

# BookletChart™



## St. Helena Sound

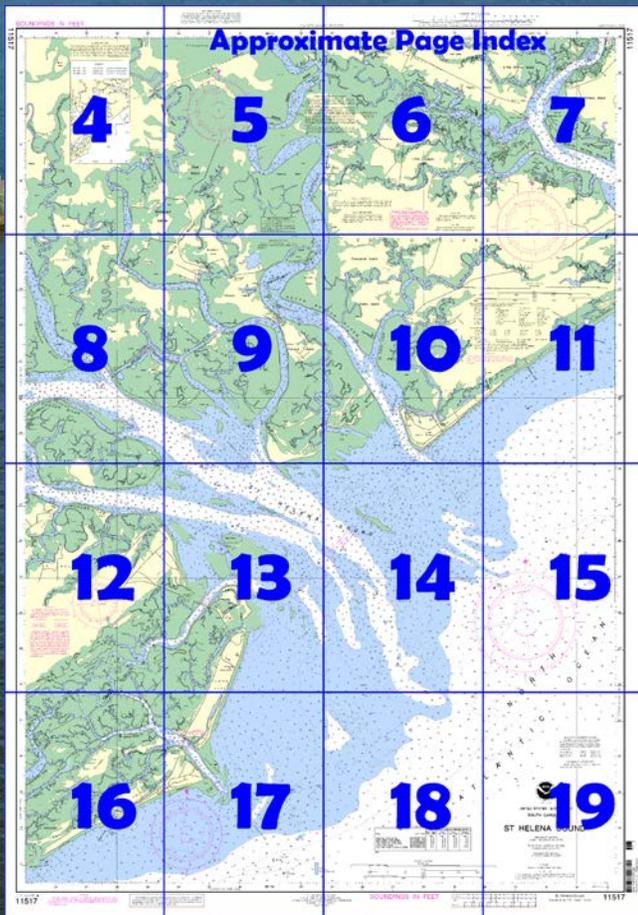
NOAA Chart 11517

*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.

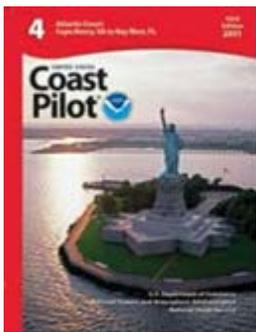
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11517>.



**(Selected Excerpts from Coast Pilot)**

The entrance to **St. Helena Sound** is 7 miles wide between **Bay Point**, the southern extremity of **Edisto Island**, on the northeast and **Hunting Island** on the southwest. The 132-foot Hunting Island Light (32°22'32"N., 80°26'16"W.), and the elevated tank on the northern part of Hunting Island make good landmarks. There are several channels through the shoals which extend about 6 miles seaward from the sound entrance. In 1983, the buoyed channel had a reported

depth of 15 feet; caution is advised. The mean range of tide on the bar and in the entrance to the sound is about 6 feet. In 1973, a survey revealed depths of 1 foot to 14 feet less than those charted across the

entrance to St. Helena Sound. Caution is advised in navigating this area. In 1992, a partially submerged wreck was 2.0 miles northeast of South Edisto River Approach Lighted Buoy A in about 32°26.0'N., 80°16.0'W. Most important of the several navigable rivers emptying into the sound are South Edisto, Ashepoo, Coosaw, Morgan, and Harbor Rivers; the first three are links in the route of the Intracoastal Waterway. The **Ashepoo-Combahee-Edisto (ACE) Basin National Estuarine Research Reserve and National Wildlife Refuge** are Marine Protected Areas (MPA) in the central portion of St. Helena Sound.

**South Edisto River**, which empties into St. Helena Sound immediately westward of Bay Point, is of little commercial importance. The approach to the river is marked by buoys. The river above its junction with **Dawho River**, about 18 miles above Bay Point, is known as **Edisto River**. **Big Bay Creek** is unmarked and empties into the east side of South Edisto River just above Bay Point. A marina about 0.3 mile above the creek entrance on the south side has transient berths, gasoline, diesel fuel, pump-out, water, ice, and supplies. It has been reported that small craft have run aground at night when making Big Bay Creek from the northward by using the street and house lights on **Edisto Beach** as guides; extreme caution is advised.

**Edisto Beach State Park** is about 2 miles northeastward of Bay Point. A marked channel into South Edisto River, about 3 miles southeastward of Bay Point, has depths of 12 to 16 feet over the ocean bar.

An unmarked fish haven is on the northeast side of South Edisto River about 4.5 miles above Bay Point in about 32°32.3'N., 80°23.3'W.

The Intracoastal Waterway leads through South Edisto River from landcuts at **Fenwick Cut** and **Watts Cut**, about 5.3 miles and 11.3 miles above Bay Point, respectively. This section of the river, between Fenwick Cut and Watts Cut, is marked in accordance with Intracoastal Waterway markings. In 1983, the reported controlling depth from Bay Point to the junction with the Intracoastal Waterway at Fenwick Cut was 10 feet, and from Watts Cut to **Willtown Bluff**, about 20 miles above Bay Point, the reported controlling depth was 10 feet.

The river is usually entered from the Intracoastal Waterway; the entrance from the ocean is rarely used.

**Currents.**—Currents at the entrance have a velocity of about 2 knots; predictions may be obtained from the Tidal Current Tables. A draft of about 3 feet can be taken for about 8 miles above Willtown Bluff to **Jacksonboro**.

**Ashepoo River**, about 4.5 miles westward of Bay Point, flows into St. Helena Sound from northward on the west side of **Otter Islands**. A highway bridge over the river, 13 miles above the mouth, has a fixed span with a clearance of 20 feet. The side piers of a former swing bridge adjacent westward of the fixed bridge are used as fishing piers. An overhead power cable just westward of the bridge has a clearance of 63 feet, and another overhead power cable 4 miles above the bridge has a clearance of 84 feet. Mariners are advised to navigate with caution, because depths vary greatly in the river.

**Morgan River** flows into St. Helena Sound from westward. The river is about 8 miles long and at its head connects with Chowan Creek, a tributary of Beaufort River. At the divide, this passage is nearly dry at low water where U.S. Route 21 highway bridge has a 28-foot fixed span with a clearance of 4 feet. The mean range of tide near the head of Morgan River is about 7 feet. **Coffin Creek** is on the south side of Morgan River near 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



