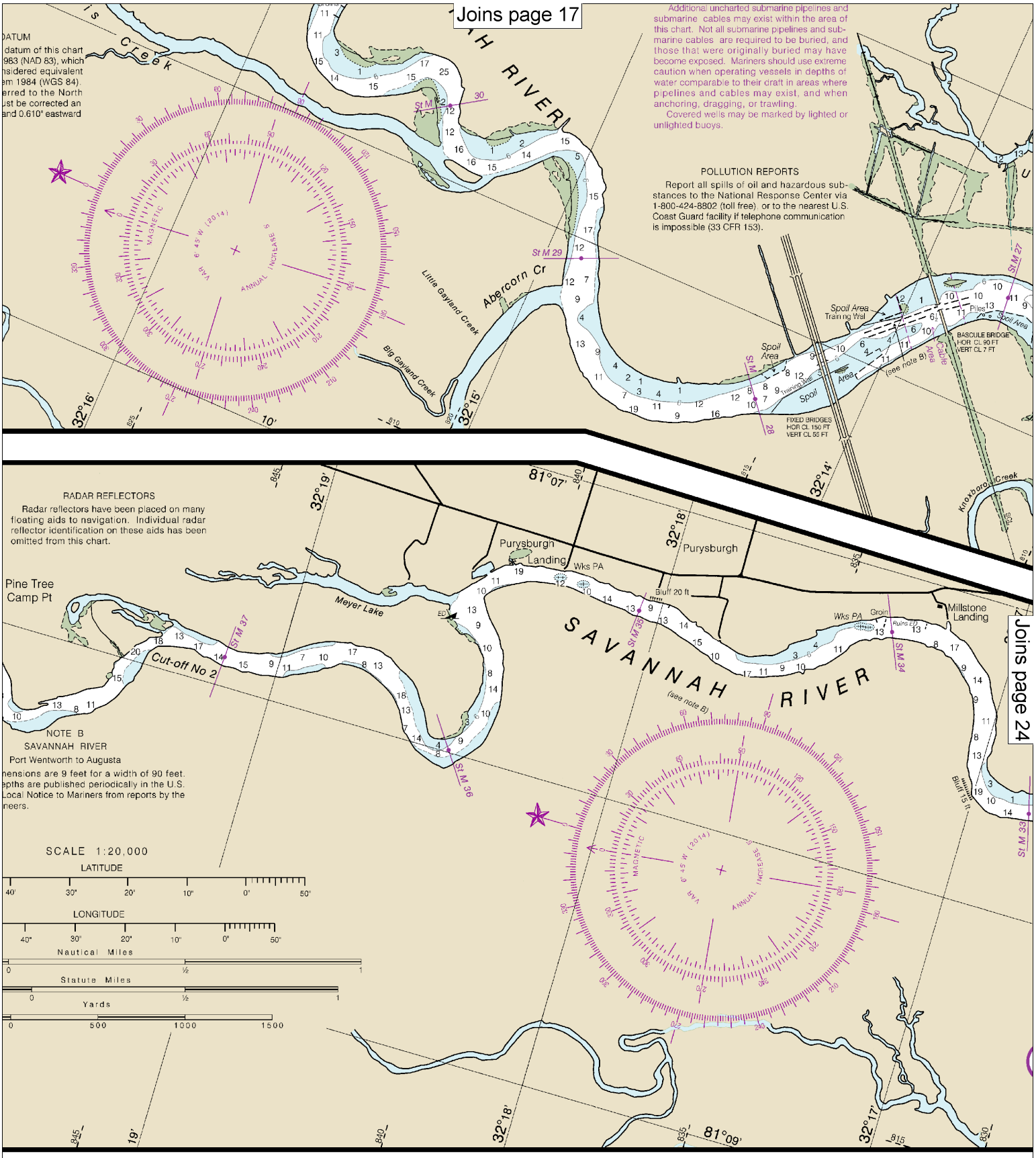
31st Ed., Oct. 2014. Last Correction: 2/2/2024. Cleared through:
LNM: 1224 (3/19/2024), NM: 1324 (3/30/2024)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 17
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.
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
NOTE B
SAVANNAH RIVER
Port Wentworth to Augusta
SCALE 1:20,000
LATITUDE
LONGITUDE
Nautical Miles
Statute Miles
Yards
Joins page 24
SAVANNAH RIVER
Purysburgh Landing
Purysburgh
Millstone Landing
Pine Tree Camp Pt
Meyer Lake
Cut-off No 2
Abercorn Cr
Little Gaviland Creek
Big Gaviland Creek
Knoxboro Creek
Spoil Area
Training Wall
BASCULE BRIDGE
HOR CL 90 FT
VERT CL 7 FT
FIXED BRIDGES
HOR CL 150 FT
VERT CL 55 FT
Bluff 20 ft
Bluff 15 ft
Wks PA
Ruins
Groin
Piles
Cable
St M 27
St M 28
St M 29
St M 30
St M 33
St M 34
St M 35
St M 36
St M 37
32°16'
32°15'
32°14'
32°19'
32°18'
32°17'
81°07'
81°09'