**NOAA's navigation managers** serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

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



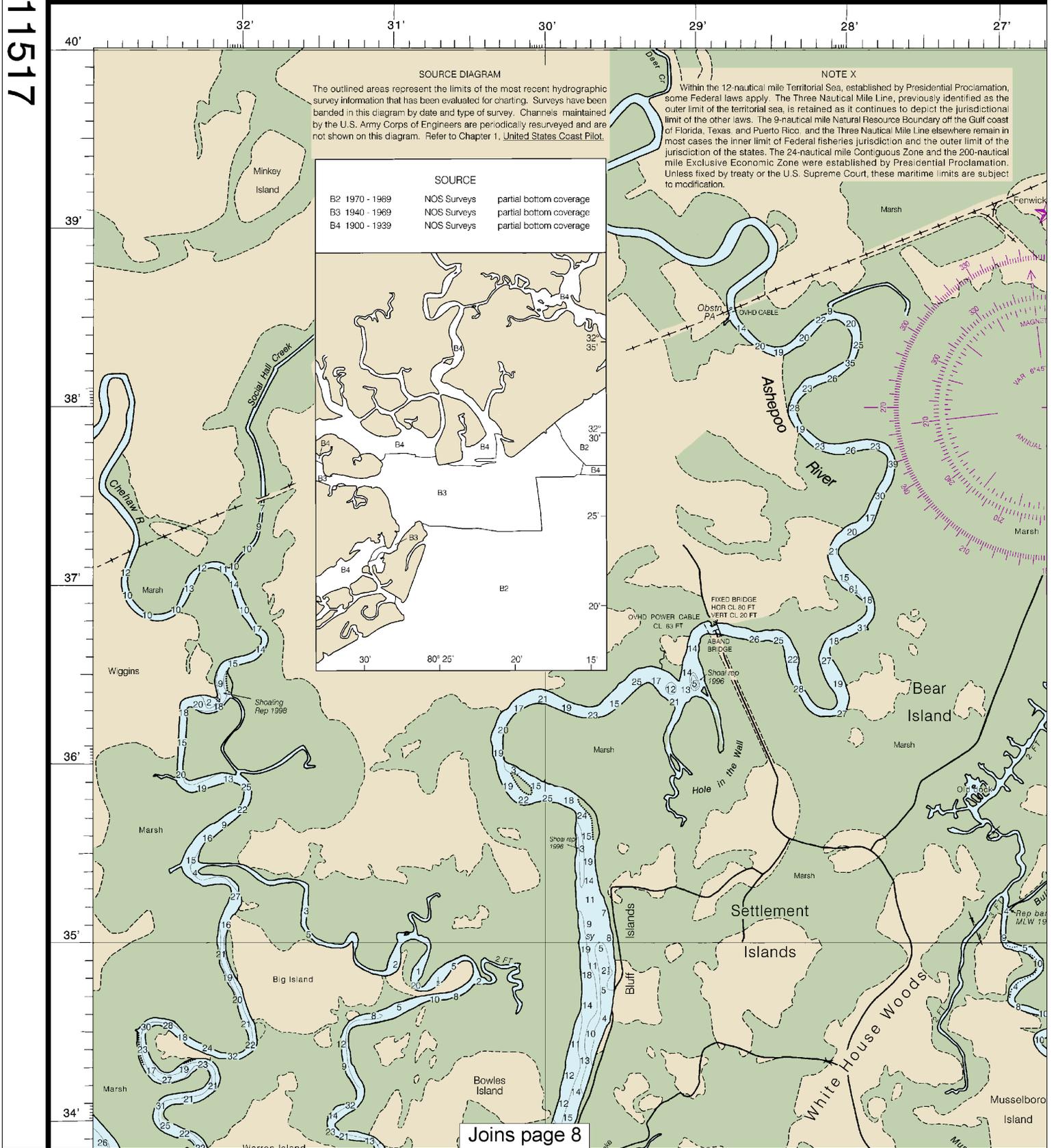
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

# SOUNDINGS IN FEET

**FISHING AND HUNTING STRUCTURES**  
 Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

**HORIZONTAL DATUM**  
 The horizontal reference datum of this chart is 1983 (NAD 83), which for charting purpose to the World Geodetic System 1984 (WGS 84) referred to the North American Datum of 1983 (NAD 83) average of 0.675' northward and 0.631' eastward.

11517



Joins page 8

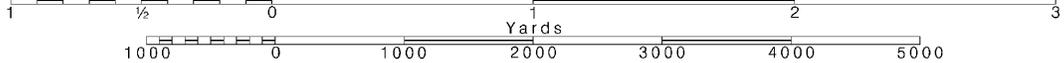
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

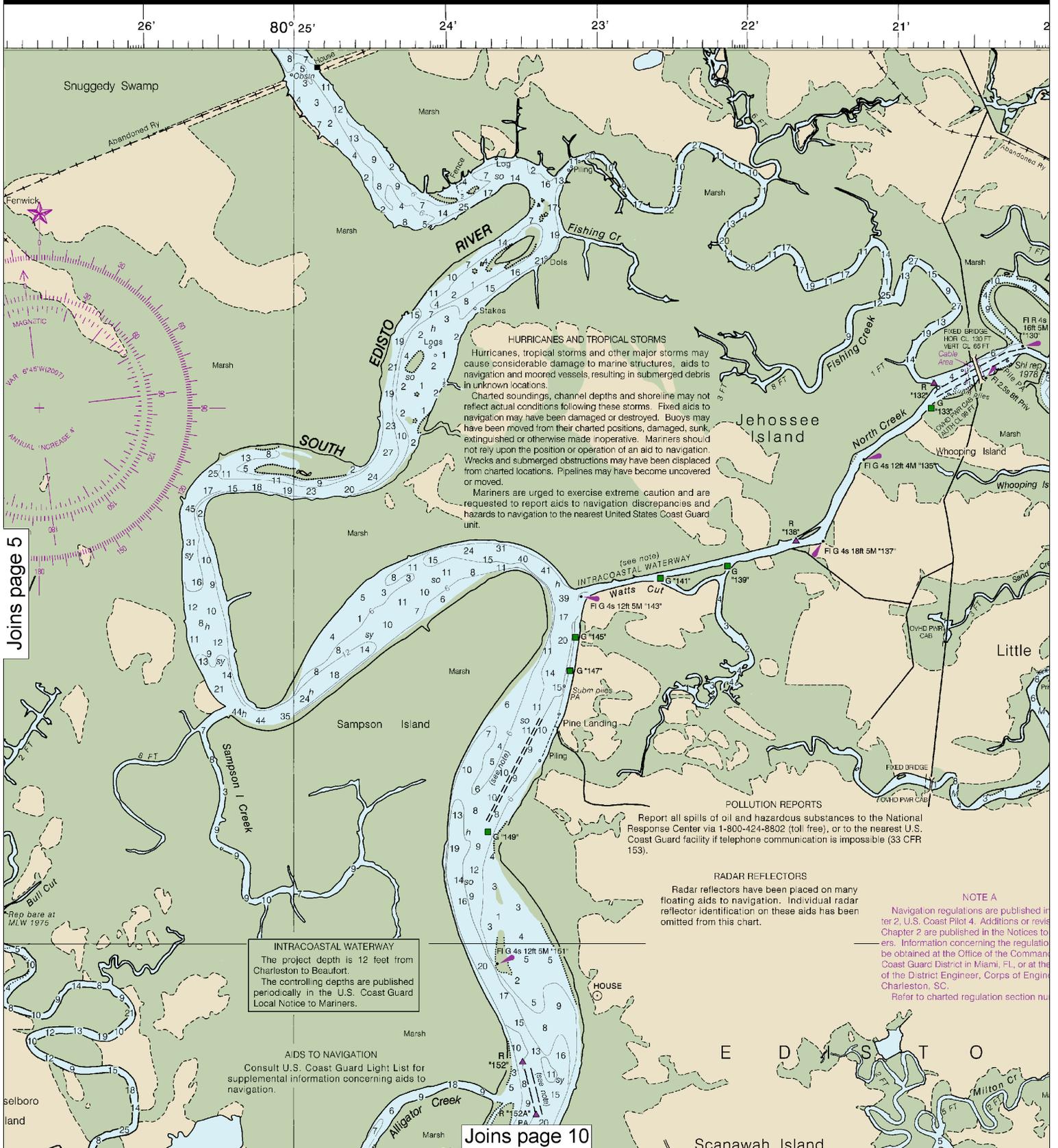
See Note on page 5.





**AL DATUM**  
 this chart is North American Datum  
 purposes is considered equivalent  
 (WGS 84). Geographic positions  
 datum of 1927 must be corrected an  
 eastward to agree with this chart.

Formerly C&GS 793, 1st Ed., Sect. 1937 C-1937-455 KAPP 221



Joins page 5

Joins page 10

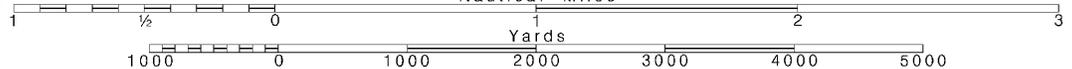


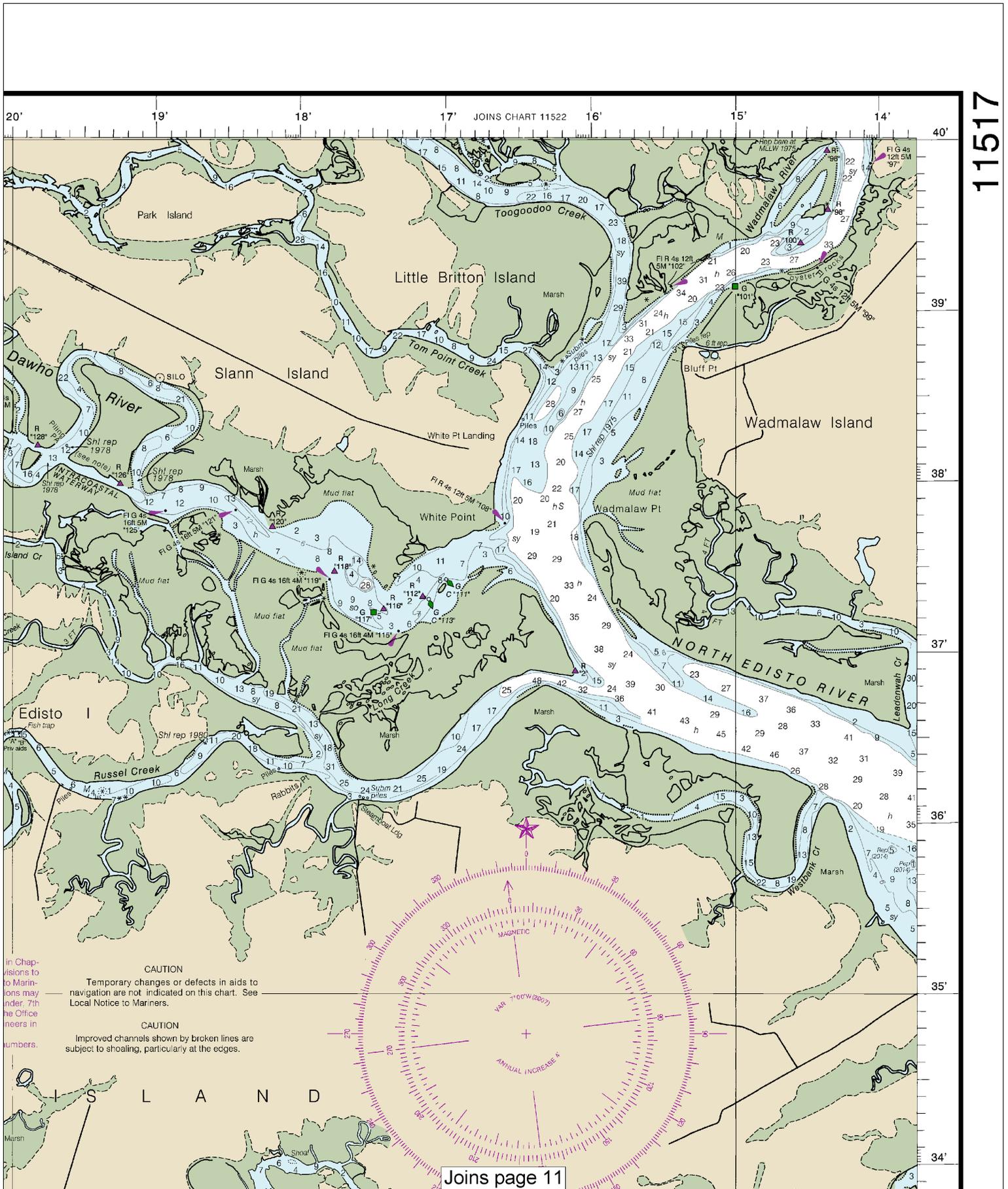
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.

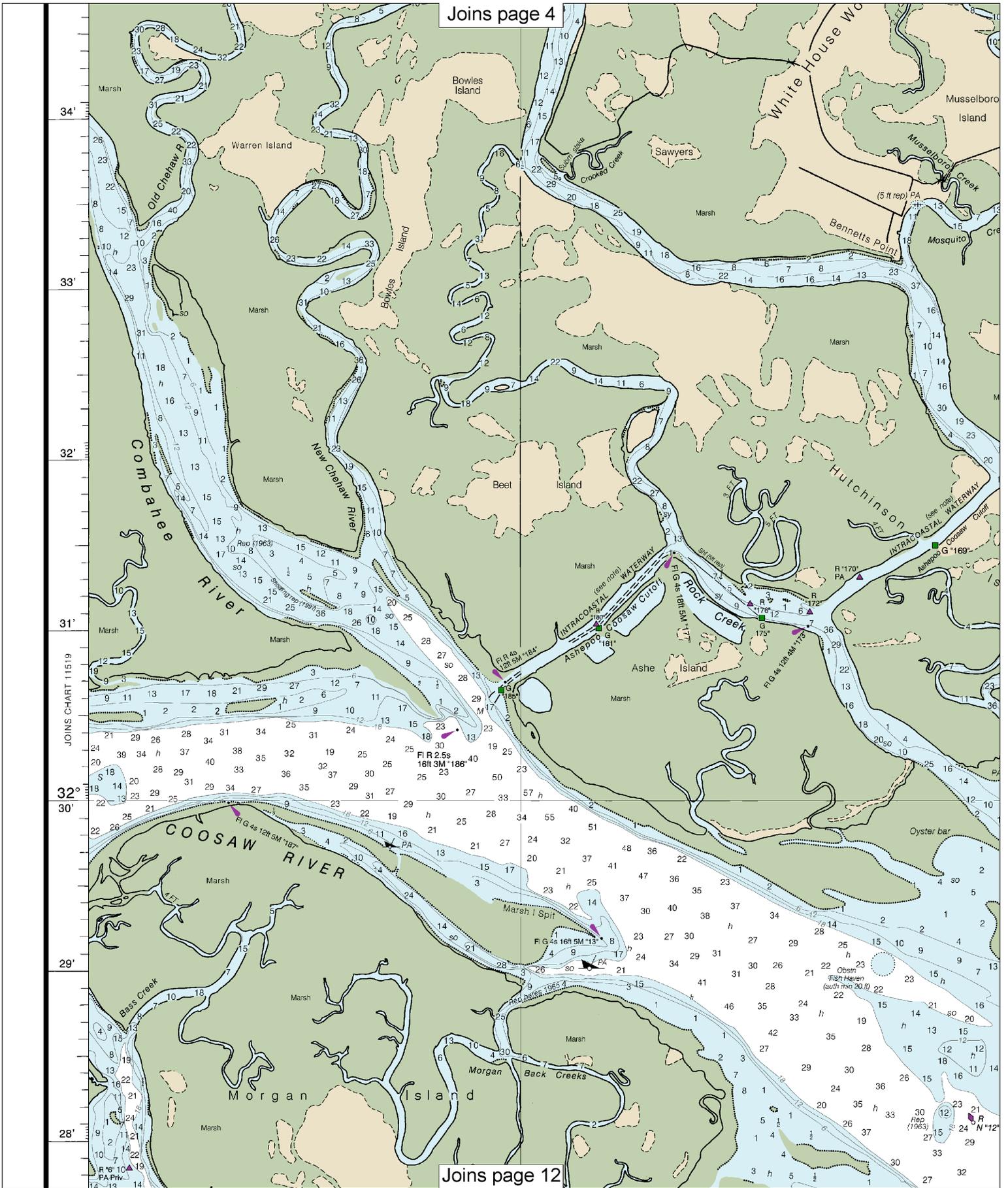




CAUTION  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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

In Chap-  
visions to  
to Mar-  
iners may  
nder 7th  
he Office  
neers in  
umbers.

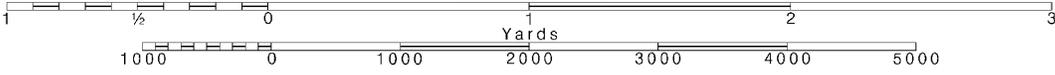


Note: Chart grid lines are aligned with true north.