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

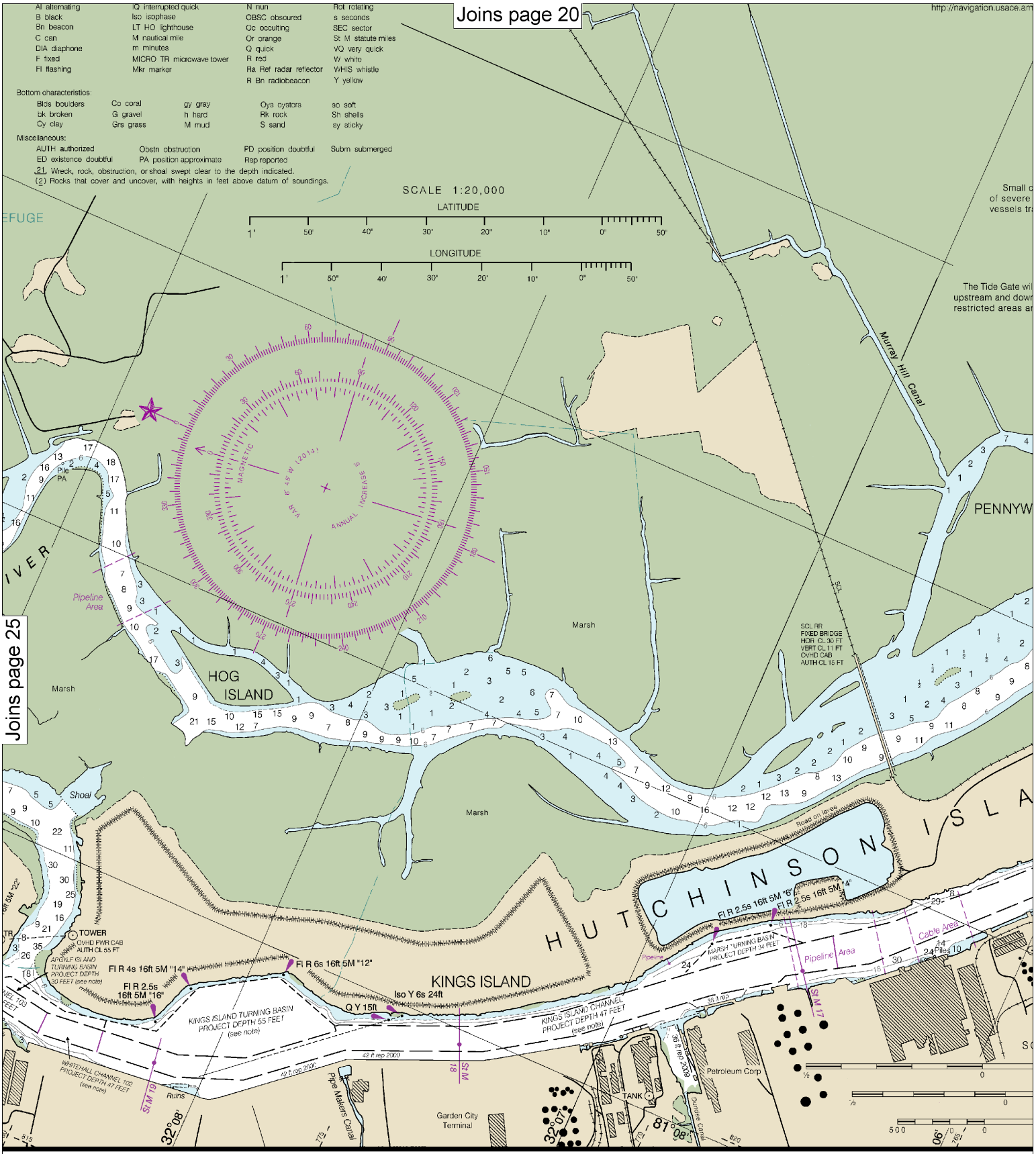
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 19
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)
Georgia State Grid, east zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SAVANNAH NATIONAL WILDLIFE REFUGE (protected area)
CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.
ARGYLE ISLAND
LITTLE BACK RIVER
STEAMBOAT RIVER
Houstown Cut
HOG MARSH ISLAND
Drakies Pt
MIDDLE RIVER
ONSLOW ISLAND
Drakies Cut
St Augustine Creek
FRONT RIVER
Port Wentworth
Surfaced Ramp
Pipeline Area
Shoal
Marsh
Joins page 26