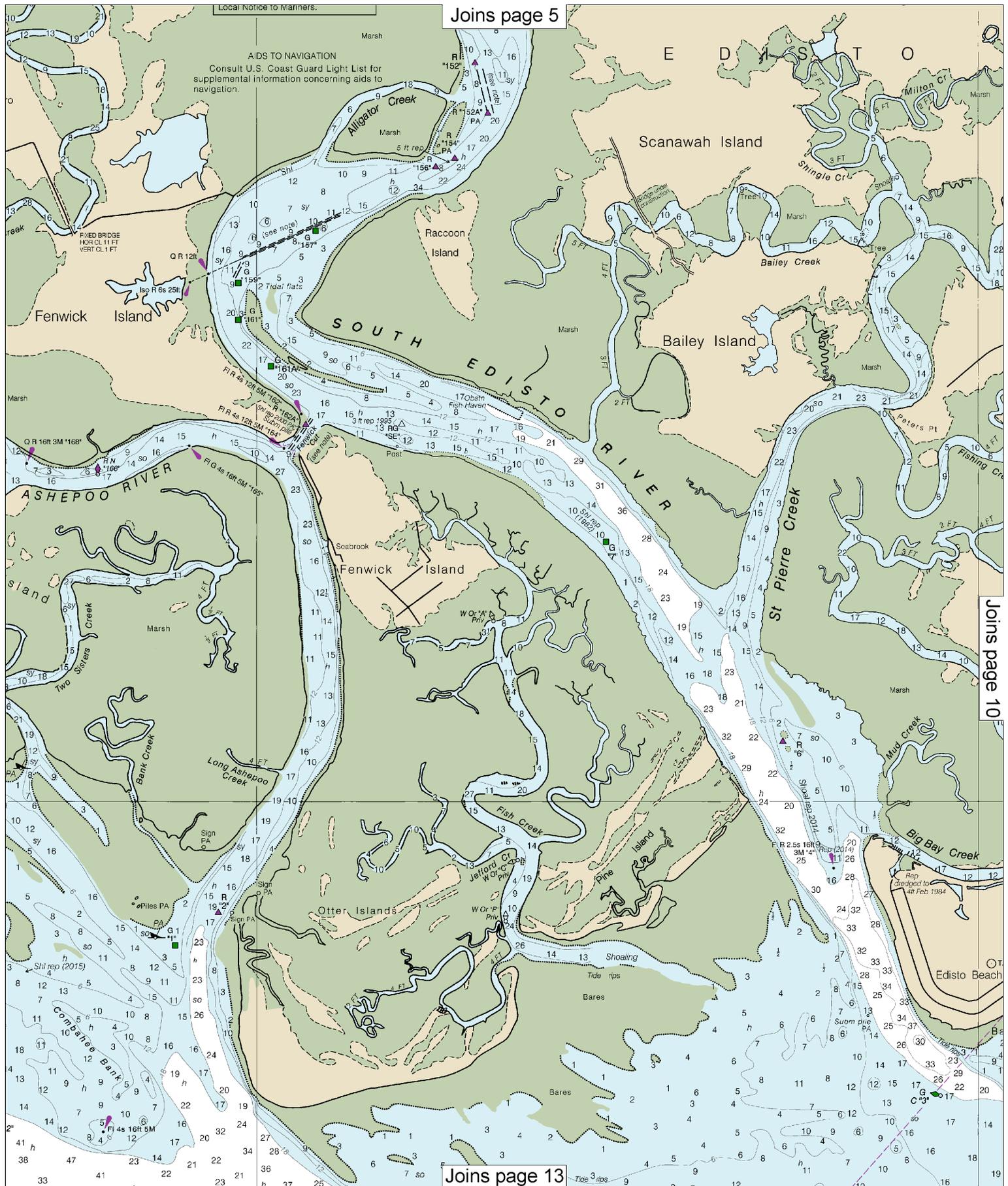
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

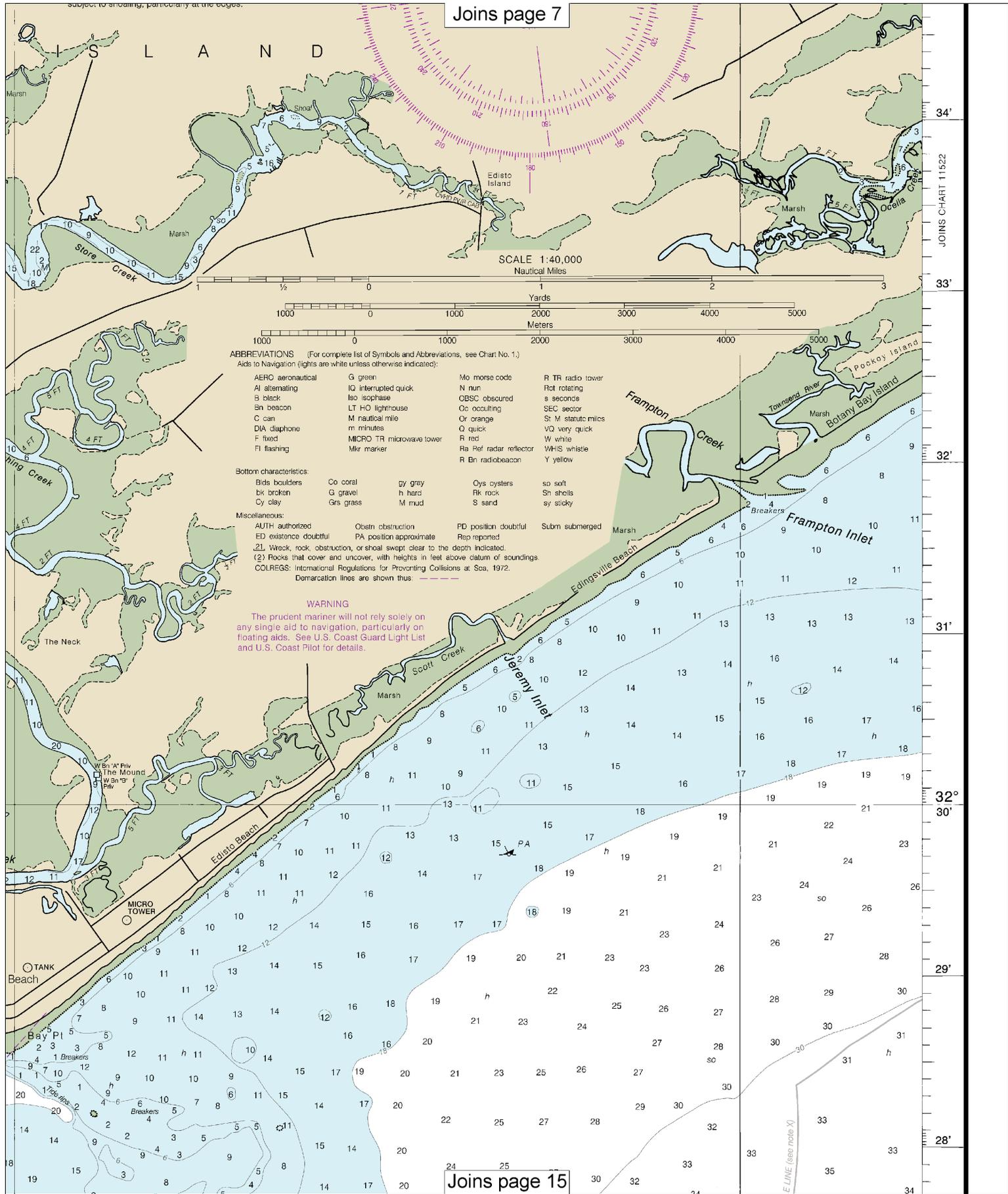
See Note on page 5.



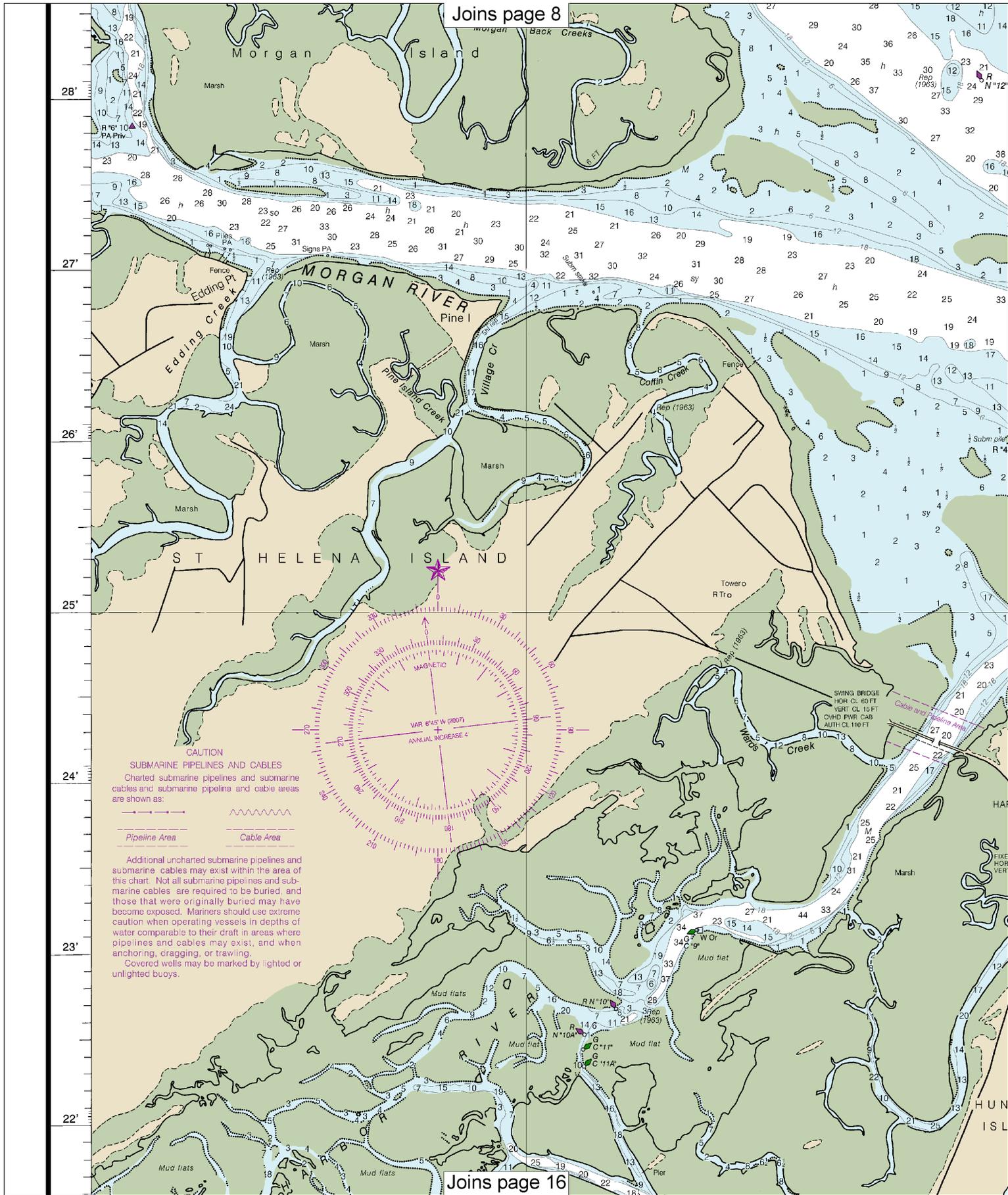
AIDS TO NAVIGATION  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.







Joins page 8



Joins page 16

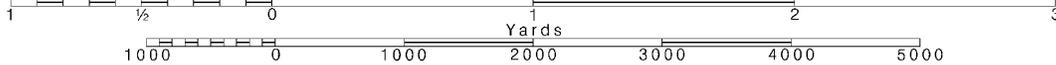
12

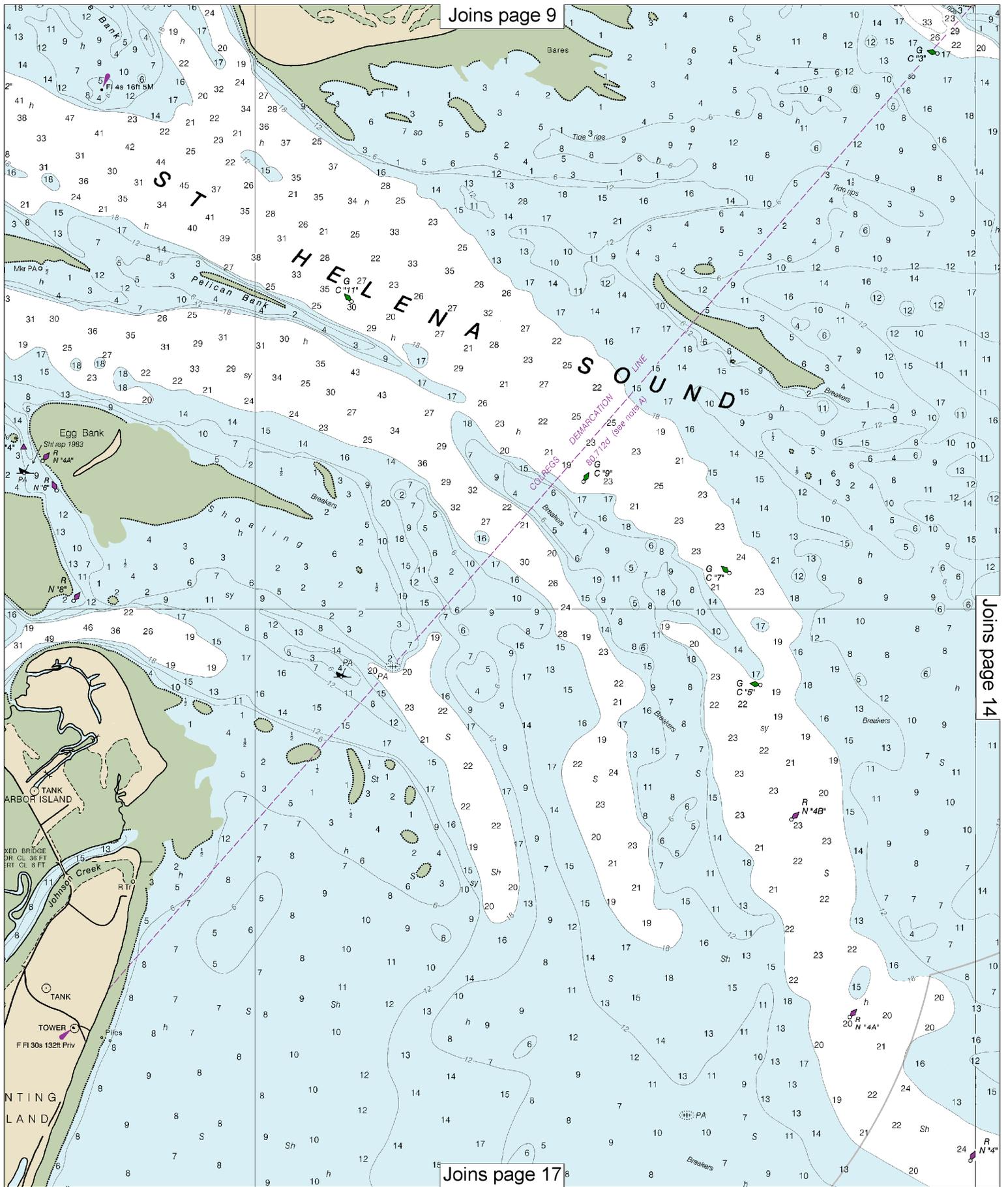
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