Joins page 20

Joins page 25

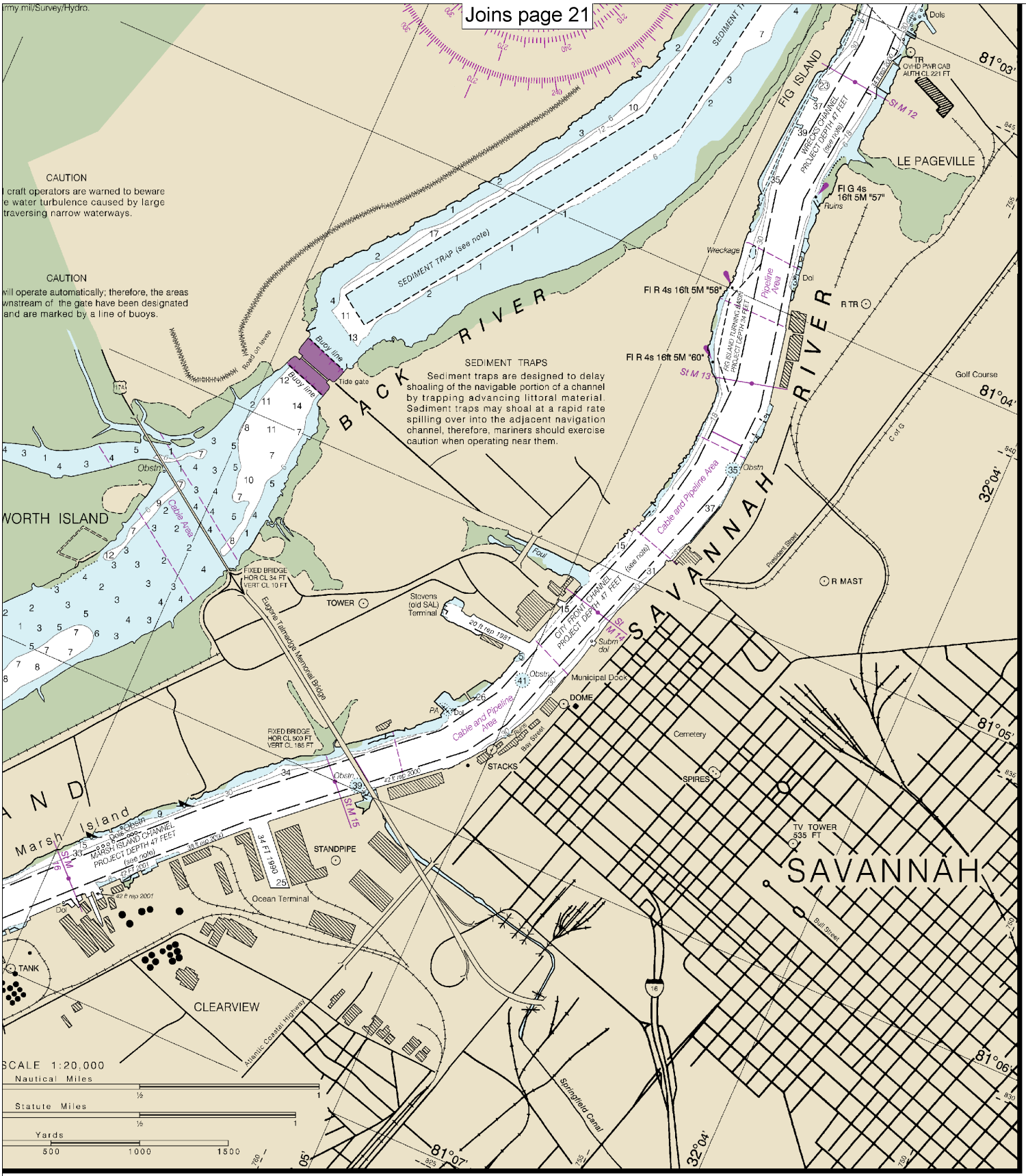


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 21
army.mil/Survey/Hydro.
CAUTION
craft operators are warned to beware
e water turbulence caused by large
traversing narrow waterways.
CAUTION
will operate automatically; therefore, the areas
wnstream of the gate have been designated
and are marked by a line of buoys.
SEDIMENT TRAPS
Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.
BACK RIVER
SAVANNAH RIVER
SEDIMENT TRAP (see note)
Buoy line
Tide gate
Road on levee
Obstn
Cable Area
WORTH ISLAND
FIXED BRIDGE
HOR CL 34 FT
VERT CL 10 FT
TOWER
Stevens (old SAL) Terminal
Eugene Talmadge Memorial Bridge
FIXED BRIDGE
HOR CL 500 FT
VERT CL 185 FT
Marsh Island
MARSH ISLAND CHANNEL
PROJECT DEPTH 47 FEET
(see note)
34 FT 1990
STANDPIPE
Ocean Terminal
TANK
CLEARVIEW
Atlantic Coastal Highway
Cable and Pipeline Area
Foul
CITY FRONT CHANNEL
PROJECT DEPTH 47 FEET
(see note)
St M 14
Subm dol
Municipal Dock
DOME
Cemetery
SPIRES
STACKS
Bay Street
TV TOWER
535 FT
SAVANNAH
Bull Street
Sorrinoflata Canal
FIG ISLAND
WRECKAS CHANNEL
PROJECT DEPTH 47 FEET
(see note)
LE PAGEVILLE
Fl G 4s
16ft 5M "57"
Ruins
Wreckage
Pipeline Area
Fl R 4s 16ft 5M "58"
Fl R 4s 16ft 5M "60"
ISLAND TURNING BASIN
PROJECT DEPTH 34 FEET
St M 13
St M 12
St M 15
R TR
R MAST
Golf Course
President Street
Cor G
TR
CVR ID PWR CAB
AUTH CL 221 FT
Dols
81°03'
81°04'
81°05'
81°06'
81°07'
32°04'
SCALE 1:20,000
Nautical Miles
Statute Miles
Yards
500
1000
1500

11514

SIDE A

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
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Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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