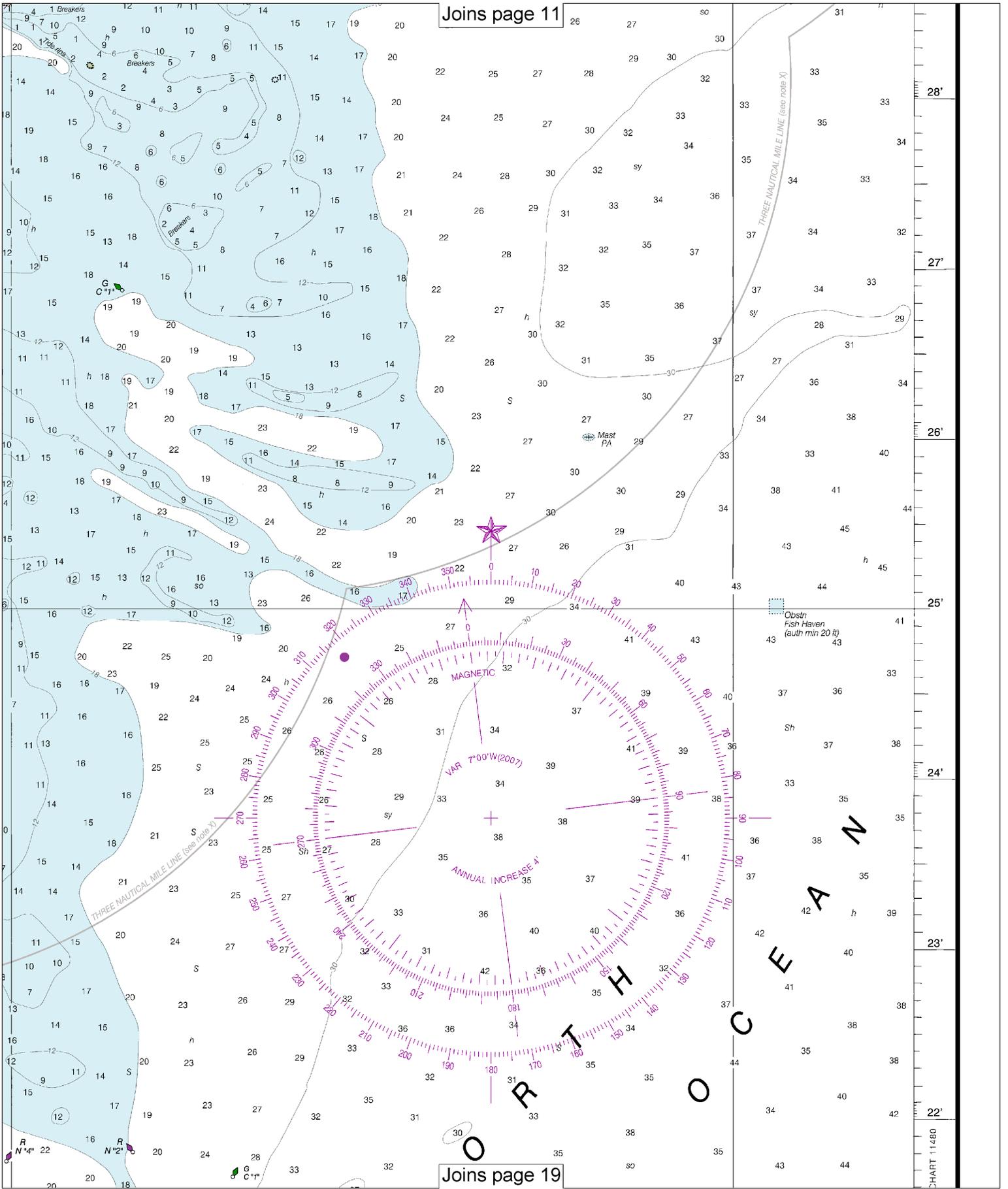


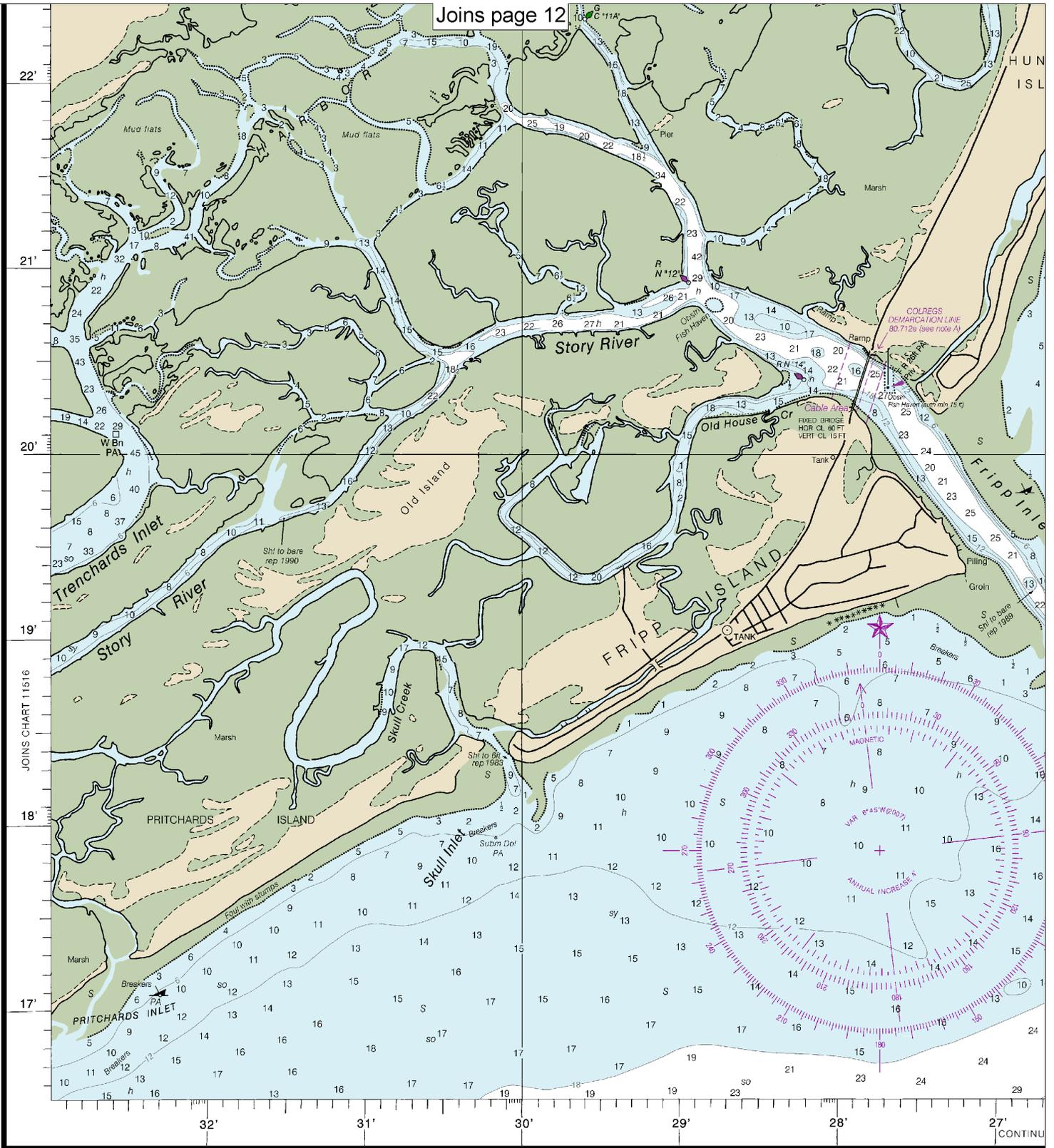
Joins page 9

Joins page 14

Joins page 17







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 about this chart at <http://www.nautical>

11517

18th Ed., Dec. 2007. Last Correction: 12/7/2016. Cleared through:  
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

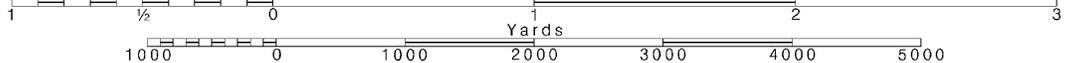
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

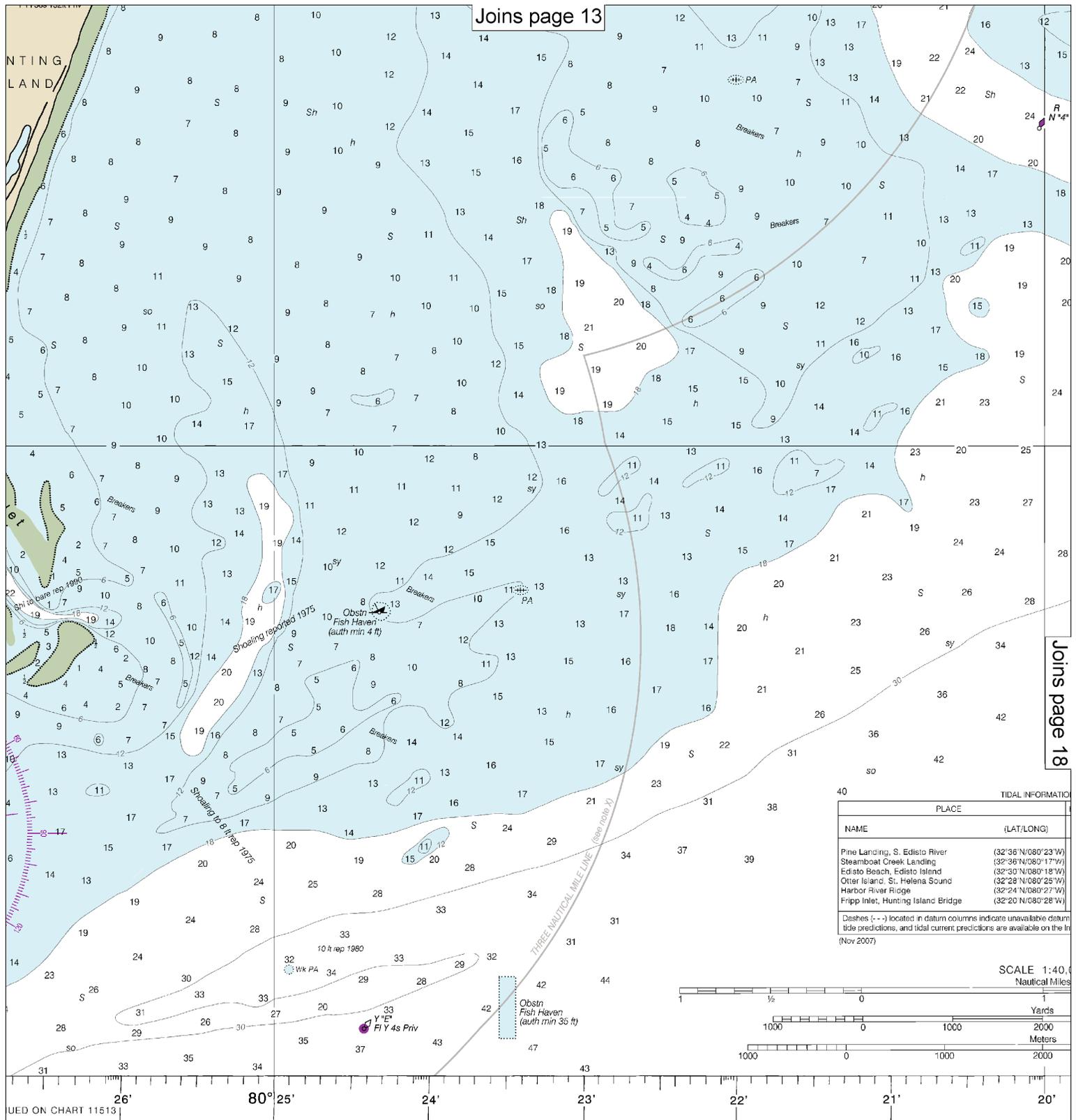
SCALE 1:40,000  
Nautical Miles

See Note on page 5.



Joins page 13

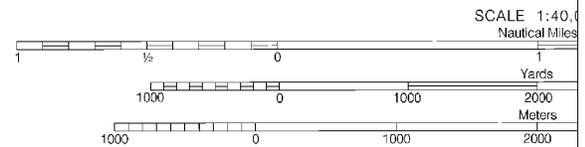
Joins page 18



TIDAL INFORMATION

PLACE	(LAT/LONG)
Pine Landing, S. Edisto River	(32°36'N/080°23'W)
Steamboat Creek Landing	(32°36'N/080°17'W)
Edisto Beach, Edisto Island	(32°30'N/080°18'W)
Otar Island, St. Helena Sound	(32°28'N/080°25'W)
Harbor River Ridge	(32°24'N/080°27'W)
Fripp Inlet, Hunting Island Bridge	(32°20'N/080°28'W)

Dashes (- -) located in datum columns indicate unavailable datum tide predictions, and tidal current predictions are available on the In (Nov 2007)

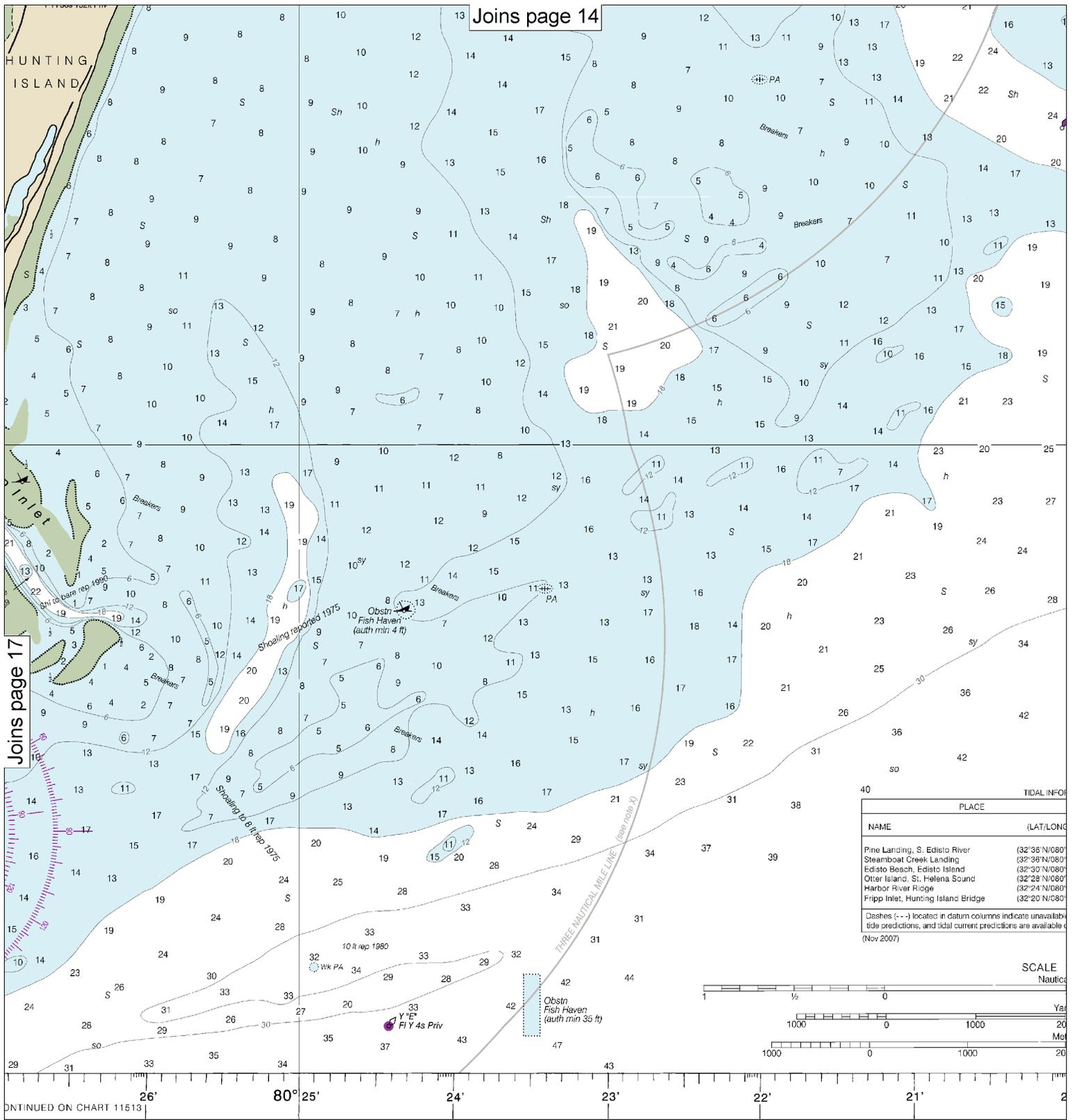


26' 80° 25' 24' 23' 22' 21' 20'

For inquiries, discrepancies or comments  
[nauticalcharts.noaa.gov/staff/contact.htm](http://nauticalcharts.noaa.gov/staff/contact.htm)

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

SOUNDINGS IN FE

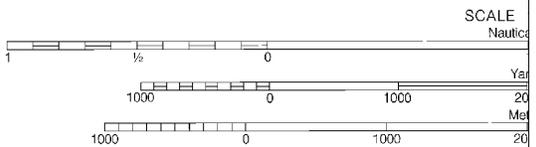


Joins page 14

Joins page 17

TIDAL INFO	
PLACE	(LAT/LONG)
Pine Landing, S. Edisto River	(32°36'N/080°)
Steamboat Creek Landing	(32°38'N/080°)
Edisto Beach, Edisto Island	(32°30'N/080°)
Other Islands, St. Helena Sound	(32°23'N/080°)
Harbor River Ridge	(32°24'N/080°)
Fripp Inlet, Hunting Island Bridge	(32°20'N/080°)

Dashes (- -) located in datum columns indicate unavailable tide predictions, and tidal current predictions are available (Nov 2007)



to submit inquiries, discrepancies or comments  
[nauticalcharts.noaa.gov/staff/contact.htm](http://nauticalcharts.noaa.gov/staff/contact.htm).

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

SOUNDINGS IN F

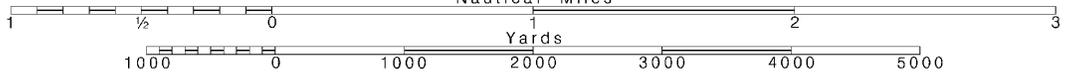
18

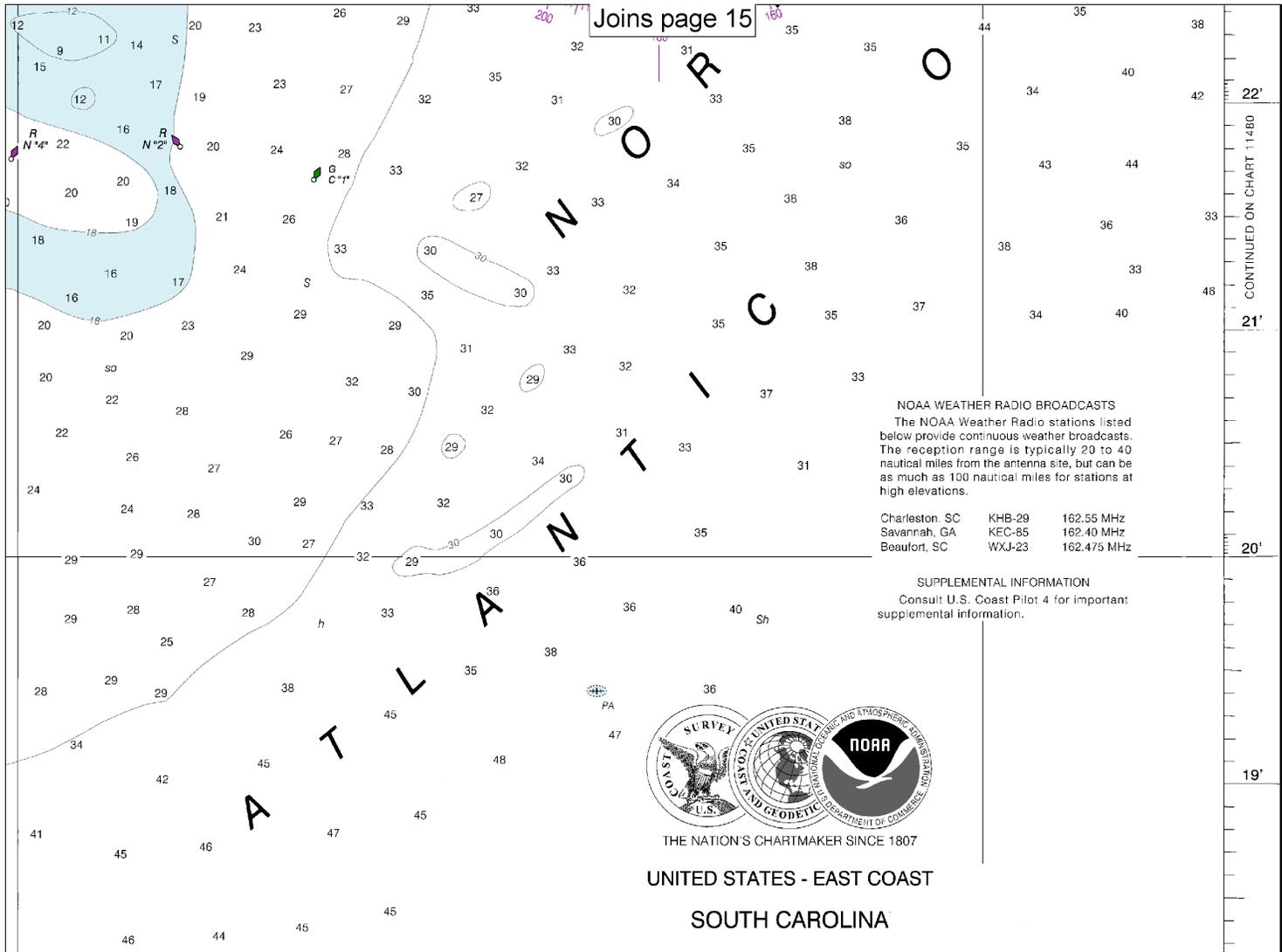
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.

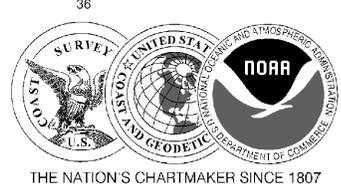




**NOAA WEATHER RADIO BROADCASTS**  
 The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Charleston, SC	KHB-29	162.55 MHz
Savannah, GA	KEC-85	162.40 MHz
Beaufort, SC	WXJ-23	162.475 MHz

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



**UNITED STATES - EAST COAST  
 SOUTH CAROLINA**

**ST HELENA SOUND**

Mercator Projection  
 Scale 1:40,000 at Lat 32° 28'  
 North American Datum of 1983  
 (World Geodetic System 1984)

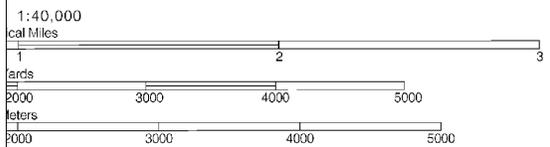
**SOUNDINGS IN FEET  
 AT MEAN LOWER LOW WATER**  
 For Symbols and Abbreviations see Chart No. 1  
**HEIGHTS**  
 Heights in feet above Mean High Water.

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

**FORMATION**

NG)	Height: referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
0°-23'W)	6.8	6.5	0.2
0°-17'W)	6.6	6.2	0.2
0°-18'W)	6.3	6.0	0.2
0°-25'W)	6.6	6.2	0.2
0°-27'W)	6.7	6.3	0.2
0°-28'W)	6.7	6.3	0.2

Use the datum values for a tide station. Real-time water levels are on the Internet from <http://tidesandcurrents.noaa.gov>.



**FEET**

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

St Helena Sound **11517**  
 SOUNDINGS IN FEET - SCALE 1:40,000



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.